



Andy Schor, Mayor

# Michigan Avenue Corridor Improvement Authority

DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

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

**EAST MICHIGAN AVENUE  
LANSING, MICHIGAN**

**CORRIDOR IMPROVEMENT AUTHORITY DEVELOPMENT AND TAX  
INCREMENT FINANCING PLAN**

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## **Executive Summary**

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

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

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

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

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

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

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

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

## TABLE OF CONTENTS

<b>SECTION I: INTRODUCTION</b>	<b>3</b>
General Overview	
Powers of the Authority	
History of the Michigan Avenue Corridor	
Background and Plan Need	
Plan Development Process	
<b>SECTION II: DEVELOPMENT PLAN</b>	<b>8</b>
Benefits of Corridor Improvement District & Authority	
Legal Basis of the Plan	
Development Plan Requirements	
Development and Tax Increment Financing Plan Schedule and Budget	
Intent to Update and Extend Duration or Terminate Plan	
Reimbursement of Excess Tax Capture	
Project Descriptions	
Other Sources of Financing	
<b>SECTION III: TAX INCREMENT FINANCING PLAN</b>	<b>21</b>
Description of Current Financial Position	
Duration of the CIA and Tax Increment Financing District	
Tax Increment Financing Plan	
<b>APPENDICES</b>	
A. Full Ordinance: Intent to Establish the MACIA	
B. Affidavit of Notice of Public Hearing on Creation of the MACIA	
C. Resolution Establishing the MACIA and Designation of the Development Area	
D. Powers of Authority	
E. Appointed Members to the MACIA Board	
F. MACIA By-laws	
G. List of Affected Properties by Parcel Identification Number	
H. Corridor Improvement District Map: Parcels Included within Michigan Avenue Corridor Improvement Authority District	
I. Projections and Taxing Jurisdiction Impact Tables	
o Estimated dollar amounts of captured assessed value and tax increment revenues (to be realized from projected increases in the assessed value during the next 15 years, as well as current millage levied by each jurisdiction, the anticipated growth in assessed value and the resulting tax increment revenues to be generated during the life of the plan)	

## Section I: INTRODUCTION

### General Overview

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

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

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

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

### Powers of the Authority

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

The Authority will be able to carry out with the execution of the vision created for the Michigan Avenue Corridor as set forth by its Residents, Businesses, the City's Master Plan, and other

Stakeholders to improve the built and social environment of the corridor, to improve public facilities, encourage transit-oriented development, and conduct analysis and research.

### **History of Michigan Avenue Corridor**

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

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

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

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

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

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

### **Present Conditions**

Lansing today continues to be characterized by its historic neighborhoods and eclectic mix of small businesses. Downtown Lansing and the popular Stadium District are offering many new,

attractive urban buildings that are displaying local investment in the neighborhood. Although some investment has happened, the corridor is still incomplete in segments. There are areas where pedestrians face hostile environments, the result of streets that lack pedestrian amenities like coherent sidewalks and street trees. The corridor is often wide, high-speed, and with buildings that do not address the street. These problematic features create unwatched, uninteresting, even seemingly dangerous areas.

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

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

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

### Background and Plan Need

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

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

In 2018, the Lansing City Council appointed two new members to the MACIA board and reappointed four members. The board had its Annual Meeting in January 2019 where the elections were conducted, and bylaws were adopted by the board. In April 2019, the bylaws were adopted and approved by the City Council.

In June 2019, the board reviewed and revised the Development and TIF Plan involving the Capital Area Transit Association (CATA), Public Service Department of the City of Lansing, Jody Washington from Lansing City Council and Michigan State University Community Economic Development.

#### PLAN DEVELOPMENT PROCESS

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

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

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

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

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

After a slight lull in the conversation, the Mid-Michigan Program for Greater Sustainability, a program funded by the U.S. Department of Housing and Urban Development (HUD), Michigan State Housing Development Authority (MSHDA) and local partners, picked up the effort with a renewed vigor. Administered by Tri-County Regional Planning Commission, this program brought thousands of people to the table to talk about the Michigan Avenue and Grand River Avenue

corridor as the main street and economic backbone of the Lansing area. This extensive community engagement effort began in 2013 and included two 8-day charrettes, which brought residents, property owners, stakeholders and technical experts, municipal staff, public officials, and the planning team together to provide their ideas and recommendations.

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

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



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

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

## **Section II: DEVELOPMENT PLAN**

### **Benefits of Corridor Improvement District and Authority**

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

- (a) Utilizes TIF to complete improvement projects according to the approved TIF plan while leveraging other dollars such as earned income and private, state, federal and philanthropic monies for district improvements
- (b) Generates a clear plan to improve the district, implemented by an empowered neighborhood stakeholder-government partner framework – a proven national method for success
- (c) Creates access to additional programs and incentives to businesses such as special approval of liquor licenses within city development districts
- (d) Establishes a cohesive district which fosters business investment from existing entrepreneurs and attracts complementary new business growth
- (e) Encourages job creation, which produces more jobs for neighborhood residents and generates additional income tax revenue
- (f) Encourages surrounding property improvements, increasing values of neighboring properties thus generating more property tax revenue
- (g) Promotes greater interest in mixed-use development, broadening business location and residential housing options and increasing the tax base
- (h) Brings more people into the district to shop for goods and services, thus generating more repeat customers for neighborhood businesses and increasing sales tax revenue
- (i) Stimulates new commercial development in a neighborhood where additional private sector investment opportunity exists
- (j) Improves the climate of community and economic development for residents and businesses alike
- (k) Contributes to a healthy neighborhood which has the potential to decrease crime or the perception of crime, and increase public safety

