



Andy Schor, Mayor

**S. Martin Luther King Jr. Boulevard
Corridor Improvement Authority (S.MLK CIA)**
Development and Tax Increment Financing Plan

Approved and Recommended by the South Martin Luther King Jr.
Boulevard Corridor Improvement Authority September 22, 2022

**S. MARTIN LUTHER KING JR. BOULEVARD
LANSING, MICHIGAN**

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

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Plan prepared with assistance from



Executive Summary

The South Martin Luther King Jr. Boulevard corridor, a major north-south thoroughfare and once home to a bustling retail scene has seen steady deterioration due to increased retail competition, loss of high wage paying employment opportunities and the decrease in population of South Lansing residents. While there has been investment made, much more investment is needed for this crucial City of Lansing corridor, which needs attention and investment from all parties.

In 2019, Mayor Schor proposed and the Lansing City Council approved the establishment of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority (S.MLK CIA) with the goals to correct and prevent deterioration in the business districts, redevelop the city's commercial corridors and promote economic growth. For these goals to be realized, there must be a creation and implementation of a strategically crafted action plan in partnership with various stakeholders.

In the effort of revitalizing the South Martin Luther King Jr. corridor, there have been surveys, stakeholder interviews, and previous planning efforts completed soliciting input from residents, property owners, stakeholders, municipal staff, and public officials. Through these community engagement efforts, the Authority identified key challenges and areas of need including concerns with safety due to high traffic speeds, deterioration of the corridor due to neglected and vacant properties, absence of vibrancy due to lack of green spaces, and a lack of diversity in the businesses along the corridor including dining options.

With this input in mind, the Authority created a plan of action to improve the built and social environment of the corridor for all current and future residents and businesses. This plan addresses the identified needs through projects such as traffic calming measures to promote safety and transit-oriented design, addition of greenspace in heavily paved sections of the corridor, elimination of blight through redevelopment of vacant and dilapidated properties, attracting a diverse business mix to the corridor, hosting community events, and promotion of a positive narrative of the corridor through the development of a marketing and branding strategy.

The key areas of need the Authority identified through the community engagement process is in alignment with several key principles that 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 in the four categories used by the National Main Street Model: Design, Economic Restructuring, Organization, and Promotions/Marketing.

The Authority plans to address the most urgent needs and make strides in each of these categories to:

- Pursue design changes in the corridor through the addition of public art, greenspaces, and improvement of streetscape (wayfinding, receptacles, and benches) to facilitate the use of public transit stations such as bus stops.
- Address the economic restructuring of key commercial properties such as Logan Square Shopping Center, and Metro Bowl and develop plans to attract and retain a variety of businesses.
- Organizationally, pursue grant funding for future development projects and capacity building.
- Promote a positive narrative of the corridor by developing the Authority's marketing and branding strategy.

Through the funding mechanism of Tax Increment Financing, this Authority will allow for the capture and reinvestment of property tax growth back into the corridor, improving public facilities such as streetscape, pedestrian infrastructure, develop plans, invest in capacity to make the Authority self-sustaining, and other activities to accomplish these goals, as enumerated per section 611 of PA 57 2018. The Authority is also able to obtain funding through donations and grants. In 2022, the Mayor proposed, and the Lansing City Council approved \$100,000 in American Rescue Plan dollars for the S.MLK CIA to get these efforts started and to give the S.MLK CIA access to immediate funding until the tax increments are captured.

This plan segments the projects to address the short-term, mid-term and long-term needs of the corridor, with the ultimate vision of the corridor being home to vibrant public infrastructure, multi-model transit-oriented design, revitalized commercial properties, and diverse business mixes to create connectivity amongst neighborhoods and the corridor. The Authority plans to leverage partnerships with neighborhood organizations, Lansing city departments, the Lansing Economic Development Corporation, and other economic development organizations to execute the projects outlined within this plan.

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

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Section I: INTRODUCTION

GENERAL OVERVIEW

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

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

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

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

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

POWERS OF THE AUTHORITY

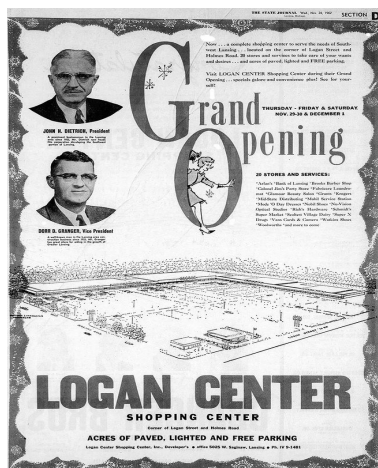
Detailed powers of the Corridor Improvement Authority board are listed in Appendix D per section 611 of Act 57 of 2018.

The Authority will be able to carry out with the execution of the vision created for the South Martin Luther King Jr. Boulevard Corridor as set forth by its residents, businesses, the City’s Master Plan, and other Stakeholders to improve the built and social environment of the corridor, to correct corridor deterioration, encourage transit-oriented development, and conduct analysis and research.

HISTORY OF SOUTH MARTIN LUTHER KING JR. BOULEVARD COMMERCIAL CORRIDOR

Michigan Legislators made the decision to relocate the state capital from Detroit to the City of Lansing in 1847. The city quickly grew as settlers moved to the new capital, with new settlements growing along the banks of the Grand River. Over a century later, the land that now comprises South Lansing became controlled by the city between 1949 - 1958.

Originally named Logan Center, the 40-acre shopping center opened prior to Christmas on November 29, 1962. Containing over 230,000 square feet and costing \$3,000,000 to build, Logan Center was smack dab in the middle of a fast-growing Southwest Lansing and provided 20 stores and services to become the retail hub for the surrounding neighborhoods. This was a time when there were no malls or big box stores, and online purchasing was not even an idea yet. Logan Center truly was the “Center” of retail activities for south Lansing.



Throughout the 1960s and 1970s Logan Center prospered as South Lansing continued to grow in population and General Motors and other manufacturing employers provided close by employment with middle class wages and benefits. New middle schools and high schools were built as the number of students continued to rise. The commercial corridor of Logan Street (now South Martin Luther King Jr. Boulevard.) prospered too as traffic counts and nearby neighborhood incomes rose.

The year following the opening of Logan Center, construction began on Interstate 496, and was completed eight years later. The expressway would ultimately dead-end 35 streets, create multiple one-way streets needed for on and off ramps, and determine future development. In the path of the expressway were more than 800 homes and businesses that were acquired through eminent domain, ceding the property to the state. This created a major problem of relocating residents to other neighborhoods. Most residents were forced into apartments or small homes on the city's Southside. African Americans quickly moving into mostly all-white neighborhoods often resulted in white flight and discriminatory real estate practices.



In April of 1975, the conversion of Logan Street commenced with the addition of a new trunkline beginning at Alsdorf Street and running northwest to the Grand River then north to the intersection of Birch St. & Olds Ave. This became the southbound side of M-99 (South Martin Luther King Jr. Boulevard). This project also included the creation of a new three-lane bridge spanning the Grand River to the west of the existing Logan Street bridge. The project was completed in December of 1977 costing a total of \$5.9 million. In 1989, the Logan Street name was officially changed to Martin Luther King Jr Boulevard.

In the 1980s and 1990s, signs of trouble started to show for Logan Center. Competition from the suburban malls and big-box stores, the migration of people out of the city to the suburbs, steady losses in high pay manufacturing jobs, and a falling population all reduced demand for the retail and services provided at Logan Center and along the South Martin Luther King Jr. corridor. The result was increasing vacancy rates and the moving of many key anchor stores out of the area to the suburbs and outer fringes of the city of Lansing.

By the beginning of the new millennium, Logan Center now 40 years old was showing signs of deterioration and vacancy rates were extremely high. The main anchor stores were gone and what was left generated very little business. The owners in an attempt to increase revenues began to sell and rent outlots that previously were parking spaces fronting both Holmes Road and South Martin Luther King Jr.

Boulevard. This further isolated the main part of Logan Center and exasperated the functionality and appeal of the original central building.

Present Conditions

Today, the South Martin Luther King Jr. corridor is highly automobile-centric, mostly utilized as a thoroughfare that transports traffic from south Lansing and cities to the south into downtown and the northern part of the city and vice versa. The corridor is wide, high-speed, and with buildings that do not address the street. These problematic features create unwatched, uninteresting, even seemingly dangerous areas. These features also impact the businesses along the corridor as most traffickers drive past at high speeds without stopping to patronize. The South Martin Luther King Jr. corridor has high traffic counts with the South Martin Luther King Jr. and Holmes intersection seeing upwards of 20,000 cars daily.

