



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
CORRIDOR IMPROVEMENT AUTHORITY
February 16th, 2022 6:00 pm
Central Fire Station-5000 Okemos Road

1. CALL MEETING TO ORDER
2. MISSION: The Corridor Improvement Authority of the Charter Township of Meridian is dedicated to establishing the Grand River Avenue corridor in Meridian Township as a prime business and recreation destination in the Tri-County region. The Authority is focused on creating programs and projects that invigorate the streetscape and build partnerships among corridor property owners, and residents.
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES
 - A. November 17, 2021 Meeting Minutes
5. PUBLIC COMMENTS
6. OLD BUSINESS
 - A. Meridian Township Goals
7. NEW BUSINESS
 - A. 2022 Corridor Improvement Authority Goals
 - B. Corridor Improvement Authority Tax Increment Finance Discussion
8. DEVELOPMENT PROJECT REVIEW
 - A. Development Project Updates
9. MALL DEVELOPMENT
 - A. Meridian Mall Update
10. REPORTS
 - A. Township Board
 - B. Planning Commission
 - C. Chair
 - D. Staff
11. OPEN DISCUSSION/ BOARD COMMENTS
12. PUBLIC COMMENTS
13. NEXT MEETING DATE
 - A. Next Meeting Date: March 16, , 2022 - 6:00pm

Individuals with disabilities requiring auxiliary aids or services should contact the Meridian Township Board by contacting:
Township Manager Frank L. Walsh, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4258 - Ten Day Notice is Required.
Meeting Location: 5151 Marsh Road, Okemos, MI 48864 Township Hall



Charter Township of Meridian
Corridor Improvement Authority
5000 Okemos Road, Okemos, MI 48864
Wednesday, November 17, 2021– Minutes -DRAFT

Members

Present: Bruce Peffers, Supervisor Ron Styka, Eric Foster, Chris Nugent, and Barry Goetz

Members

Absent: Kellie Johnson, Chris Rigterink, and Jeff Ross

Others

Present: Neighborhoods & Economic Development Director Amber Clark and Planning Commissioner Holly Cordill

1. CALL MEETING TO ORDER

Chair Foster called the meeting to order and Supervisor Styka read the mission statement.

2. **MISSION:** Set the standard in creating an entrepreneurial culture, be the example for revitalization of our business districts, and be the leaders in building sustainable public/private partnerships.

3. PRESENTATION-Ingham County Road Department-Okemos Consolidated Drain Project

Alan Boyer and Joe Colaianne, Consultants for the Ingham County Drain Commissioner, introduced the project and shared the presentation from the July 29, 2021 meeting of the Board of Determination. The project includes the consolidation of the Grettenberger, Meijers and Okemos Drains. This will help to address the flooding in the Ottawa Hills neighborhood. The schedule for MDOT construction is the spring/summer 2022. The drain work will be after in very late 2022/early 2023. The work will also include Okemos and Grand River Avenue, Meijer and Meridian Mall parking lots. The consultants will be looking for input on design ideas over the next few months.

4. APPROVAL OF THE AGENDA

**MOTION BY SUPERVISOR STYKA TO APPROVE THE AGENDA. SUPPORTED BY MEMBER PEFFERS.
MOTION PASSES 5-0.**

5. APPROVAL OF MINUTES

a. Minutes-September 22, 2021

**MOTION BY MEMBER PEFFERS TO APPROVE THE MINUTES. SUPPORTED BY MEMBER NUGENT.
MOTION PASSES 5-0.**

6. PUBLIC REMARKS

None.

7. OLD BUSINESS

a. MDOT Letter Response-Grand River Avenue Pedestrian Crosswalks

The coordinated work of the Meridian Township Transportation Commission and the Corridor Improvement Authority brought about three approved pedestrian crosswalks on Grand River Avenue as a part of the M-43 reconstruction project to begin in 2022. At this time, MDOT will not include lighting at the crosswalks. The CIA can look for funding for the lighting.

b. 2021 Corridor Improvement Authority Goal Review

The CIA reviewed the six goals for 2021. Through discussion, they believe they successfully completed four of the six goals. Highlights of the year include the joint letter with the Transportation Commission to MDOT, Aspen Dental walkway, and the letter of support to the Board on residential form based code along the Corridor.

8. NEW BUSINESS

a. 2022 Regular Meeting Calendar

Discussion was had to meet monthly rather than every other month based on the projects scheduled to occur along the Corridor in 2022.

MOTION BY MEMBER PEFFERS TO APPROVE THE 2022 REGULAR MEETING SCHEDULE. SUPPORTED BY MEMBER FOSTER. MOTION PASSES 5-0.

b. Okemos Consolidated Drain Project Discussion

Discussion regarding the presentation. A suggestion was made to have Carla Clos from the Ingham County Drain Commission on a future CIA agenda to do a presentation on the project. Also, keeping the item on future agendas for beautification ideas.

c. 2022 Corridor Improvement Authority Goal Discussion

Discussion of possible 2022 goals included the following:

- Should the CIA have a TIF?
- The 18 month Grand River Avenue Project
- Pedestrian/bicycle access for businesses/properties along the Corridor
- Communications to local businesses regarding projects along the Corridor

9. DEVELOPMENT PROJECT REVIEW

a. Current CIA Development Projects

Director Clark discussed the external work at Buddy's is wrapping up. They did have to put a detention pond on the property. Nothing bundt cakes will be taking over the old Payless Shoes location. The LEAP Art Grant reveal will be taking place on Friday at the Marketplace on the Green. Had a great meeting with the Meridian Mall leadership team on a mixed use concept. Looking for a CIA representative from the Mall to serve.