- (l) Creates an improved commercial core and public space that is appealing to neighborhood residents encouraging “pride in place” and visitor attraction
- (m) Retains and empowers residents who can access jobs, goods and services in a walkable or transit-oriented neighborhood
- (n) Creates an outreach and coordination mechanism at the neighborhood level for City financed projects
- (o) Creates a public-private partnership with the City that enhances community neighborhood input to improve the district

### Legal Basis of the Plan

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

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

### Development Plan Requirements

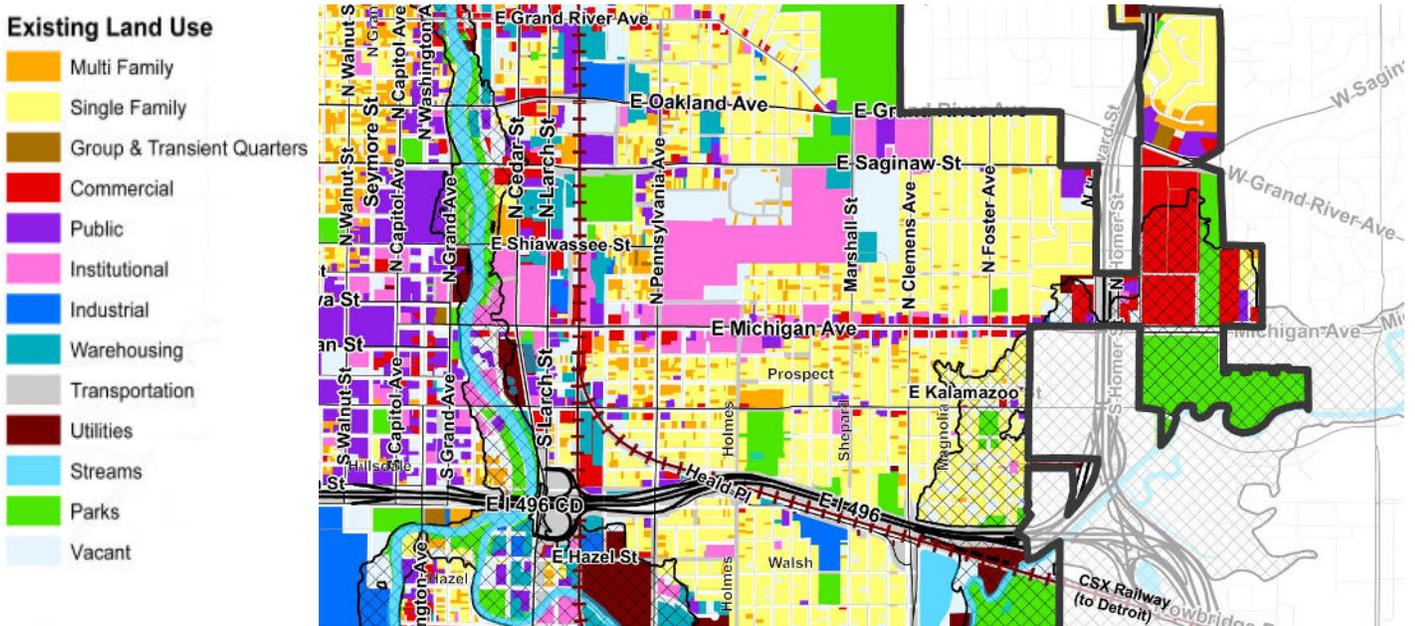
This section of the Development Plan provides specific information required in Section 125.4621 of the Tax Increment Financing Act. It consists of information requested in subsections 2(a) through 2(r):

