AGENDA

Committee on Development and Planning
July 10, 2024 at 3:30 PM

Lansing City Hall, City Council Conference Room
124 W. Michigan Avenue, 10th Floor
To provide input or ask questions on any item that is listed on the agenda,
members of the public may contact the City Council at city.council@lansingmi.gov or (517) 483-4177 prior to the meeting.
To view the meeting live and participate in virtual public comment: https://www.lansingmi.gov/1212/Council-Committee-Meetings

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Council Member Hussain, Chairperson
Council Member Brown, Vice Chairperson
Council Member Garza, Member

1. **Call to Order**
2. **Roll Call**
3. **Minutes**
   A. June 26, 2024
4. **Public Comment on Agenda Items (Up to 3 Minutes)**
5. **Discussion/Action:**
   B. ORDINANCE - Repealing & Replacing the existing Sign Ordinance in its entirety
   C. RESOLUTION - Set a Public Hearing; Lansing Gateway Corridor Improvement Authority, Development & Tax Increment Finance Plan
6. **Other**
7. **Adjourn**

Persons with disabilities who need an accommodation to fully participate in these meetings should contact the City Council Office at 517-483-4177 (TTY 711) 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation requests.

MINUTES
Committee on Development and Planning
Wednesday, June 26 @ 3:30 p.m.
City Council Conference Room

CALL TO ORDER
Council Member Hussain called the meeting to order at 3:30p.m.

PRESENT
Council Member Hussain, Chair
Council Member Brown, Vice-Chair - excused
Council Member Garza, Member

OTHERS PRESENT
Renee Richmond, Council Administrative Assistant
Matt Staples, OCA
Tim Daman
Dustin Howard
Barb Kimmel, EDP
Andy Fedewa, EDP
Tyler Blakey, EDP
Nick Montry, Deputy Director EDP
Marc Jones, Public Service

MINUTES
MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE MINUTES FROM MAY 22, 2024.
MOTION CARRIED 2-0.

Public Comment
No comment at this time.

DISCUSSION/ACTION
RESOLTUION – Appointment; Tim Daman as a member of the Michigan Avenue Corridor Improvement Authority Board of Directors for a term to expire June 30, 2026
Mr. Daman summarized his background with Michigan Regional Chamber and looking at the corridor and it's where regional commerce connect and converges. When he was approached, he was interested, grew up in the city. Councilmember Garza asked if he is willing to take the information learned to Ward meetings, he answered he'd be happy to do that.

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Councilmember Hussain asked Mr. Watkins if this is a vacancy by Joseph Ruth, Mr. Watkins stated they have two vacancies and have one coming specifically from Sparrow. Councilmember Hussain asked if any had changed on his original application, Mr. Daman indicated no.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE RESOLUTION FOR THE APPOINTMENT OF TIM DAMAN AS A MEMBER OF THE MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY BOARD OF DIRECTORS FOR A TERM TO EXPIRE JUNE 30, 2026. MOTION CARRIED 2-0.

RESOLTUION – Appointment; Dustin Howard as a member of the S. Martin Luther King Jr. Blvd. Corridor Improvement Authority Board of Directors for a term to expire July 31, 2028

Councilmember Hussain told Mr. Staples the question of appointing on a person to two city boards was asked at Council on Monday and if he had an answer. Mr. Staples did not at this time and will look into it.

Mr. Howard informed the Committee he works on the S. MLK corridor, as a Business Manager for US Local 333, he has attended some of their meetings and would like to continue Mr. Dobernick's work and help the CIA and see things through. Councilmember Garza asked if he is willing to take the information learned to Ward meetings, he responded yes.

Councilmember Hussain asked if there were any changes on his application, Mr. Howard said no. Mr. Watkins noted Mr. Howard has attended several meetings and spoke on several things the Board is doing on the Corridor. Councilmember Hussain asked how many resident members, Mr. Watkins answered on.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE RESOLUTION FOR THE APPOINTMENT OF DUSTIN HOWARD AS A MEMBER OF THE S. MARTIN LUTHER KING JR. BLVD. CORRIDOR IMPROVEMENT AUTHORITY BOARD OF DIRECTORS FOR A TERM TO EXPIRE JULY 31, 2028. MOTION CARRIED 2-0.

Councilmember Hussain asked if Mr. Staples had an answer on the boards, Mr. Staples does not and will have to circle back.

RESOLTUION – Appointment; Dustin Howard as an At-Large member of the Lansing Entertainment Public Facilities Authority Board of Commissioners for a term to expire June 30, 2027

Mr. Howard again stated he works in Lansing, goes to all the events like Lugnuts, Silver Bells, Groesbeck, and the Lansing Center brings a lot to the city. Councilmember Garza added since the creation of LEPFA there has always been a UA Local 333 member and then asked Mr. Howard the question about brining information to Ward meetings, and he answered yes again. Councilmember Hussain asked if he would ever explore the sale of one of the three properties evaporating. Mr. Howard would like more information before making a comment.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE RESOLUTION FOR THE APPOINTMENT OF DUSTIN HOWARD AS AN AT-LARGE MEMBER OF THE LANSING ENTERTAINMENT PUBLIC FACILITIES AUTHORITY BOARD OF COMMISSIONERS FOR A TERM TO EXPIRE JUNE 30, 2027. MOTION CARRIED 2-0.

RESOLUTION – Setting a Public Hearing on Substantial Amendment, FY 202-2021 Annual Action Plan to include HOME-ARP Allocation Plan

Ms. Kimmel stated this amendment will increase the funding amount for the HOME-ARP funding for the development of rental housing from $1,539,251 to $2,102,301 and allow them to provide needed gap funding for Hillsdale Place development, a 40 unit family development, this money will fund 20 units to provide permanent supportive housing to qualifying populations. This amendment also adds a preference for households that are chronically homeless. Councilmember Hussain asked for the address, Ms. Kimmel indicated 1020 W. Hillsdale.

Councilmember Hussain asked if she could define affordable. Ms. Kimmel said for the purpose of HUD, is it housing that is available, affordable and attainable to people that are at or below 80%. Councilmember Hussain asked what qualifies an individual for HOME-ARP.

Ms. Kimmel and Mr. Blakely answered:

- Being homeless
- At risk of homelessness
- Fleeing or attempt to flee domestic violence, sexual assault, stalking or human trafficking
- Other populations – defined as individuals or households who do not qualify under any of the populations above but meet one of the other following criteria: other families requiring other services or housing assistance to prevent homelessness

Councilmember Garza asked if seniors qualify, Ms. Kimmel indicated if they meet the qualifications but not just because they are seniors. Councilmember Hussain asked how they qualify someone that is chronically homeless. Ms. Kimme said those who will be utilizing this housing everyone is going to come through CoC, which is the intake point, by list.

Councilmember Hussain asked Mr. Staples where the resolution for the amendment is since they have the memo and resolution set the hearing. Mr. Staples responded he would have to search Laserfiche. Councilmember Garza asked Ms. Kimmel for a copy of the document she had, and she indicated it is on their website.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE RESOLUTION TO SET A PUBLIC HEARING ON SUBSTANTIAL AMENDMENT, FY 2020-2021 ANNUAL ACTION PLAN TO INCLUDE HOME-ARP ALLOCATION PLAN. MOTION CARRIED 2-0.

RESOLUTION – ACT-3-2024; Vacation of a portion of Eaton Road

Mr. Jones stated they are requesting the vacation of Eaton Road south of Greenlawn as part of their CSO 34E project. The only properties that front this are three on the east side, owned by McLaren. They've been provided with new driveways. It is a stub of a road they no longer have a need for and have revert it back to property owners. Councilmember Hussain asked if the resolution also allow for decertification. Mr. Fedewa answered yes. Councilmember Garza stated with this ACT33 , are the owners responsible to maintain road. Mr. Jones answered they are actually removing the road and providing driveways, it will look like a private driveway. Maintenance does revert back to property owner, he's been in contact and she is in agreement. Councilmember Garza asked they are they are ok with shoveling, Mr. Jones said yes.

MOTION BY COUNCILMEMBER GARZA TO APPROVE THE RESOLUTION FOR ACT-3-2024; VACATION OF A PORTION OF EATON ROAD. MOTION CARRIED 2-0.

Other

No other topics of discussion.

Adjourned at 3:57p.m.
Submitted by Renee Richmond
Recording Secretary, Lansing City Council
Approved by the Committee on

Department of Economic Development and Planning
Rawley Van Fossen, Director

Andy Schor, Mayor

Planning & Zoning Office
316 N. Capitol Avenue, Suite D-1
Lansing, Michigan 48933
p: 517.483.4066
www.lansingmi.gov/planning

MEMORANDUM

TO: City of Lansing City Council

FROM: Economic Development and Planning Department

DATE: May 14, 2024

SUBJECT: Draft Sign Ordinance

Dear Honorable Council Member,

The Economic Development and Planning Department's Planning and Zoning Office has been working diligently on a complete replacement of the existing Sign Ordinance, Chapter 1442. This chapter was adopted in 1990 and has had just a handful of revisions in the years since. The existing regulations reference the defunct zoning districts that were replaced by the Form-Based Zoning Code. Case law related to sign content has also changed in the last few years. Because those references needed to be revised, this was an opportune time to comprehensively review and update the entire chapter.

Please see the attached short two-page 'user guide' that lists the proposed chapter sections and briefly highlights important information within each. Also attached is the complete draft ordinance for your review.

Planning and Zoning Office staff are available to meet with you individually or during Council committee meetings to discuss the proposed draft and address any concerns.

Please feel free to contact us at any time,

Rawley Van Fossen, Director
Rawley.VanFossen@lansingmi.gov

The existing Sign Ordinance (Chapter 1442) was adopted in 1990 with minor revisions since then. Its length can make it difficult to understand, but ultimately the ordinance still uses the former zoning districts to determine regulations. Since implementation of the Form-Based Zoning Code, this chapter has been difficult to administer. It needs to reflect the current districts and be comprehensively updated. This User Guide is intended to explain the proposed Sign Ordinance chapter.

THE BASICS: What is in the proposed ordinance?

The Sign Ordinance is intended to provide adequate identification of businesses and organizations, as well as protect the health, safety, and welfare of the City while strictly controlling and eliminating visual clutter and distractions.

Staff and OCA recommend moving the Signs chapter from the 'Building and Housing Code' to be a standalone ordinance.

What is Regulated? Chapter 1310 will cover the following sections:

1310.01 Intent and Substitution
1310.02 Applicability
1310.03 Definitions
1310.04 Licensing, Permits, and Fees
1310.05 Illumination
1310.06 Maintenance
1310.07 Enforcement
1310.08 General Sign Provisions
1310.09 Exemption from Permitting
1310.10 Prohibited Signs
1310.11 Temporary Signs
1310.12 Wall Signs
1310.13 Freestanding Signs
1310.14 Window Signs
1310.15 Awning/Canopy Signs and Vehicle Service Station Canopy Signs
1310.16 Projecting Signs
1310.17 Neighborhood Entranceway Signs
1310.18 Variances and Appeals

What is in the proposed chapter?

1310.04 Licensing, Permits, and Fees:

Contractors installing signs must be licensed and obtain building permit (and electrical when necessary) applications.

Permits will still be reviewed by the Zoning Administrator for compliance and then inspected by the Building Safety Office. The Commercial Corridor Specialist will continue to be in the field inspecting for non-compliance, damaged signs, and other issues.

Permitting and Licensing fees are set by Council.

1310.06 Maintenance and 1310.07 Enforcement:

The Sign Ordinance establishes the condition in which signs must be maintained and the process by which the Economic Development and Planning Department will cite business and property owners that are in violation of the chapter or who have abandoned a sign.

Signs will be considered abandoned if they remain six months after the premises was vacated.

Sign structures will be considered abandoned 12 months after the business to which it served has ceased active operation on the premises.

1310.08 General Sign Provisions

Section covers standard considerations like signs for Federal, State, and Local governmental departments; sign location; electronic (LED) sings, sign area measurements; vertical clearance; and preservation of landscaping.

1310.09 Exempt from Permitting

The following do not require a permit to be erected but must follow all other provisions of the ordinance: signs less than 10 square feet in size, building address sign, public sign erected by a government body, construction/work zone signs, portable sidewalk signs, or suspended signs.

Temporary signs of 1310.11 will not require permits but are required to follow all other provisions.

1310.10 Prohibited Signs

The following shall be prohibited as signs: abandoned signs and sign structures, animated signs, balloons and inflatables, roof signs, signs in the rights-of-way, and

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other inappropriate attention-grabbing signs that could endanger pedestrians or drivers.

1310.12 Wall Signs

In general, wall signs keep the allowed maximum sign area from the old ordinance but references to the former zoning districts are removed.

A proposed provision would allow for an identification sign on each of the four walls at the uppermost story on buildings six (6) stories or taller. These signs may not be illuminated.

Wall signs may not be illuminated when facing a Single- or Two-Family residential use.

New provisions were drafted for multi-tenant buildings recognizing the construction of mixed-use developments.

1310.13 Freestanding Signs

Formerly titled 'Ground Pole signs', freestanding signs include pole and monument signs – any sign that is separate from a building face. This was another section that was specific to the former zoning districts and had to be updated.

The proposed section has condensed former provisions and removed the old setback and 'height to allowable area' charts to be easier to understand.

The proposed section has lower setback, height, and area maximums than the former ordinance section.

New freestanding signs, especially ground pole signs, may be limited in the City because of the site layout (building setback) requirements of the zoning districts in the Form-Based Zoning Code. Many non-conforming pole signs may be removed through site redevelopment.

1310.14 Window Signs

Existing window sign provisions are maintained to respect Council's action in 2017. Window signs shall not exceed 20% of the window area.

Under other provisions in the Form-Based Zoning Code windows are not allowed to be covered or blocked (except for sun-screening) unless undergoing construction or ordered so by LFD/BSO.

1310.15 Awning/Canopy Signs and Vehicle Service Station Canopy Signs

Canopy signs were formerly regulated as wall signs section which limited administration. However, the sign area still counts toward the allowable number and square footage of wall signage permitted in 1310.12.

Additional provisions were added to prohibit electronic message centers (EMC), limit signs to only the first story, and to manage vehicle service station (gas stations) canopies.

1310.16 Projecting Signs

Formerly, projecting sings were only allowed if a ground pole sign was not. Because ground pole signs can clutter commercial corridors this proposed section was overhauled to govern a projecting sign's quantity, location, surface area, projecting distance, and vertical clearance.

1310.17 Neighborhood Entranceway Signs

Neighborhood Entranceway Signs shall continue to be enforced in the same ways as before – requiring an active neighborhood association as recognized by the Neighborhoods, Arts, and Citizen Engagement Department, and approved by the Public Service Department.

Signs are limited to identifying the neighborhood only and shall not advertise anything.

1310.18 Variances and Appeals

Variances will continue to be heard and decided by the Board of Zoning Appeals, while any structural elements covered by the building or electrical permits will be heard and decided by the Building Board of Appeals.

Where can you get more help?

Planning Office: lansingmi.gov/planning 517-483-4066

Susan.Stachowiak@lansingmi.gov, Zoning Administrator
Andrew.Fedewa@lansingmi.gov, Principal Planner
Zachary.Driver@lansingmi.gov, Commercial Corridor Specialist

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Draft Sign Ordinance

CITY OF LANSING

CITY COUNCIL JUNE 10, 2024

Background

The existing Sign Ordinance (Chapter 1442) was adopted in 1990 with minor revisions since then.

Its length can make it difficult to navigate and understand.

The former zoning districts determine various regulations for types of signs, setbacks, and sign area. Since implementation of the Form-Based Zoning Code (2021) this chapter has been difficult to administer.

Reed vs Town of Gilbert clarified when municipalities may not impose content-based restrictions on signage.

Sign Ordinance needs to reflect the current districts and be comprehensively updated.

Staff utilized the 'MI Sign Guidebook' (2021), South Bend, IN ordinance, and the Office of the City Attorney to craft the proposed language.

What is covered?

Existing Chapter 1442 sections

Purpose

Definitions

Scope of requirements

Enforcement

Sign work; license required; exception

Sign Permits

Unsafe and dangerous or unlawful signs; notice to correct or remove

Maintenance and inspection

Existing Signs

Nonconforming signs and billboards

Design and Construction

Ground Pole Signs

Wall and Projecting Signs

Canopy Signs

Window Signs; Permitted Zoning districts

Residential Identification wall signs

Institutional Wall Signs

Mobile Temporary Signs

Message Unit

Prohibited Signs

Billboards

Capital Center District

Sign Regulations applicable to the Capitol Center District

Gateway and entrance marker signs

Signage in shopping centers and planned commercial centers

Public art Exemption

Proposed Chapter 1310 sections

1310.01 Intent and Substitution

1310.02 Applicability

1310.03 Definitions

1310.04 Licensing, Permits, and Fees

1310.05 Illumination

1310.06 Maintenance

1310.07 Enforcement

1310.08 General Sign Provisions

1310.09 Exemption from Permitting

1310.10 Prohibited Signs

1310.11 Temporary Signs

1310.12 Wall Signs

1310.13 Freestanding Signs

1310.14 Window Signs

1310.15 Awning/Canopy Signs and (gas station) signs

1310.16 Projecting Signs

1310.17 Neighborhood Entranceway Signs

1310.18 Variances and Appeals

What is the same?

For legal reasons, the following sections utilize existing language, but may have been strengthened on recommendation from the Office of the City Attorney

- Licensing, Permits and Fees
- Maintenance
- Enforcement
- Variances and Appeals
- Prohibited Signs - inclusion of abandoned sign structures to remove blighted, nonconforming freestanding poles.
- Window Signs - limited to 20% of window area to maintain precedent set by City Council

1310.08 General Sign Provisions

Signs are only accessory structures, not a standalone, principal use.

Signs installed by Federal, State or City governments in the downtown core are largely exempt but must be approved by the director of Economic Development and Planning (EDP)

Protect the clear vision areas along streets and driveways from signs

Rules for electronic/digital signs

- Signs within 200 feet of residential must be turned off between 11:00 pm and 7:00 am.
- Limited to 20 sq. ft. downtown.

Protect landscaping from being cut or trimmed for signs.

1310.09 Exempt from Permitting

Existing

Signs less than 10 sq. ft.

Allowed Temporary Signs (e.g. real estate, construction, election, garage sales)

Proposed

Signs less than 10 sq. ft.

Allowed Temporary signs

Address number signs

Signs for any government body, statute, ordinance, or traffic sign

Construction/work zone signs

Temporary sidewalk sign

1310.10 Prohibited Signs

Existing and Proposed

Abandoned signs

Animated signs using lights or moving parts

Balloons, inflatables, streamers, flags

Banner signs over public property

Signs misleading or confusing to vehicle operators

Attached to trees, streetlights, poles, utility boxes

Vehicle signs or attached to a trailer

Containing obscenity

New

Abandoned sign structures: sign supports that remain on site for over 12 months after the business activity ceased.