10. REPORTS

a. Township Board

Supervisor Styka reported the following:

- Introduction of the MUPUD Ordinance was approved

- 89 deer have been culled
- Ice Rink will be opening on 12/4 at Marketplace on the Green
- On 12/11, the Township Board will be having its annual goal setting meeting
- Working on the Williamstown Township Police Contract
- Launched a new website
- Police Department is participating in no shave November as a fundraiser for Meridian Cares
- Small Business Saturday Resolution was approved

b. Planning Commission

Commissioner Cordill reported the SUP for Consumers Credit Union was approved at Grand River and Northwind Drive.

c. Chair

None.

d. Staff

Woda Cooper is beginning construction behind Whole Foods.

11. OPEN DISCUSSION/BOARD COMMENTS

None.

12. PUBLIC REMARKS

Bill McConnell mentioned that it was a great success to gain the three pedestrian crossings on Grand River Avenue. The City Center Project at the Mall is also an exciting development.

13. NEXT MEETING DATE

- January 19, 2022 at 6:00pm

14. ADJOURNMENT

Hearing no objection, Chair Foster adjourned the meeting.



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14. ADJOURNMENT

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Meeting Location: 5151 Marsh Road, Okemos, MI 48864 Township Hall





2022

GOALS ACTION PLAN

A. INFRASTRUCTURE ENHANCEMENTS

Work with Ingham County to facilitate a successful replacement of the Okemos Road Bridge. Place an emphasis on traffic control in the adjacent neighborhoods.

Complete year three of the Meridian Township Local Road Improvement Plan. Our PASER rating at the end of 2022 shall be a minimum of 5.50.

Work jointly with the Michigan Department of Transportation to minimize the impacts of the Okemos Road/Grand River Avenue Enhancement Project.

Determine the financial feasibility of implementing of a Railroad Quiet Zone in the northern portion of the Township.

Continue to work with Ingham County officials to determine the most effective process to enhance the community's Broadband.

B. DIVERSITY, EQUITY AND INCLUSION

Continue to work with Michigan State University, and the Michigan Department of Civil Rights, to foster a workplace that adheres to the highest standards of diversity, equity and inclusion.

Update the Township's 2015 Personnel Handbook with an emphasis on building equity for all.

Continue to offer DEI training opportunities across the organization on a regular basis.

C. ECONOMIC DEVELOPMENT

Continue our efforts to bring vitality to the Village of Okemos with the assistance of the Meridian Redevelopment Fund, Brownfield Redevelopment Authority and Downtown Development Authority Tax Increment Financing Authority. Continue our efforts to revitalize downtown Haslett with the Pine Village development. Assistance available shall include the Brownfield Redevelopment Authority and the Meridian Redevelopment Authority.

Work cooperatively with the Michigan Economic Development Corporation (MEDC) and the Meridian Township Economic Development Corporation (EDC) to recertify our Redevelopment Ready Community (RRC) status.

Work in partnership with CBL Properties to forge a plan to accommodate a Meridian Mall Commercial Planned Unit Development.

D. COMMUNITY PLANNING

With the support of the Planning Commission, Township Board and residents, formulate a process to update the Township's 2017 Master Plan supporting green infrastructure.

In a cooperative manner with our Parks Commission, and the Department of Natural Resources, develop a 2022-2026 Parks and Recreation Master Plan.

Develop a policy, criteria and procedure for expanding public art.

Create a structure to broaden our affordable housing opportunities.

E. ENVIRONMENTAL SUSTAINABILITY

With the support of the Environmental Commission, develop a site and implementation for the Township's fourth solar project with a goal of 100% solar energy by 2035.

Work with the Environmental Commission to create a successful Wetland Campaign and Green Projects Initiative.

Create consistent enforcement of our wetland ordinance.

Continue to place a significant emphasis on community recycling events and improvements to Meridian's Recycling Center.

F. FACILITIES, PARKS AND GROUNDS

In cooperation with our Information Technology (IT) consultant, use our budgeted resources to bring substantial enhancements to our township's IT infrastructure.

Construct Phase I and II of the MSU to Lake Lansing Regional Pathway.

Demolish house on Okemos Road in preparation of building support facilities for the MSU-Lake Lansing Trail.

Improve capacity and safety by expanding parking at North Meridian Road Park and Central Park South

To improve water quality at Central Park South pond, install two Floating Natural Purification Islands planted with live vegetation.

G. PUBLIC SAFETY

Continue our commitment to implementing bold recruiting methods to maintain a police force of 41 and firefighter/paramedic of 34.

Purchase a new 2023 Pumper to replace Engine 93 built in 1999

Review and update our accreditation through the Michigan Association of Police Chiefs.

H. TOWNSHIP FINANCES

Continue our 2017 pledge to voters by investing an additional \$1,500,000 into MERS to help reduce our underfunded pension liability.

Implement a thorough process for the distribution of the \$4,500,000 American Rescue Plan (ARP) funds.

I. COMMUNITY ENGAGEMENT

Promote new features and build awareness for added functionality of the newly refreshed Township website. Encourage additional use of the Township's online services.

Strengthen and reinvigorate community support of the Township's brand through a multitude of platforms: Prime Meridian Magazine, new Township signage, digital channels and additional print materials.

Enhance the Town Hall Room audio and visual equipment to improve meeting room capabilities and better serve multimedia usage.

Foster an effective education plan regarding the Community Services Millage.