The South Martin Luther King Jr. corridor consists of a multitude of fast-food chain restaurants from the beginning of the corridor district at Victor Avenue to Holmes Road, and an oversaturation of liquor stores throughout the entirety of the corridor. Many stakeholders have identified a need for diversification of the business mix that exists on the corridor.

The ownership of the Logan Square Shopping Center has changed multiple times over the last 20 years, the most recent being in 2018. It is currently home to a grocery store, auto repair shop, Subway, cash advance business and other retailers, but much of the square footage is vacant. Due to the perception of crime and violence at and near the Logan Square Shopping Center, there has been apprehension from business owners to locate there.

Logan Square has been identified in past plans as a key area of focus for redevelopment and revitalization. The site has also been deemed as a priority site by the Lansing Economic Development Corporation. Currently, the Lansing Economic Development Corporation along with state partners, the property owners, the S.MLK CIA, and economic development and planning consultants are seeking to craft a redevelopment strategy for the site to be a catalyst of transformation for the South Martin Luther King Jr. corridor.

BACKGROUND AND PLAN NEED

In his State of the City, Mayor Andy Schor proposed creation of a South Martin Luther King Jr. Boulevard Corridor Improvement Authority (S. MLK CIA). On August 12, 2019, the Lansing City Council adopted Resolution Number 2019-226 declaring its intent to create and provide for the operation of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority (S.MLK CIA). Following a formal public hearing on September 23, 2019, the Lansing City Council adopted Resolution Number 2019-334 to establish the boundaries of the Improvement Authority (the railroad tracks south of Victor Avenue to I-96). 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 2020, Mayor Schor's administration appointed 3 of the current board members. 1 member was appointed in 2021 and 1 member was appointed in 2022.

PLAN DEVELOPMENT PROCESS

In 2016, The Southwest Lansing Action Plan was developed which was the result of a priority neighborhood planning effort initiated by the State of Michigan, with direct support from Governor Snyder's office and the Michigan Economic Development Corporation (MEDC). The Action Plan documents work completed by a team of dedicated stakeholders, residents, and community leaders to identify and prioritize economic development improvements in the Southwest Lansing community.

As referenced above, in 2019 the Mayor proposed and the Lansing City Council adopted a resolution to establish the South Martin Luther King Jr. Boulevard Corridor Improvement Authority and to designate its development area. In 2020, the City Council appointed members to the S.MLK CIA Board.

In 2021, the City of Lansing was one of ten communities in the state of Michigan selected to host a community development fellow through the Community Economic Development Association of Michigan (CEDAM). The Lansing fellow worked closely with the South Martin Luther King Jr. Boulevard Corridor Improvement Authority, stakeholders, businesses, and residents along the corridor, and the Lansing Economic Development Corporation to assist in the construction of this Development and Tax Increment Financing Plan.

The South Martin Luther King Jr. Boulevard Corridor Improvement Authority administered a community input survey to gather input from the business owners and residents of south Lansing to gain insight into their needs and challenges. The survey garnered over 125 responses from residents, business owners, and community leaders. The insight from the stakeholder interviews, survey responses, findings from the Southwest Lansing Action Plan, and board deliberation aided the construction of this Development and Tax Increment Financing Plan to map out the steps for redevelopment and revitalization of the South Martin Luther King Jr. Corridor.

Section II: DEVELOPMENT PLAN

BENEFITS OF THE AUTHORITY

The South Martin Luther King Jr. Boulevard Corridor Improvement Authority recognizes the benefits to the district and to the City of Lansing. This Development Plan is a formal document to outline the priorities and goals of the Authority. The Corridor Improvement District Proposal and request to create a Corridor Improvement Authority state that a CID:

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

- (c) Creates access to additional programs and incentives to businesses such as special approval of liquor licenses within city development districts
- (d) Establishes a cohesive district which fosters business investment from existing entrepreneurs and attracts complementary new business growth
- (e) Encourages job creation, which produces more jobs for neighborhood residents and generates additional income tax revenue
- (f) Encourages surrounding property improvements, increasing values of neighboring properties thus generating more property tax revenue
- (g) Promotes greater interest in mixed-use development, broadening business location and residential housing options and increasing the tax base
- (h) Brings more people into the district to shop for goods and services, thus generating more repeat customers for neighborhood businesses and increasing sales tax revenue
- (i) Stimulates new commercial development in a neighborhood where additional private sector investment opportunity exists
- (j) Improves the climate of community and economic development for residents and businesses alike
- (k) Contributes to a healthy neighborhood which has the potential to decrease crime or the perception of crime, and increase public safety
- (l) Creates an improved commercial core and public space that is appealing to neighborhood residents encouraging “pride in place” and visitor attraction
- (m) Retains and empowers residents who can access jobs, goods and services in a walkable or transit-oriented neighborhood
- (n) Creates an outreach and coordination mechanism at the neighborhood level for City financed projects
- (o) Creates a public-private partnership with the City that enhances community neighborhood input to improve the district

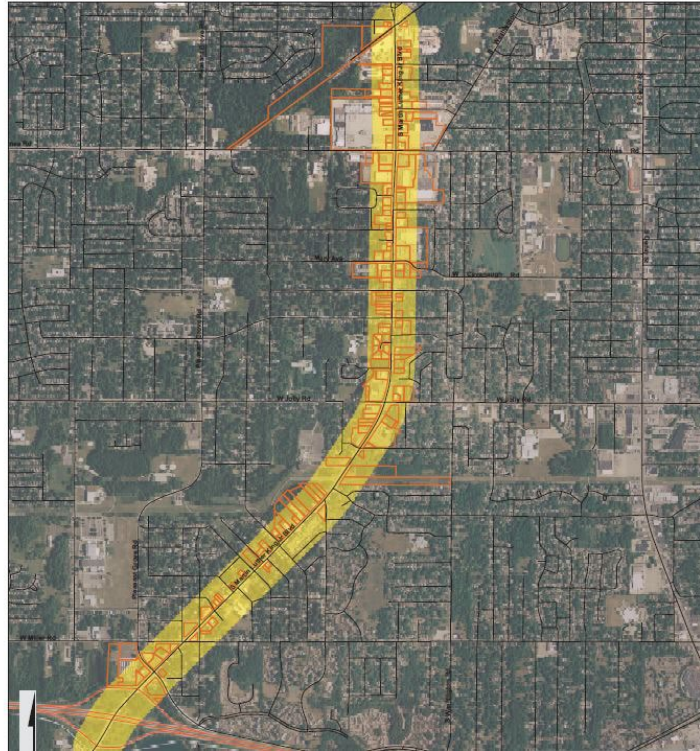
LEGAL BASIS OF THE PLAN

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

DEVELOPMENT PLAN REQUIREMENTS

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

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

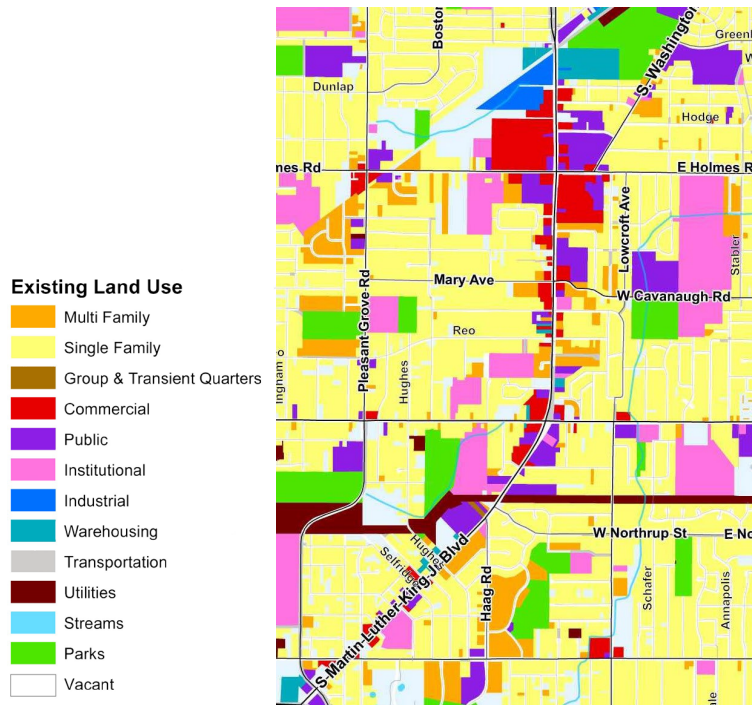


The CIA boundary was established by the Lansing City Council Resolution Number 2019-334 adopted on December 16, 2019, with the proposed area encompassing 500 feet north and 500 feet south of the centerline of South Martin Luther King Jr. Boulevard, from the railroad tracks south of Victor Avenue to I-96. A copy of the boundary map is contained in the Appendix G.