1310.11 Temporary Signs

Existing

One temporary sign with standards of height, number, and duration determined by sign content (e.g. real estate, construction, election commercial, garage sales).

Mobile Temporary Signs (mobile frame or trailer signs) had their own section and regulations.

Proposed

Maximum of one sign.

Removed distinctions of content (Reed vs Town of Gilbert).

Temporary freestanding signs limited to 32 sq. ft.

Temporary wall signs limited to 50 sq. ft.

All signs limited to 30 days, twice during a calendar year.

Additional sign allowed during the lease or sale of a property.

Mobile temporary signs as previously defined not permitted.

1310.12 Wall Signs

Existing

Permitted on non-residential districts.

Two wall signs per building.

Sign size determined by length of building frontage up to a maximum.

Projecting signs were permitted only when a ground pole sign wasn't allowed.

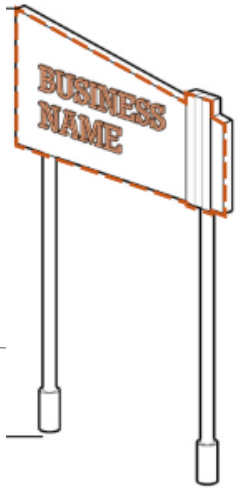
Proposed

One sign per building wall facing different directions (max. four).

Maintains maximum sign sizes in existing ordinance.

Consideration of mixed-use, multi-tenant buildings. Each business is allowed a sign based on occupied frontage.

1310.13 Freestanding Signs



Existing

Not allowed in residential or office districts.

One sign per parcel, allowance of additional sign on corner properties.

Permitted setback, height, and size determined by tiered table (1442.12 Chart I and II).

Further limits dependent on zoning district and parcel size

Proposed

General: commercial, industrial, and institutional districts

- Setback – at least 10’ but not more than 15’.
- Height limit - 25’
- Size limit – 120 sq. ft.

MX-3, DT-1, DT-3, and multi-family districts

- Setback – 6’
- Height limit – 6’
- Size limit – 32 sq. ft.

1310.13 Freestanding Signs - continued

Proposed

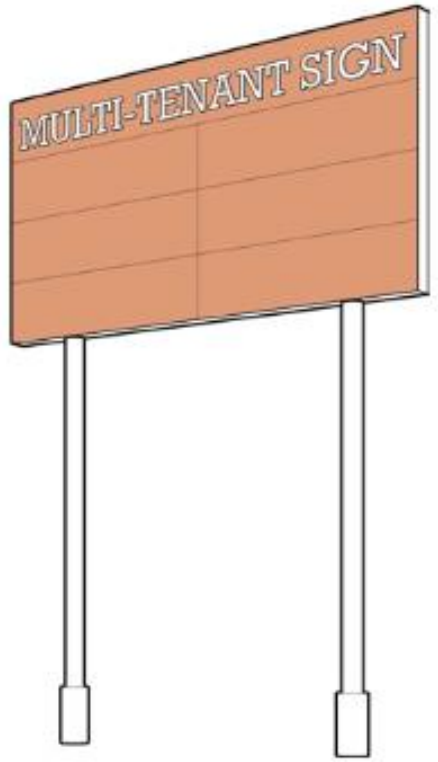
Additional freestanding signs allowed within interior of school and hospital campuses, parks, multi-family developments.

Multi-tenant signs

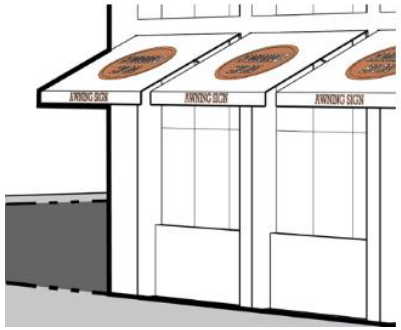
- Setback – 10’ to 30’
- Height – 25’ max
- Size limit – 200 sq. ft.

Freestanding signs not allowed on vacant property

Close loophole of businesses that cover multiple parcels that are not combined.



1310.15 Awning/Canopy Signs



Existing

Considered wall signs to determine regulations.

Proposed

Maintain that signs on an awning/canopy count toward allowable number and size area of wall signage limit.

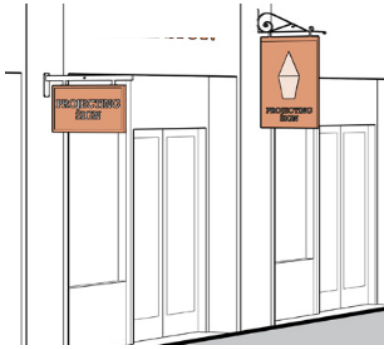
Electronic signs not allowed.

Allowed only on first-floor.

Rules for service station (gas station) canopies.

- One sign per each side of canopy
- Limited to 25% of canopy area
- Electronic signage allowed

1310.16 Projection Signs



Existing

Were only allowed when ground pole signs weren't feasible.

May project up to 4' from building.

Size limit – 32 sq. ft.

Sign area subtracted from wall sign limit.

Proposed

One sign per business.

May project up to 4'6" from building.

Size limit – 16 sq. ft.

A projecting sign at the corner of a building may be permitted in exchange for one wall sign.

Minimum of 8' separation between projecting signs

1310.17 Neighborhood Entranceway Signs

Existing

Required approval from Planning Commission and City Council

Must be on city-owned land

Advertising allowed, up to 50% of sign area

Proposed

Must identify a residential development or neighborhood organization only.

May be on ROW or neighborhood property

Height – 6’

Size limit – 50 sq. ft.

Sign content cannot change.

An ordinance of the City of Lansing, Michigan, to repeal and replace the existing signs ordinance, being Part 14, Title 4 of the Lansing Codified Ordinances in its entirety, with Part 13, Title 2, regulating the size, location, and character of signs and sign structures on property in Lansing.

THE CITY OF LANSING ORDAINS:

Section 1. That Part 14, Title 4 of the Lansing Codified Ordinances, is hereby repealed in its entirety

Section 2. That in its place, **Part 13**, **Title 2** of the Codified Ordinances of the City of Lansing, Michigan, be and is hereby enacted to read as follows:

PART 13, TITLE 2

CHAPTER 1310 SIGNS

1310.01 INTENT AND SUBSTITUTION

(a) This chapter is intended to:

(1) Provide guidance on sign display in limiting the allowable number, size, and placement of signs to protect the public health, safety, and welfare of the City of Lansing.

(2) Eliminate visual clutter and distractions to protect and improve traffic and pedestrian safety.

(3) Protect and enhance the community's aesthetic quality and the character and appearance of the City of Lansing.

(4) Provide standards for the maintenance and repair of signs and establish procedures for enforcing the provisions of this Chapter.

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1310.02 APPLICABILITY

This chapter shall apply to all persons, businesses, and associations owning, occupying, or having control/management of any premises located within the city limits of the City of Lansing.

All new, reconstructed, altered, or relocated signs within the city limits shall comply with the provisions of this Chapter. Any sign already erected as of the effective date of this chapter which is rendered nonconforming by the provisions of this chapter or subsequent amendments hereto, shall be subject to the restrictions and regulations contained herein.

1310.03 DEFINITIONS

ABANDONED SIGN. A sign advertising a business, activity or product which remains on the premises for more than six (6) consecutive months after the business, activity, or product to which it is related to ceased active operation on the premises.

ABANDONED SIGN STRUCTURE. A structure which supported a sign and remains on the premises for more than twelve (12) consecutive months after it ceased to support a lawful sign for a business, activity, or product that has ceased active operation on the premises.

ANIMATED SIGN. A sign or display that uses movement or the appearance of movement using patterns of lights, changes in color or light intensity, computerized special effects, video displays, or through any other method.

AREA. The entire area of a sign within the limits of writing or pictorial representation together with any frame, other material, or color forming an integral part of the display, but excluding the necessary supports or uprights on which such sign is attached. The area shall be determined by measuring from the outside edge of the frame, material, or color forming the sign. If the sign has no backing, but a wall or canopy is used as the background, a square or rectangle shall be formed

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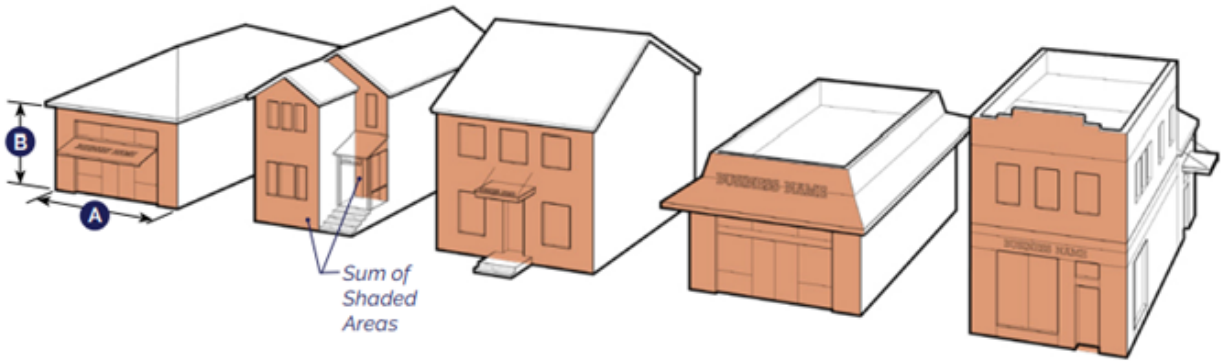
around the text or symbols, and those dimensions will be used to compute the area. When a sign has two (2) or more faces, the area of all faces shall be used in determining the total area of the sign.

BANNER SIGN. A temporary sign, as further defined herein, made of cloth, paper, fabric, or other flexible materials, either with or without a supporting framework.

BUILDING FAÇADE. All exterior sides of a building.

BUILDING FRONTAGE. The front of a building facing a right-of-way. In the case of a corner lot, or in the case of a building covering an entire block a building may have more than one frontage. In the case of a multi-tenant building, the frontage of a building or side containing the main entrance directly to that area of the building that the business occupies. For a parcel with more than one (1) line abutting a right-of-way, the building frontage that is used to calculate the allowable wall signage is the one which is intended to be the front wall of the building either by entranceway or another architectural feature. Where this distinction cannot be made, the smaller of the facades facing a right-of-way shall be used to calculate the allowable wall sign area.

[FIGURE 1]



ELECTRONIC MESSAGE CENTER. A sign capable of displaying words, symbols, figures, or images that can be electronically changed by remote or automatic means.

FREESTANDING SIGN. A self-supported sign on the ground by a base, foundation, pole, or brace, not attached to a building and intended to be permanently displayed on the property.

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HEIGHT, CLEARANCE. For signs attached to a building or a support structure, the vertical distance measured from the lowest point of the natural grade directly below the sign to the lowest edge of the sign.

[FIGURE 2]

Vertical Clearance

HEIGHT, SIGN. The vertical distance measured from the natural grade directly below the sign to the highest point of the sign or sign structure to which it is attached.

ILLUMINATED SIGN. A sign or part thereof that incorporates fluorescent, neon, LED, or any other form of lighting, or one which is illuminated by an external source such as ground lights that shine directly on the sign.

INSTITUTIONAL LAND USE. Government buildings, schools, churches, hospitals, community centers, public parks, and recreational facilities, or any other public or quasi-public use permitted in the zoning district in which the institution is located.

LEGALLY NONCONFORMING SIGN. A sign which does not comply with one (1) or more of the requirements of this Chapter but was lawfully erected prior to its effective date.

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LOCAL STREET. A street not designated as an arterial corridor, activity corridor, suburban corridor, prime connector, or neighborhood connector on the Form-Based Zoning Code Street Typology Map.

MULTI-TENANT SIGN. A sign that provides advertising for two (2) or more establishments that are completely separated from each other within a building, a series of buildings on the same parcel of land, or businesses on adjoining parcels of land that function as a single development with shared access and/or parking.

NEIGHBORHOOD ENTRANCEWAY SIGN. A sign located on property owned or controlled by the City that identifies the name of a subdivision, condominium development, or neighborhood organization recognized as being active by the City of Lansing Department of Neighborhoods, Arts, and Citizen Engagement.

PROJECTING SIGN. A sign, other than a wall sign, as defined in this Chapter, affixed to an exterior building wall with the exposed faces perpendicular to the plane of the wall.

PUBLIC SIGN. A sign, whether temporary or permanent, erected in the public interest by or upon orders from the City of Lansing, Ingham County, State of Michigan, federal government or any agency thereof having appropriate jurisdiction, Public signs include traffic control signs, signs of historical interest, and signs that communicate messages to the public involving safety matters or emergency situations, which signs may or may not be erected in the public right-of-way.

SIDEWALK SIGN. A portable 'A-frame' (⋀) or 'inverted-T' sign (⊥) comprised of two (2) separate panels or faces located on a public sidewalk.

SETBACK. The distance between a property line and the nearest edge of the sign.

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SIGN. A device, fixture, placard, or structure that uses any color, form, graphic, illumination, symbol or writing to advertise, announce or identify the purpose of a person or entity, or to communicate information to the public.

SIGN STRUCTURE. Includes, but is not limited to a pole, base, or frame intended to be used for the support or display of a sign, regardless of whether the sign itself has been removed.

SUSPENDED SIGN. A sign that is suspended, hung, or connected to the underside of an awning, canopy, or horizontal building surface, and intended to be viewed by pedestrians on a non-public sidewalk at close range.

[FIGURE 3]

TEMPORARY SIGN. A sign, banner, inflatable, or other advertising device, with or without a structural frame, intended for a limited period of display.

TRAFFIC CONTROL SIGN. A sign used solely to direct traffic by identifying building and parking lot entrances/exits, service areas and traffic flow throughout the site.

UNSAFE OR DANGEROUS SIGN. Any sign or sign component, which becomes damaged, insecure, or in danger of falling.

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UNLAWFUL SIGN. Any sign that was not lawfully erected or maintained whether prior to or since the adoption of this Chapter.

VACANT PARCEL. Any parcel or lot of record on which no building or structure exists thereon or is not legally occupied.

VEHICLE SIGN. A sign affixed to a parked vehicle or truck trailer which is located on a property primarily for display, rather than for transportation purposes.

[FIGURE 4]

WALL SIGN. A sign attached parallel to and extending not more than twenty-four (24) inches from the wall of a building. Painted signs, signs which consist of individual letters, cabinet signs, and signs mounted on the face of a mansard roof, shall be considered wall signs.

WINDOW SIGN. A sign located on a window or behind a window which is intended to be viewed from the outside. A window sign does not include blinds, shades or screens, or solid color backgrounds that may cover the window and do not display a sign as defined in this Chapter.

1310.04 LICENSING, PERMITS, AND FEES

(a) **License Required. No person shall engage in the business of, or perform the work of, installing, erecting, maintaining, repairing, or altering any sign without first obtaining a license therefor from the City Clerk. All such licenses shall automatically expire on April 30**

of each year unless renewed. All applications for sign permits must be submitted by a duly licensed sign erector. Said license holder shall perform all work stipulated on the sign permit.

(b) **Insurance Requirements for Licensees. All licensees engaged in the installation, alteration, maintenance, repair, or erection of signs shall file with the City Clerk proof of a general liability insurance policy and enforcement which insures the licensee and the City against any liability imposed upon the licensee and/or the City arising out of the work performance for the signs. Such insurance shall provide for the payment to any person injured, or to another by reason of the death of any one person, to the extent of $100,000.00, and for the payment of $300,000.00 for injuries to or the death of more than one person, and for property damage in the amount of $100,000.00.**

(c) **Permit Required. Unless specifically exempt under this Chapter, no person shall erect, construct, relocate, or cause to be erected, constructed, relocated, or significantly altered, any sign, without first obtaining a sign permit with information required by the Building Safety Office. A separate, additional electrical permit is required for new electrical service or any changes to existing electrical service regardless of the size or exemption status of the sign. All signs exempted from permit shall be reviewed by the zoning administrator for compliance with this Chapter.**

(d) **Permit Application. Each sign permit application shall require the applicant to provide the following information:**

(1) The name, current address, and current telephone number of the applicant.

(2) The legal description or the permanent parcel number, and the address, of the parcel on which the activity is to occur.

(3) The location of the proposed sign relative to the property lines of the parcel.

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(4) All points of ingress and egress on the subject parcel and on adjacent parcels if there are adjacent parcels within 60 feet of the proposed sign location or alteration, and the location of parking spaces, if any.

(5) A sign plan which includes the following information: location of sign on parcel, sign dimensions, sign message dimensions, height, width of building, parcel zoning district, and a sign sketch.

(6) Construction design information.

(7) Any other information which, in the determination of the Department, may be necessary to adequately review the proposal.

Sign permit applications, along with the appropriate nonrefundable fee, shall be submitted to the Building Safety Office on forms made available by the City. Upon receipt of a sign permit application, the Building Safety Office shall forward the application to the Planning Division for review and approval prior to the issuance of a sign permit. If it is discovered that the sign permit application contains any false information, the Building Safety Office may revoke the permit or deny the permit application, whichever is appropriate.

(e) **Exceptions. No permits are required for the following signs or changes thereto:**

(1) Signs that are less than ten (10) square feet in area.

(2) Exempt Signs listed in Section 1310.09 and Temporary Signs permitted by Section 1310.11.

(3) The changing of removable parts of an approved sign that is designed for such changes, or the repainting or reposting of display matter.

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(4) The replacement of a sign face within an existing sign cabinet if it does not involve the replacement of any structural component of the sign.

These exceptions do not relieve the sign owner or the owner of the property upon which the sign is located from compliance with all other requirements of this Chapter regarding size, placement, erection, maintenance, removal, and disposal.

(f) **Appeal Procedure. An appeal of any decision by the Zoning Administrator shall be made as follows:**

(1) Appeals pertaining to the structural features or abandonment of a sign shall be made to the Building Board of Appeals.

(2) Square footage of sign area, setback requirements, message unit limitations and other dimensional requirements shall be made to the City Board of Zoning Appeals.

(3) All appeals shall be made within 30 days from the date of receipt of the decision, by the Zoning Administrator, that is being appealed.

An appeal fee shall be paid at the time of the filing of the appeal. The appeal application shall specify the particular grounds upon which the appeal is based and shall be signed by a party aggrieved, or his or her authorized representative. If a variance is sought, the appeal shall specify the requirements from which the variance is sought, and the nature and extent of such variance.

(g) **Inspection of Work Covered by Permit. A person conducting or performing work covered by a permit required by this chapter shall notify the Building Safety Officer or their designee when such work has commenced, in accordance with the inspection schedule established by the Building Safety Office. Unless otherwise indicated, no person shall conceal any portion of such work until it has been inspected and approved by the Building Safety Officer or their**

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designee. When required, a certificate of inspection will be issued. No electrical or illuminated sign shall be permanently operated before it has been inspected in accordance with the City Electrical Code.