J. RETENTION, RECRUITMENT AND WELL-BEING

Focus on implementing the 2022 Township Retention and Recruitment Program.

Develop creative ways to focus on and improve the team's well-being.

In an effort to foster teamwork, continue to offer programs and events such as team picnics, holiday parties and Lugnuts games.



To: Corridor Improvement Authority Members
From: Neighborhoods & Economic Development Director Amber Clark
Date: February 16, 2022
RE: 2022 Corridor Improvement Authority Goals

Summary

Annually Meridian Township Board and the Management team members create a list of the top goals and actions that will be priority for the year. Included in the packet is the approved 2022 Township goals adopted by the Township Board at the December 14, 2021 Township board meeting. To appropriately plan the activities of the Corridor Improvement Authority, the following goals are proposed to support the overall general activities of the Township and the CIA's mission.

The Mission of the CIA- Is dedication to establishing the Grand River Avenue corridor in Meridian Township as a prime business and recreation destination in the Tri-County region. The Authority is focused on creating programs and projects that invigorate the streetscape and build partnerships among corridor property owners, and residents.

The following proposed goals align with the Township's goals and Corridor Improvement Authority goals in pursuit of our priorities:

- 1. Pursue the establishment of a Tax Increment Financing Plan to support redevelopment of the Meridian Mall.**
 - A. Research and review the effects of a tax increment financing capture within the Corridor Improvement district
 - a. Hold several community stakeholder meetings to include voices of the residents and developers
 - b. Research the futures of shopping malls and their redevelopment transitions
 - c. Connect with the County Drain office on potential funding requirements necessary to maintain the Okemos/Grettenberger drains and drain system at the Meijer and Meridian Mall complexes.
 - B. Recommend to the Township board that a Tax Increment Financing plan should be established to support redevelopment on Grand River. Propose specific future projects that the TIF would support and why.
 - C. Working alongside the Meridian EDC, prepare a professional Tax Increment Financing document that can be supported by the local tax jurisdictions. Upon successful completion of this plan, recommend final adoption to the Township board.
- 2. Actively pursue the recertification status as a Redevelopment Ready Community**
 - A. Review the current Economic Development Strategy and propose updates to that proposed plan.



3. Support the small business community in the through the Okemos Bridge and M-43 Grand River reconstruction project.

- A. Identify ways to promote business operations in the district during construction
- B. Seek funding mechanisms to financial mitigate negative impacts to businesses due to construction.

Budgetary Considerations

Promotion and support of the Match on Main or other small business grants could be an immediate budgetary item in 2022.

Recommendation: *Motion to approve the 2022 Corridor Improvement Authority Goals*



To: Corridor Improvement Authority Members

From: Neighborhoods & Economic Development Director Amber Clark

Date: February 16, 2022

RE: Corridor Improvement Authority Tax Increment Finance Discussion

Summary

Included in the 2022 Corridor Improvement Authority Goals is a focus to bring a Tax Increment Finance plan to the Authority to assist in redevelopment and infill along the grand river corridor. The Corridor Improvement Authority maintains the vision of an improved commercial district on grand river avenue that supports small and large business development. Further discussions with Meridian Mall property owners indicate an increased need for public assistance for infrastructure updates. A TIF plan would support those updates to advance the redevelopment of the site into a quality functioning commercial site.

History

The Meridian Township Corridor Improvement Authority was established in 2017 through a resolution passed by the Township board. The mission of the Corridor Improvement Authority is to correct and prevent the deterioration in business districts. The Township board along with the Meridian Economic Development Corporation saw a benefit to a membership board authorized to focus attention on maintaining Grand River avenue. In addition the discussion with Tri- County Regional Planning was a unique commercial corridor that ran from Lansing to Webberville. This district would be similar form and identifiable characteristics for each community. The CIA was initiated to develop that corridor vision.

As the Township considers development on Grand River, we can see many big box retailers want to be on Grand River Avenue. Big Lot's, Chiptole, Chik-Fil A, Buddie's Pizza, Whole Foods and soon Trader Joe's will be some of our newest attracting developments to select a Grand River location. Discussions with the County Drain office emphasize that they will require the higher drainage standards as the districts drainage system is at critical max. Without updates they may not approve projects going forward and developers are finding the estimated costs are more than their original bids. A recent example is with Buddie's Pizza, the drain office required additional drainage for the site and that was not an anticipated cost for the developer. The developer and property owner had to go back and draw new plans with a rain garden on site to manage the water runoff.

We can expect to see more of these requirements for any property along grand river. Especially those within the Meridian Mall and Meijer complex as they are some of the oldest systems in the Township. Currently the Downtown Development Authority of Meridian Township has an active TIF plan. This plan authorizes a developer to use the funding as a reimbursement for public updates made during the development like infrastructure. Delta Township recently approved a TIF plan for their large commercial Mall's for infrastructure updates to a specific amount. Included with this memo are copies of excerpts of their plan. Their full plan as an attachment will be included online.



Development & Tax Increment Financing Plan

Delta Township Saginaw Highway
Corridor Improvement Authority

CIA Board Approved September 13, 2021

Township Board Adopted December 6, 2021

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EXECUTIVE SUMMARY

In 2021, Delta Charter Township approved the creation of the Saginaw Highway Corridor Improvement Authority. Although the impetus for creating the Authority was a large development project, the need for new tools to attract investment throughout the Saginaw Highway corridor was expressed by the community for more than a decade. Vacant storefronts, an aging appearance, and lack of accommodations for multiple modes of transportation have been cited as concerns during two master plan processes. The goal of the Corridor Improvement Authority (CIA) is to leverage existing and planned redevelopment along the Saginaw Corridor to create a more vibrant, walkable, and viable commercial corridor in the years to come.