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

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

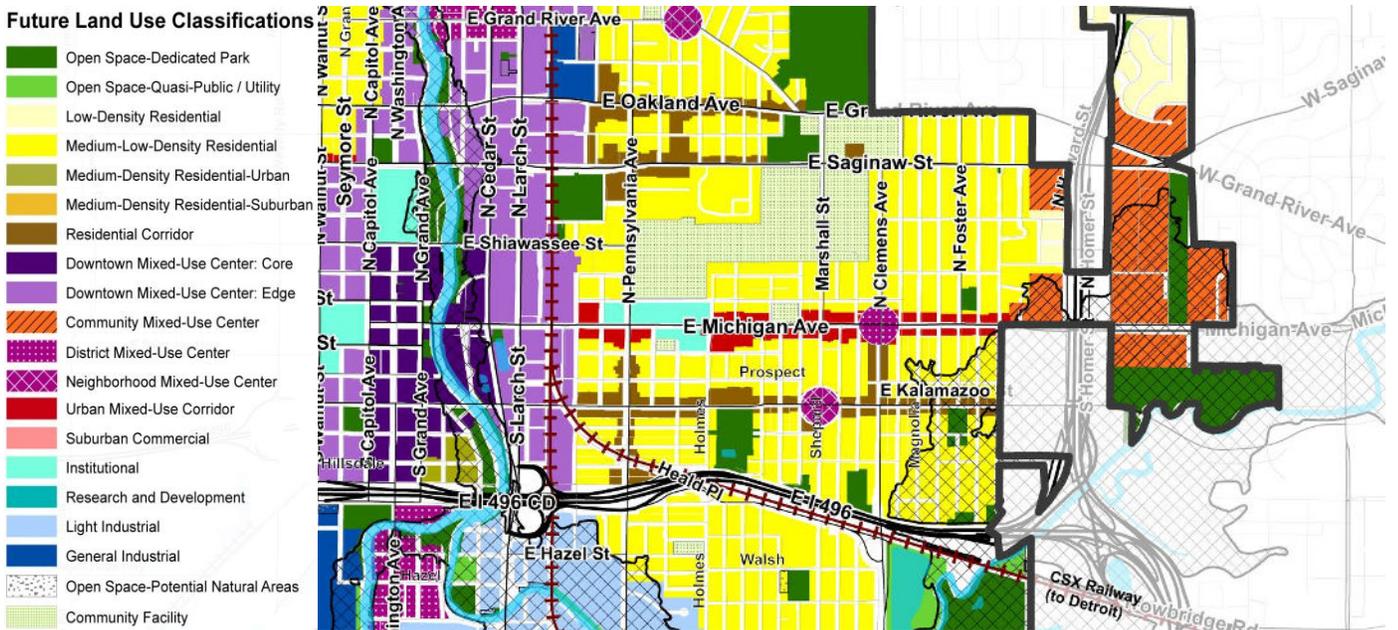
- (b) The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial,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

Existing Land Use of the East Michigan Avenue Corridor



Source: Design Lansing 2012 Comprehensive Plan

Future Land Use of the East Michigan Avenue Corridor



Source: Design Lansing 2012 Comprehensive Plan

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

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

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

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

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

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

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

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

The Corridor Improvement Authority recognizes the value of open space and green space in an urban landscape and will look to incorporate green elements and maintain or beautify existing open space, when it has natural or community-oriented merit. The planned Red Cedar redevelopment is a prime example of this, in that the open space of the public park will be heavily invested in to connect to East Lansing and Michigan State University's campus.

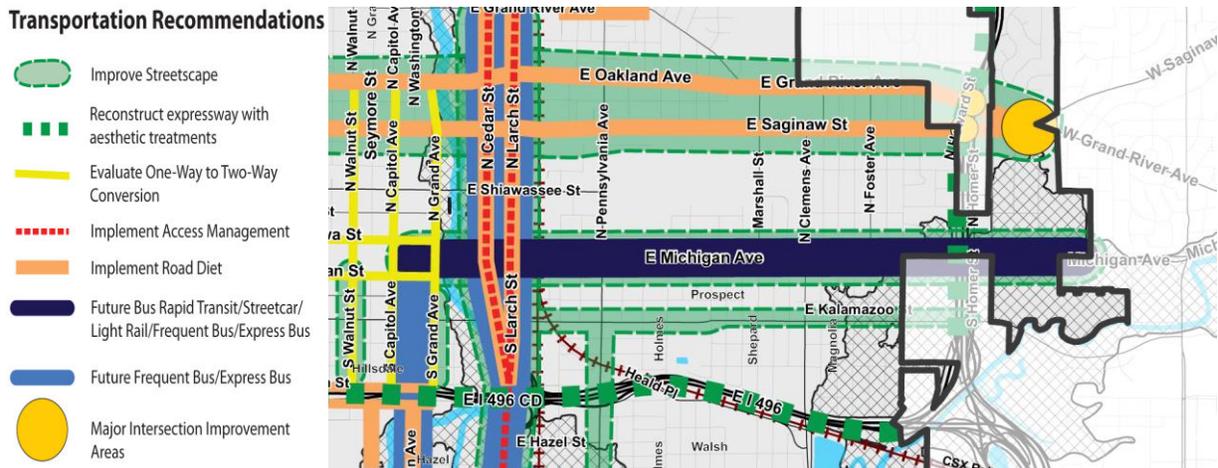
Other public areas, such as medians and park land, will also be targeted for green infrastructure and non-motorized transit-oriented investments, among other things, as density grows through infill and other urban redevelopment projects.

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

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

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

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



Source: Design Lansing 2012 Comprehensive Plan

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

*(i) An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.*

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

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

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

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

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

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

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

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

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

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

*(l) Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number*

*of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.*

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Development and TIF Plan Schedule and Budget**

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

### **Intent to Update and Extend Duration or Terminate Plan**

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

### **Project Descriptions**

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

*"The Michigan Avenue Corridor Improvement Authority shall provide economic resources to improve and maintain public infrastructure, correct and prevent deterioration, and promote neighborhood aligned economic growth".*

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



*Public Infrastructure:* Many of the plans, especially “Transforming the Michigan Avenue Corridor: a complete streets and transit-oriented development study” and CATA’s ongoing transportation studies, call for extensive and dynamic improvement in infrastructure to support motorists, bus riders, bikers and pedestrians alike. The Michigan Avenue Corridor Improvement Authority recognizes the importance of functioning infrastructure and complete streets to serve both the businesses and residents along the Michigan Avenue Corridor. It is the intention of the CIA to support the efforts of the Capital Area Transportation Authority (CATA), the city of

Rachel Wilke, Intern – Lansing Planning Department

Lansing and the Tri- County Regional Planning Commission. The CIA will be a platform to offer design input based off previous community visioning work that was part of the planning processes, some of which are ongoing.