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

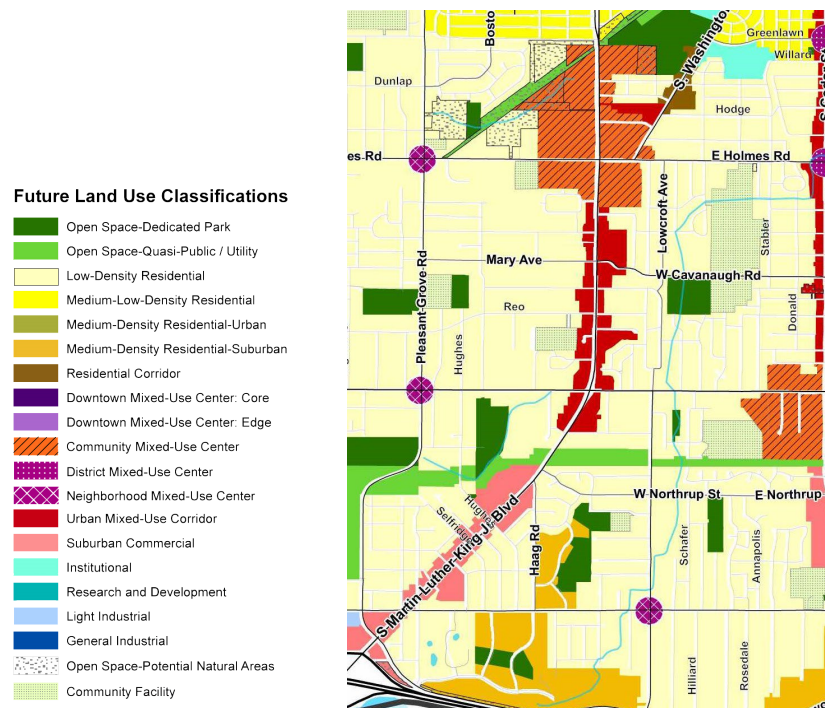
The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2019-334 adopted on December 16, 2019. Appendix G provides more detailed information about the parcel area, including parcel numbers and classes, property addresses, and legal descriptions.

Existing Land Use of the South Martin Luther King Jr. Boulevard Corridor



Source: Design Lansing 2012 Comprehensive Plan

Future Land Use of the South Martin Luther King Jr. Boulevard Corridor



Source: Design Lansing 2012 Comprehensive Plan, currently implemented under the new Form Based Code

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

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

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

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

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

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

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

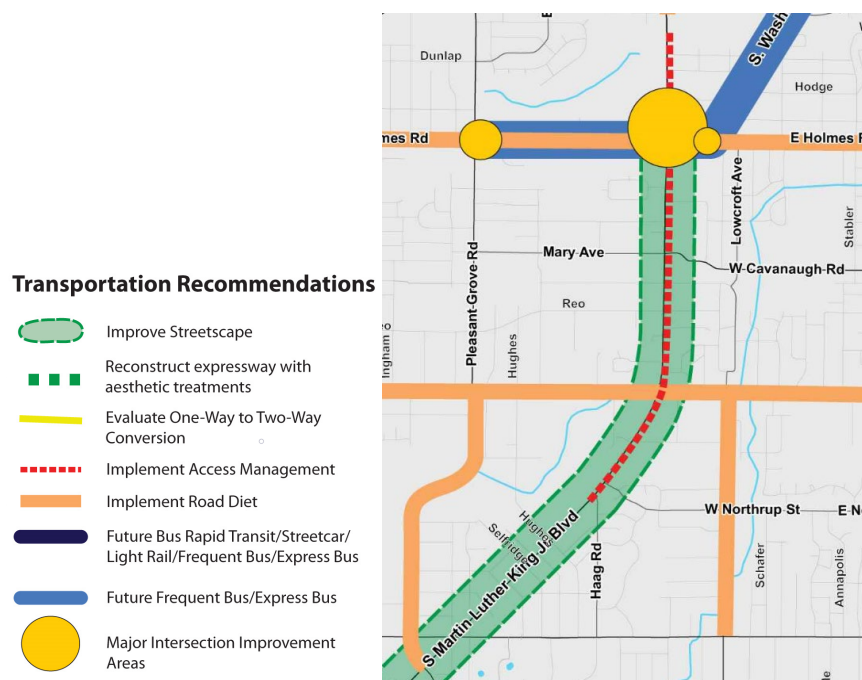
At this time, no specific parts of the development area are planned as open space, though redevelopment projects will be in line with the commercial corridor's overlay district that defines landscaping and open space requirements. The CIA will conduct community engagement and provide input on open space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

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

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

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

Transportation Concepts for Change



Source: Design Lansing 2012 Comprehensive Plan

The S.MLK CIA desires to pursue changes to the streets to address the issues outlined in the City's Master Plan. The plan cites the need for improvements to multi-modal transit and implementation of transit-oriented design, and review of the operational efficacy of the intersection at South Martin Luther King Jr. Boulevard and Holmes Road. In addition to changes cited in the plan, the S.MLK desires to pursue changes to implement road diet along the South Martin Luther King Jr. Boulevard to address the speed concerns of many stakeholders.

(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 \$1,231,500, which includes administrative expenses and contingencies. A breakdown of the estimated cost and estimated schedule for completion for each of those activities and projects is set forth in the project schedule and budget at the end of this section.

The scope of the items and improvements and the projected schedule for completion for those items and improvements described in this Plan are estimates only and may be revised from time to time by the Authority board without amending this Plan; provided, however, that such items and improvements must be completed within the term of this Plan, unless the term is amended in accordance with Act 57. Further, estimated costs for any items or improvements may be increased or decreased by the Authority board without amending this Plan based upon then-current preconstruction or pre-bid estimates of cost, as well as revised estimates of cost resulting from the receipt of bids. All operating and planning expenditures of

the Authority and the City, as well as all advances extended by or indebtedness incurred by the City or other parties for improvements identified above that have been completed, are in progress, or yet to be completed, are expected to be repaid from tax increment revenues. The costs of the Plan are also anticipated to be paid from tax increment revenues as received.

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

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

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

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

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.

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.

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

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

An annual report shall be submitted to each entity for which taxes are captured addressing use of CIA funds during the past budget year, status of implementation of the program of work set forth in the Development Plan and proposed CIA activities for the ensuing year. Any changes from this Development

Plan will be addressed and changed by action of the City Council as part of this annual review of CIA activities. Amendments to the Development Plan and Tax Increment Financing Plan would be completed in compliance with notification and public hearing procedures of Section 622 of Act 57 prior to action of the City Council.

TIF PLAN SCHEDULE AND BUDGET

The duration of this plan is a 15-year period. The following pages include tables where specific projects that address CIA goals are described, budgeted, and scheduled. The schedule begins in 2022 and ends in the year 2037 (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 2037, the authority will consider action to update and extend the duration of the Development Plan and Tax Increment Financing Plan or make recommendations to terminate the plans and rescind City Ordinance #2019-334 creating the authority. Rescission of the resolution would dissolve the authority and eliminate the accompanying tax increment financing district; provided, however, that in accordance with Act 57, the authority shall not be dissolved if there is outstanding indebtedness of the authority.

PROJECT DESCRIPTIONS

This Development and Tax Increment Financing Plan arranges projects in the four categories used by the National Main Street Model: Design, Economic Restructuring, Organization, and Promotions/Marketing.

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

ECONOMIC RECONSTRUCTION: Economic reconstruction focuses on blight elimination, business retention and expansion, and small business development. Commercial property code enforcement, filling vacant buildings, façade improvement, and infill development on vacant parcels are essential to a healthy district. Strong businesses and a viable business mix are also critical. Stakeholders would like to see business recruitment programs and a revolving micro-loan fund in place to assist with this effort. They believe that offering business incentives and enhancing cooperative marketing and branding are key to attracting new business and development to the district.

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

PROMOTIONS/MARKETING: Many stakeholders feel there is a negative perception of the south Lansing area. Creating and reinforcing an identity that shines light on the strengths of the south Lansing community is a priority. Building connectivity amongst business owners and neighborhoods has been identified as an area of importance through input from stakeholders. Recurring themes in the feedback from stakeholders were that an increase in community events such as farmers market, festivals, and fairs are desired.