A CIA allows for the use of taxes to fund qualified improvements within commercial corridors. Planning activities and studies to guide and facilitate future growth, infrastructure improvements to make the corridor safer for pedestrians, bicyclists, and transit riders, aesthetic changes and promotions to change the corridor's image, and other investments can be made using new tax revenue drawn from two key areas – Delta Crossings and Brookside Crossings.

The Development Plan and Tax Increment Finance Plan that follow outline the project goals to be funded via the Corridor Improvement Authority over the next 20 years. In the first two years, the captured tax revenue will allow the Township to invest almost half a million dollars into needed planning activities to set a vision for the future of the West Saginaw Highway corridor. Monies will be set aside to encourage the redevelopment of the Lansing Mall, and new infrastructure will be constructed in public rights-of-way and easements for the continued development of Delta Crossings. Taxing jurisdictions affected by the tax capture of the increased assessed value generated by the two sites will receive a 20% pass-through of additional revenue above the base amount which is currently collected.

Intentional public investment in a comprehensive vision, infrastructure, and quality of life improvements is needed to make the Saginaw Highway corridor more attractive for new growth and development. The CIA is a tool that is designed to stem the tide of disinvestment that is presently occurring on the east end. It is an effective mechanism to facilitate positive change and can provide leverage for grants, project matching dollars, and other opportunities that might not otherwise be available.

SECTION I: INTRODUCTION

Local Context and Need for Reinvestment

Delta Charter Township is a community of roughly 33,000 residents located in Eaton County in the Lansing Metro Area. First settled in the early-mid 1800s, the Township was incorporated in 1962. Comprised of 33 square miles, the township is largely home to single-family residential neighborhoods and low-density commercial development in a semi-rural setting. The Grand River and Carrier Creek flow through the community, offering natural amenities.

Saginaw Highway (M-43) is the major commercial thoroughfare in Delta Township, running east-west across the entire township. General traffic volumes are more than 25,000 vehicles per day. There is a large number of national retailers, fast food restaurants, strip malls, offices, local shops, and other uses that line the corridor. The Lansing Mall is located in the Township, however in recent years, there has been a decline in the viability of the mall and existing commercial properties. Store closures and vacant storefronts are becoming more prevalent.

Community input from the Township's 2013 Master Plan process and the 2020 planning process to refresh the plan have consistently identified the need for improvement and change. A desire has been expressed to see more walkability and Complete Streets. Objectives for commercial development have included:

- Continue efforts to address the decline of commercial properties on West Saginaw Highway east of Elmwood Road by reducing vacancies, recruitment of new businesses, and appropriate code enforcement.
- Encourage infill development and/or redevelopment of commercial properties where adequate infrastructure exists.
- Prepare for redevelopment of the Lansing Mall and surrounding properties, including the possibility of a new Town Center concept.

In 2020, a proposed mixed-use redevelopment, Delta Crossings, began its first phase of construction. Located on the north side of West Saginaw Highway, west of I-96, the project redevelops a former commercial site and increases the developable area of the site with new infrastructure. When all project phases are completed, Delta Crossings will be a mixed-use development offering several hundred thousand square feet of commercial space, 224 multiple-family dwelling units, and 100 single-family homes.

The Delta Crossings project has acted as a catalyst for the creation of a Corridor Improvement Authority as it can provide needed resources to address declining commercial properties along the West Saginaw Corridor. The Township will be able to leverage the nearly \$200 million in private capital investment into the Delta Crossings project for infrastructure and other improvements throughout the larger corridor.

It may seem paradoxical to encourage new development on the west side of the corridor while the east side is aging and facing challenges. National retail trends have demonstrated that malls like the Lansing Mall are rapidly dying. Green Street Advisors, a commercial property research firm, predicts by the end of 2021 that half of all mall-based department stores will close by the end of the year.¹ Discount stores, online shopping, declining store footprints, and a shrinking middle class has reshaped retail. Delta Township is not a "qualified community" as defined by the State of Michigan, which means that there are few economic development programs at its disposal to facilitate redevelopment. Tax revenue from Delta Crossings, through the Corridor Improvement Authority, provides the opportunity to make public investments in those portions of the Saginaw Highway Corridor where redevelopment is needed.

Overview of Corridor Improvement Authority Legislation

In 2005, the Michigan Legislature passed Public Act 280, commonly referred to as the Corridor Improvement Authority Act. This Act was created to assist communities in mitigating and preventing deterioration in their business districts by allowing authorities to be established to utilize tax increment financing for development revitalization efforts. Recodified in PA 57 of 2018, the Corridor Improvement Authority Act can be a powerful tool to fund improvements in commercial corridors.

The creation of a CIA offers the following opportunities to the Saginaw Highway corridor:

- Creation of the CIA can assist in driving public-private partnerships;
- CIA activities can help generate new energy and attract private investment;
- Resources become available to leverage opportunities, such as matching dollars for grants and enhancements to a planned project;

¹ <https://www.vox.com/recode/21717536/department-store-middle-class-amazon-online-shopping-covid-19>

- Provides a reason for business owners to collaborate and work together to improve the district;
- Monies for implementation will assist in creating momentum after planning initiatives to create an engaged community; and
- Can use captured tax increment revenues from Delta Crossings to begin to have an immediate impact across the entire CIA District.