The CIA proposes to directly support infrastructure upgrades that improve the attractiveness of the corridor and provide for a cohesive, multi-modal user experience. This entails the installation of benches, trashcans, landscaping, pedestrian lighting, median treatments, bicycle racks, public art, banners, way finding signage and other needed Placemaking elements. The CIA will work

with the City of Lansing to identify maintenance and upkeep solutions. The CIA seeks to empower residents in taking ownership of their community by developing guidelines for temporary Placemaking installations that would or would not impede of the public right of way and facilitate communication between the city and residents.

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

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

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

*Promote Neighborhood Aligned Economic Growth:* The CIA will act as organizational lead, in partnership with the City of Lansing and Lansing Economic Area Partnership, on community engagement for the redevelopment of the corridor. The CIA understands the importance of a strong foundation set in partnerships and shared vision. The CIA will adopt a public participation plan that will facilitate frequent stakeholder input. For the health of existing and new businesses, the CIA will develop a marketing and branding plan for the corridor. The CIA will work in conjunction with the Small Business Development Center (SBDC), Lansing Economic Area Partnership (LEAP) and the Lansing Regional Chamber (LRC) in supporting new and existing businesses through one on one consultation, referral to resources and hosting business to business events. This may include connection to the existing incubator network, or the establishment of new incubators/ accelerators, if needed. The CIA will work closely with community-based organizations and organized neighborhood groups on community engagement and planning for projects on corridor, including development of strategies for transition between commercial and residential.

In 2012, the Michigan Office of Urban and Metropolitan Initiatives commissioned U3 Ventures to conduct the Michigan Anchor Institution Opportunity Analysis of eight cities across Michigan, including Lansing. The resulting report documents the impact of Michigan State University, Lansing Community College, and Sparrow Health System on the Lansing region and Michigan Avenue Corridor. The CIA will continue the work of the Anchor Initiative by developing a strategy to engage business, non-profit and governmental agencies that offer historic and future employment, influence and the ability to change, and benefit from, the corridor.

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

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

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

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

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

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

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

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

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

**OTHER SOURCES OF FINANCING**

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

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

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

### **Section III: TAX INCREMENT FINANCING PLAN FOR DEVELOPMENT DISTRICT**

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

#### **Tax Increment Financing Plan**

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

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

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

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

#### ***1. Detailed explanation of the Tax Increment Financing Procedure***

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

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

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

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

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

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

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

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

Approval of the tax increment financing plan must be obtained following the notice, hearing and disclosure provisions of Section 622 of the Act. If the development plan is a part of the tax increment financing plan, only one hearing and approval procedure is required for the two plans together. The tax increment financing plan may be modified by the City Council upon notice and

after public hearings. The governing body may abolish the tax increment financing plan when it finds that the purpose for which it was established is accomplished.

### *2. The maximum amount of bonded indebtedness to be incurred*

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

#### *Description of Current Financial Position*

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

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

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

### *3. Duration of The CIA and Tax Increment Financing District*

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

### *4. Unused Funds Shall Revert Proportionally to the Respective Taxing Bodies*

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

### *5. Estimated Impact of The Tax Increment Financing Plan*

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

Appendix I demonstrates the current millage levied by each jurisdiction, the anticipated growth in assessed value and the resulting tax increment revenues to be generated during the life of the

Plan, and the estimated fiscal and economic implications on taxing jurisdictions resulting from the implementation of the Plan and capture of millage by the Authority.

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

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

#### *6. Use of Tax Increment Revenue*

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

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

In accordance with Act 57, and to the extent that the Authority and City deem it necessary and in the best interest of the Authority, the Development District, and the City and its resident and property owners, the Authority may enter into tax sharing arrangements with affected taxing jurisdictions to share all or a portion of tax increment revenues on such terms as the Authority and the City Council determine to be most equitable for the Authority, the Development District and the City.

# **Appendix A:**

Full Ordinance – Intent to Establish the  
Michigan Avenue Corridor Improvement  
Authority

**RESOLUTION #2009-279**

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

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

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

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

1. The Proposed Development Area is adjacent to a road classified as an arterial or collector according to the Federal Highway Administration Manual "Highway Functional Classification - Concepts, Criteria and Procedures;" and
2. The Proposed Development Area contains at least ten (10) contiguous parcels or at least five (5) contiguous acres; and
3. More than half of the existing ground floor square footage in the Proposed Development Area is classified as commercial real property under Section 34c of the General Property Tax Act, Act 206 of 1893, as amended (MCL 211.34c); and
4. Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire Proposed Development Area for the immediately preceding thirty (30) years.
5. The Proposed Development Area is presently served by municipal water and sewer; and
6. The Proposed Development Area is zoned to allow for mixed use that includes high density residential use

and;

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

1. ~~To expedite the local permitting and inspection process in the Proposed Development Area; and~~
2. To modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the Proposed Development Area

and;