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: AESTHETIC & DESIGN PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2023 – 2027)		
Engage public art/ placemaking initiatives	\$15,000	2-5 years
Purchase and install trash / recycling receptacles and benches to facilitate use of public transit stations such as bus stops	\$2,500	1-2 years
Purchase enclosed bus shelters and design with artwork	\$10,000	2-5 years
Develop and install wayfinding signage, with a focus on guiding residents and visitors to transit stations such as bus stops	\$10,000	2-5 years
Purchase & install flower planters	\$2,500	1-2 years
Explore safety measures for pedestrian crossing	\$10,000	1-2 years
Explore possible traffic calming measures at key intersections / traffic study	\$5,000	1-2 years
Medium-Term Projects (2028 – 2032)		
Create a corridor-specific façade improvement program	\$75,000	5-10 years
Implement streetscape landscaping improvements	\$30,000	5-10 years
Create additional pocket parks/ green spaces	\$25,000	5-10 years
Administer traffic calming measures	\$50,000	5-10 years
Work with local artists to install public art	\$15,000	5-10 years
Plant/replace street trees	\$7,500	5-10 years
Long-Term Projects (2033 – 2037)		
Increase street lighting	\$75,000	8-15 years
Parking lot improvements (increase the number of public facilities, permeable paving, rain garden features)	\$250,000	8-15 years

TABLE 2: ECONOMIC RESTRUCTURING PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2023 – 2027)		
Explore redevelopment options for Logan Square Shopping Center	\$10,000	1-2 years
Conduct strategic business attraction and retention activities	\$10,000	2-5 years
Plan and implement business open house program	\$5,000	2-5 years
Market corridor's commercial real estate opportunities	\$5,000	1-2 years
Medium-Term Projects (2028 – 2032)		
Develop revolving business micro-loan fund	\$50,000	5-10 years
Secure and build out business incubator space	\$75,000	5-10 years
Recruit grocery store	\$25,000	5-10 years
Long-Term Projects (2033 – 2037)		
Incentivize developers to redevelop vacant or blighted buildings	\$75,000	8-15 years
Explore strategic property acquisition and renovation	\$5,000	8-15 years
Purchase and demolition of vacant properties beyond reclamation	\$250,000	8-15 years

TABLE 3: MARKETING & PROMOTIONS PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2023 – 2027)		
Develop a branding & marketing strategy for the corridor	\$10,000	1-2 years
Develop marketing materials (brochures, flyers, banners etc.)	\$5,000	1-2 years
Update business directory	\$2,500	1-2 years
Create email newsletter	\$1,500	1-2 years
Medium-Term Projects (2028 – 2032)		
Plan community events and festivals	\$30,000	2-5 years
Neighborhood resource fairs (for-profit, non-profit)	\$50,000	ongoing

TABLE 4: ORGANIZATIONAL PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2023 – 2027)		
Organize efforts to clean and beautify the corridor	\$20,000	Ongoing
Coordinate business owner networking sessions	\$5,000	Ongoing
Invest in volunteer recruitment and retention /recognition	\$2,500	Ongoing
Coordinate efforts with existing neighborhood associations	\$10,000	Ongoing
Enhance fundraising and grant-writing efforts	\$2,500	Ongoing

OTHER SOURCES OF FINANCING

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

1. Future tax increment revenues
2. State or Federal grants
3. Special assessments as may be approved by the City of Lansing
4. Interest on investments
5. Donations received by the CIA
6. Proceeds from any property, building or facility owned, leased or sold by the CIA
7. Moneys obtained through development agreements with property owners benefiting from adjacent open space and other public improvements
8. Moneys obtained from other sources approved by the City of Lansing

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

Section III: TAX INCREMENT FINANCING PLAN FOR DEVELOPMENT DISTRICT

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

Tax Increment Financing Plan

Tax increment financing is a funding technique that utilizes increases in taxes on real and personal property within a specific development area to secure and pay the cost of public improvements or bonds

issued by a municipality or Corridor Improvement Authority to finance the costs of an approved development plan, to pay the Authority's costs of operation, and to finance portions of an approved development plan which do not involve the issuance of bonds.

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

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

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

1. Detailed explanation of the Tax Increment Financing Procedure

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

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

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

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

The "Captured Assessed Value" is defined by the Act as "the amount in any 1 year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value." The "initial

of the Development Area at the time the resolution establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted...”

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

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

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

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

2. The maximum amount of bonded indebtedness to be incurred

The CIA does not anticipate bonding. Below is the current financial position of the Authority.

Description of Current Financial Position

Current Assets: The South Martin Luther King Jr. Boulevard Corridor Improvement Authority fund balance at the time of preparation of this analysis is \$0.00. The Lansing Economic Development Corporation has contributed to the organizational costs of the CIA, as well as the preparation of this Development and Tax Increment Financing Plan.

Anticipated Revenue: The CIA district contains 174 individual properties. The 2022 taxable value of all properties is \$31,239,107. This is the initial assessed value to which all future assessments will be compared to determine the tax capture for the district. A detailed projection table for the 15-year period is included in Appendix I.

3. Duration of The CIA and Tax Increment Financing District

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

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

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

5. Estimated Impact of The Tax Increment Financing Plan

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

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

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

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

6. Use of Tax Increment Revenue

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

1. To pay the administrative, auditing, legal and operating costs of the Authority and the City pertaining to the Plan and the Development District, including planning and promotion to the extent provided in the annual budget of the Authority.
2. To repay amounts 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
South Martin Luther King Jr. Boulevard
Corridor Improvement Authority

RESOLUTION #2019-226
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City of Lansing has prepared and forwarded this resolution of intent to create the South Martin Luther King Jr. Boulevard Corridor Improvement Authority (the Authority) in accordance with the provisions of Part 6, Corridor Improvement Authorities, of the Recodified Tax Increment Financing Act, Public Act 57 of 2018, as amended (the Act); and

WHEREAS, the intended South Martin Luther King Jr. Boulevard Corridor Improvement Authority Development Area, as defined in the Act (the "Proposed Development Area"), is comprised of eligible property within an area along South Martin Luther King Jr. Boulevard bounded by an area of all commercial property, as defined by Public Act 57 of 2018, found within 500 feet of the centerline of South Martin Luther King Jr. Boulevard, from the railroad tracks south of Victor Avenue to I-96, and specifically identified in Exhibit A;

WHEREAS; the District meets all of the requirements of section 605 of Public Act 57 of 2018, including:

- a. The Proposed Development Area is adjacent to or is within 500 feet of a road classified as an arterial or collector according to the Federal Highway Administration manual "Highway Functional Classification - Concepts, Criteria and Procedures," and
- b. The Proposed Development Area contains at least ten (10) contiguous parcels or at least five (5) contiguous acres, and
- c. More than half (1/2) 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, 1893 PA 206, as amended (MCL 211.34c), and
- d. Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire Proposed Development Area, for the immediately preceding thirty (30) years, and
- e. The Proposed Development Area is presently served by municipal water or sewer, and
- f. The Proposed Development Area is zoned to allow for mixed use that includes high-density residential use; and

WHEREAS, in accordance with Act 57 the City would further agree to the following with respect to the Proposed Development Area:

- i. To expedite the local permitting and inspection process in the Proposed Development Area, and
- ii. To modify its Master Plan, if necessary, to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the Proposed Development Area; and

Appendix B:

Affidavit of Notice of Public Hearing on
Creation of the S.MLK CIA

Appendix C:

Resolution Establishing the S.MLK CIA and
Designation of the Development Area

RESOLUTION #2019-334
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

Resolution Establishing South Martin Luther King Jr. Boulevard Corridor Improvement
Authority and Designation of Development Area

WHEREAS, the City of Lansing (the City), is authorized by the provisions of Part 6, Corridor Improvement Authorities, of the Recodified Tax Increment Financing Act, Public Act 57 of 2018, as amended (the Act), specifically MCL 125.4606, to establish a corridor improvement authority; and

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

- (a) The proposed development area is adjacent to a road classified as an arterial or collector according to the Federal Highway Administration Manual "Highway Functional Classification - Concepts, Criteria and Procedures"; and
- (b) The proposed development area contains at least 10 contiguous parcels or at least 5 contiguous acres; and
- (c) More than half of the existing ground floor square footage in the proposed development area is classified as commercial real property under Section 34c of the General Property Tax Act, Act 206 of the Public Acts of Michigan of 1893, as amended ("Act 206"); and
- (d) Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire proposed development area, for the immediately preceding 30 years; and
- (e) The proposed development area is presently served by municipal water and sewer; and
- (f) The proposed development area is zoned to allow for mixed use that includes high-density residential use; and

WHEREAS, the City Council held the public hearing on September 23, 2019, as well as a second public hearing on October 14, 2019, both properly noticed and held pursuant to the Act, in connection with the establishment of a corridor improvement authority and the designation of the proposed development area; and

Appendix D:

Powers of Authority

125.4611 Board; powers.

Detailed powers of the Corridor Improvement Authority board are listed below, section 611 of Act 57 of 2018:

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

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

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

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

(m) Acquire and construct public facilities.