Powers of Authority

Once established, the Corridor Improvement Authority (CIA) can:

- Establish a tax increment financing plan
- Borrow money
- Issue revenue bonds and notes
- Levy special assessments
- Make improvements to property (e.g., façade improvement program, infrastructure upgrades)
- Construct, rehabilitate, preserve, equip, or maintain buildings
- Acquire property

The powers of the Authority are granted by the Township Board in its approval of the Authority's budget, this Development and TIF Plan, and in circumstances prescribed by law. For example, approval of the Township Board is required for any special assessments, revenue bonds or notes, and costs associated with property acquisition or construction. The Delta Township Corridor Improvement Authority, in its list of projects and in defining its TIF District, has focused the use of its powers on the improvement of public facilities within public easements or rights-of-way and other activities that generally benefit the development area rather than focusing on specific buildings.

Authority Board Composition

The Saginaw Highway CIA Board is comprised of the Township Chief Executive plus eight members appointed by the Township Board. The majority of the Authority Board shall have an ownership or business interest in the development area. At least one member of the Authority Board shall be a resident of the development area or live within a half mile of the district. Terms are four years. Refer to Appendix A for a full list of the powers of a Corridor Improvement Authority and Board members.

Corridor Improvement Authority Goals

Past priorities for the Saginaw Highway corridor include providing more walkable neighborhoods, incentivizing commercial development to fill vacant storefronts, and creating a safer corridor for all users. The CIA will build upon community priorities established in past planning efforts, however, a new vision for the West Saginaw Highway corridor is needed. Township and Authority Board members are unanimous in their desire to engage the community in a corridor planning process.

Business and property owners, residents, stakeholders, and other interests in Delta Township will be invited to envision how the Saginaw Highway corridor could evolve to meet the needs of today and tomorrow. While projects have been identified here, there is no detailed and exact plan about what the infrastructure might look like, how MDOT investments in Saginaw Highway/M-43 might be leveraged by the CIA to make additional street changes, what promotions might attract businesses, or other eligible activities that would reflect the community's desires. Therefore, regular public input during the implementation process of this Development and TIF Plan is needed to clearly define community goals and desired outcomes.

Steps Taken Thus Far

On February 15, 2021, the Delta Township Board expressed its intent to establish a Corridor Improvement Authority and designate its development area boundaries as required by the Recodified Tax Increment Financing Act, PA 57 of 2018 (see Appendix B). After thorough discussion and engagement with the Township Board, taxing jurisdictions, and other stakeholders, the development area was identified: West Saginaw Highway between Waverly Road and Broadbent Road. Within the development area, there will be two tax increment financing capture areas: the Delta Crossings site and the Brookside Crossings site. Characteristics of the Development Area will be shared in more detail in Section II.

At its meeting on May 17, 2021, and again on June 7, 2021, the Township Board approved a resolution to establish a Corridor Improvement Authority (CIA) and development area along the Saginaw Highway corridor. On June 21, 2021, the Township Board appointed nine Authority Board members (see Appendix E). On August 16, 2021, the Corridor Improvement Authority passed its bylaws (see Appendix F).

Criteria for CIAs

A Corridor Improvement Authority (CIA) may be created where certain criteria are met, per PA 57 of 2018, Sec. 605. These criteria are addressed in turn below.

Sec. 605(a) Is adjacent to or within 500 feet of a road classified as an arterial or collector according to the FHWA manual 'Highway Functional Classification – Concepts, Criteria, and Procedures'.

Yes, Saginaw Highway is an MDOT arterial (M-43).

Sec. 605(b) Contains at least 10 contiguous parcels or at least 5 contiguous acres.

Yes, the proposed area meets the acreage and parcel requirement. The Development Area contains 219 contiguous parcels.

Sec. 605(c) More than ½ of the existing ground floor square footage in the development area is classified as commercial real property.

Yes, all uses within the area are commercial uses, there is no residential.