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

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

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

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

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

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

BE IT FINALLY RESOLVED that a public hearing shall be held in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on 24th day of 2009, for the purpose of receiving comment on the establishment of the Michigan Avenue Corridor Authority as set forth in Public Act 280 of 2005. Notice of the

public hearing shall be published twice in a newspaper of general circulation in the municipality, not less than 20 or more than 40 days before the date of the hearing. Not less than 20 days before the hearing, the City shall also mail notice of the hearing to the property taxpayers of record in the proposed development area, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the authority is established and a tax increment financing plan is approved, and to the state tax commission. Failure of a property taxpayer to receive the notice does not invalidate these proceedings. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the proposed development area not less than 20 days before the hearing. The notice shall state the date, time, and place of the hearing and shall describe the boundaries of the proposed development area. A citizen, taxpayer, or property owner of the municipality or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area.

# **Appendix B:**

Affidavit of Notice of Public Hearing on  
Creation of the MACIA

## AFFIDAVIT OF POSTING NOTICE OF PUBLIC HEARING

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

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



\_\_\_\_\_  
Cristina Leuca, Development Intern

# **Appendix C:**

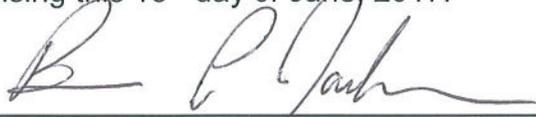
Resolution Establishing the MACIA and  
Designation of the Development Area

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



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

  
CHRIS SWOPE, City Clerk

**RESOLUTION #2009-417**  
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING  
RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANSING

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT:

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

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

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

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

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

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

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

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

"Development Area" means the development area designated by this resolution, as now

existing or hereafter amended, and within which the Authority shall exercise its powers.

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

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

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

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

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

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

and copies of the audit report shall be filed with the City Council.

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

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

# **Appendix D:**

## Powers of Authority

## Powers of the Authority

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

- (a) Prepare an analysis of economic changes taking place in the development area.
- (b) Study and analyze the impact of metropolitan growth upon the development area.
- (c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.
- (d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.
- (e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.
- (f) Implement any plan of development in the development area necessary to achieve the purposes of this act in accordance with the powers of the authority granted by this act.
- (g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.
- (h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.
- (i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

(j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.

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

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

(m) Acquire and construct public facilities.

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

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

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

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

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

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

# **Appendix E:**

Appointed Members to the MACIA Board

Michigan Avenue Corridor Improvement Authority: **Joan M. Nelson** as a Member for a term to expire June 30, 2022;

**RESOLUTION #2018-302**

Reappointment: **Joseph Ruth** as a Member for a term to expire June 30, 2022;

**RESOLUTION #2018-302**

Reappointment: **Jonathan Lum** as a Resident Member for a term to expire June 30, 2020;

**RESOLUTION #2018-209**

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

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

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

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

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

By Council Member Hussain

Motion Carried

**RESOLUTION #2018-122**

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

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

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

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

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

By Council Member Hussain

Motion Carried

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

**RESOLUTION #2017-204**

Reappointment: **Scott Gillespie** for a term to expire June 30, 2021

# **Appendix F:**

MACIA Bylaws

**BYLAWS OF THE MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY  
OF THE CITY OF LANSING**  
Rev: January 16, 2019

**ARTICLE I - NAME**

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

**ARTICLE II - PURPOSE**

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

**ARTICLE III - AUTHORITY BOARD OF DIRECTORS**

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

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

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

**ARTICLE IV - OFFICERS**

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

**Section 2. Removal of Officers.** An officer may be removed by the Authority Board whenever, in its

judgment, the best interest of the Authority Board will be served.

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

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

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

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

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

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

## **ARTICLE V - EMPLOYMENT OF DIRECTOR**

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

## **ARTICLE VI - MEETINGS**

**Section 1. Organizational Meeting and Election of Officers.** Officers shall be elected at the first organizational meeting of the Authority Board after the adoption of the Bylaws and shall be appointed thereafter pursuant to Article VI - Section 2.