(h) **Suspension or Revocation of Licenses and Permits. The Director shall give notice, in writing, to the holder of a license or permit issued under this chapter of the reasons for any proposed suspension or revocation of such license or permit, which notice shall be served upon such holder at least five days before the time set for the hearing before the Building Board of Appeals. At the hearing, the licensee or permittee may appear, in person, or be represented by counsel, and may contest such suspension or revocation. For good cause shown at such hearing, the Building Board of Appeals may suspend or revoke any such license or permit.**

(i) **Fees. Permit, licensing, and appeal fees shall be established by resolution of the City Council and are nonrefundable.**

1310.05 SIGN ILLUMINATION

(a) An electrical permit is required for new electrical service or any changes to existing electrical service regardless of the size or exemption status of the sign.

(b) The intensity of all lights used for the illumination of a sign shall be maintained at a level, and directed, positioned, or shielded to prevent:

(1) Glare onto adjacent properties;

(2) Interfering or impairing the vision of motorists or bicyclists traveling on a public right of way; and

(3) Competition for attention with other signs in the area.

1310.06 MAINTENANCE

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(a) All signs, including those for which a permit is not required, shall be maintained in a safe and working condition. Signs with peeling paint, excessive rust, broken sign faces, bent cabinets or supports, or any other structural or operational defect, including burned out light bulbs or tubes, shall be in violation of this Chapter.

1310.07 ENFORCEMENT

The Zoning Administrator, Building Official, or any of their designees are authorized to enforce this Chapter.

(a) Right of Entry. Whenever it is necessary to make an inspection to enforce any of the provisions of this chapter, or whenever an authorized enforcing officer of the City has reasonable cause to believe that there exists on any building or upon any premises any condition or violation of this chapter which makes such building or premises unsafe, dangerous or hazardous, the authorized enforcing officer may enter such premises at all reasonable times to inspect the same or to perform any duty imposed upon the authorized enforcing officer by this chapter, provided that if such premises is occupied, the authorized enforcing officer shall first present proper credentials and request entry. If such premises is unoccupied, the authorized enforcing officer shall first make a reasonable effort to locate the owner or other persons having charge or control of the premises and request entry. If such entry is refused, the authorized enforcing officer shall have recourse to every remedy provided by law to secure entry.

(b) Unsafe, Dangerous, Unlawful, Abandoned Signs. Unsafe, dangerous, unlawful, or Abandoned signs, as determined by the authorized enforcing officer, shall be immediately removed, or shall be made safe or lawful whichever is appropriate in accordance with all the provisions of this chapter, and laws of the State of Michigan. The authorized enforcing officer shall notify the property owner and/or other known responsible parties in writing of

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such condition and shall direct them to remove the sign in question or make immediate corrections, whichever is appropriate. Should the property owner and/or other known responsible parties fail to comply with such notice, the authorized enforcing officer shall take all action necessary to remove the sign or correct the unlawful or unsafe condition, including Court ordered enforcement. If ordered by a court, any cost incurred by the City in removing or making the sign safe shall be a lien against the real property on which the sign is located, and shall be reported to the City Assessor, who shall bill the property owner and/or other known responsible party and assess the cost against the property until paid. Any property owner and/or other known responsible party aggrieved by the determination of the authorized enforcing officer, may appeal the determination as provided in Section 1310.04(f).

(c) Legally Nonconforming Signs, Sign Structures. Legally Nonconforming Signs or Sign Structures shall be immediately removed by the property owner and/or other responsible parties, consistent with standards for loss of legal nonconformity of Chapter 1270. The authorized enforcing officer shall notify the property owner and/or other known responsible parties in writing of such condition and shall direct them to remove the sign or sign structure in question. Should the property owner and/or other known responsible parties fail to comply with such notice, the authorized enforcing officer shall take all action necessary to remove the nonconformity, including pursuing Court ordered enforcement. If ordered by a court, any cost incurred by the City in removing the sign or sign structure shall be a lien against the real property on which the sign or sign structure was located, and shall be reported to the City Assessor, who shall bill the property owner and/or other known responsible party and assess the cost against the property until paid. Any property owner and/or other known responsible party aggrieved by the determination of the authorized enforcing officer, may appeal the determination as provided in Section 1310.04(f).

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(d) Right-of-Way Signs. Except as otherwise provided in Chapter 1022, signs illegally placed in the public right-of-way may be removed and disposed of by the City, without notice to the owner of the property adjoining the right-of-way or the owner of the sign. The City may also issue a civil fine to the owner of the illegally placed sign(s).

1310.08 GENERAL SIGN PROVISIONS

(a) **Signs are permitted as an accessory use to a primary use. When the building on the premises containing the primary use is removed, all signs and sign structures located on the premises shall also be removed prior to finalization of the demolition permit.**

(b) **Buildings in the DT-3 "Downtown Core" zoning district that are used for a public purpose and are owned or entirely occupied by the United States Federal Government, State of Michigan, or the City of Lansing and any of its agencies, departments or instrumentalities are exempt from the dimensional requirements of this chapter. The Director of the Department of Economic Development and Planning shall have sole authority to approve or deny signs for these agencies after reviewing the proposed signs' compatibility with the surrounding area and the intent expressed in this chapter.**

(c) **Location.**

(1) Setbacks required by this Ordinance shall be measured from the property line adjoining a public right-of-way to the nearest edge of the sign.

(2) No freestanding sign shall be placed closer to any side or rear property line than five (5) feet.

(3) No sign, other than those installed by agencies of government or those authorized to be installed by such agencies with appropriate jurisdiction may be erected, or placed on public property, including rights-of-way.

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(4) No sign may be installed in a location that obstructs the clear vision areas required by Section 1250.03.03 of the Zoning Ordinance or interferes in any way with the free use of any public right-of-way, public or private sidewalk, intersection, ingress or egress point, transit stop, parking space, drive aisle, driveway, building entrance, fire escape, or accessibility ramp.

(5) A plot plan depicting the clear vision area shall be provided with the sign permit application for a freestanding sign.

(d) **Electronic Message Center (EMC).**

(1) All Electronic Message Center signs shall have automatic dimming controls, either by photocell or via software settings, in order to bring EMC lighting level at night into compliance with this chapter.

(2) EMC signs located within two hundred (200) feet of a residentially zoned property or property being used for residential purposes, shall not be illuminated between the hours of 11:00 pm and 7:00 am.

(3) To preserve open vistas, protect the historic integrity of, and enhance the visual cityscape of Downtown Lansing and the Michigan State Capitol Building, EMC signs in the DT-3 district shall be limited to 20 square feet in sign area.

(4) No sign message shall blink, scroll, flash, or be animated.

(5) All messages shall remain static while being displayed but may instantly change once every eight (8) seconds or longer.

(6) Any EMC sign that is malfunctioning shall be turned off until such time that it is functioning properly.

(e) **Sign Area Measurements.**

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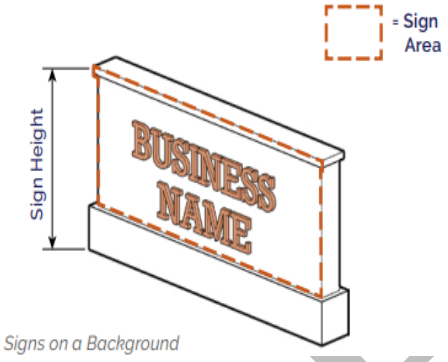
(1) The entire area of the framework and background of the sign is calculated as sign area, including any material or color forming the sign face or background used to differentiate the sign from the structure against which it is placed.

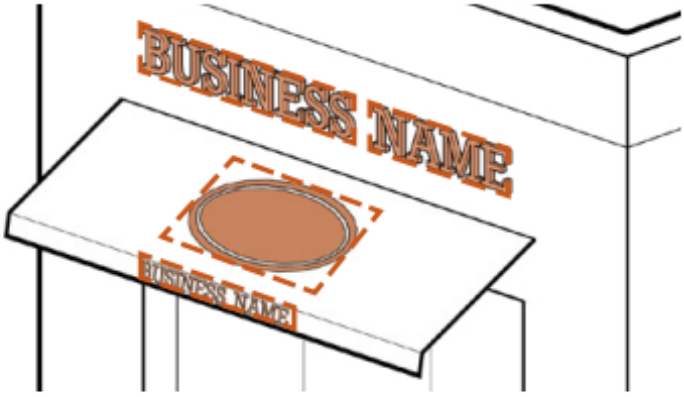
[FIGURE 5]



Signs on a Background

(2) The sign area for a sign mounted on a building wall, awning, fence, or landscape wall is the area of a rectangle that encompasses each word or graphic element. Sign area does not include any supporting framework or bracing, unless it is part of the message or graphic element.

[FIGURE 6]



Individually Mounted Letters & Signs on an Awning

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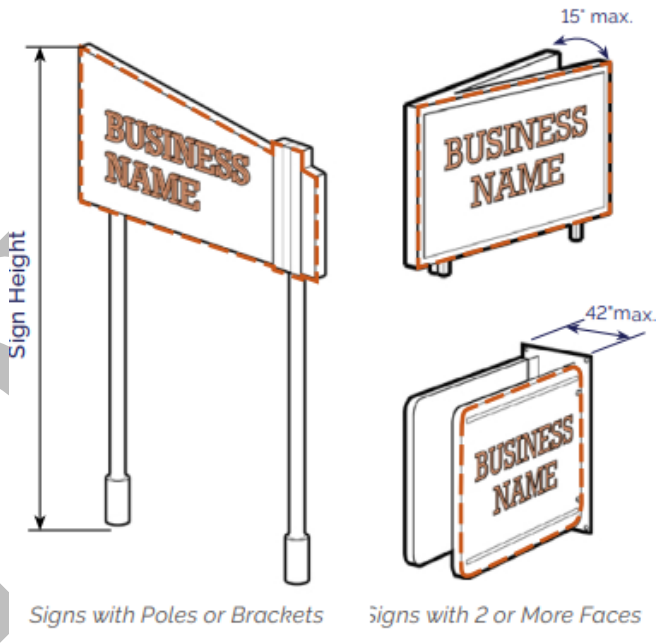
(3) For signs that include a pole, pole cover, or bracket, the portion of the structure that is not an integral part of the display area shall not be included in the overall calculation of sign area provided no pole or pole cover exceeds two (2) feet in width.

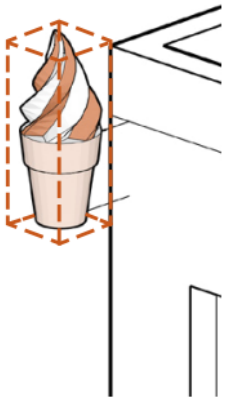
(4) If a sign has two (2) or more faces, the area of all faces is included in determining the area of the sign. However, if two (2) sign faces are placed back-to-back, or at an angle no greater than fifteen (15) degrees from one another so that both faces cannot be viewed from any point at the same time, the sign surface area shall be computed by the measurement of one (1) of the sign faces. In addition, sign faces that are part of the same sign structure shall not be more than forty-two (42) inches apart.

[FIGURE 7]



(5) The sign area of Three-Dimensional, Free-Form, or Sculptural (nonplanar) signs is calculated as fifty (50) percent of the sum of the area of the four (4) vertical sides of the smallest cube that will encompass the sign.

[FIGURE 8]



(f) **Preservation of Required Landscaping. No tree or shrub that was installed as part of an approved site or landscape plan for the property upon which it is planted, or which is otherwise required to comply with the requirements of the Zoning Ordinance, may be removed or trimmed to the extent that it may not survive, in order to accommodate a sign. Upon request, the Zoning Administrator may approve the relocation or replacement of plant materials, if it can be done in a manner that satisfies the requirements and the intent of the Zoning Ordinance regarding landscaping, screening, and buffering.**

1310.09 EXEMPTION FROM PERMITTING

The following signs do not require a sign permit, but are subject to the applicable requirements of this chapter:

(a) **Address Number Sign. A sign that identifies the address of a property, structure, or establishment, provided it does not exceed four (4) square feet in area for buildings containing four (4) residential units or fewer and no other uses or sixteen (16) square feet in area for a building containing five (5) or more residential units or any non-residential uses.**

(b) **Public sign. Public signs as defined by this Chapter and notices erected, authorized, or mandated by any governmental law, statute, ordinance, or signs that conform to the U.S.**

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Department of Transportation, Federal Highway Administration's Manual on Uniform Traffic Control Devices and is installed for the purpose of directing or instructing traffic.

(c) **Construction/Work Zone Signs. Signs designating construction/work zones, signs warning people to keep out of certain areas due to hazardous conditions, and signs identifying the future development of the site for which the construction fence is erected may be affixed to the fence, subject to the following conditions:**

(1) **Shall not be in the public right-of-way unless the project involves permitted work in the public right-of-way or unless the sign is affixed to an authorized temporary fence or barricade around the construction/work zone area in the public right-of-way.**

(2) **Must be removed within five (5) calendar days upon completion of the project.**

(3) **Signs are allowed on each frontage of the construction/work zone.**

(4) **Shall not extend beyond the top or the ends of the support structure to which it is attached.**

(d) **Sidewalk Sign. A two-sided, portable sign, placed directly outside of the establishment to which it relates, are allowed subject to the following conditions:**

(1) **A maximum of one (1) sidewalk sign is allowed per establishment per street frontage.**

(2) **Sign shall not exceed six (6) square feet in sign surface area per side and three (3) feet in height.**

(3) **Sign may be placed outside on the premises or public sidewalk during the business hours of the establishment to which it relates only and shall be stored indoors at all other times.**

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(4) Sign shall not interfere with ingress and egress to a building, parking lot or street; shall always maintain a minimum of five (5) feet of unobstructed sidewalk clearance; and shall not interfere with visibility at the intersection of any street or driveway.

(5) Sign shall not be illuminated, contain any electronic components, or have attached to it any balloons, streamers, banners, or other such materials.

(6) Sign may not be placed outdoors when high winds, heavy rain, or heavy snow conditions are present and may not interfere with any snow removal operations.

(e) Suspended Signs. One (1) suspended sign up to six (6) square feet in area is permitted for each ground floor establishment. A minimum vertical clearance of at least eight (8) feet from the lowest edge of the sign to the finished grade directly below is required.

(f) Flags that are not intended to solely draw attention to the site or any business/operation occurring thereon, shall be permitted on flag poles that are anchored into the ground, are at least twenty (20) feet but no taller than thirty-five (35) feet in height and not located in a public right-of-way.

1310.10 PROHIBITED SIGNS

The following signs and any other signs not specifically permitted by this Chapter are prohibited:

(a) Signs which are:

(1) Abandoned signs, sign structures, or parts thereof.

(2) Animated signs using or indicating movement using lights or moving parts.

(3) Balloons, inflatables, pennants, streamers, spinners, or flags, and other objects which are used as signs.

(4) Banner signs extending on or over public property, except as authorized by the City, County, or State.

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(5) Unlawfully installed or erected.

(6) Unsafe or capable of causing electrical shock.

(7) Using words or symbols which would tend to mislead or confuse vehicle operators. For example, "STOP", "LOOK", "DANGER".

(8) Obstructing the view of, imitating, copying, purporting to be, or may be confused with any authorized official sign, traffic sign, traffic signal, or traffic control device.

(9) Obstructing or impairing access to windows, doors, roofs, or other building openings necessary for fire escape.

(10) In the public right-of-way, except as permitted and regulated elsewhere in these Ordinances.

(11) Attached to trees, streetlights, traffic signs, utility poles, utility boxes, or standpipes.

(12) Attached to any fence, wall, retaining wall, or accessory structure.

(13) Vehicle Signs.

(14) If attached to a building, project above the parapet or roof line, except as otherwise permitted and regulated by this Chapter.

(15) Contain obscenity.

1310.11 TEMPORARY SIGNS

(a) In General:

(1) Each non-residential use and each multiple family residential use with more than twenty (20) units is permitted one (1) temporary sign for up to thirty (30) calendar

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days, twice during a calendar year on the parcel of land where the business, agency, institution, or residential use to which the sign relates is in active operation.

(2) Shall only be permitted on parcels that have at least one (1) property line abutting a non-local street and shall be oriented toward a non-local street.

(3) A temporary freestanding sign shall not exceed thirty-two (32) square feet in area.

(4) A temporary wall sign shall not exceed fifty (50) square feet in area.

(5) May be internally illuminated, except as otherwise prohibited under the Chapter.

(6) An additional temporary sign may be allowed per parcel when the parcel, building, or building suite to which the sign relates is being offered for sale or lease subject to the following restrictions:

a. Sign shall not be located in the public right-of-way.

b. One (1) sign is allowed per street frontage.

c. Sign shall not interfere with ingress and egress to a building, parking lot or street, shall always maintain a minimum setback of five (5) feet from a property line abutting a road right-of-way and shall not interfere with visibility at the intersection of any street or driveway.

d. Sign shall not exceed twelve (12) square feet in area and four (4) feet in height on residential parcels of land that have twenty (20) residential units or fewer or on parcels of land containing nonresidential uses that are less than one-half (0.5) acres in size.

e. Sign shall not exceed thirty-two (32) square feet in area and six (6) feet in height on residential parcels of land containing more than (20) residential

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units or on parcels containing nonresidential uses that exceed one-half (0.5) acres in size.

f. Sign shall be removed within five (5) calendar days following the closing of the sale or lease.

(7) Additional temporary signs may be allowed per parcel leading up to and following an official local, county, state, or federal election or referendum subject to the following restrictions:

a. Sign shall not be located in the public right-of-way.

b. Sign shall not interfere with ingress and egress to a building, parking lot or street and shall not interfere with visibility at the intersection of any street or driveway.

c. Sign shall not exceed six (6) square feet in area or three (3) feet in height.

d. Sign shall be removed within ten (10) calendar days following the election to which the sign was associated.

(b) Temporary Freestanding Signs:

(1) Shall be subject to the site visibility requirements of Section 1250.03.03 of the Zoning Ordinance.

(2) Shall be setback at least ten (10) feet from a property line abutting a public right-of-way line.

(3) Shall not exceed six (6) feet in overall height.

(4) No temporary sign of any kind, except for sidewalk signs and construction/work zone signs as permitted and regulated by this Chapter, shall be allowed in the public right-of-way.

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(5) Shall not be permitted on parcels of land in the DT-1 zoning district that are less than one-half (0.5) acres in size or have more than fifty percent (50%) of the total building area on the parcel in use for residential purposes.

(c) Temporary Wall Signs:

(1) Must be flat mounted against the wall of a building and properly affixed thereto.

(2) Shall not be placed above the first floor of the building, on a roof, or extend above the roofline of a building.

(3) Shall not be illuminated.

(d) Temporary Signs in Residential districts

(1) Temporary signs on parcels in residential zoning districts and on parcels used for single- or two-family dwellings in the DT-1 district are limited to three (3) feet in height and three (3) square feet in sign area.

(2) Temporary signs shall not be placed in the right-of-way or attached to a fence, structure, or residential building.