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

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

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

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

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

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

Appendix E:

S.MLK CIA Appointed Members to the
S.MLK CIA Board

RESOLUTION #2020-120
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Aini Abukar, a 3rd Ward Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2021;

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

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

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Aini Abukar, a 3rd Ward Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2021.


Chris Swope, CMMC/MMC
Lansing City Clerk

I hereby certify that the foregoing is true
and is a complete copy of the action
adopted by the Lansing City Council.

RESOLUTION #2020-122
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Don Sober, a 3rd Ward Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2024;

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

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

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Don Sober, a 3rd Ward Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2024.


Chris Swope, CMMC/MMC
Lansing City Clerk

I hereby certify that the foregoing is true
and is a complete copy of the action
adopted by the Lansing City Council.

RESOLUTION #2020-123
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Nikki Soldan, a regional business manager, Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2023;

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

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

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Nikki Soldan, a regional business manager, Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2023.



Chris Swope, CMMC/MMC
Lansing City Clerk

I hereby certify that the foregoing is true
and is a complete copy of the action
adopted by the Lansing City Council.

RESOLUTION #2020-171
BY THE COMMITTEE ON DEVELOPMENT & PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Price Dobernack, a regional business owner, Ward Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2024;

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 September 1, 2020 and took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Price Dobernack, a regional business owner, Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2024.



Chris Swope, CMMC/MMC
Lansing City Clerk

I hereby certify that the foregoing is true
and is a complete copy of the action
adopted by the Lansing City Council.

RESOLUTION #2021-176
BY THE COMMITTEE ON DEVELOPMENT & PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor has made the appointment of Amanda Defrees as a member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2025; and

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

WHEREAS, the Committee on Development & Planning met on August 23, 2021 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Amanda Defrees as a member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2025.



Chris Swope, CMMC/MMC
Lansing City Clerk.

I hereby certify that the foregoing is true
and is a complete copy of the action
adopted by the Lansing City Council.

Resolution #2022-116
By the Committee on Development & Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Teresa Stokes as a Business Owner member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2022; and

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

WHEREAS, the Committee on Development & Planning met on April 27, 2022 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Teresa Stokes as a Business Owner member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2022.



Chris Swope, CMMC/MMC
Lansing City Clerk.

I hereby certify that the foregoing is true
and is a complete copy of the action
adopted by the Lansing City Council.

Resolution #2022-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the reappointment of Teresa Stokes as a Business Owner member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2026; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Teresa Stokes as a Business Owner member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2026.

Appendix F:

S.MLK CIA Bylaws

**BYLAWS OF THE SOUTH MARTIN LUTHER KING JR. BOULEVARD CORRIDOR IMPROVEMENT
AUTHORITY OF THE CITY OF LANSING**

Rev: January 21, 2021

Confirmed to reflect the legal entity name

ARTICLE I - NAME

The name of this Authority is the South Martin Luther King Jr. Boulevard Corridor Improvement Authority of the City of Lansing, which may also be referred to as the South MLK Corridor Improvement Authority.

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, two term shall expire on July 31, 2021, one term shall expire on July 31, 2022, three terms shall expire on July 31, 2023, and one term shall expire on July 31, 2024. 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.

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 majority vote of the Authority Board. The terms of office shall be for one year and begin at the close of the annual meeting at which they are elected, or until his or her successor shall be elected and qualified. No member shall hold more than one office at a time.

ARTICLE V - CONTRACTS, CHECKS, DEPOSITS AND FUNDS

Section 1. Contracts. The Board of Directors may authorize any officer or officers, agent or agents of the corporation in addition to the officers so authorized by the Act or these By-Laws, to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Corporation, and such Board may be general or confined to specific instances.

Section 2. Checks and Drafts. All checks, drafts or orders for the payment of money, notes or other evidences of indebtedness issued in the name of the Corporation, shall be signed by such officer or officers, agent or agents of the Corporation and in such manner as shall from time to time be determined by resolution of the Board of Directors. In the absence of such determination by the Board of Directors, such instruments shall be signed by the Treasurer and countersigned by the Chairperson or Vice Chairperson of the Corporation.

Section 3. Deposits. All funds of the Corporation shall be deposited from time to time to the credit of the Board in such banks, trust companies or other depositaries as the Board of Directors may select.

ARTICLE VI - 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 VII - 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 VII - Section 2.

Section 2. Annual Meeting. Starting in the year 2021, 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. The physical presence requirement may be suspended by majority vote of the Directors serving, if virtual appearance is still in compliance with the Michigan Open Meetings Act.

ARTICLE VIII - 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 IX - 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 X - 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 XI - 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 21, 2021



Chairperson Secretary

The foregoing bylaws of the South MLK Corridor Improvement Authority of the City of Lansing were approved by resolution of the Lansing City Council duly adopted at a regular meeting of the Council held pursuant to statutory notice on the ____ day of _____, 2021.

_____, City Clerk

Appendix G:

List of Affected Properties by Parcel
Identification Number

Parcel # 2022	Property Address	Property Class
33-01-01-29-259-192	S M L KING JR BLVD	202
33-01-01-29-259-202	S M L KING JR BLVD	202
33-01-01-29-280-262	NO STREET FRONTAGE	202
33-01-01-29-280-264	2701 S M L KING JR BLVD	703
33-01-01-29-401-044	S M L KING JR BLVD	202
33-01-01-29-401-062	2808 S KELLYBROOK LN	201
33-01-01-29-401-102	3110 S M L KING JR BLVD	201
33-01-01-29-401-112	3022 S M L KING JR BLVD	201
33-01-01-29-401-122	3010 S M L KING JR BLVD	201
33-01-01-29-426-011	2833 S M L KING JR BLVD	201
33-01-01-29-426-030	2915 S M L KING JR BLVD	201
33-01-01-29-426-039	2915.5 S M L KING JR BLVD	201
33-01-01-29-426-041	2919 S M L KING JR BLVD	201
33-01-01-29-426-051	2937 S M L KING JR BLVD	201
33-01-01-29-427-002	3015 S M L KING JR BLVD	708
33-01-01-29-451-001	S M L KING JR BLVD	202
33-01-01-29-451-013	3222 S M L KING JR BLVD	201
33-01-01-29-451-022	3330 S M L KING JR BLVD	201
33-01-01-29-451-032	3316 S M L KING JR BLVD	201
33-01-01-29-451-037	3218 S M L KING JR BLVD	201
33-01-01-29-451-041	3216 S M L KING JR BLVD	201
33-01-01-29-451-051	3212 S M L KING JR BLVD	201
33-01-01-29-451-061	3140 S M L KING JR BLVD	201
33-01-01-29-451-062	3208 S M L KING JR BLVD	201
33-01-01-29-451-067	3128 S M L KING JR BLVD	201
33-01-01-29-451-069	3122 S M L KING JR BLVD	201
33-01-01-29-451-072	3124 S M L KING JR BLVD	201
33-01-01-29-476-002	3101 S M L KING JR BLVD	201
33-01-01-29-476-041	3127 S M L KING JR BLVD	201
33-01-01-29-476-062	3135 S M L KING JR BLVD	201
33-01-01-29-476-091	900 SOUTHLAND AVE	201
33-01-01-29-476-111	808 SOUTHLAND AVE	201
33-01-01-29-477-006	3215 S M L KING JR BLVD	201
33-01-01-29-477-012	3229 S M L KING JR BLVD	201
33-01-01-29-477-014	3311 S M L KING JR BLVD	201
33-01-01-29-477-021	3325 S M L KING JR BLVD	201
33-01-01-29-477-042	905 SOUTHLAND AVE	201
33-01-01-29-477-072	1011 SOUTHLAND AVE	201
33-01-01-29-477-084	930 W HOLMES RD	201
33-01-01-29-477-085	930 W HOLMES RD	201
33-01-01-32-201-201	3612 S M L KING JR BLVD	201
33-01-01-32-201-211	3600 S M L KING JR BLVD	201
33-01-01-32-201-223	3512 S M L KING JR BLVD	201
33-01-01-32-201-232	3500 S M L KING JR BLVD	201
33-01-01-32-201-242	3404 S M L KING JR BLVD	201
33-01-01-32-201-256	1211 W HOLMES RD	201
33-01-01-32-203-202	HILLCREST ST	202
33-01-01-32-203-234	3826 S M L KING JR BLVD	201
33-01-01-32-203-244	3822 S M L KING JR BLVD	201
33-01-01-32-203-252	3812 S M L KING JR BLVD	201