- Section 2. Annual Meeting.** Starting in the year 2019, an annual meeting shall be held in January at a time and place to be set by the Authority Board. Election of officers shall occur at the annual meeting. If the election of officers does not occur on the day designated or any adjournment thereof, the Authority Board shall cause the election to be held at a regular or special meeting of the Authority Board within 90 days of the annual meeting.
- Section 3. Regular Meetings.** Regular meetings of the Authority Board shall be held at a time and place to be set by the Authority Board at its annual meeting. Notice of regular meetings shall be published in accordance with the Michigan Open Meetings Act, Act 267 of the Public Acts of 1976, as amended. The Authority Board records shall be open to the public.
- Section 4. Special Meetings.** Special meetings of the Authority Board may be called by the chairperson, the vice chairperson in the absence of the chairperson, or by any three Authority members by giving 24 hours' notice of the meeting to other board members, stating the purpose of the meeting, and by posting sufficient public notice in accordance with the Michigan Open Meetings Act.
- Section 5. Notice of Meetings.** All meetings other than regularly scheduled meetings shall be preceded by public notice posted 18 hours prior to the meeting in accordance with the Michigan Open Meetings Act.
- Section 6. Agenda and Minutes.** The recording secretary together with appropriate staff shall prepare the agendas for all regular meetings and send them to the Authority Board members at least 24 hours prior to the meeting. Any member of the Authority Board may request any item to be placed on the agenda. Minutes of all meetings shall be prepared and kept in accordance with the Michigan Open Meetings Act. Proposed Minutes of a meeting shall be made available to the public no more than 8 days after the meeting. The Board shall vote to approve or amend and approve minutes from any prior meeting, at the next regular meeting.
- Section 7. Quorum and Voting.** A quorum shall constitute a majority of the Authority Board members appointed and serving at the time. A majority vote of a quorum of the Authority Board shall constitute the action of the Authority Board unless the vote of a larger number is required by statute, or elsewhere in these rules. In the event that effective membership is reduced because of a conflict of interest, a majority of the remaining members eligible to vote shall constitute the action of the Authority Board.
- Section 8. Rules of Order.** *Robert's Rules of Order* will govern the conduct of all meetings.
- Section 9. Open and Closed Meetings.** All regular and special meetings of the Authority Board shall be open to the public, and each agenda shall include a time for public comment. Closed meetings of the Authority Board may be called for the purposes listed in the Michigan Open Meetings Act, if approved by the Authority.
- Section 10. Conflict of Interest.** An Authority Board member who has a direct conflict of interest of more than a de minimis nature as defined by MCL 15.322 and 15.323 in any matter before the Authority Board shall disclose that interest prior to the Authority Board taking any action with respect to the matter. This disclosure shall become part of the record of the Authority Board's official proceedings. Any member making such disclosure shall, with the approval of the

Authority Board, refrain from participating in the Authority Board's decision-making process, to include all discussions, motions made and votes taken, relative to such matters, unless required by law. In addition, an Authority Board member shall be subject to the conflict of interest provisions of section 5-505 of the Lansing City Charter and the Ethics Ordinance in Part 2, Title 10, Chapter 290 of the Lansing Codified Ordinances.

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

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

## **ARTICLE VII - EXECUTIVE COMMITTEE**

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

## **ARTICLE VIII - AUTHORITY BOARD COMMITTEES AND ADVISORY COMMITTEES**

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

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

## **ARTICLE IX - INDEMNIFICATION**

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

**Section 2. Reimbursement.** Any action by the Authority Board on behalf of an officer or employee under Section 1 shall be made by the Authority Board only as authorized in the specific case

upon a determination that such action is appropriate. Such determination shall be made in either of the following ways:

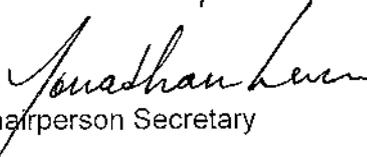
1. By a majority vote of the members of the Authority Board who were not parties to such claim, action, suit or proceedings, or
2. If such quorum is not obtainable, or even if obtainable, a quorum of disinterested members so directs, supported by the recommendation of legal counsel in a written opinion.

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

## **ARTICLE X - AMENDMENTS OF BYLAWS**

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

Adopted: January 25<sup>th</sup>, 2019

  
Chairperson Secretary

The foregoing bylaws of the Michigan Avenue Corridor Improvement Authority of the City of Lansing were approved by resolution of the Lansing City Council duly adopted at a regular meeting of the Council held pursuant to statutory notice on the 2 day of \_\_\_\_\_, 2019.