1310.12 WALL SIGNS

(a) In General:

(1) Wall signs shall be parallel to the building wall they are attached to and shall not project more than twenty-four (24) inches from the building wall. Wall signs may only extend up to thirty-six (36) inches beyond the wall of the building it is attached to in order to accommodate a curved design or a sign that has depth through overlapping planes or varying plane thickness.

(2) Wall signs shall not obstruct any door, window, fire escape, or ventilation system

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(3) Wall signs shall not extend above the top of a building wall or beyond the ends of the wall to which they are attached, except as otherwise permitted by this chapter.

(4) Wall signs shall be located no higher on the building wall than twenty (20) feet from the finished grade of the wall to which it is attached.

(5) One (1) sign shall be permitted on each of the four (4) walls facing different directions on:

a. Buildings being used for non-residential land uses.

b. Buildings with a mix of residential and nonresidential uses.

c. A multiple-family residential building containing more than twenty (20) units, except that no sign shall be permitted on a building wall that faces an adjoining parcel being used solely for residential purposes with less than twenty (20) units.

(6) Each business that has a pedestrian or loading entrance on the rear of the building shall be permitted one (1) additional ten (10) square foot sign on the wall near that entrance to the building, for identification purposes only.

(7) A wall sign may be attached to a mansard roof subject to all other requirements of this chapter.

(8) In addition to wall signs, buildings that have at least six (6) stories above ground and are not used solely for residential purposes may have one (1) building identification sign on each of the four (4) walls of the highest floor of the building facing different directions. The building identification signs shall not exceed one hundred (100) square feet in area.

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(9) Wall signs may only be illuminated if the wall does not face a Single- or Two-Family residential use.

(10) The combined total area of all walls signs shall not exceed what is permitted for the building based upon Table 1310.12 (a)(9):

Table 1310.12 (a)(9)	
Building Frontage	**Maximum Wall Sign Area**
Up to 39 lineal feet of building frontage	**15 percent of building façade area** **Maximum size of 50 square feet**
40 feet to 99 feet of lineal building frontage	**15 percent of building façade area** **Maximum size 150 square feet**
100 feet or more of lineal building frontage	**15 percent of building façade area** **Maximum size 200 square feet**
Building façade area calculated by 15 feet in height x building width	

(b) Multi-Tenant Buildings

(1) Each business that occupies part of and has a direct entrance on the front wall of the building shall be permitted one (1) wall sign, the allowable square footage shall be based upon Table 1310.12 (a)(9) and determined by the linear footage of the front wall of the building that the business occupies.

(2) Businesses that occupy a corner suite are permitted one (1) sign on the front wall and one (1) sign on the side wall of the building where the business is located. The allowable square footage for a sign on the side wall of the building is limited to one-half (0.5) of the square footage that is permitted for the business on the front wall of the building or fifty (50) square feet, whichever is greater.

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(3) Multi-tenant buildings may have one (1) multi-tenant wall sign on the rear facade of the building that is occupied by businesses. The allowable square footage for a sign on the rear of the building shall be the same as, and shall not be deducted from, what is permitted for the businesses on the front or side walls of the building.

(4) Businesses that do not occupy any part of the frontage of the building shall be permitted one (1) sign, not exceeding ten (10) square feet in area on the front wall of the building, near the entrance for which the business can be accessed.

1310.13 FREESTANDING SIGNS

(a) S-C, MX-C, MX-1, MX-2, DT-2, IND-1, IND-2, IND-3, INST-1 & INST-2 Zoning Districts.

(1) One (1) freestanding sign per parcel of land is permitted. One (1) additional sign may be permitted on a corner parcel that is more than five (5) acres in size and has frontage along and direct access to two (2) non-local roads, if both signs are not oriented towards and clearly visible from the same road.

(2) Sign shall be set back at least ten (10) feet but not more than fifteen (15) feet from the property lines abutting a public right-of-way.

(3) A freestanding sign may be set back up to thirty (30) feet from property lines abutting a public right-of-way if approved by the Zoning Administrator based on dimensional restraints of the property or building placement.

(4) Sign shall not exceed twenty-five (25) feet in height and one hundred twenty (120) square feet in area.

(5) No freestanding sign shall be erected on a vacant parcel.

(b) MX-3, DT-1, DT-3, R-AR, MFR and R-MX Zoning Districts.

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(1) One (1) freestanding sign shall be permitted on each parcel of land containing a non-residential use, a mix of residential and non-residential uses or a multiple family residential use with more than twenty (20) residential units. One (1) additional sign may be permitted on a corner parcel that is more than five (5) acres in size and has frontage along and direct access to two (2) non-local roads, if both signs are not oriented towards and clearly visible from the same street.

(2) Sign shall only be permitted on parcels that have frontage on and shall be oriented towards a non-local street.

(3) Sign shall not exceed six (6) feet in height and thirty-two (32) square feet in area and shall be setback at least six (6) feet from property lines abutting a public right-of-way on parcels that are less than one (1) acre in size.

(4) Sign shall not exceed ten (10) feet in height and sixty (60) square feet in area and shall be setback at least ten (10) feet from property lines abutting a public right-of-way on parcels that are more than one (1) acre in size.

(5) No freestanding sign shall be erected on a vacant parcel.

(c) Institutional Uses.

(1) Institutional uses in the S-C, MX-C, MX-1, MX-2, MX-3, DT-1, DT-2, DT-3, IND-1, IND-2, and IND-3, zoning districts shall be subject to the same sign regulations as all other uses within said districts.

(2) In all other zoning districts, one (1) freestanding sign shall be permitted on parcels that are at least one-half (0.5) acre in size, have at least one (1) property line abutting a non-local street and contain an institutional use in active operation. One (1) additional sign may be permitted on a corner parcel that is more than five (5) acres

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in size and has frontage along and direct access to two (2) non-local streets, if both signs are not oriented towards and clearly visible from the same street.

(3) One (1) freestanding sign per entrance to the site along a non-local street shall be permitted for institutional uses in all zoning districts that are more than ten (10) acres in size, as long as the signs are separated by at least one hundred (100) feet.

(4) Sign shall not exceed six (6) feet in height and thirty-two (32) square feet in area and shall be setback at least six (6) feet from property lines abutting a public right-of-way on parcels that are less than one (1) acre in size.

(5) Sign shall not exceed ten (10) feet in height and sixty (60) square feet in area and shall be setback at least ten (10) feet from property lines abutting a public right-of-way on parcels that are more than one (1) acre in size.

(d) Multi-Tenant Signs

(1) Signs shall be permitted in the SC, MX-C, MX-1, MX-2, IND-1, IND-2, IND-3, INST-1, and INST-2 zoning districts.

(2) One (1) sign per parcel of land is permitted. One (1) additional sign may be permitted on a corner parcel, at least five (5) acres in size, with frontage along two (2) non-local streets if both signs are located near a primary entrance to the site and are not oriented towards or clearly visible from the same street.

(3) Sign shall not exceed twenty-five (25) feet in height and two hundred (200) square feet in area.

(4) Sign shall be setback at least ten (10) feet but no more than thirty (30) feet from the property lines abutting a public right-of-way.

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(5) A business that is accessed from an adjacent multi-tenant site may, with expressly written permission from the sign owner, advertise its business on the multi-tenant sign but will then not be entitled to an additional freestanding sign on the parcel of land occupied by the business.

(e) Signs that are located interior to a school campus, hospital campus, park, multiple-family development, or multi-tenant commercial development may exceed the number of signs allowed herein, provided that such signs are not clearly legible from any public street.

(f) A business whose building and associated parking lot(s) covers multiple parcels that are not combined but are immediately adjacent to one another and are associated with the same establishment shall not be permitted more than one (1) freestanding sign.

1310.14 WINDOW SIGNS

(a) Window signs shall not exceed twenty (20) percent of the area of the window from which the sign can be seen from the exterior of the building. All mounting hardware and equipment shall be concealed from the exterior view of the building. In the case of multi-pane windows, the surface area of the window shall be the combined surface area of the individual panes.

1310.15 AWNING/CANOPY SIGNS and VEHICLE SERVICE STATION CANOPY SIGNS

(a) Awning/canopy signs.

(1) Signs, on awnings or canopies located above entrances to a building intended to provide shelter or installed as an architectural element, shall count towards the allowable number and square footage of wall signage permitted for the business in the building that it relates thereto.

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(2) A sign may extend up to five (5) feet vertically above the flat roof of a canopy. If the sign is limited to the address or the name of the building, it shall not count towards the wall signage limitations. In no case shall the sign exceed forty (40) square feet in area.

(3) Electronic Message Center signs are not permitted on awnings or canopies.

(4) Only awnings or canopies on the first-floor story of the building may contain signs.

(5) The sign area shall not exceed what is permitted for wall signage for the building, or fifty (50) percent of the awning or canopy surface on which it is displayed, whichever is less.

(6) All awnings or canopies shall be subject to the architectural standards set forth in Section 1246.04.01 (d) of the Zoning Ordinance.

(b) Motor Vehicle service station canopy signs.

(1) One (1) sign is permitted on each side of the canopy.

(2) No part of the sign shall extend above or below the canopy and must be flat mounted against the canopy.

(3) Signs shall not exceed twenty-five percent (25%) of the area of the side of the canopy to which it is attached.

(4) Signs on canopies shall not count towards the allowable number of wall signs for the building, whether or not it is attached thereto.

(5) EMC signs are permitted.

1310.16 PROJECTING SIGNS

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Projecting signs are permitted in all non-residential zoning districts for each business occupying a building subject to the following provisions:

(a) One (1) sign per business. Businesses on corner parcels that occupy a part of the first-floor building walls, may have one (1) projecting sign facing each public street. First floor businesses that have a customer entrance at the rear of the building may have one (1) projecting sign on the rear building wall.

(b) Sign shall not exceed sixteen (16) square feet in area or a maximum projection from the building wall of four and one-half (4.5) feet.

(c) Where a projecting sign is located on the corner of a building and is used in lieu of one (1) permitted wall sign, the area of the projecting sign may exceed sixteen (16) square feet and shall be deducted from the total allowable wall sign area for the building establishment. Such signs shall be visible from at least two (2) directions.

(d) Sign shall have a minimum vertical clearance of ten (10) feet from the bottom edge of the sign to the ground or sidewalk, or fifteen (15) feet if overhanging an alley.

(e) Signs on the front building wall(s) shall be located within fifteen (15) feet of the ground directly below the sign. Signs on the rear building wall shall be located within twenty (20) feet of ground directly below the sign.

(f) There shall be a minimum separation distance of eight (8) feet between projecting signs.

1310.17 NEIGHBORHOOD ENTRANCEWAY SIGNS

Signs that identify the name of a subdivision, condominium development, or neighborhood organization recognized as being active by the City of Lansing Department of Neighborhoods, Arts, and Citizen Engagement, may be located within the public right-of-way and shall be subject to the following:

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(a) Review, approval, and issuance of permits from the Public Service Department and the Building Safety Office are required prior to installation of a sign. A plan showing the proposed location of the sign, a rendering of the sign showing the content, materials and all dimensions and a plan for appropriate landscaping around the base of the sign shall be submitted along with the permit applications.

(b) The sign subject matter must be related solely to identifying the name of the subdivision, according to the recorded plat thereof, the name of the condominium according to the recorded master deed, or the name of the neighborhood organization/association recognized as being active by the Department of Neighborhoods, Arts, and Citizen Engagement, or its successor.

(c) Sign shall not exceed six (6) feet in height and fifty (50) square feet in area and shall not be internally illuminated or contain a changeable message center of any kind.

(d) One (1) sign on each side of the roadway at the primary entrance(s) or one (1) sign within a boulevard at the primary entrance(s) of the subdivision, condominium development or designated neighborhood association/organization may be permitted. The primary entrances where such signs may be located must be at the intersection of a street entering the area to which it is identifying and a non-local street, unless otherwise approved by the Public Service Department.

(e) Signs may be located at no more than two (2) primary entrances to the subdivision, condominium development, or neighborhood association/organization area that it identifies.

(f) The sign, land, and landscaping around the sign must be retained in ownership by the City. All construction, maintenance, or repair, however, shall be the responsibility of the homeowners or condominium association or the neighborhood organization/association.

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(g) Appropriate insurance and indemnity policies protecting the City against liability must be provided and maintained.

(h) The City retains the right to remove the sign and the landscaping if it is not being properly maintained or if it necessary to perform roadway, sidewalk, or utility construction/repair, or for any reason at all.

1310.18 VARIANCES and APPEALS

(a) The Board of Zoning Appeals shall hear and decide requests for variances and appeals regarding a decision or determination made by the Zoning Administrator related to the provisions of this Chapter. Requests made to the Board of Zoning Appeals are subject to all of the requirements, procedures, and evaluation criteria established by Chapter 1274 of the Zoning Ordinance.

(b) To prevent signs exceeding the dimensions allowed in this Chapter from conflicting with business, residential and public land uses, no new freestanding signs exceeding the dimensions allowed in this Chapter shall be constructed, and no existing signs shall be rebuilt in excess of their existing dimensions, within the City of Lansing, unless approved by the Board of Zoning Appeals based upon a determination that removal and replacement of such an existing sign is necessary to accommodate new development on the site upon which it is located.

(c) In making its decision, the Board must find that the proposed development is consistent with the zoning designation of the property and all applicable provisions of the Zoning Ordinance as well the goals and objectives of the City's current Master Plan and the future land use plan being advanced therein.

(d) Appeals pertaining to the structural features of a sign shall be made to the Building Board of Appeals.

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1310.98 ISSUANCE OF MUNICIPAL CIVIL INFRACTION CITATIONS AND VIOLATION NOTICES

The Zoning Administrator, the Building Official and any of their designees are hereby designated as the authorized City officials to issue Municipal civil infraction citations (directing alleged violators to appear in court) or Municipal civil infraction violation notices (directing alleged violators to appear at the Municipal Ordinance Violations Bureau) as provided in Chapter 203 of these Codified Ordinances.

1310.99 PENALTY

Whoever violates any of the provisions of this chapter is responsible for a Municipal civil infraction and shall be subject to the civil fine provided in Section 203.06 of these Codified Ordinances, plus costs and other sanctions, for each infraction. Repeat offenses shall be subject to increased fines as provided in Section 202.99(c)(2).

Section 3. All ordinances, resolutions or rules, parts of ordinances, resolutions, or rules inconsistent with the provisions are repealed.

Section 4. Should any section, clause or phrase of this ordinance be declared to be invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof other than the part so declared to be invalid.

Section 5. This ordinance shall take effect on the 30th day after enactment, unless given immediate effect by City Council, and shall expire December 31, 2032.

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PASSAGE OF ORDINANCE

An ordinance of the City of Lansing, Michigan, to repeal and replace the existing signs ordinance, being Part 14, Title 4 of the Lansing Codified Ordinances in its entirety, with Part 13, Title 2, regulating the size, location, and character of signs and sign structures on property in Lansing.

Is read a second time by its title. The Ordinance was reported from the Committee on Development and Planning and is on the order of immediate passage.

COUNCIL MEMBER	**YEAS**	**NAYS**
Brown	☐	☐
Carter	☐	☐
Garza	☐	☐
Hussain	☐	☐
Jackson	☐	☐
Kost	☐	☐
Pehlivanoglu	☐	☐
Spadafore	☐	☐
	_____ __	_____ __
☐ ADOPTED	☐ FAILED	

Department of Economic Development and Planning
Rawley Van Fossen, Director

Andy Schor, Mayor

Planning & Zoning Office
316 N. Capitol Avenue, Suite D-1
Lansing, Michigan 48933
PH: 517.483.4066
www.lansingmi.gov/planning

The Planning and Zoning Office proposes the following changes to the draft Sign Ordinance, Chapter 1310:

1310.04 Licensing, Permits, and Fees (d) **All projecting signs extending over the public right-of-way, regardless of size or permit required, shall be licensed and placed on file with the Public Service Department.**

1310.08 General Sign Provisions (d) Electronic Message Center (EMC). **(4) EMC signs in all commercial or special zoning districts, excluding DT-3, are limited to 32 square feet in sign area**.

1310.11 Temporary Signs (a) In General: (5) ~~May~~ **Shall not** be internally illuminated~~, except as otherwise prohibited under the Chapter~~.

1310.13 Freestanding Signs (a) SC, MX-C, MX-1, MX-2, DT-2, IND-1, IND-2, IND-3, INST-1, & INST-2 Zoning Districts
(2) Sign shall be set back at least ~~ten (10)~~ **six (6) feet** but not more than fifteen (15) feet from the property lines abutting a public right-of-way.
(5) Any sign set back less than ten (10) feet from the property line shall not exceed six (6) feet in height and thirty-two (32) square feet in area.

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Andy Schor, Mayor

The Lansing Gateway

Corridor Improvement Authority (LGCIA)

Development and Tax Increment Financing Plan

Approved and Recommended by the Lansing Gateway Corridor Improvement Authority June 25, 2024

The 2024 Lansing Gateway Corridor Improvement Authority Board of Directors:

Chair: Robert Benstein

Vice Chair: Dianna Hartwell

Treasure: Steven Bohnet

Board Member: Jo Sperry

Board Member (Mayor Appointee): Bob Van Arkel

Board Facilitators- Lansing Economic Development Corporation

Alex Watkins, Economic Development Specialist

Kahleea Washington, Community Development Fellow

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Plan prepared with assistance from:

Lansing EDC

Linking business and community.

Lansing Economic Development Corp. (lansingedc.com)

Executive Summary

The Lansing Gateway Corridor primarily runs along N. Grand River Avenue, and acts as the northernmost west to east throughfare in the City of Lansing. The Lansing Gateway Corridor is home to a variety of manufacturing, service, transportation, and retail businesses along with residential neighborhoods in northern Lansing. Although this corridor is home to some major organizations such as the Capital Region International Airport and Peckham Inc., the lack of new investment and development in this area is a detriment and is not reflective of the strong neighborhoods and proud businesses along the corridor. The Lansing Gateway Corridor acts as a northern entrance into the City of Lansing, but its current condition does not provide a positive first impression of Lansing for those entering via the I96/I69 interchange or the airport. Therefore, the Lansing Gateway Corridor Improvement Authority (CIA), Mayor Andy Schor, and the City of Lansing have made the revitalization of this corridor a priority by adopting and implementing the plan outlined below.

In 2019, Mayor Andy Schor proposed, and the Lansing City Council approved the establishment of Lansing Gateway Corridor Improvement Authority (the Authority), a public body created under Public Act 57 of 2018 consisting of representatives from the business community and corridor residents. The goals of the Authority are to strategically revitalize the corridor, prevent any further deterioration, and promote economic growth in the area. To achieve this, the Authority must engage key stakeholders to create and implement a deliberate action plan to address the needs of the Lansing Gateway Corridor.

Throughout the development of this plan there have been several community engagement efforts to ensure that this plan represents the needs identified by residents, business owners, property owners, and other key stakeholders. The cohesive input gathered and used in this plan outlines the unique needs of the Lansing Gateway Corridor and its surrounding communities. The Authority used that feedback to identify priority areas and projects. Based on the community's input and other key sources of information, the current issues harming the corridor include poor road and sidewalk conditions, disparate land use and a need for a cohesive identity, a lack of aesthetic appeal, a need for pedestrian and cyclist friendly infrastructure, and a lack of economic investment and development.