33-01-01-32-203-261	3800 S M L KING JR BLVD	201
33-01-01-32-203-271	3718 S M L KING JR BLVD	201
33-01-01-32-203-281	3706 S M L KING JR BLVD	201
33-01-01-32-226-004	3425 S M L KING JR BLVD	201
33-01-01-32-226-016	3525 S M L KING JR BLVD	201
33-01-01-32-226-022	3621 S M L KING JR BLVD	201
33-01-01-32-226-025	3615 S M L KING JR BLVD	201
33-01-01-32-226-041	1016 LEGRAND DR	201
33-01-01-32-226-552	921 W HOLMES RD	201
33-01-01-32-251-205	1120 MARY AVE	201
33-01-01-32-251-212	4100 S M L KING JR BLVD	201
33-01-01-32-251-221	S M L KING JR BLVD	202
33-01-01-32-251-251	4000 S M L KING JR BLVD	201
33-01-01-32-251-382	3916 S M L KING JR BLVD	201
33-01-01-32-252-070	1301 MARY AVE	201
33-01-01-32-252-112	4230 S M L KING JR BLVD	201
33-01-01-32-252-122	4220 S M L KING JR BLVD	201
33-01-01-32-276-001	1017 LEGRAND DR	201
33-01-01-32-276-011	3821 S M L KING JR BLVD	201
33-01-01-32-276-030	4019 S M L KING JR BLVD	201
33-01-01-32-276-040	3901 S M L KING JR BLVD	201
33-01-01-32-276-057	4211 S M L KING JR BLVD	201
33-01-01-32-276-063	4221 S M L KING JR BLVD	201
33-01-01-32-276-068	914 W CAVANAUGH RD	201
33-01-01-32-276-074	1001 W CAVANAUGH RD	201
33-01-01-32-276-076	929 W CAVANAUGH RD	201
33-01-01-32-401-131	4314 S M L KING JR BLVD	201
33-01-01-32-401-141	4300 S M L KING JR BLVD	201
33-01-01-32-402-142	4526 S M L KING JR BLVD	201
33-01-01-32-402-161	4516 S M L KING JR BLVD	201
33-01-01-32-402-171	4508 S M L KING JR BLVD	201
33-01-01-32-402-181	4504 S M L KING JR BLVD	201
33-01-01-32-402-191	S M L KING JR BLVD	202
33-01-01-32-402-211	4410 S M L KING JR BLVD	201
33-01-01-32-402-231	4400 S M L KING JR BLVD	201
33-01-01-32-402-241	1113 PIERCE RD	201
33-01-01-32-402-251	1205 PIERCE RD	201
33-01-01-32-426-002	4303 S M L KING JR BLVD	708
33-01-01-32-427-001	4405 S M L KING JR BLVD	201
33-01-01-32-427-011	4415 S M L KING JR BLVD	202
33-01-01-32-427-042	4519 S M L KING JR BLVD	201
33-01-01-32-451-171	1212 W JOLLY RD	202
33-01-01-32-451-183	5016 S M L KING JR BLVD	201
33-01-01-32-451-184	5016 S M L KING JR BLVD	201
33-01-01-32-451-242	4924 S M L KING JR BLVD	201
33-01-01-32-451-531	S M L KING JR BLVD	202
33-01-01-32-451-551	1141 DORCHESTER CIRCLE	201
33-01-01-32-451-561	1115 DORCHESTER CIRCLE	201
33-01-01-32-451-571	1151 DORCHESTER CIRCLE	201
33-01-01-32-451-581	1156 DORCHESTER CIRCLE	201
33-01-01-32-451-591	1140 DORCHESTER CIRCLE	201

33-01-01-32-451-601	1130 DORCHESTER CIRCLE	201
33-01-01-32-451-611	1100 DORCHESTER CIRCLE	201
33-01-01-32-451-631	4620 S M L KING JR BLVD	201
33-01-01-32-451-641	4610 S M L KING JR BLVD	201
33-01-01-32-476-003	4601 S M L KING JR BLVD	201
33-01-01-32-476-031	946 VINCENT CT	201
33-01-01-32-477-031	4711 S M L KING JR BLVD	201
33-01-01-32-477-041	4801 S M L KING JR BLVD	201
33-01-01-32-477-051	4909 S M L KING JR BLVD	201
33-01-01-32-477-055	4915 S M L KING JR BLVD	201
33-01-01-32-479-021	1000 W JOLLY RD	201
33-01-01-32-479-032	5035 S M L KING JR BLVD	201
33-01-01-32-479-041	W JOLLY RD	202
33-01-05-05-126-043	S M L KING JR BLVD	202
33-01-05-05-126-053	5640 S M L KING JR BLVD	201
33-01-05-05-126-061	S M L KING JR BLVD	202
33-01-05-05-126-071	5614 S M L KING JR BLVD	201
33-01-05-05-126-081	5606 S M L KING JR BLVD	708
33-01-05-05-126-091	5542 S M L KING JR BLVD	201
33-01-05-05-126-101	5528 S M L KING JR BLVD	201
33-01-05-05-126-111	5510 S M L KING JR BLVD	201
33-01-05-05-126-121	5508 S M L KING JR BLVD	201
33-01-05-05-126-131	5468 S M L KING JR BLVD	201
33-01-05-05-126-173	5404 S M L KING JR BLVD	708
33-01-05-05-201-161	5334 S M L KING JR BLVD	201
33-01-05-05-202-082	5208 S M L KING JR BLVD	201
33-01-05-05-202-092	5200 S M L KING JR BLVD	201
33-01-05-05-202-111	5140 S M L KING JR BLVD	201
33-01-05-05-202-121	5134 S M L KING JR BLVD	201
33-01-05-05-202-132	5124 S M L KING JR BLVD	201
33-01-05-05-202-153	5118 S M L KING JR BLVD	201
33-01-05-05-226-003	5103 S M L KING JR BLVD	201
33-01-05-05-226-062	5133 S M L KING JR BLVD	201
33-01-05-05-226-090	5141 S M L KING JR BLVD	201
33-01-05-05-276-001	5303 S M L KING JR BLVD	201
33-01-05-05-277-221	5405 S M L KING JR BLVD	201
33-01-05-05-277-231	S M L KING JR BLVD	202
33-01-05-05-301-112	5856 S M L KING JR BLVD	201
33-01-05-05-302-063	5721 VALENCIA BLVD	201
33-01-05-05-302-078	5824 S M L KING JR BLVD	201
33-01-05-05-306-091	5950 S M L KING JR BLVD	201
33-01-05-05-306-141	5920 S M L KING JR BLVD	201
33-01-05-05-326-031	5641 HUGHES RD	201
33-01-05-05-326-041	5724 S M L KING JR BLVD	201
33-01-05-05-327-003	5505 S M L KING JR BLVD	705
33-01-05-05-327-062	5525 S M L KING JR BLVD	705
33-01-05-05-351-071	S M L KING JR BLVD	202
33-01-05-05-351-081	6040 S M L KING JR BLVD	201
33-01-05-05-351-095	6030 S M L KING JR BLVD	201
33-01-05-05-351-110	6026 S M L KING JR BLVD	201
33-01-05-05-352-002	5937 S M L KING JR BLVD	708

33-01-05-05-352-103	5903 S M L KING JR BLVD	708
33-01-05-05-353-012	6070 S M L KING JR BLVD	201
33-01-05-05-356-002	6081 S M L KING JR BLVD	201
33-01-05-05-356-162	6031 S M L KING JR BLVD	708
33-01-05-05-356-192	6071 S M L KING JR BLVD	201
33-01-05-05-376-173	5843 S M L KING JR BLVD	201
33-01-05-05-376-182	S M L KING JR BLVD	202
33-01-05-06-479-102	S M L KING JR BLVD	202
33-01-05-06-482-001	6099 S M L KING JR BLVD	201
33-01-05-07-201-016	W MILLER RD	201
33-01-05-07-201-052	W MILLER RD	202
33-01-05-07-225-012	6272 S M L KING JR BLVD	201
33-01-05-07-225-022	S M L KING JR BLVD	202
33-01-05-07-225-033	6140 PLEASANT GROVE RD	201
33-01-05-07-226-031	6137 PLEASANT GROVE RD	202
33-01-05-07-226-041	PLEASANT GROVE RD	202
33-01-05-07-226-052	S M L KING JR BLVD	202
33-01-05-07-226-061	6200 S M L KING JR BLVD	201
33-01-05-07-226-064	6200 S M L KING JR BLVD	202
33-01-05-07-227-072	S M L KING JR BLVD	202
33-01-05-07-229-004	6283 S M L KING JR BLVD	201
33-01-05-07-230-020	LABELLE RD	202