\_\_\_\_\_, City Clerk

# **Appendix G:**

List of Affected Properties by Parcel  
Identification Number

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

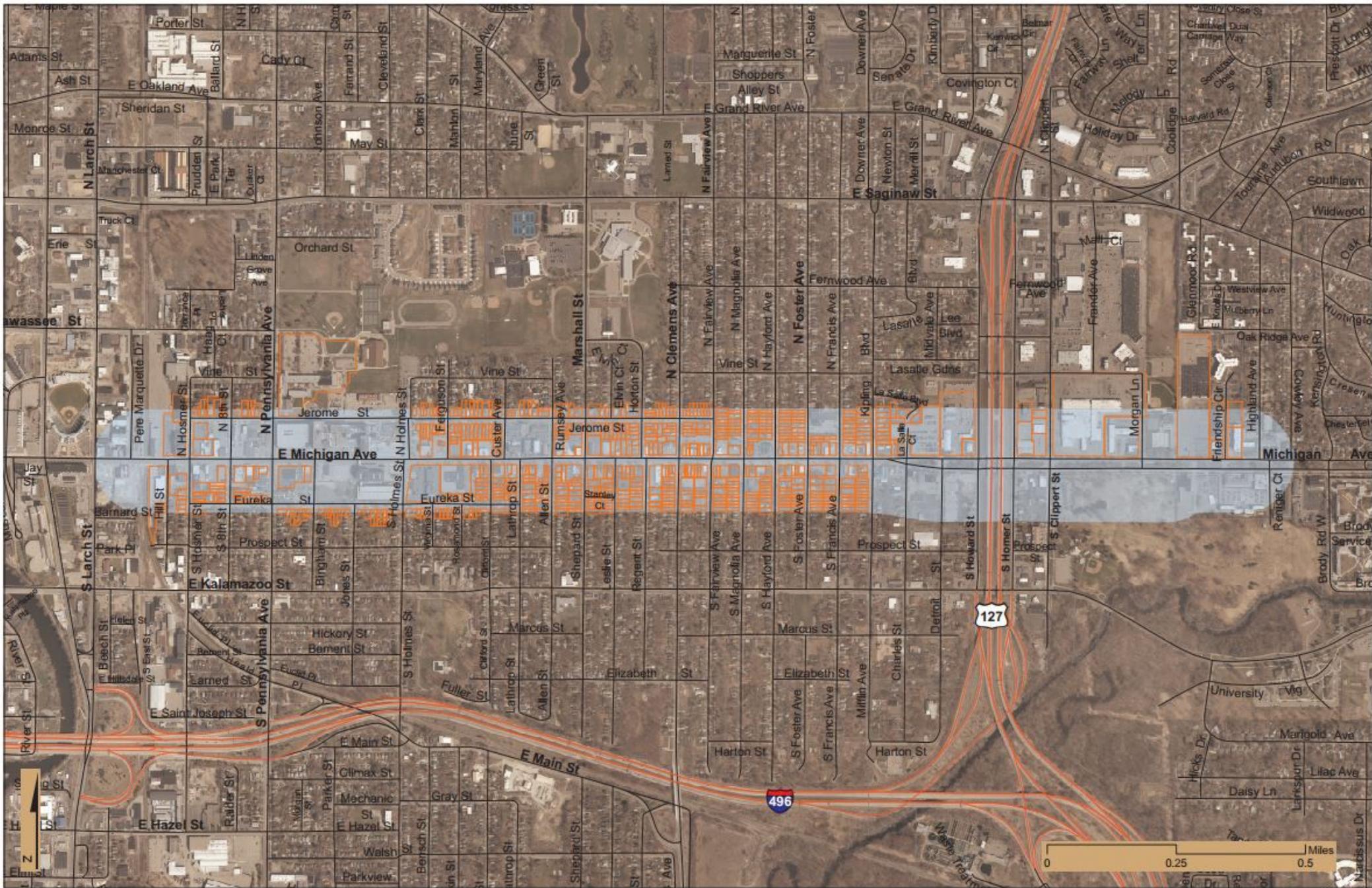
<b>33-01-01-14-179-092</b>	2607 E MICHIGAN AVE	201
<b>33-01-01-14-304-381</b>	114 S HAYFORD AVE	201
<b>33-01-01-14-301-021</b>	1914 E MICHIGAN AVE	201
<b>33-01-01-14-152-181</b>	2121 E MICHIGAN AVE	201
<b>33-01-01-14-177-221</b>	2515 E MICHIGAN AVE	201
<b>33-01-01-14-305-422</b>	2306 E MICHIGAN AVE	201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

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

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

# **Appendix H:**

MACIA District Map – Parcels included  
within Michigan Avenue Corridor



# Michigan Avenue Corridor Improvement Authority

# **Appendix I:**

## Projections and Taxing Jurisdiction Impact Tables



2026	22,047,037	24,468,792	2,421,755	47,079	3,778	50,857
2027	22,047,037	24,835,824	2,788,787	54,214	4,351	58,565
2028	22,047,037	25,208,361	3,161,324	61,456	4,932	66,388
2029	22,047,037	25,586,487	3,539,450	68,807	5,522	74,328
2030	22,047,037	25,970,284	3,923,247	76,268	6,120	82,388
2031	22,047,037	26,359,838	4,312,801	83,841	6,728	90,569
2032	22,047,037	26,755,236	4,708,199	91,527	7,345	98,872
2033	22,047,037	27,156,564	5,109,527	99,329	7,971	107,300
2034	22,047,037	27,563,913	5,516,876	107,248	8,606	115,854
				<b>828,203</b>	<b>66,461</b>	<b>894,664</b>
					Discount rate	0.04
					NPV =	<b>600,360</b>

38.5805	93,433	47,079	3,778	9,220	7,282	23,388	1,693	993	18,710	21,049	70,467
38.5805	107,593	54,214	4,351	10,617	8,386	26,932	1,949	1,143	21,546	24,239	81,146
38.5805	121,965	61,456	4,932	12,036	9,506	30,530	2,210	1,296	24,424	27,477	91,986
38.5805	136,554	68,807	5,522	13,475	10,643	34,182	2,474	1,451	27,345	30,763	102,988
38.5805	151,361	76,268	6,120	14,937	11,797	37,888	2,742	1,609	30,310	34,099	114,156
38.5805	166,390	83,841	6,728	16,420	12,969	41,650	3,015	1,768	33,320	37,485	125,491
38.5805	181,645	91,527	7,345	17,925	14,158	45,468	3,291	1,930	36,375	40,922	136,996
38.5805	197,128	99,329	7,971	19,453	15,364	49,344	3,572	2,095	39,475	44,410	148,673
38.5805	212,844	107,248	8,606	21,004	16,589	53,278	3,856	2,262	42,622	47,950	160,526
	<b>1,643,646</b>	<b>828,203</b>	<b>66,461</b>	<b>162,198</b>	<b>128,107</b>	<b>411,430</b>	<b>29,780</b>	<b>17,467</b>	<b>329,144</b>	<b>370,287</b>	<b>1,239,633</b>
				Discount rate	0.04						
				NPV =	<b>1,102,961</b>						