The Lansing Gateway Corridor's Development and Financing Plan outlines short-term, medium-term, and long-term projects to address these identified issues in an effective and strategic manner. The projects are put into four categories as set forth by the Michigan Main Street Model: Design, Economic Restructuring, Organization, and Promotions/Marketing. Within these categories the Authority has identified specific projects focused on beautification and placemaking efforts, pedestrian/cyclist safety improvements, traffic calming measures, blight reduction/infill development, and community orientated efforts/events.

The primary areas of need identified by the Authority aligns with several key principles that are supported by the City of Lansing's 2012 Comprehensive Master Plan (Master Plan). Both plans aim to transform the visually unappealing character of the corridor, to encourage alternative modes of transportation, and market the quality of the adjacent neighborhoods as attractive, functional, and sustainable places to live. In the City's Master Plan these principles are expressed as:

- 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)

Through the adoption of a Finance Plan, a self-funding mechanism of Tax Increment Financing (TIF), the Authority will generate and reinvest revenue from new property tax growth back into the corridor. These new funds will be used to improve public facilities such as streetscape, pedestrian infrastructure, develop plans, invest in capacity to make the Authority self-sustaining, and other activities to implement this Plan, as enumerated per section 611 of PA 57 2018. The Authority is also able to obtain funding through donations, grants, and other sources. For example, in 2022, the mayor proposed, and the Lansing City Council approved $100,000 in American Rescue Planning Act dollars for the LGCIA to get planning efforts started and to give the LGCIA access to immediate funding until the TIF revenue can be generated.

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Section I: Introduction

General Overview

Michigan Public Act 280 (PA 280)

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. The CIA board of directors can create and approve a Development and Tax Increment Financing Plan for the CIA Corridor.

The Development and Finance Plan identifies needed strategic improvements to public or private properties that when conducted will encourage redevelopment and economic growth. The redevelopment and new growth lead to a more economically prosperous and aesthetically pleasing Corridor. This prosperity leads to rising property values which generate more property taxes. This increase in tax revenue is not from a new tax or higher tax rates, but rather from the higher property values in the Corridor created by implementing the Development and Finance Plan.

The CIA can then use a portion of this increase (Increment) in taxes to fund additional activities specified in the Development and Finance Plan. This reinvestment of property taxes into the Corridor generates additional redevelopment and economic growth that produces more tax revenue to make even more investments into the CIA district. By growing this annual revenue stream and putting it to work, the CIA can eventually redevelop and revitalize the entire Corridor. Also, local government and other taxing units in the Corridor experience no drop in tax revenue because they continue to receive the same amount of property taxes prior to the CIA's creation, and once the CIA Development and Finance Plan ends, these units enjoy a tax revenue increase indefinitely into the future.

Power of the CIA Board

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 Lansing Gateway 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 correct corridor deterioration, encourage transit-oriented development, and conduct analysis and research.

History of the Lansing Gateway Corridor

In 1847 Michigan legislators made Lansing, MI the new state capital over the previous capital Detroit. As the new capital, Lansing's population grew rapidly, with new settlements forming along the banks of the Grand River.

James Dodge was one of the early settlers of Lansing, Dodge was a Michigan politician and a businessman in the railroad industry. Dodge played a significant role in introducing the Pere Marquette Railroad to the Lansing area. James Dodge built his family home on the northwest side of Lansing, the house was later remolded by his daughter Abby Turner Dodge. The house later became an infamous historical landmark in the City of Lansing, now known as the Turner-Dodge House by locals. The Turner-Dodge House currently sits along the far east side of the Lansing Gateway Corridor. Today the house acts as a museum and is a frequently visited historical site and landmark in Lansing.

The northern section of the city quickly became a more industrial area in the City of Lansing. Industrial businesses continued to pop up in northwest Lansing in the early 20th century, including the Michigan Sugar Company. The Michigan Sugar Company's Lansing location was established in 1905 and acted as a factory and storage/transportation center for 50 years. The factory was later sold and redeveloped a couple of times before becoming vacant and eventually demolished. The site where the Michigan Sugar Company once resided, sits vacant today on the Lansing Gateway Corridor.

The Capital City Airport was another major industrial entity established in the Lansing area during the early 1900's. The airport is currently known as the Capital Region International Airport. The Capital Region International Airport was introduced to the Lansing area in 1928 with a weekend-long dedication carnival celebration showcased in figure one.

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Aviation Comes Into Its Own In Lansing In Big Two-Day Air Carnival

HERE ARE SOME OF THE BIG MOMENTS OF THE DEDICATION OF THE CAPITAL CITY Airport Saturday and Sunday. In the upper left hand corner is a photo of the Selfridge Pursuit Squadron, one of the big features of the meet. The photo was taken as they soared over the crowd of 40,000 people at the port Sunday afternoon. Top center photo is that of Sergt. Lucien Barr of the 107th Observation Squadron, Michigan National Guard, who made two perfect parachute jumps Saturday and Sunday. The center photo at the left is that of Capt. George Hubert Wilkins, noted Arctic explorer getting out of his Lockheed-Vega monoplane when it landed at the port Saturday afternoon, while below to the left is a photo of the giant 14 passenger trimotored Ford ship which flew here Saturday from Detroit in 59 minutes. The ship weighs about two and a half tons. In the upper right hand photo are shown, from left to right, Captain Wilkins, Charles H. Davis, Gov. Fred W. Green and Lieut. Carl B. Eielson, pilot for Captain Wilkins. The picture in the lower left hand corner shows Captain Wilkins speaking to the crowds over the microphone. His voice was picked up by loud speakers and carried to all parts of the field. Grouped behind Captain Wilkins as he spoke were, left to right, Mayor Laird J. Troyer of Lansing, Governor Green, Mr. Davis, Lieutenant Eielson, Ralph Andrews of Jackson, official announcer, and George L. Crocker, manager of the Hotel Olds who was host to Captain Wilkins during his stay here.

18 POISONED AT IONIA REUNION

Wilkins Sees Trans-Arctic Air Routes Most Practica

Fewer Hazards Encountered North of Arc

Figure One: Capital City Airport dedication weekend newspaper article in The Lansing Journal (1928).

Throughout the 20th century the northwest side of Lansing, Mi continued to grow as more commercial and residential developments started to increase in this area. Neighborhoods were built around the curves of the Grand River and continued to spread north as the area became more developed. One significant development that aided in the growth of north Lansing was the expansion of N. Logan St. (currently N. Martin Luther King Blvd.) In 1960, City of Lansing officials approved the extension of Logan St. from Willow St. to DeWitt Rd. providing the westside of Lansing a north-south throughfare. The extension included the construction of a new bridge over the Grand River, connecting Logan St. with N. Grand River Ave as shown in figure two.

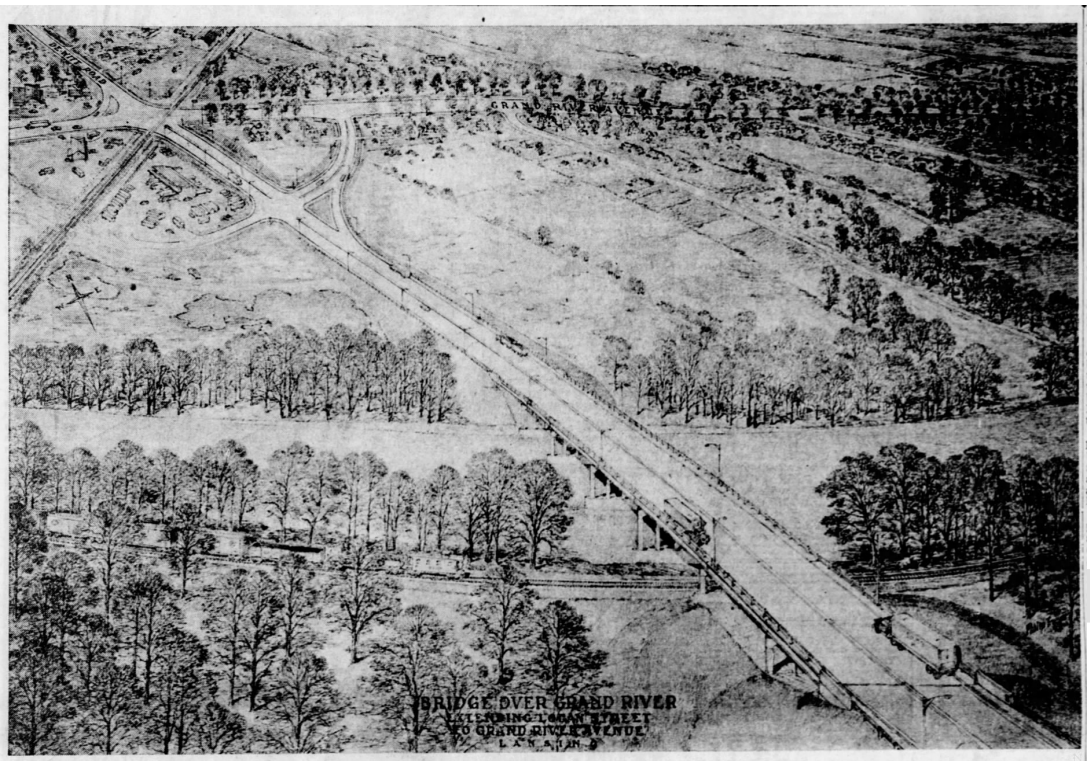

Figure Two: A newspaper article on the Logan. St extension and bridge proposal in Lansing, Mi by the Lansing State Journal (1960).

What is known as N. Grand River Ave. to locals, also acts as the U.S Interstate 96 throughfare for the City of Lansing. Long before the U.S Interstate 96 was established by the United States federal government, it was one of the many Native American trails throughout what is now the United States. European settlers later discovered the trail and named it the “Grand River Trail”, eventually turning into Michigan Highway 16 then U.S Interstate 96 as we know it today.

In the 1900’s redlining created and perpetuated socioeconomic inequality in cities throughout the United States. Different institutions in the Lansing area utilized the redlining scale to rate neighborhoods throughout the city, restricting investment and economic growth in areas occupied by specific demographics. In the residential neighborhoods surrounding the corridor, areas on the southeast side of the corridor were given a “D” rating on the redlining scale, which is the worst possible rating. Today, that area is still affected by the concentration of poverty, lack of economic investment, and resources associated with poorly rated neighborhoods. In the figure below, some of the areas highlighted in red surrounding the corridor correspond with neighborhoods currently deemed a priority area for economic development efforts. Redlining resulted in a significant amount of uneven development in poorly rated areas that continues to cause harm to those neighborhoods today.

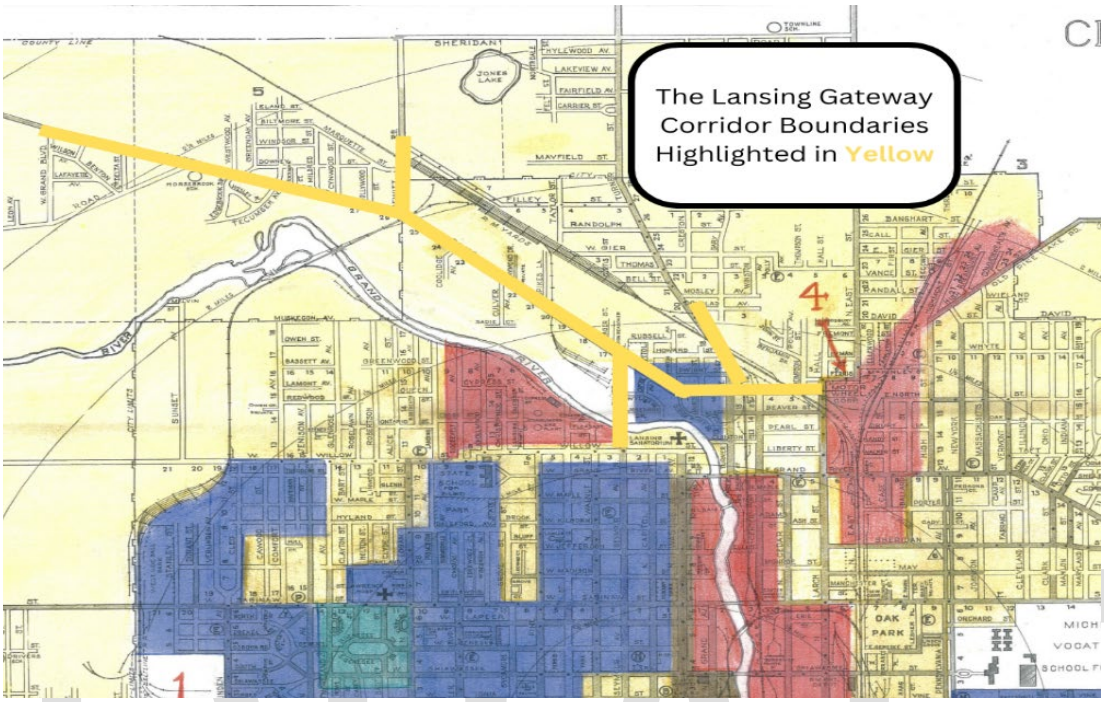

Figure Three: A 1939 redlining map for the Lansing and East Lansing area, from the Detroit Free Press (1939).

Present Conditions

Today, the Lansing Gateway Corridor stretches across North Grand River Ave. acting as the northernmost west to east throughfare in the City of Lansing. The Lansing Gateway Corridor is surrounded by a variety of different businesses/industries including industrial, auto related, and service-based businesses. Historical entities like the Capital Region International Airport and the Turner-Dodge House continue to play a key role on this corridor, while newer establishments like Peckham INC. also call the Lansing Gateway Corridor home.

Despite the presence of major entities, the Lansing Gateway Corridor is struggling with a vacancy issue due to the lack of investment and development in the northwest portion of Lansing. The lack of investment along the Lansing Gateway Corridor has resulted in transit related issues such as poor road and sidewalk conditions that need to be addressed. There is also a dire need for more placemaking and maintenance initiatives to help improve the overall aesthetic of the corridor.

Background and Plan Needs

In his 2019 State of the City speech, Mayor Andy Schor proposed the creation of N. Grand River Avenue Corridor Improvement Authority. On August 12, 2019, the Lansing City Council adopted Resolution Number 2019-257 declaring its intent to create and provide for the operation of the N. Grand River Ave. Corridor Improvement Authority. Following a formal public hearing on September 23, 2019, the Lansing City Council adopted Resolution Number 2019-333 to establish

the boundaries of the Improvement Authority which runs along N. Grand River Ave from Waverly Rd. to just above the Old Town District. 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

The N. Grand River Ave. Corridor was later renamed to the Lansing Gateway Corridor, to capture its role as the northern entrance into the City of Lansing.

The City of Lansing's Mayor appointed all five of the current board members to the Lansing Gateway CIA board throughout 2022.

Plan Development Process

In the spring of 2023, five students from the Michigan State University's Urban Planning and Community Development practicum program collaborated with the Lansing Economic Development Corporation to complete a corridor study report. The students collected data to assess the current condition of the Lansing Gateway Corridor. The research was used to produce a report highlighting the corridor's socio-economic profile, zoning, land use assessment, mobility report, parcel analysis and best use scenarios, a community survey, and a case study analysis. The insight and recommendations from the report are being used to guide aspects of the Lansing Gateway Corridor's Development and Financing Plan.

The following summer in 2023, the City of Lansing brought on their second community development fellow through the Community Economic Development Association of Michigan (CEDAM) fellowship. The community development fellow assisted the Lansing Gateway Corridor Improvement Authority in the development of the Lansing Gateway Corridor's Development and Tax Increment Financing Plan. During the fellowship the fellow collaborated with the LGCIA Authority and other key stakeholders such as business owners and residents along the corridor to gather the necessary information to create an effective plan. Using the guidance from the information gathered by the practicum students report, the fellow conducted a community input survey that allowed the community to provide their thoughts on the current and future climate of the Lansing Gateway Corridor. The community development fellow used insight from the public, the LGCIA Authority, and other key resources to create project suggestions to strategically guide the future economic development of the Lansing Gateway Corridor. These project suggestions were reviewed and approved by the Lansing Gateway CIA Authority, before being implemented into this plan. Throughout the plan development process, the internal Lansing EDC team including the fellow, the Lansing Gateway CIA Authority, and the City of Lansing Mayor's office all collaborated to ensure this development and financing plan will be an effective guide for the betterment of the Lansing Gateway Corridor.

Section II: Development Plan

The Purpose of the Authority

The Lansing Gateway Corridor Improvement Authority recognizes the benefits to the area 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 state 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

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(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, including the legal description describing the CID are contained in the appendices.

(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 2019-333 adopted on December 16, 2019, that the Development Area is comprised of eligible property within an area along North Grand River bounded by an area of all commercial property, as defined by Public Act 57 of 2018, found within 500 feet of the center line of North Grand River Ave., running from Waverly Rd to Old US 27 on East North Street with branches on North Martin Luther King Boulevard, Turner Road and Capital City Boulevard.

A copy of the boundary map is contained in the Appendix.

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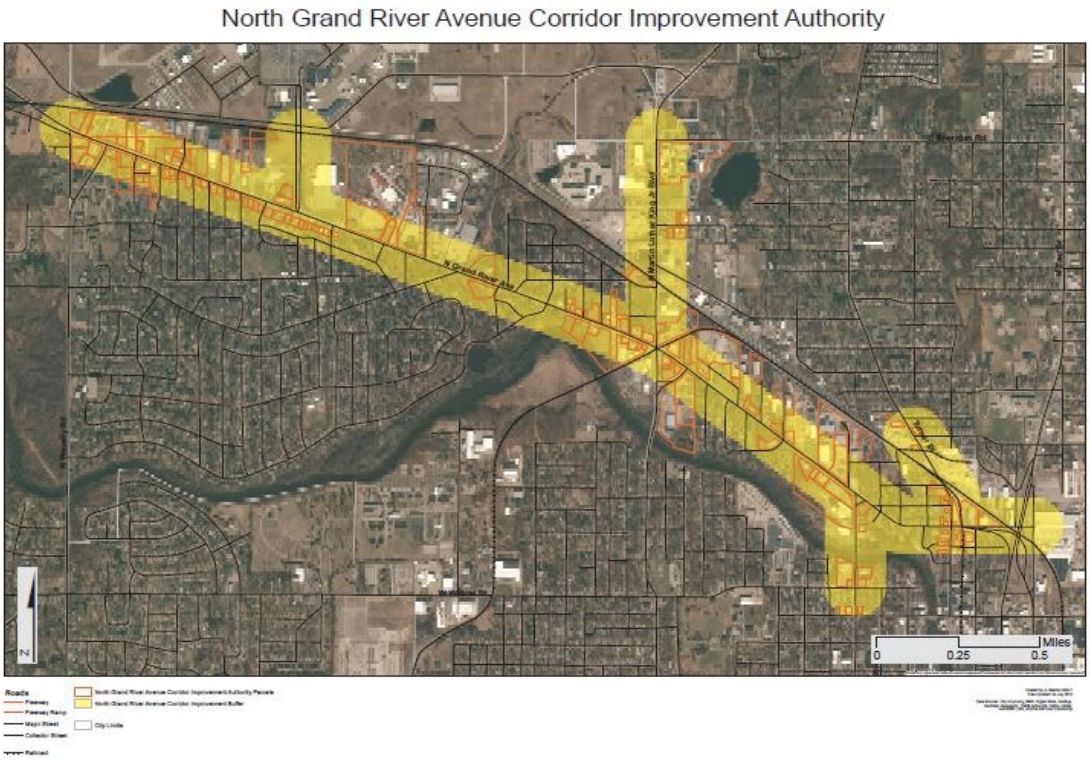

Figure Four: The Lansing Gateway Corridor boundaries highlighted in yellow.