Appendix H:

S.MLK CIA District Map – Parcels included
within South Martin Luther King Jr. Corridor

South Martin Luther King Jr Corridor Improvement Authority



- Roads**
- Freeway
 - Freeway Ramp
 - Major Street
 - Collector Street
 - Railroad
- South Martin Luther King Jr Boulevard Corridor Improvement Authority Parcels
- South Martin Luther King Jr Boulevard Corridor Improvement Buffer
- City Limits

Created by: A. Skelton GIS-IT
Date Created: 12 April 2019
Data Sources: City of Lansing, ESRI, Digital Globe, GeoEye,
Earthstar Geographic, CNES Airbus DS, USGS, USGS,
Aerogrid, IGN, and the GIS User Community

Appendix I:

Projections and Taxing Jurisdiction Impact Tables

City of Lansing -South Martin Luther King Jr Blvd Corridor Improvement Authority: Tax Increment Revenue Projections

Corridor Parcels Taxable Value = 31,239,107
2022

Updated 8/22/22

Local Capture Detail - Breakdown by Taxing Entity

		Value with Inflation - 0.75% growth rate	Increment	City of Lansing 19.4400 Mills		Capital Area District Library 1.56000	City capture only
Date	Baseline Value						
2022	31,239,107	31,239,107	0	0		0	0
2023	31,239,107	31,473,400	234,293	4,555		365	4,920
2024	31,239,107	31,709,451	470,344	9,143		734	9,877
2025	31,239,107	31,947,272	708,165	13,767		1,105	14,871
2026	31,239,107	32,186,876	947,769	18,425		1,479	19,903
2027	31,239,107	32,428,278	1,189,171	23,117		1,855	24,973
2028	31,239,107	32,671,490	1,432,383	27,846		2,235	30,080
2029	31,239,107	32,916,526	1,677,419	32,609		2,617	35,226
2030	31,239,107	33,163,400	1,924,293	37,408		3,002	40,410
2031	31,239,107	33,412,125	2,173,018	42,243		3,390	45,633
2032	31,239,107	33,662,716	2,423,609	47,115		3,781	50,896
2033	31,239,107	33,915,187	2,676,080	52,023		4,175	56,198
2034	31,239,107	34,169,551	2,930,444	56,968		4,571	61,539
2035	31,239,107	34,425,822	3,186,715	61,950		4,971	66,921
2036	31,239,107	34,684,016	3,444,909	66,969		5,374	72,343
2037	31,239,107	34,944,146	3,705,039	72,026		5,780	77,806
				566,164		45,433	611,597
						Discount rate	0.04
						NPV =	411,248

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 1.5528	Lansing Community College 3.7692 Mills	CATA 2.9895 Mills	Ingham County 11.9772 Mills	CCRA .699000 Mills	Ingham County 11.9772 Mills (80%/20% Rev. Sharing)	Ingham County 11.9772 Mills (90%/10% Rev. Sharing)	City of Lansing + County	Transit Oriented (City, LCC, CATA, CCRA, County)	
40.4277	0	0		0	0	0	0	0	0	0	0	0	
40.4277	9,472	4,555		364	883	700	2,806	164	2,245	2,526	7,361	9,474	
40.4277	19,015	9,143		730	1,773	1,406	5,633	329	4,507	5,070	14,777	19,018	
40.4277	28,629	13,767		1,100	2,669	2,117	8,482	495	6,785	7,634	22,249	28,635	
40.4277	38,316	18,425		1,472	3,572	2,833	11,352	662	9,081	10,216	29,776	38,323	
40.4277	48,075	23,117		1,847	4,482	3,555	14,243	831	11,394	12,819	37,360	48,084	
40.4277	57,908	27,846		2,224	5,399	4,282	17,156	1,001	13,725	15,440	45,001	57,918	
40.4277	67,814	32,609		2,605	6,323	5,015	20,091	1,173	16,073	18,082	52,700	67,826	
40.4277	77,795	37,408		2,988	7,253	5,753	23,048	1,345	18,438	20,743	60,456	77,809	
40.4277	87,850	42,243		3,374	8,191	6,496	26,027	1,519	20,821	23,424	68,270	87,866	
40.4277	97,981	47,115		3,763	9,135	7,245	29,028	1,694	23,222	26,125	76,143	97,998	
40.4277	108,188	52,023		4,155	10,087	8,000	32,052	1,871	25,642	28,847	84,075	108,207	
40.4277	118,471	56,968		4,550	11,045	8,761	35,099	2,048	28,079	31,589	92,066	118,492	
40.4277	128,832	61,950		4,948	12,011	9,527	38,168	2,228	30,534	34,351	100,118	128,855	
40.4277	139,270	66,969		5,349	12,985	10,299	41,260	2,408	33,008	37,134	108,229	139,295	
40.4277	149,786	72,026		5,753	13,965	11,076	44,376	2,590	35,501	39,938	116,402	149,813	
	1,177,402	566,164		45,223	109,773	87,065	348,820	20,357	279,056	313,938	914,984	1,177,612	
Discount rate		0.04											
NPV =		791,706											

S. Martin Luther King Jr. Blvd. CIA TIF Projections

Local Capture Detail - Breakdown by Taxing Entity

		Value with Inflation - 1.00% growth rate	Increment	City of Lansing 19.4400 Mills		Capital Area District Library 1.5528	City capture only
Date	Baseline Value						
2022	31,239,107	31,239,107	0	0		0	0
2023	31,239,107	31,551,498	312,391	6,073		487	6,560
2024	31,239,107	31,867,013	627,906	12,206		980	13,186
2025	31,239,107	32,185,683	946,576	18,401		1,477	19,878
2026	31,239,107	32,507,540	1,268,433	24,658		1,979	26,637
2027	31,239,107	32,832,615	1,593,508	30,978		2,486	33,464
2028	31,239,107	33,160,942	1,921,835	37,360		2,998	40,359
2029	31,239,107	33,492,551	2,253,444	43,807		3,515	47,322
2030	31,239,107	33,827,476	2,588,369	50,318		4,038	54,356
2031	31,239,107	34,165,751	2,926,644	56,894		4,566	61,460
2032	31,239,107	34,507,409	3,268,302	63,536		5,099	68,634
2033	31,239,107	34,852,483	3,613,376	70,244		5,637	75,881
2034	31,239,107	35,201,008	3,961,901	77,019		6,181	83,200
2035	31,239,107	35,553,018	4,313,911	83,862		6,730	90,592
2036	31,239,107	35,908,548	4,669,441	90,774		7,284	98,058
2037	31,239,107	36,267,633	5,028,526	97,755		7,845	105,599
				763,886		61,300	825,186
						Discount rate	0.04
						NPV =	554,493

Local Capture Detail - Breakdown by Taxing Entity

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 1.5528	Lansing Community College 3.7692 Mills	CATA 2.9895 Mills	Ingham County 11.9772 Mills	CCRA .699000 Mills	Ingham County 11.9772 Mills (80%/20% Rev. Sharing)	Ingham County 11.9772 Mills (90%/10% Rev. Sharing)	City of Lansing + County	
40.4277	0	0		0	0	0	0	0	0	0	0	
40.4277	12,629	6,073		485	1,177	934	3,742	218	2,993	3,367	9,814	
40.4277	25,385	12,206		975	2,367	1,877	7,521	439	6,016	6,769	19,727	
40.4277	38,268	18,401		1,470	3,568	2,830	11,337	662	9,070	10,204	29,739	
40.4277	51,280	24,658		1,970	4,781	3,792	15,192	887	12,154	13,673	39,851	
40.4277	64,422	30,978		2,474	6,006	4,764	19,086	1,114	15,269	17,177	50,064	
40.4277	77,695	37,360		2,984	7,244	5,745	23,018	1,343	18,415	20,716	60,379	
40.4277	91,102	43,807		3,499	8,494	6,737	26,990	1,575	21,592	24,291	70,797	
40.4277	104,642	50,318		4,019	9,756	7,738	31,001	1,809	24,801	27,901	81,319	
40.4277	118,317	56,894		4,544	11,031	8,749	35,053	2,046	28,042	31,548	91,947	
40.4277	132,130	63,536		5,075	12,319	9,771	39,145	2,285	31,316	35,231	102,681	
40.4277	146,080	70,244		5,611	13,620	10,802	43,278	2,526	34,623	38,950	113,522	
40.4277	160,171	77,019		6,152	14,933	11,844	47,452	2,769	37,962	42,707	124,472	
40.4277	174,401	83,862		6,699	16,260	12,896	51,669	3,015	41,335	46,502	135,531	
40.4277	188,775	90,774		7,251	17,600	13,959	55,927	3,264	44,741	50,334	146,701	
40.4277	203,292	97,755		7,808	18,954	15,033	60,228	3,515	48,182	54,205	157,982	
	#####	763,886		61,017	148,109	117,471	470,639	#####	376,511	423,575	1,234,525	
Discount rate		0.04										
NPV =		1,067,470										