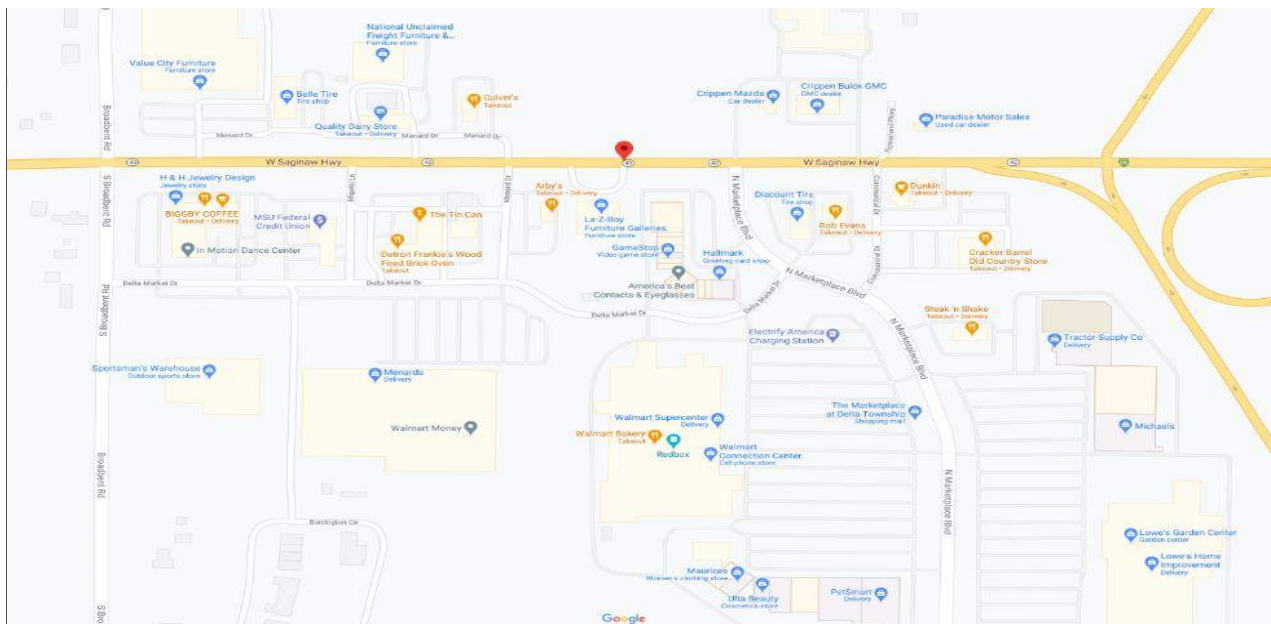


Figure 1. Depiction of Existing Commercial Uses

Sec. 605(d) Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire development area, for the immediately preceding 30 years.
 Yes, evidence of commercial uses has been provided that demonstrates the corridor has been in existence for the past 30 years. The image below depicts aerial imagery from 1992 with commercial uses depicted.



Figure 2. Aerial Imagery of the Saginaw Corridor, 1992

Sec. 605(e) Is presently served by municipal water or sewer
 Yes, the corridor is presently served by water and sewer.

Sec. 605(f) Is zoned to allow for mixed use that includes high-density residential use.
 Yes, the entire commercial corridor allows for mixed use buildings as a special land use. Retail and/or office is required on the ground floor and residential is allowed on upper floors.

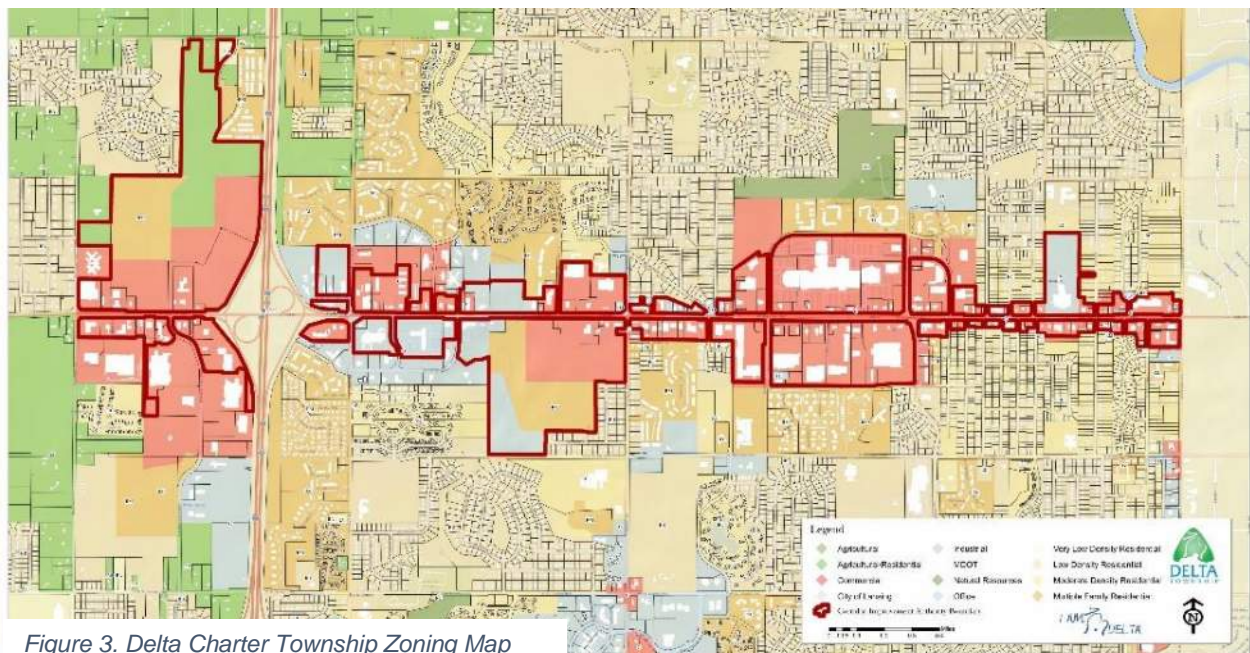


Figure 3. Delta Charter Township Zoning Map

Sec. 605(g) The municipality agrees (i) to expedite the local permitting and inspection process in the development area and (ii) to modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.

Yes, in its resolution to establish a Corridor Improvement Authority at its May 17, 2021 meeting, the Delta Charter Township Board agreed to the above provision. Refer to Appendix D for the full resolution passed to establish the CIA.

SECTION II: DEVELOPMENT PLAN

Development Plan Requirements

This Development Plan is prepared pursuant to the requirements of MCL 125.4261 of the Tax Increment Financing Act, Public Act 57 of 2018, as amended.

Designation of Boundaries

Sec. 621(2)(a) The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

The Corridor Improvement Authority Development Area is that established by the Township Board in a Resolution passed on May 17, 2021 (see Appendix D). The area encompassed is West Saginaw Highway between Waverly Road and Broadbent Road.

It was determined that incorporating all properties within the defined Development Area into the Tax Increment Finance Capture Area presented a significant administrative burden with very little benefit in terms of additional revenue to support CIA projects. The TIF Capture Areas within the Development Area are the Delta Crossings site and the Brookside Crossings site.