Local Capture Detail - Breakdown by Taxing Entity

Date	Baseline Value	Value with Inflation - 2.25% growth rate	Increment	City of Lansing 19.4400 Mills	Capital Area District Library 1.56000	City capture only
2019	22,047,037	22,047,037	0	0	0	0
2020	22,047,037	22,543,095	496,058	9,643	774	10,417
2021	22,047,037	23,050,315	1,003,278	19,504	1,565	21,069
2022	22,047,037	23,568,947	1,521,910	29,586	2,374	31,960
2023	22,047,037	24,099,248	2,052,211	39,895	3,201	43,096
2024	22,047,037	24,641,481	2,594,444	50,436	4,047	54,483
2025	22,047,037	25,195,915	3,148,878	61,214	4,912	66,126
2026	22,047,037	25,762,823	3,715,786	72,235	5,797	78,032
2027	22,047,037	26,342,486	4,295,449	83,504	6,701	90,204
2028	22,047,037	26,935,192	4,888,155	95,026	7,626	102,651
2029	22,047,037	27,541,234	5,494,197	106,807	8,571	115,378
2030	22,047,037	28,160,912	6,113,875	118,854	9,538	128,391
2031	22,047,037	28,794,532	6,747,495	131,171	10,526	141,697
2032	22,047,037	29,442,409	7,395,372	143,766	11,537	155,303
2033	22,047,037	30,104,864	8,057,827	156,644	12,570	169,214
2034	22,047,037	30,782,223	8,735,186	169,812	13,627	183,439
				<b>1,288,097</b>	<b>103,366</b>	<b>1,391,463</b>
					Discount rate	0.04
					NPV =	<b>931,815</b>

Local Capture Detail - Breakdown by Taxing Entity

All in: Non-School Tax Capture Millage	All IN Annual Non-School Tax Capture Available	City of Lansing 19.4400 Mills	City of Lansing Library 1.5600	Lansing Community College 3.8072 Mills	CATA 3.0070 Mills	Ingham County 9.6573 Mills	CCRA .699000 Mills	Zoo 0.41 Mills	Ingham County 9.6573 Mills (80%/20% Rev. Sharing)	Ingham County 9.6573 Mills (90%/10% Rev. Sharing)	City of Lansing + County
38.5805	0	0	0	0	0	0	0	0	0	0	0
38.5805	19,138	9,643	774	1,889	1,492	4,791	347	203	3,832	4,312	14,434
38.5805	38,707	19,504	1,565	3,820	3,017	9,689	701	411	7,751	8,720	29,193
38.5805	58,716	29,586	2,374	5,794	4,576	14,698	1,064	624	11,758	13,228	44,283
38.5805	79,175	39,895	3,201	7,813	6,171	19,819	1,434	841	15,855	17,837	59,714
38.5805	100,095	50,436	4,047	9,878	7,801	25,055	1,814	1,064	20,044	22,550	75,491
38.5805	121,485	61,214	4,912	11,988	9,469	30,410	2,201	1,291	24,328	27,369	91,624
38.5805	143,357	72,235	5,797	14,147	11,173	35,884	2,597	1,523	28,708	32,296	108,119
38.5805	165,721	83,504	6,701	16,354	12,916	41,482	3,003	1,761	33,186	37,334	124,986
38.5805	188,587	95,026	7,626	18,610	14,699	47,206	3,417	2,004	37,765	42,486	142,232
38.5805	211,969	106,807	8,571	20,918	16,521	53,059	3,840	2,253	42,447	47,753	159,866
38.5805	235,876	118,854	9,538	23,277	18,384	59,044	4,274	2,507	47,235	53,139	177,897
38.5805	260,322	131,171	10,526	25,689	20,290	65,163	4,716	2,766	52,130	58,646	196,334
38.5805	285,317	143,766	11,537	28,156	22,238	71,419	5,169	3,032	57,135	64,277	215,185
38.5805	310,875	156,644	12,570	30,678	24,230	77,817	5,632	3,304	62,253	70,035	234,461
38.5805	337,008	169,812	13,627	33,257	26,267	84,358	6,106	3,581	67,487	75,922	254,170
	<b>2,556,349</b>	<b>1,288,097</b>	<b>103,366</b>	<b>252,266</b>	<b>199,244</b>	<b>639,894</b>	<b>46,316</b>	<b>27,167</b>	<b>511,915</b>	<b>575,904</b>	<b>1,927,991</b>
				Discount rate	0.04						
				NPV =	<b>1,711,899</b>						

All-in Non-School Tax Capture Millage

Taxing Authority	Millage Rate
Lansing Oper	19.4400
Ingham Cnty Sum	6.8000
Ingham County	3.2800
LCC	3.8072
CATA	3.0070
CADL	1.5600
Airport Auth/CRAA	0.6990
Zoo Millage	0.4100
	<b>39.0032</b>

Not included in TIF Capture

Taxing Authority	Millage Rate
Lansing Debt	0.2600
Lansing School Debt	4.6000
Lansing School Oper	18.0000
Lansing School Sink	
Ingham Intermediate	4.7062
State Education	6.0000
	<b>33.5662</b>

2019 Winter  
8.9560

2019 Summer  
63.6134

**2019 Total**  
**72.5694**

**County Total**  
10.0800