Local Capture Detail - Breakdown by Taxing Entity

		Value with Inflation - 1.50% growth rate		City of Lansing 19.4400 Mills		Capital Area District Library 1.56000	City capture only
Date	Baseline Value		Increment				
2022	31,239,107	31,239,107	0	0		0	0
2023	31,239,107	31,707,694	468,587	9,109		731	9,840
2024	31,239,107	32,183,309	944,202	18,355		1,473	19,828
2025	31,239,107	32,666,059	1,426,952	27,740		2,226	29,966
2026	31,239,107	33,156,050	1,916,943	37,265		2,990	40,256
2027	31,239,107	33,653,390	2,414,283	46,934		3,766	50,700
2028	31,239,107	34,158,191	2,919,084	56,747		4,554	61,301
2029	31,239,107	34,670,564	3,431,457	66,708		5,353	72,061
2030	31,239,107	35,190,622	3,951,515	76,817		6,164	82,982
2031	31,239,107	35,718,482	4,479,375	87,079		6,988	94,067
2032	31,239,107	36,254,259	5,015,152	97,495		7,824	105,318
2033	31,239,107	36,798,073	5,558,966	108,066		8,672	116,738
2034	31,239,107	37,350,044	6,110,937	118,797		9,533	128,330
2035	31,239,107	37,910,295	6,671,188	129,688		10,407	140,095
2036	31,239,107	38,478,949	7,239,842	140,743		11,294	152,037
2037	31,239,107	39,056,133	7,817,026	151,963		12,195	164,158
				1,173,505		94,170	1,267,676
						Discount rate	0.04
						NPV =	850,668

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 1.5528	Lansing Community College 3.7692 Mills	CATA 2.9895 Mills	Ingham County 11.9772 Mills	CCRA .699000 Mills	Ingham County 11.9772 Mills (80%/20% Rev. Sharing)	Ingham County 11.9772 Mills (90%/10% Rev. Sharing)	City of Lansing + County		
40.4277	0	0		0	0	0	0	0	0	0	0		
40.4277	18,944	9,109		728	1,766	1,401	5,612	328	4,490	5,051	14,722		
40.4277	38,172	18,355		1,466	3,559	2,823	11,309	660	9,047	10,178	29,664		
40.4277	57,688	27,740		2,216	5,378	4,266	17,091	997	13,673	15,382	44,831		
40.4277	77,498	37,265		2,977	7,225	5,731	22,960	1,340	18,368	20,664	60,225		
40.4277	97,604	46,934		3,749	9,100	7,217	28,916	1,688	23,133	26,025	75,850		
40.4277	118,012	56,747		4,533	11,003	8,727	34,962	2,040	27,970	31,466	91,709		
40.4277	138,726	66,708		5,328	12,934	10,258	41,099	2,399	32,879	36,989	107,807		
40.4277	159,751	76,817		6,136	14,894	11,813	47,328	2,762	37,862	42,595	124,146		
40.4277	181,091	87,079		6,956	16,884	13,391	53,650	3,131	42,920	48,285	140,729		
40.4277	202,751	97,495		7,788	18,903	14,993	60,067	3,506	48,054	54,061	157,562		
40.4277	224,736	108,066		8,632	20,953	16,619	66,581	3,886	53,265	59,923	174,647		
40.4277	247,051	118,797		9,489	23,033	18,269	73,192	4,272	58,554	65,873	191,989		
40.4277	269,701	129,688		10,359	25,145	19,944	79,902	4,663	63,922	71,912	209,590		
40.4277	292,690	140,743		11,242	27,288	21,644	86,713	5,061	69,370	78,042	227,456		
40.4277	316,024	151,963		12,138	29,464	23,369	93,626	5,464	74,901	84,263	245,589		
	2,440,439	1,173,505		93,736	227,530	180,463	723,010	42,195	578,408	650,709	1,896,515		
Discount rate		0.04											
NPV =		1,637,645											

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
2022	31,239,107	31,239,107	0	0		0	0
2023	31,239,107	31,941,987	702,880	13,664		1,096	14,760
2024	31,239,107	32,660,682	1,421,575	27,635		2,218	29,853
2025	31,239,107	33,395,547	2,156,440	41,921		3,364	45,285
2026	31,239,107	34,146,947	2,907,840	56,528		4,536	61,065
2027	31,239,107	34,915,253	3,676,146	71,464		5,735	77,199
2028	31,239,107	35,700,846	4,461,739	86,736		6,960	93,697
2029	31,239,107	36,504,115	5,265,008	102,352		8,213	110,565
2030	31,239,107	37,325,458	6,086,351	118,319		9,495	127,813
2031	31,239,107	38,165,281	6,926,174	134,645		10,805	145,450
2032	31,239,107	39,024,000	7,784,893	151,338		12,144	163,483
2033	31,239,107	39,902,039	8,662,932	168,407		13,514	181,922
2034	31,239,107	40,799,835	9,560,728	185,861		14,915	200,775
2035	31,239,107	41,717,832	10,478,725	203,706		16,347	220,053
2036	31,239,107	42,656,483	11,417,376	221,954		17,811	239,765
2037	31,239,107	43,616,254	12,377,147	240,612		19,308	259,920
				1,825,143		146,462	1,971,605
						Discount rate	0.04
						NPV =	1,320,316

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 1.5528	Lansing Community College 3.7692 Mills	CATA 2.9895 Mills	Ingham County 11.9772 Mills	CCRA .699000 Mills	Ingham County 11.9772 Mills (80%/20% Rev. Sharing)	Ingham County 11.9772 Mills (90%/10% Rev. Sharing)	City of Lansing + County	
40.4277	0	0		0	0	0	0	0	0	0	0	
40.4277	28,416	13,664		1,091	2,649	2,101	8,419	491	6,735	7,577	22,083	
40.4277	57,471	27,635		2,207	5,358	4,250	17,026	994	13,621	15,324	44,662	
40.4277	87,180	41,921		3,349	8,128	6,447	25,828	1,507	20,662	23,245	67,749	
40.4277	117,557	56,528		4,515	10,960	8,693	34,828	2,033	27,862	31,345	91,356	
40.4277	148,618	71,464		5,708	13,856	10,990	44,030	2,570	35,224	39,627	115,494	
40.4277	180,378	86,736		6,928	16,817	13,338	53,439	3,119	42,751	48,095	140,175	
40.4277	212,852	102,352		8,176	19,845	15,740	63,060	3,680	50,448	56,754	165,412	
40.4277	246,057	118,319		9,451	22,941	18,195	72,897	4,254	58,318	65,608	191,216	
40.4277	280,009	134,645		10,755	26,106	20,706	82,956	4,841	66,365	74,661	217,601	
40.4277	314,725	151,338		12,088	29,343	23,273	93,241	5,442	74,593	83,917	244,580	
40.4277	350,222	168,407		13,452	32,652	25,898	103,758	6,055	83,006	93,382	272,165	
40.4277	386,518	185,861		14,846	36,036	28,582	114,511	6,683	91,609	103,060	300,371	
40.4277	423,631	203,706		16,271	39,496	31,326	125,506	7,325	100,405	112,955	329,212	
40.4277	461,578	221,954		17,729	43,034	34,132	136,748	7,981	109,399	123,073	358,702	
40.4277	500,380	240,612		19,219	46,652	37,001	148,244	8,652	118,595	133,419	388,855	
	3,795,593	1,825,143		145,786	353,875	280,672	1,124,491	65,626	899,593	1,012,042	2,949,634	
Discount rate		0.04										
NPV =		2,541,778										

All-in Non-School Tax Capture Millage

Taxing Authority	Millage Rate
Lansing Oper	19.4400
Ingham Cnty Sum	6.7807
Ingham County	5.1965
LCC	3.7692
CATA	2.9895
CADL	1.5528

Not included in TIF Capture

Taxing Authority	Millage Rate
Lansing Debt	0.2600
Lansing School Debt	4.1000
Lansing School Oper	17.4478
Lansing School Sink	2.9575
Ingham Intermediate	4.9378

2019 Winter
10.4378

2019 Summer
65.6930

Airport Auth/CRAA

0.6990

State Education
CADL

6.0000

2019 Total
76.1308

40.4277

35.7031

County Total
11.9772