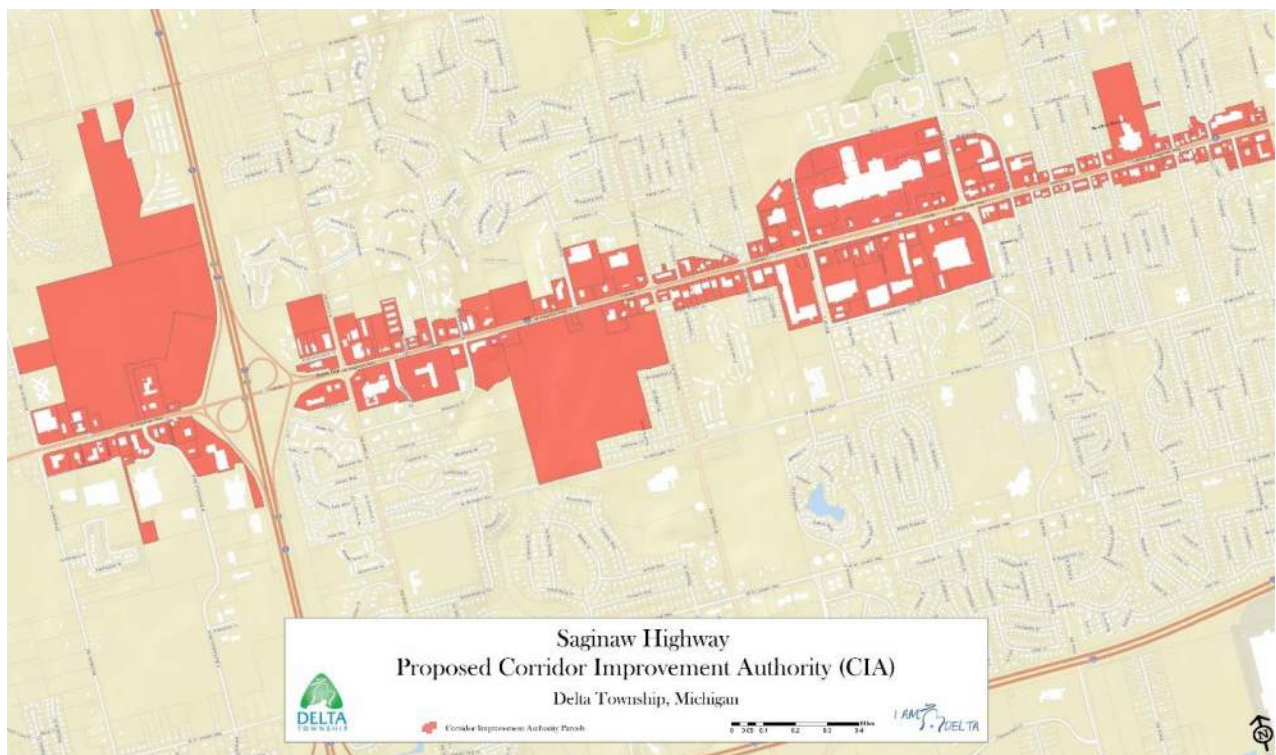


Figure 4. Development Area

Existing Streets, Public Facilities, and Land Uses

Sec. 621(2)(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 largely comprised of auto-oriented commercial development with pockets of office. Woodlands and wetlands surrounding Carrier Creek bisect the West Saginaw Highway corridor. Figure 5. Below depicts the existing land uses in the corridor. Figure 6. depicts the future land uses identified in the 2013 Master Plan.