(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 2019- 257 adopted on September 23, 2019. Appendix G provides more detailed information about the parcel area, including parcel numbers and classes, property addresses, and legal descriptions.

(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 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 Lansing Gateway CIA would like to investigate traffic calming measures at key parts of the corridor, specifically areas with a high pedestrian presence. The LGCIA plans to work with local

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and regional entities to pursue intersection and traffic flow modifications to improve the overall safety and efficiency of the corridor for all. At this time the LGCIA has expressed no desire for zoning or utilities changes, but the Authority reserves the right to address any necessary changes without an amendment to this plan.

Transportation of Change

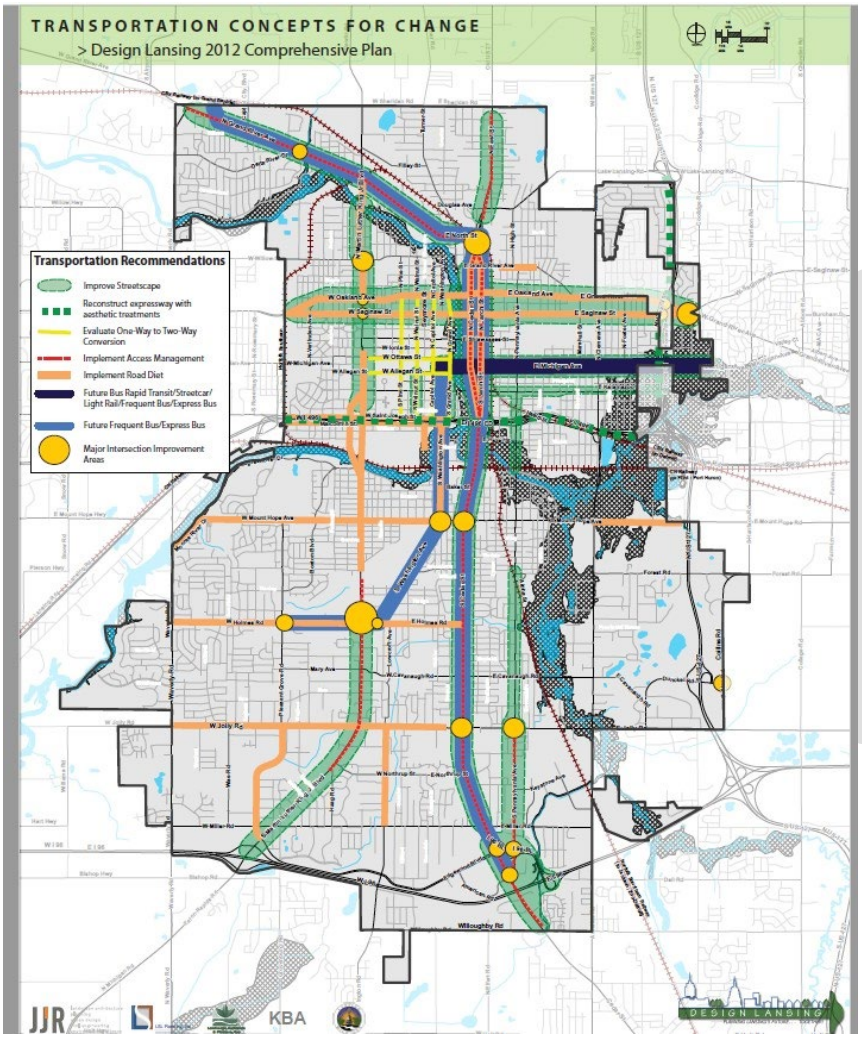

Figure Five: Transportation of Change graphic from the 2012 Design Lansing Plan.

(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 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.

(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 people for whom benefits may accrue is 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.

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) 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.

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.

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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 2024 and ends in the year 2039 (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 2039, 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 #2019-334 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

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 a significant daily traffic count along the corridor. Stakeholders have identified exploring how to incorporate 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 especially as the northern gateway into the City of Lansing. Project outlined in the plan seeks to pursue efforts to create a more appealing corridor for both automobilist and pedestrians/cyclist to utilize. There is a current lack of greenery, trees, public art/placemaking, and public spaces along the Lansing Gateway corridor that hurts the corridor's attractiveness to visitors. Stakeholders would like to see an inviting corridor that can support a variety of retail and other businesses.

ECONOMIC RECONSTRUCTION: Economic reconstruction focuses on blight elimination, business retention and expansion, and small business development. 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 technical assistance programing 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. The board has discussed the possibility of recruiting more food and grocery sources to the area through these measures.

PROMOTIONS/MARKETING: Many stakeholders feel there is a negative perception of the northern entrance into the City of Lansing. The projects outlined in the promotion and

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marketing category seek to help create a positive sense of identity highlighting the key elements that make up the district. Efforts to build a sense of connectivity amongst business and neighborhoods have been identified as an area of importance through input from stakeholders. The authority plans to organize community and business orientated events along the corridor.

ORGANIZATION: Organization ensures that the work of commercial corridor revitalization is accomplished through fundraising and volunteer development. There are many strong and committed neighborhood organizations in northwest Lansing, making collaboration a key area to capitalize on to make the strongest impact.

The following tables summarize the various projects and activities proposed, including an estimated initial CIA financial contribution, the estimated total cost over time and completion timeframe for each project. As noted previously, the financial contributions, the total 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: Aesthetic and Design Projects

Project	Estimated CIA Contribution	Estimated Total Cost	Estimated Completion
Short Term: 2024-2027			
Invest in landscaping efforts	$5,000-7,000	>$10,000	1 to 2 years
Cultivate community improvement efforts/events	$2,500	>$10,000	2 to 3 years
Pedestrian safety improvements	$15,000-50,000	>$50,000	1 to 3 years
Invest in beautification efforts/ host beautification events	$5,000-15,000	>$25,000	1 to 3 years
Public safety improvements	$15,000	>$25,000	1 to 3 years
Medium Term: 2028-2033			
Create a corridor specific façade improvement program	$15,000-50,000	>$100,000	3 to 5 years
Pedestrian/sidewalk improvements	$25,000-50,000	>$75,000	4 to 5 years
Invest in public art and placemaking efforts	$25,000-50,000	>$75,000	3 to 5 years
Parks/green space improvements	$7,000-15,000		5 to 7 years
Local and regional trail improvements	$15,000-75,000	>$150,000	5 to 7 years
Long Term: 2034-2039			

Work towards changing the streetscape/ road diet	$50,000-75,000	>$250,000	12 to 15 years

Table 2: Economic Restructuring Projects

Project	Estimated CIA Contribution	Estimate Total Cost	Estimated Completion
Short Term: 2024-2027			
Explore redevelopment opportunities	$15,000	>$15,000	2 to 3 years
Provide necessary technical assistance to existing businesses	$15,000-50,000	>$50,000	3 years
Market the corridor's commercial real estate opportunities	$20,000	>$20,000	2 to 3 years
Medium Term: 2028-2033			
Invest in social improvements in the area (*cultivate social spaces/third space in the area)*.	$5,000-10,000	>$250,000	5 to 7 years
Seek additional funding/grant opportunities	$5,000-25,000	>25,000	3 to 5 years
Long Term: 2034-2039			
Incentive developers to redevelop blighted/vacant properties	$50,000-250,000	>$500,000	10 to 15 years
Provide incentives to recruit more businesses to the area	$50,000-250,000	>$500,000	10 to 15 years
Provide grants and micro loans to business and neighborhood associations.	$50,000-200,000	>$500,000	10 to 15 years

Table 3: Marketing and Promotion Projects

Project	Estimated CIA Contribution	Estimated Total Cost	Estimate Completion
Short Term: 2024-2027			
Create a sense of identity for the corridor	$25,000	>$75,000	1 to 3 years
Invest in marketing materials/promotion materials.	$2,500-5,000	$10,000-25,000	1 to 3 years
Create a business directory.	$2,500	>$10,000	1 to 3 years
Establish an email newsletter.	$5,000	>$10,000	1 to 3 years
Establish and retain a volunteer base.	$2,000	>$2,000	1 to 3 years
Medium Term: 2028-2033			

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Establish annual community events and festivals	$75,000	>$500,000	5 to 7 years

Table 4: Organizational Projects

Projects	Estimated CIA Contribution	Estimated Total Cost	Estimated Timeframe
Short Term 2024-2027			
Coordinate beautification and community improvement events.	$5,000-10,000	>$50,000	1 to 3 years
Establish necessary committees to address corridor specific needs.	0		1 to 3 years
Coordinate efforts with existing neighborhood and business associations.	$5,000-10,000	>$25,000	1 to 3 years

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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 Lansing Gateway 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 their 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.

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.

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

Lansing Gateway 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 any additional information 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 Lansing Gateway Corridor Improvement Authority fund balance at the time of preparation of this analysis is $0.00. The Lansing Economic Development Corporation 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 169 individual properties. The 2024 taxable value of all properties is $31,889,077.00. 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

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 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 in advance 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

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Appendix A:

Resolution- Intent to Establish the N. Grand River Ave. Corridor Improvement Authority

RESOLUTION #2019-257
BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City Council of the City of Lansing has previously declared its intent to create and provide for the operation of a corridor improvement authority, potentially to be called the "Lansing Gateway Corridor Improvement Authority," (the Authority) in Resolution 2019-225, passed after reconsideration on August 26, 2019, pursuant to Part 6, Corridor Improvement Authorities, of the Recodified Tax Increment Financing Act, Public Act 57 of 2018, as amended (the Act); and

WHEREAS, in Resolution 2019-225 City Council set a public hearing on September 23, 2019 in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing Michigan, at 7:00 P.M., for the purpose of receiving comment on the establishment of the Authority, pursuant to the Act; and

WHEREAS, City Council has determined to hold a second public hearing on October 14, 2019, to allow further public comment on establishment of the Authority, also pursuant to the Act.

NOW, THEREFORE, BE IT RESOLVED that City Council Resolution 2019-225 is hereby amended to include a second public hearing, to be held in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing Michigan, at 7:00 P.M. on the 14th day of October, 2019 for the purpose of receiving comment on the establishment of the Lansing Gateway Corridor Improvement Authority as set forth in Public Act 57 of 2018. 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 governing body proposing to create the authority 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. The governing body of the municipality shall not incorporate land into the Proposed Development Area not included in the description contained in the notice of public hearing, but it may eliminate described lands from the development area in the final determination of the boundaries; and

WHEREAS, at least one member of the intended Authority will reside within half (1/2) 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 its intent to create and provide for the operation of a corridor improvement authority as enabled by and pursuant to Act 57; and

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

BE IT FURTHER RESOLVED that the intended authority will likely be known as the "Lansing Gateway Corridor Improvement Authority", subject to final resolution to create the Authority; and

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, at 7:00 P.M. on the 23rd day of September, for the purpose of receiving comment on the establishment of the Lansing Gateway Corridor Improvement Authority as set forth in Public Act 57 of 2018. 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 governing body proposing to create the authority 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. The governing body of the municipality

shall not incorporate land into the Proposed Development Area not included in the description contained in the notice of public hearing, but it may eliminate described lands from the development area in the final determination of the boundaries.

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Appendix B:

Affidavit of Notice of Public Hearing on Creation of the Lansing Gateway CIA

AFFIDAVIT OF POSTING NOTICE OF PUBLIC HEARING

I, undersigned, hereby state that on August 28, 2019, I posted a notice of public hearing to be held by the City of Council of the City of Lansing on consideration on the creation of the North Grand River Corridor Improvement Authority of the City of 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. Marathon Gas Station - 5161 N Grand River Ave, Lansing, MI 48906
2. Subway - 5025 N Grand River Ave, Lansing, MI 48906
3. Airport Tavern - 5000 N Grand River Ave, Lansing, MI 48906
4. Little Caesars Pizza - 2902 N Grand River Ave, Lansing, MI 48906
5. W F Bohnet Electric - 2918 N Grand River Ave, Lansing, MI 48906
6. Sunoco Gas Station - 1801 N Grand River Ave, Lansing, MI 48906
7. Piazzano's - 1825 N Grand River Ave, Lansing, MI 48906
8. Golden Harvest - 1625 Turner Rd, Lansing, MI 48906
9. King Sub - 2602 N Grand River Ave, Lansing, MI 48906
10. Fiddler on the Grand - 4805 N Grand River Ave, Lansing, MI 48906
11. Comerica Bank - 5101 N Grand River Ave, Lansing, MI 48906
12. Gorman's Food Market - 2800 N Grand River Ave, Lansing, MI 48906
13. Gregory's - 2510 N Martin Luther King Jr Blvd, Lansing, MI 48906
14. Rick Anthony's Flower Shop - 2224 N Grand River Ave, Lansing, MI 48906
15. Olympic Broil - 1320 N Grand River Ave, Lansing, MI 48906
16. Little Blessings - 2930 N Grand River Ave, Lansing, MI 48906
17. Liquor, Beer, and Wine Store - 5131 N Grand River Ave, Lansing, MI 48906
18. Alecia's Authentic Deli - 5025 N Grand River Ave # 3, Lansing, MI 48906
19. Dollar General - 5146 N Grand River Ave, Lansing, MI 48906
20. Denny's Diagnostic - 2738 N Grand River Ave, Lansing, MI 48906

Hannah Bryant

Hannah Bryant
Economic Development Specialist
Lansing Economic Area Partnership (LEAP)

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13

Mijo Diner -
Airport Party Store -
Admiral
Coin Laundry -

AFFIDAVIT OF POSTING NOTICE OF PUBLIC HEARING

I, undersigned, hereby state that on August 28, 2019, I posted a notice of public hearing to be held by the City of Council of the City of Lansing on consideration on the creation of the North Grand River Corridor Improvement Authority of the City of 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. Marathon Gas Station - 5161 N Grand River Ave, Lansing, MI 48906
2. Subway - 5025 N Grand River Ave, Lansing, MI 48906
3. Airport Tavern - 5000 N Grand River Ave, Lansing, MI 48906
4. Little Caesars Pizza - 2902 N Grand River Ave, Lansing, MI 48906
5. W F Bohnet Electric - 2918 N Grand River Ave, Lansing, MI 48906
6. Sunoco Gas Station - 1801 N Grand River Ave, Lansing, MI 48906
7. Piazzano's - 1825 N Grand River Ave, Lansing, MI 48906
8. Golden Harvest - 1625 Turner Rd, Lansing, MI 48906
9. King Sub - 2602 N Grand River Ave, Lansing, MI 48906
10. Fiddler on the Grand - 4805 N Grand River Ave, Lansing, MI 48906
11. Comerica Bank - 5101 N Grand River Ave, Lansing, MI 48906
12. Gorman's Food Market - 2800 N Grand River Ave, Lansing, MI 48906
13. Gregory's - 2510 N Martin Luther King Jr Blvd, Lansing, MI 48906
14. Rick Anthony's Flower Shop - 2224 N Grand River Ave, Lansing, MI 48906
15. Olympic Broil - 1320 N Grand River Ave, Lansing, MI 48906
16. Little Blessings - 2930 N Grand River Ave, Lansing, MI 48906
17. Liquor, Beer, and Wine Store - 5131 N Grand River Ave, Lansing, MI 48906
18. Alecia's Authentic Deli - 5025 N Grand River Ave # 3, Lansing, MI 48906
19. Dollar General - 5146 N Grand River Ave, Lansing, MI 48906
20. Denny's Diagnostic - 2738 N Grand River Ave, Lansing, MI 48906
21. Mijo Diner - 5131 N Grand River Ave # 4, Lansing, MI 48906Airport Party Store
22. Willow Plaza Coin Laundry - 320 W Willow St, Lansing, MI 48906
23. Admiral – 2626 N Grand River Ave, Lansing, MI 48906
24. Airport Part Store - 4209 N Grand River Ave, Lansing, MI 48906

Hannah Bryant
Economic Development Specialist
Lansing Economic Area Partnership (LEAP)

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Appendix C:

Resolution Establishing the Lansing Gateway CIA and Designation of the Development Area

City of Lansing

Notice of Approval of Resolution #2019-333

Establishing the North Grand River Corridor Improvement Authority and Designation of Development Area

WHEREAS, the City of Lansing (the City), is authorized by the provisions of Part 6, Corridor Improvement Authorities, of the Recodified Tax Increment Financing Act, Public Act of 2018, as amended (the Act), specifically MCL 125.4606, to establish a corridor improvement authority; and

WHEREAS, on August 12, 2019, the Lansing City Council adopted its Resolution of Intent to create the North Grand River Corridor Improvement Authority setting a public hearing thereon for September 23, 2019, and finding that the proposed development area meets the requirements of section 605 of the Act, including the following:

(a) 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

(b) The proposed development area contains at least 10 contiguous parcels or at least 5 contiguous acres; and

(c) 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 the Public Acts of Michigan of 1893, as amended ("Act 206"); and

(d) 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 30 years; and

(e) The proposed development area is presently served by municipal water and sewer; and

(f) The proposed development area is zoned to allow for mixed use that includes high-density residential use; and

WHEREAS the City Council held a public hearing on September 23, 2019, as well as a second public hearing on October 14, 2019, both properly noticed and held pursuant to the Act, 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 the Lansing City Council herby establishes the North Grand River Corridor Improvement Authority (the Authority). The Authority shall be a public body corporate and shall be known and exercise its powers under the title of “the North Grand River Corridor Improvement Authority”, but it may also be known for branding and wayfinding purposes as the “Lansing Gateway CIA”. 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 the Act. The enumeration of a power in this resolution or in the Act shall not be construed as a limitation upon the general powers of the Authority.

BE IT FUTHER RESOLVED that the Development Area is comprised of eligible property within an area along North Grand River bounded by an area of all commercial property, as defined by Public Act 57 of 2018, found within 500 feet of the centerline of North Grand River, east on Franette Road to Old US 27 on East North Street with branches on North Martin Luther King Boulevard, Turner Road and Capital City Boulevard, and specifically identified in Exhibits A and B to this resolution, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this resolution and the Act.

BE IT FUTHER RESOLVED that 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.

BE IT FUTHER RESOLVED the Authority shall be under the supervision and control of the Board of Directors, which shall be appointed pursuant to the Act. 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. No 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.

BE IT FUTHER RESOLVED that 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.

BE IT FUTHER RESOLVED 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.

BE IT FUTHER RESOLVED that if any portion of this resolution shall be held to be unlawful, the remaining portions shall remain in full force and effect.

BE IT FINALLY RESOLVED that the City clerk shall file a certified copy of this resolution with the Secretary of State of Michigan promptly after its adoption and shall also publish a copy of this resolution at least once, in full, in a newspaper of general circulation in the City of Lansing.

Further information regarding the corridor improvement authority, including maps, specifically Exhibits A and B, will be available for public inspection and may be obtained from Lansing Economic Area Partnership, 1000 South Washington, Suite 201, Lansing, MI 48912, (517) 388-1947.

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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 counted 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.

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Appendix E:

Lansing Gateway CIA Appointed Members to the Lansing Gateway CIA Board

Resolution #2022-054
By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Dianne Hartwell as a Resident member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2023; 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 met on March 9, 2022 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Dianne Hartwell as a Resident member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2023.

Resolution #2022-068
By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Jo Sinha as a Business Owner member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2026; 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 met on March 28, 2022 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Jo Sinha as a Business Owner member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2026.

Resolution #2022-069
By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Mary Alicia Gonzales as a Business Owner member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2025; 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 met on March 28, 2022 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Mary Alicia Gonzales as a Business Owner member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2025.

Resolution #2022-103
By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Steve Bohnet as a Business Owner member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2024; 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 met on April 13, 2022 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Steve Bohnet as a Business Owner member of the North Grand River Corridor Improvement Authority Board of Directors for a term to expire June 30, 2024.

Resolution #2022-004
By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Robert Benstein as an At-Large member of the North Grand River Corridor of Improvement Board of Authority for a term to expire June 30, 2026; 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 met on December 14, 2022 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Robert Benstein as an At-Large member of the North Grand River Corridor of Improvement Board of Authority for a term to expire June 30, 2026.

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Appendix F:
Lansing Gateway CIA Bylaws

BYLAWS OF THE NORTH GRAND RIVER (THE GATEWAY) CORRIDOR IMPROVEMENT AUTHORITY OF THE CITY OF LANSING

Rev: January 13, 2022

ARTICLE I - NAME

The name of this Authority is the Lansing Gateway 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 the City Council. The board will also include the Mayor or a Mayoral Assignee. No less than a majority of the members shall be people 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 six members appointed, two terms shall expire on June 30, 2023, one term shall expire on June 30, 2024, one term shall expire on June 30, 2025, and two terms shall expire on June 30, 2026. 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 over 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 majority vote of the Authority Board. 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 2023, 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 in 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 a 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

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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.

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Appendix G:

List of Affected Properties by Parcel Identification Number

Parcel #	Address	Class
19-05-31-30-015-000	5300 N GRAND RIVER AVE	201
19-05-31-30-020-000	N GRAND RIVER AVE	202
19-05-31-30-025-060	5226 N GRAND RIVER AVE	201
19-05-31-30-035-000	N GRAND RIVER AVE	202
19-05-31-30-040-051	5122 N GRAND RIVER AVE	201
33-01-01-04-351-022	2230 N GRAND RIVER AVE	201
33-01-01-04-351-202	2235 SPIKES LANE	201
33-01-01-04-351-232	2301 RAYMOND DR	201
33-01-01-04-352-103	2019 N GRAND RIVER AVE	201
33-01-01-04-353-011	2222 SPIKES LANE	201
33-01-01-04-353-061	N GRAND RIVER AVE	202
33-01-01-04-379-041	BELL ST	202
33-01-01-04-379-065	2017 TURNER ST	201
33-01-01-04-379-075	1925 TURNER ST	201
33-01-01-04-380-002	1800 N GRAND RIVER AVE	201
33-01-01-04-380-007	2005 SEAGER ST	201
33-01-01-04-380-010	1700 N GRAND RIVER AVE	201
33-01-01-04-456-021	2002 TURNER ST	201
33-01-01-05-103-052	3600 N GRAND RIVER AVE	201
33-01-01-05-105-003	3200 REMY DR	202
33-01-01-05-105-013	3400 N GRAND RIVER AVE	201
33-01-01-05-106-002	3350 N GRAND RIVER AVE	201
33-01-01-05-226-001	3500 N M L KING JR BLVD	201
33-01-01-05-252-163	1300 MARQUETTE ST	201
33-01-01-05-252-167	1200 MARQUETTE ST	201
33-01-01-05-276-030	TERMINAL RD	202
33-01-01-05-276-042	924 TERMINAL RD	201
33-01-01-05-276-231	1001 TERMINAL RD	201
33-01-01-05-276-241	TERMINAL RD	202
33-01-01-05-276-241	TERMINAL RD	202
33-01-01-05-301-303	N GRAND RIVER AVE	202
33-01-01-05-330-111	2930 N GRAND RIVER AVE	201
33-01-01-05-330-121	2918 N GRAND RIVER AVE	201
33-01-01-05-330-131	2902 N GRAND RIVER AVE	201
33-01-01-05-401-091	2824 N GRAND RIVER AVE	201
33-01-01-05-401-132	2802 N GRAND RIVER AVE	201
33-01-01-05-402-122	2738 N GRAND RIVER AVE	201
33-01-01-05-402-131	2724 N GRAND RIVER AVE	201
33-01-01-05-402-151	2706 N GRAND RIVER AVE	202
33-01-01-05-402-161	2725 HOLLYWOOD ST	201
33-01-01-05-404-021	2626 N GRAND RIVER AVE	201
33-01-01-05-404-052	2602 N GRAND RIVER AVE	201
33-01-01-05-427-013	2800 N M L KING JR BLVD	201
33-01-01-05-427-031	2732 N M L KING JR BLVD	201
33-01-01-05-427-071	2610 N M L KING JR BLVD	201

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33-01-01-05-427-091	2526 N GRAND RIVER AVE	201
33-01-01-05-427-111	2442 N GRAND RIVER AVE	202
33-01-01-05-427-131	2420 N GRAND RIVER AVE	201
33-01-01-05-427-140	GRAND RIVER ACC ST	201
33-01-01-05-427-222	2300 N GRAND RIVER AVE	201
33-01-01-05-451-021	N GRAND RIVER AVE	202
33-01-01-05-451-031	N GRAND RIVER AVE	202
33-01-01-05-451-051	N GRAND RIVER AVE	202
33-01-01-05-451-071	2715 N GRAND RIVER AVE	201
33-01-01-05-451-072	2611 N GRAND RIVER AVE	201
33-01-01-05-451-080	2709 N GRAND RIVER AVE	201
33-01-01-05-451-085	2621 N GRAND RIVER AVE	201
33-01-01-05-451-101	2605 N GRAND RIVER AVE	201
33-01-01-05-451-211		202
33-01-01-05-476-021	2515 N GRAND RIVER AVE	201
33-01-01-05-476-031	2519 N GRAND RIVER AVE	201
33-01-01-05-476-041	2510 N M L KING JR BLVD	201
33-01-01-05-476-063	2122 N M L KING JR BLVD	201
33-01-01-05-476-071	N GRAND RIVER AVE	202
33-01-01-05-476-123	2407 N GRAND RIVER AVE	201
33-01-01-06-101-001	N GRAND RIVER AVE	202
33-01-01-06-101-002	N GRAND RIVER AVE	202
33-01-01-06-101-011	5146 N GRAND RIVER AVE	201
33-01-01-06-101-044	5014 N GRAND RIVER AVE	201
33-01-01-06-101-051	5000 N GRAND RIVER AVE	201
33-01-01-06-101-061	3515 SHEFFER AVE	201
33-01-01-06-101-101	4816 N GRAND RIVER AVE	201
33-01-01-06-101-111	N GRAND RIVER AVE	202
33-01-01-06-101-122	SHEFFER AVE	202
33-01-01-06-101-132	5124 N GRAND RIVER AVE	201
33-01-01-06-102-001	5245 N GRAND RIVER AVE	202
33-01-01-06-102-004	5225 N GRAND RIVER AVE	201
33-01-01-06-102-015	3400 FRANETTE RD	201
33-01-01-06-102-020	3535 N WAVERLY RD	201
33-01-01-06-102-022	3436 FRANETTE RD	201
33-01-01-06-103-001	5161 N GRAND RIVER AVE	201
33-01-01-06-103-022	3200 N WAVERLY RD	201
33-01-01-06-104-003	5141 N GRAND RIVER AVE	201
33-01-01-06-104-005	5131 N GRAND RIVER AVE	201
33-01-01-06-104-011	3345 BARDAVILLE ST	201
33-01-01-06-104-022	3325 BARDAVILLE ST	201
33-01-01-06-104-061	3731 PLAZA DR	201
33-01-01-06-104-063	3711 PLAZA DR	201
33-01-01-06-104-065	3320 BARDAVILLE ST	201
33-01-01-06-104-067	BARDAVILLE ST	202
33-01-01-06-104-070	5101 N GRAND RIVER AVE	201
33-01-01-06-104-082	5025 N GRAND RIVER AVE	201
33-01-01-06-104-112	3315 JONI'S CIRCLE	201
33-01-01-06-104-171	5019 N GRAND RIVER AVE	201

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33-01-01-06-104-171	5019 N GRAND RIVER AVE	201
33-01-01-06-126-021	4700 N GRAND RIVER AVE	201
33-01-01-06-127-001	5001 N GRAND RIVER AVE	202
33-01-01-06-127-011	SHEFFER AVE	202
33-01-01-06-127-021	SHEFFER AVE	202
33-01-01-06-128-001	4917 N GRAND RIVER AVE	201
33-01-01-06-128-241	4905 N GRAND RIVER AVE	201
33-01-01-06-128-251	4913 N GRAND RIVER AVE	201
33-01-01-06-129-002	4811 N GRAND RIVER AVE	201
33-01-01-06-129-232	4805 N GRAND RIVER AVE	201
33-01-01-06-130-001	N GRAND RIVER AVE	202
33-01-01-06-130-201	4703 N GRAND RIVER AVE	201
33-01-01-06-131-001	4617 N GRAND RIVER AVE	201
33-01-01-06-131-011	ALFRED AVE	202
33-01-01-06-131-131	4601 N GRAND RIVER AVE	201
33-01-01-06-131-141	4613 N GRAND RIVER AVE	201
33-01-01-06-201-012	4526 N GRAND RIVER AVE	201
33-01-01-06-201-017	4416 N GRAND RIVER AVE	201
33-01-01-06-201-061	4400 N GRAND RIVER AVE	201
33-01-01-06-201-071	3301 CAPITAL CITY BLVD	201
33-01-01-06-226-001	3950 N GRAND RIVER AVE	201
33-01-01-06-226-015	3940 N GRAND RIVER AVE	201
33-01-01-06-226-080	4000.5 N GRAND RIVER AVE	201
33-01-01-06-226-090	4000 N GRAND RIVER AVE	202
33-01-01-06-251-003	4525 N GRAND RIVER AVE	201
33-01-01-06-251-413	ANDREA DR	202
33-01-01-06-251-423	4437 N GRAND RIVER AVE	201
33-01-01-06-251-431	4515 N GRAND RIVER AVE	201
33-01-01-06-252-001	4415 N GRAND RIVER AVE	201
33-01-01-06-252-191	4119 N GRAND RIVER AVE	201
33-01-01-06-252-202	4125 N GRAND RIVER AVE	201
33-01-01-06-252-212	4131 N GRAND RIVER AVE	201
33-01-01-06-252-221	4209 N GRAND RIVER AVE	201
33-01-01-06-252-231	4215 N GRAND RIVER AVE	201
33-01-01-06-252-241	4221 N GRAND RIVER AVE	201
33-01-01-06-252-251	4233 N GRAND RIVER AVE	201
33-01-01-06-252-261	4311 N GRAND RIVER AVE	201
33-01-01-06-252-271	4401 N GRAND RIVER AVE	201
33-01-01-06-276-001	3010 GRANDELL AVE	201
33-01-01-09-102-002	601 SADIE CT	201
33-01-01-09-102-044	1825 N GRAND RIVER AVE	201
33-01-01-09-102-061	1811 N GRAND RIVER AVE	201
33-01-01-09-102-071	1801 N GRAND RIVER AVE	201
33-01-01-09-102-081	1721 N GRAND RIVER AVE	201
33-01-01-09-102-103	1611 N GRAND RIVER AVE	201
33-01-01-09-126-022	226 RUSSELL ST	201
33-01-01-09-127-022	W NORTH ST	202
33-01-01-09-176-001	1632 N GRAND RIVER AVE	201

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33-01-01-09-176-051	1600 N GRAND RIVER AVE	201
33-01-01-09-180-141	306 W WILLOW ST	201
33-01-01-09-180-151	1301 N GRAND RIVER AVE	201
33-01-01-09-183-001	1320 N GRAND RIVER AVE	201
33-01-01-09-183-011	1300 N GRAND RIVER AVE	201
33-01-01-09-201-131	209 E REASONER ST	201
33-01-01-09-203-011	1600 TURNER ST	201
33-01-01-09-203-021	319 E NORTH ST	201
33-01-01-09-203-042	401 E NORTH ST	201
33-01-01-09-205-002	214 E REASONER ST	201
33-01-01-09-205-051	1701 TURNER ST	201
33-01-01-09-205-061	TURNER ST	202
33-01-01-09-207-071	223 E NORTH ST	201
33-01-01-09-207-081	1603 TURNER ST	201
33-01-01-09-207-131	1625 TURNER ST	201
33-01-01-09-252-161	1421 TURNER ST	201
33-01-01-09-252-191	1503 TURNER ST	201
33-01-01-09-252-201	1509 TURNER ST	201
33-01-01-09-252-221	1521 TURNER ST	201
33-01-01-09-253-002	1522 TURNER ST	201
33-01-01-09-253-081	1515 CENTER ST	201
33-01-01-09-253-092	BEAVER ST	202
33-01-01-09-255-131	316 BEAVER ST	201
33-01-01-09-326-081	318 W CESAR E. CHAVEZ AVE	201
33-01-01-09-326-121	300 W CESAR E. CHAVEZ AVE	201
33-01-01-09-326-161	1225 N GRAND RIVER AVE	201
33-01-01-09-327-051	226 W CESAR E. CHAVEZ AVE	201

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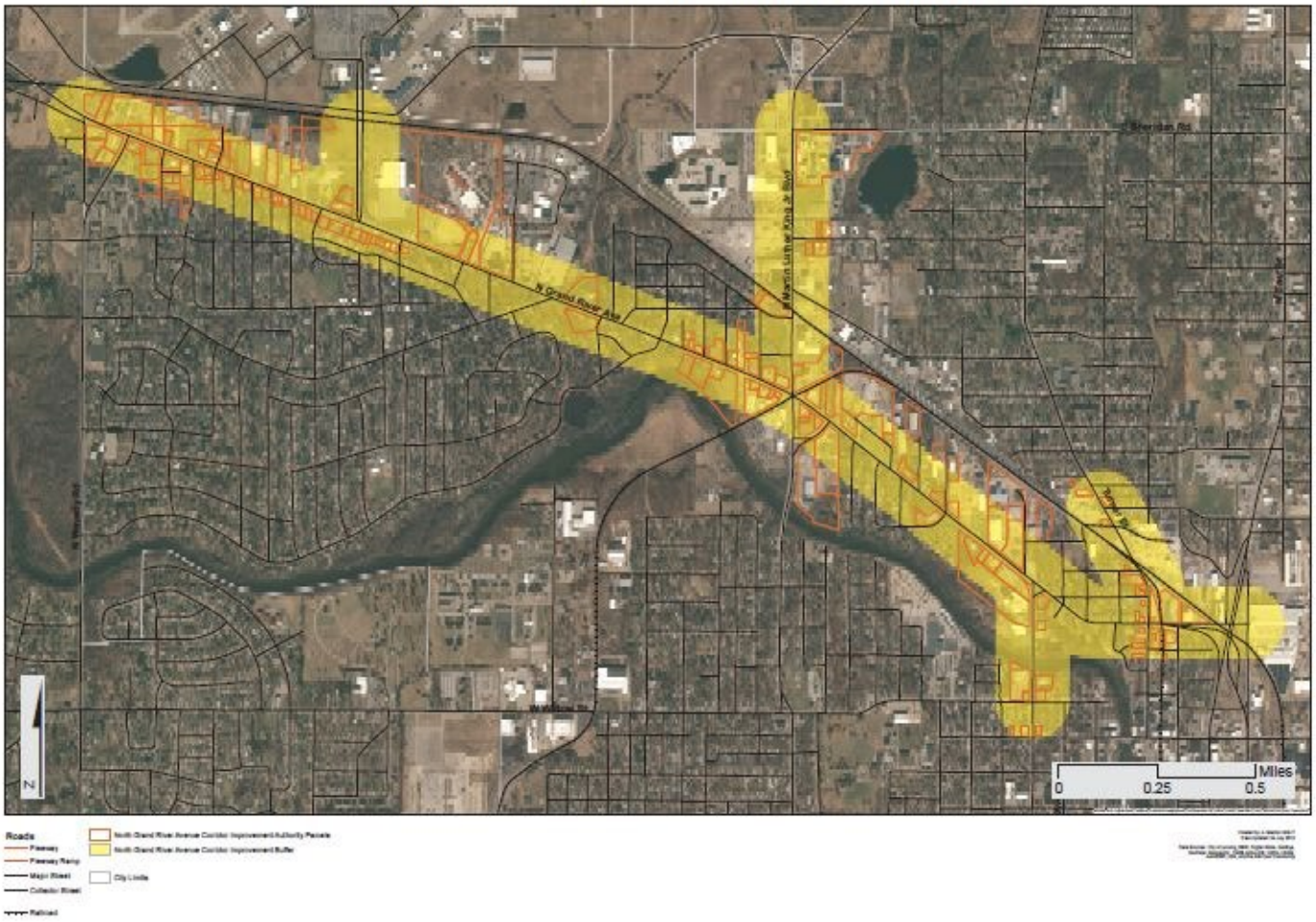
Lansing Gateway CIA District Map – Parcels included within Lansing Gateway Corridor

North Grand River Avenue Corridor Improvement Authority



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Appendix I:

Projections and Taxing Jurisdiction Impact Tables

Growth Rate	1.00%																
Year	2024	2025	2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Total
Baseline Value	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	
Value w/ Inflation	$31,889,077.00	$32,207,967.77	$32,530,047.45	$32,530,047.45	$32,855,347.92	$33,183,901.40	$33,515,740.42	$33,850,897.82	$34,189,406.80	$34,531,300.87	$34,876,613.87	$35,225,380.01	$35,577,633.81	$35,933,410.15	$36,292,744.25	$36,655,671.70	
Increment	**$0.00**	**$318,890.77**	**$640,970.45**	**$640,970.45**	**$966,270.92**	**$1,294,824.40**	**$1,626,663.42**	**$1,961,820.82**	**$2,300,329.80**	**$2,642,223.87**	**$2,987,536.87**	**$3,336,303.01**	**$3,688,556.81**	**$4,044,333.15**	**$4,403,667.25**	**$4,766,594.70**	
Taxing Entity																	
CADL (1.5528 Mills)	$0.00	$495.17	$995.30	$995.30	$1,500.43	$2,010.60	$2,525.88	$3,046.32	$3,571.95	$4,102.85	$4,639.05	$5,180.61	$5,727.59	$6,280.04	$6,838.01	$7,401.57	$55,310.67
LCC (3.769 Mills)	$0.00	$1,201.96	$2,415.95	$2,415.95	$3,642.07	$4,880.45	$6,131.22	$7,394.50	$8,670.40	$9,959.07	$11,260.62	$12,575.19	$13,902.91	$15,243.90	$16,598.30	$17,966.25	$134,258.74
CATA (2.99 Mills)	$0.00	$953.32	$1,916.18	$1,916.18	$2,888.67	$3,870.88	$4,862.91	$5,864.86	$6,876.84	$7,898.93	$8,931.24	$9,973.88	$11,026.94	$12,090.53	$13,164.76	$14,249.73	$106,485.86
County (11.97 Mills)	$0.00	$3,819.42	$7,677.03	$7,677.03	$11,573.22	$15,508.37	$19,482.87	$23,497.12	$27,551.51	$31,646.44	$35,782.33	$39,959.57	$44,178.58	$48,439.79	$52,743.60	$57,090.46	$426,627.35
CRIA (0.699 Mills)	$0.00	$222.90	$448.04	$448.04	$675.42	$905.08	$1,137.04	$1,371.31	$1,607.93	$1,846.91	$2,088.29	$2,332.08	$2,578.30	$2,826.99	$3,078.16	$3,331.85	$24,898.35
City of Lansing (19.44 Mills)	$0.00	$6,199.24	$12,460.47	$12,460.47	$18,784.31	$25,171.39	$31,622.34	$38,137.80	$44,718.41	$51,364.83	$58,077.72	$64,857.73	$71,705.54	$78,621.84	$85,607.29	$92,662.60	$692,451.96
Total Capturable Mills	$0.00	$12,892.02	$25,912.96	$25,912.96	$39,064.11	$52,346.77	$65,762.26	$79,311.90	$92,997.04	$106,819.03	$120,779.24	$134,879.06	$149,119.87	$163,503.09	$178,030.14	$192,702.46	**$1,440,032.92**

Growth Rate	1.025%																
Year	2024	2025	2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Total
Baseline Value	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	
Value w/ Inflation	$31,889,077.00	$32,215,940.04	$32,546,153.42	$32,546,153.42	$32,879,751.50	$33,216,768.95	$33,557,240.83	$33,901,202.55	$34,248,689.88	$34,599,738.95	$34,954,386.27	$35,312,668.73	$35,674,623.59	$36,040,288.48	$36,409,701.43	$36,782,900.87	
Increment	**$0.00**	**$326,863.04**	**$657,076.42**	**$657,076.42**	**$990,674.50**	**$1,327,691.95**	**$1,668,163.83**	**$2,012,125.55**	**$2,359,612.88**	**$2,710,661.95**	**$3,065,309.27**	**$3,423,591.73**	**$3,785,546.59**	**$4,151,211.48**	**$4,520,624.43**	**$4,893,823.87**	
Taxing Entity																	
CADL (1.5528 Mills)	$0.00	$507.55	$1,020.31	$1,020.31	$1,538.32	$2,061.64	$2,590.32	$3,124.43	$3,664.01	$4,209.12	$4,759.81	$5,316.15	$5,878.20	$6,446.00	$7,019.63	$7,599.13	$56,754.92
LCC (3.769 Mills)	$0.00	$1,232.01	$2,476.65	$2,476.65	$3,734.05	$5,004.34	$6,287.64	$7,584.10	$8,893.85	$10,217.03	$11,553.76	$12,904.20	$14,268.48	$15,646.75	$17,039.14	$18,445.80	$137,764.46
CATA (2.99 Mills)	$0.00	$977.16	$1,964.33	$1,964.33	$2,961.62	$3,969.14	$4,986.98	$6,015.25	$7,054.06	$8,103.52	$9,163.74	$10,234.83	$11,316.89	$12,410.05	$13,514.41	$14,630.09	$109,266.39
County (11.97 Mills)	$0.00	$3,914.90	$7,869.94	$7,869.94	$11,865.51	$15,902.03	$19,979.93	$24,099.63	$28,261.56	$32,466.14	$36,713.82	$41,005.04	$45,340.25	$49,719.89	$54,144.42	$58,614.31	$437,767.31
CRIA (0.699 Mills)	$0.00	$228.48	$459.30	$459.30	$682.48	$928.06	$1,166.05	$1,406.48	$1,649.37	$1,894.75	$2,142.65	$2,393.09	$2,646.10	$2,901.70	$3,159.92	$3,420.78	$25,548.49
City of Lansing (19.44 Mills)	$0.00	$6,354.22	$12,773.57	$12,773.57	$19,258.71	$25,810.33	$32,429.10	$39,115.72	$45,870.87	$52,695.27	$59,589.61	$66,554.62	$73,591.03	$80,699.55	$87,880.94	$95,135.94	$710,533.05
Total Capturable Mills	$0.00	$13,214.32	$26,564.09	$26,564.09	$40,050.69	$53,675.53	$67,440.03	$81,345.61	$95,393.72	$109,585.83	$123,923.40	$138,407.94	$153,040.94	$167,823.93	$182,758.45	$197,846.04	**$1,477,634.61**

Growth Rate	2.250%																
Year	2024	2025	2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Total
Baseline Value	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	$31,889,077.00	
Value w/ Inflation	$31,889,077.00	$32,606,581.23	$33,340,229.31	$33,340,229.31	$34,090,384.47	$34,857,418.12	$35,641,710.03	$36,443,648.50	$37,263,630.59	$38,102,062.28	$38,959,358.68	$39,835,944.26	$40,732,253.00	$41,648,728.69	$42,585,825.09	$43,544,006.15	
Increment	**$0.00**	**$717,504.23**	**$1,451,152.31**	**$1,451,152.31**	**$2,201,307.47**	**$2,968,341.12**	**$3,752,633.03**	**$4,554,571.50**	**$5,374,553.59**	**$6,212,985.28**	**$7,070,281.68**	**$7,946,867.26**	**$8,843,176.00**	**$9,759,651.69**	**$10,696,748.09**	**$11,654,929.15**	
Taxing Entity																	
CADL (1.5528 Mills)	$0.00	$1,114.14	$2,253.35	$2,253.35	$3,418.19	$4,609.24	$5,827.09	$7,072.34	$8,345.61	$9,647.52	$10,978.73	$12,339.90	$13,731.68	$15,154.79	$16,609.91	$18,097.77	$131,453.61
LCC (3.769 Mills)	$0.00	$2,704.42	$5,469.68	$5,469.68	$8,297.17	$11,188.27	$14,144.42	$17,167.09	$20,257.77	$23,417.98	$26,649.31	$29,953.33	$33,331.70	$36,786.08	$40,318.18	$43,929.76	$319,084.85
CATA (2.99 Mills)	$0.00	$2,144.98	$4,338.22	$4,338.22	$6,580.81	$8,873.86	$11,218.50	$13,615.89	$16,067.23	$18,573.72	$21,136.61	$23,757.16	$26,436.67	$29,176.48	$31,977.93	$34,842.41	$253,078.68
County (11.97 Mills)	$0.00	$8,593.69	$17,380.74	$17,380.74	$26,365.50	$35,552.42	$44,946.04	$54,551.01	$64,372.10	$74,414.17	$84,682.18	$95,181.22	$105,916.49	$116,893.30	$128,117.09	$139,593.42	$1,013,940.10
CRIA (0.699 Mills)	$0.00	$501.54	$1,014.36	$1,014.36	$1,538.71	$2,074.87	$2,623.09	$3,183.65	$3,756.81	$4,342.88	$4,942.13	$5,554.86	$6,181.38	$6,822.00	$7,477.03	$8,146.80	$59,174.44
City of Lansing (19.44 Mills)	$0.00	$13,948.28	$28,210.40	$28,210.40	$42,793.42	$57,704.55	$72,951.19	$88,540.87	$104,481.32	$120,780.43	$137,446.28	$154,487.10	$171,911.34	$189,727.63	$207,944.78	$226,571.82	$1,645,709.82
Total Capturable Mills	$0.00	$29,007.05	$58,666.75	$58,666.75	$88,993.80	$120,003.20	$151,710.32	$184,130.85	$217,280.84	$251,176.71	$285,835.23	$321,273.57	$357,509.27	$394,560.27	$432,444.92	$471,181.98	**$3,422,441.50**

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LANSING GATEWAY CORRIDOR IMPROVEMENT AUTHORITY

DEVELOPMENT AND TIF PLAN

APPROVAL PROCESS SCHEDULE

DATE	RESPONSIBLE	ACTION	ATTENDANCE
June 25, 2024	LGCIA/ LEDC	Meeting to approve D/F Plan	
July 1, 2024	LEDC	Submit resolution approving Development and TIF plans for LGCIA and resolution to set public hearings to Laserfiche.	
July 8, 2024	Lansing City Council	Receives resolutions to approve the plans and set public hearings and refers it to the Committee on Development and Planning.	
July 10, 2024	Committee on Development and Planning	Board member(s) and facilitator present to the D&P Committee to review and approve resolutions to set public hearings.	
July 22, 2024	Lansing City Council	Council passes resolution setting the public hearings for 7:00PM on August 26, 2024.	
July 24, 2024	LEDC/ City Clerk	Posts Newspaper Advertisement I (20 days prior to public hearing)	
July 24, 2024	LEDC/City Clerk	Mail public hearing notice to taxing entities, all property taxpayers; place notice in 20 public places. (20 days prior to public hearing)	
July 31, 2024	LEDC/City Clerk	Posts Newspaper Advertisement II	
August 26, 2024	Lansing City Council	Holds public hearings at Council for creating Development and TIF Plan for LG. Refers to the D&P Committee for approval.	
August 28, 2024	Committee on Development and Planning	D&P Committee passes resolutions to approve the Development and TIF Plans.	(If requested)
Sept. 9, 2024	Lansing City Council	City Council approves	(If requested)

CITY OF LANSING
NOTICE OF PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held on August 26, 2024 at 7:00 p.m. in the Tony Benavides Lansing City Council Chambers, 10th Floor Lansing City Hall, 124 W. Michigan Ave., Lansing, MI, on the proposed Lansing Gateway Corridor Improvement Authority Development and Finance Plan in accordance with the provisions of Part 6, Corridor Improvement Authorities, of the Recodified Tax Increment Financing Act, Public Act 57 of 2018, as amended (the Act) and as defined by Public Act 57 of 2018 as:

In 2009 the City of Lansing used the adopted State Law (Act 280 of 2005) to create what is known as the Lansing Gateway Corridor Improvement Authority (LGCIA) and established a District with eligible property within 500 feet of the centerline of North Grand River, east on Franette Road to Old US 27 on East North Street with branches on North Martin Luther King Boulevard, Turner Road and Capital City Boulevard.

The purpose of the Corridor Improvement Authority Act is to help communities plan for and fund improvements along a corridor. The overall goal is to help support economic development and redevelopment of this area. The types of improvements could include sidewalks/pathways, streetlights, streetscape enhancements, façade improvements, and other public investments which could support and enhance economic development and the quality of life for business owners and residents within this district. The CIA's first task to be able to fund these improvements is to create a Development and Tax Increment Financing Plan. This plan describes the types of activities that the CIA can participate in as well as how those activities are financed. The plan covers a 15-year period and explains how Tax Increment Financing (TIF) will work, which is the primary means in which new projects would be funded. **It is important to note that TIF is not a new tax nor does it raise property owner's taxes.**

City Council will hear comments from citizens, taxpayers and property owners, officials from any affected taxing jurisdiction and any other interested persons. All aspects of the Plan will be open for discussion at the public hearing. Maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at the Lansing City Clerk's Office, 124 W Michigan Avenue, 9th Floor of City Hall, Lansing, MI 48933. The Development and Finance Plan can be found on the Lansing Economic Development website: Lan Gateway Com Corridor | Lansing Economic Development Corp. (lansingedc.com).

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.

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

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

WHEREAS, the City Council of the City of Lansing, MI, by Resolution 2019-333, passed on December 16, 2019, authorized the creation of the Lansing Gateway 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 (the "Plan") on June 25th, 2024 at a duly noticed public hearing of the Authority; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED that a public hearing be set for August 26th, 2024, at 7:00 P.M. in the Tony Benavides Lansing City Council Chambers, 10th Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan, for the purpose of receiving comment from all members of the public and taxing jurisdictions specified herein, on all aspects of the Plan.

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

- notice of the time and place of the hearing to be given by publication twice in a newspaper of general circulation, the first of which shall be not less than 20 days before the date set for the hearing; and
- notice of the hearing to be posted in at least 20 conspicuous and public places in the development area not less than 20 days before the hearing; and

- notice to also be mailed to all property taxpayers of record in the development area not less than 20 days before the hearing; and
- notice to also be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved.

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

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

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

LANSING GATEWAY CORRIDOR

DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

THE CITY OF LANSING'S DEVELOPMENT AND PLANNING COMMITTEE *7.10.24*

Lansing Economic Development Corporation

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1. Introduction to the Lansing Gateway Corridor
2. Community Engagement and Plan Development
3. Development Projects
4. Tax Increment Financing Projections

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Submitted @ Mtg.

What is a Corridor Improvement Authority?

·**Corridor Improvement Authorities** are legal entities formed by municipalities governed through a board of directors to facilitate improvements to commercial corridors outside of traditional downtowns.

· **The purpose of the Lansing Gateway Corridor Improvement Authority** is to provide economic resources to improve and maintain public infrastructure, correct and prevent deterioration, and promote neighborhood aligned economic growth.

·Corridor Improvement Authorities are primarily funded by **Tax Increment Financing**, which captures the increase in taxes and reinvests those funds into projects to revitalize the commercial corridor.

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Introduction to the Lansing Gateway Corridor

The Lansing Gateway CIA Board Members

Chair: Robert Benstein (Capital Regional International Airport)

Vice Chair: Dianna Hartwell (Resident and Little Blessings Daycare)

Treasurer: Steven Bohnet (Resident and Bohnet Electrical)

Board Member: Jo Sperry (Peckham Inc.)

Board Member (Mayor Appointee): Bob Van Arkel (Blue Chip Investments, LLC)

3 available seats*

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Introduction to the Lansing Gateway Corridor

District Boundaries

North:

- 500 ft from the centerline

South:

- 500 ft from the centerline

East:

- The Old Town District Boundaries

West:

- Wavely Rd. (City of Lansing City Limit)

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Introduction to the Lansing Gateway Corridor

District Boundaries

North:

- 500 ft from the centerline

South:

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- The Old Town District Boundaries

West:

- Wavely Rd. (City of Lansing City Limit)

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Introduction to the Lansing Gateway Corridor

Transportation Concepts for Change (Design Lansing 2012)

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Community Engagement and Plan Development

Plan Development Timeline

2019-

- Lansing Gateway Corridor Improvement Authority Established

2023-

- Area Study Preformed by Michigan State University Urban and Regional Planning student
- City of Lansing selected to host a CEDAM Fellow to increase capacity for the LGCIA
- Community Input Survey made available to the public

2024-

- Final Draft of the LGCIA Development and Tax Increment Financing Plan presented to the CIA board
- The Final Draft of the LGCIA Development and Tax Increment Financing Plan presented to Lansing City Council for their consideration

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Development Projects
Main Street Model

Design

- Design enhances the character of the corridor through physical change.

Economic Reconstruction

- Economic reconstruction focuses on blight elimination, business retention and expansion, and small business development.

Promotions/Marketing

- Promotion and marketing seeks to help create a positive sense of identity, highlighting the key elements that make up the district.

Organization

- Organization ensures that the commercial corridor revitalization is accomplished through fundraising and volunteer development.

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Development Projects

Design
- Explore beautification efforts
- Improve the streetscape and pedestrian focused features

Economic Reconstruction
- Incentivize developers to redevelop vacant or blighted buildings
- Market the corridor's commercial properties
- Provide grants and micro-loans businesses along the corridor

Promotions/Marketing
- Create a sense of identity for the corridor
- Establish a business directory
- Organize community focused events

Organization
- Establish necessary committees at address the corridor's needs
- Collaborate with neighborhood and business associations

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Funding Sources

- 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
- Monies obtained from other sources approved by the City of Lansing

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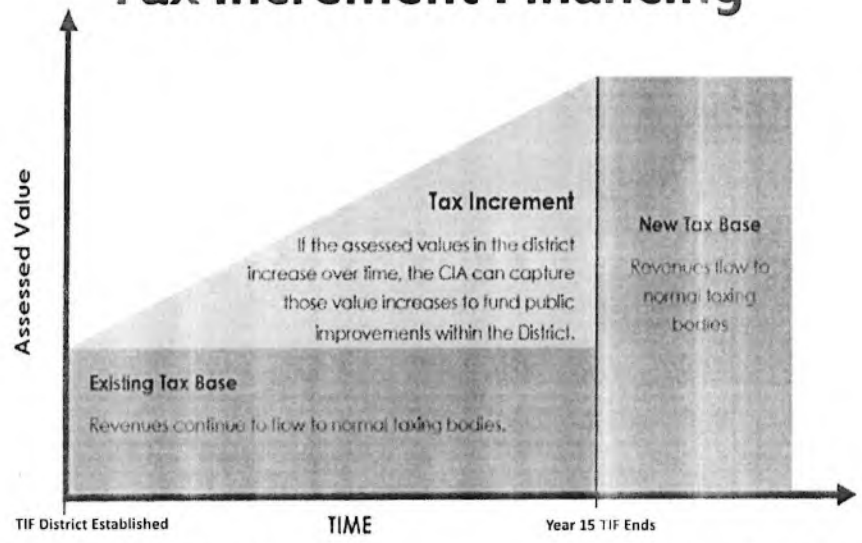
Tax Increment Financing



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TIF Projections at 102.5% Growth Rate

Year	Taxable Values	City of Lansing Tax Capture (19%)	All Tax Capture Available (38%)
2024 (Baseline Value)	$31,889,077	0.00	0.00
2025	$32,215,940.04	$6,354.22	$13,214.32
2028	$33,216,768.95	$25,810.33	$53,675.53
2033	$34,954,386.27	$59,589.61	$123,923.40
2038	$36,782,900.87	$95,135.94	$197,846.04

Total Capture Over the 15-year period: **$326,863.04**

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Kahleea Washington

Lansing Economic Development Corporation (Lansing EDC)

Community Development Fellow

Kahleea@lansingedc.com

(517) 208-5270

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