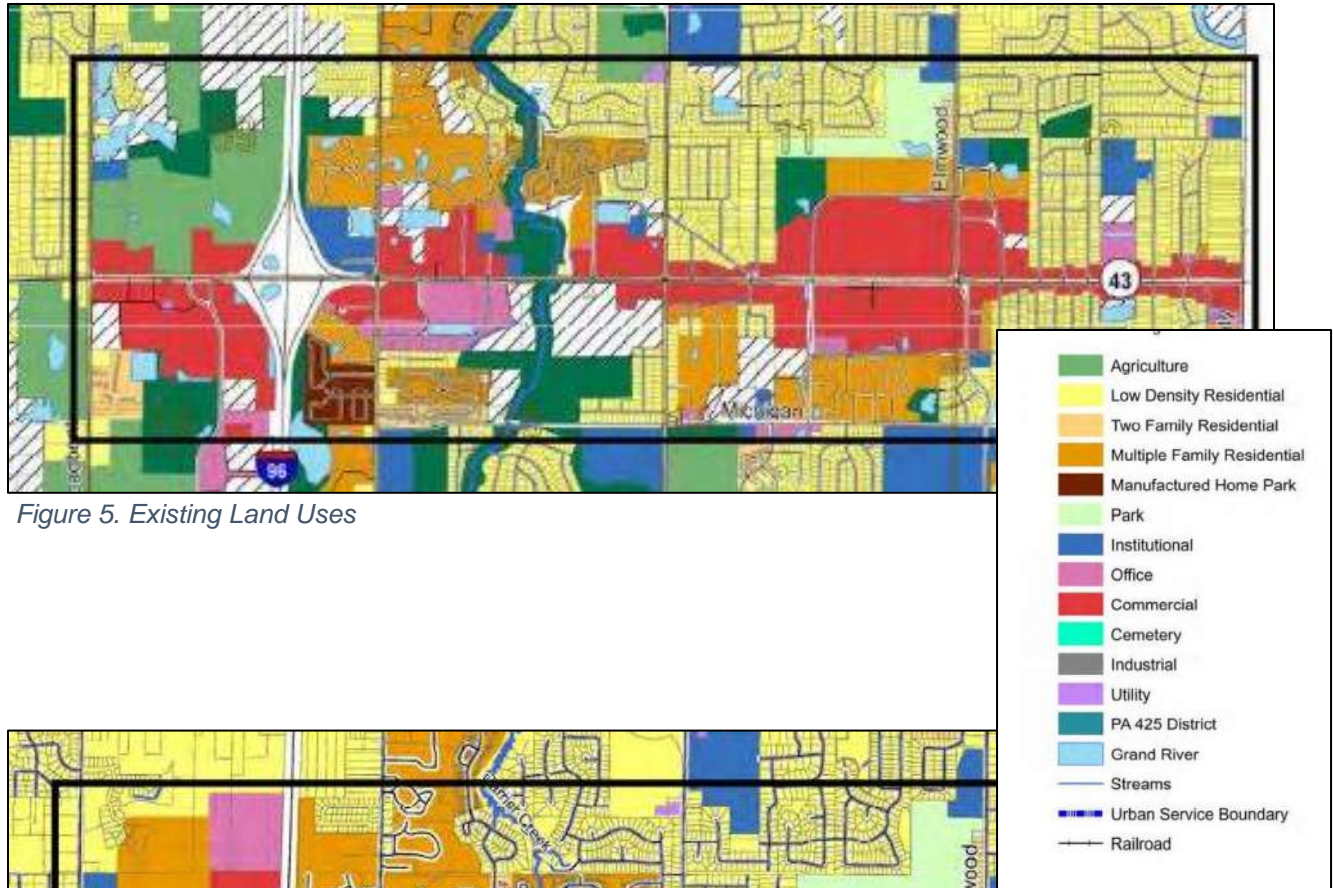


Figure 5. Existing Land Uses



Figure 6. Future Land Uses

The Table 1 below provides the legal description of property in the TIF Capture Property areas. Refer to Appendix J Tables 1A and 1B for a more detailed breakdown of the TIF Capture Areas property and to Appendix I for the legal description of the Development Area property.

Table 1 - TIF Capture Property DELTA CROSSINGS & BROOKSIDE CROSSINGS Real Property Parcel Data Values for: 2021 (as of 12/31/2020) Excludes any Personal Property		
Capture Area	Property Owner	Parcel ID Numbers
Delta Crossings	Unified Group LLC	040-009-300-090-01 040-009-100-047-00 040-009-300-033-01
Brookside Crossings	Brookside Crossing LLC	040-015-200-150-00 040-015-200-102-01

Below are TIF Capture Property Maps identifying the Delta Crossings and Brookside Crossings parcels subject to TIF capture.



Figure 7. Delta Crossings + Brookside Crossings TIF Capture Property Map

Existing Improvements to be Demolished, Repaired, or Altered

Sec. 621(2)(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 in the next subsection. The cost and time estimates included

in the project schedule and budget are for estimate purposes only and may be revised by the Authority Board at any time without amending this Plan.

Location, Extent, Character, and Estimated Cost of Improvements

Sec. 621(2)(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.

Infrastructure improvement costs within a public right-of-way or easement associated within the Delta Crossings area, Lansing Mall area, and remaining development area corridor for allowable projects are defined below and their cost estimates are in Table 2 of Appendix J.

During discussion with the Township and Authority Boards, types of eligible projects were explored within the following categories of projects were identified. See Table 2 of Appendix J for a complete list of projects.

Project Category	Example Project(s)
<i>(including but not limited to the following – See Table 2 of Appendix J)</i>	
Site Preparation	Easement acquisition, grading and land balancing, etc.
Utilities and Communications	Water, sanitary, storm, electric, gas, fiber/broadband, etc.
Streets and Streetscapes	Road improvements, sidewalks, street lighting, etc.
Mobility	Non-motorized connections (bike paths, walking trails), Public transportation facilities (transit stations, bus stops), etc.
Long Term Maintenance Reserve	Infrastructure located within in Public Right-of-Ways and Easements
Public Amenities	Development of public spaces (parks), enhancement of public services, etc.
CIA Implementation	CIA and District establishment, Zoning amendments, etc.
Professional Services	Engineering and professional fees, etc.
Studies and Plans	Non-motorized feasibility study, traffic studies, business attraction and retention strategy, etc.
Administration	Legal, accounting, communications, etc.
Other	Contingency, cost of financing

During these discussions, the following priorities for projects emerged. Project categories in order of importance are: planning and professional services; streets and streetscapes; site preparation; mobility; and public amenities. As was mentioned under Goals, the order of these priorities and their focus may change once additional planning occurs and public input is received. The Authority Board may revise project priorities at any time without amending this Plan.

Construction Staging

Sec. 621(2)(e) A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

See Table 2 of Appendix J for estimated years of planned construction phasing and timeline. Estimated years shown for completion of projects are years of completion by December 31 of that year.

Designated Open Space

Sec. 621(2)(f) A description of any parts of the development area to be left as open space and the use contemplated for the space.

There are no parts of the Development Area currently contemplated for open space as shown on the Future Land Use map. It is possible that a public park or other open space may be desired in the Lansing Mall area should the mall be redeveloped into a town center.

Property to be Sold, Donated, Exchanged, or Leased

Sec. 621(2)(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.

The Authority does not intend to sell, donate, exchange, or lease property from the Township.

Zoning Changes

Sec. 621(2)(h) A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.

The recommendations of the Saginaw Highway Corridor Plan, or some other plan that identifies changes in land use, zoning, streets, utilities, and other infrastructure, will provide this needed detail once complete. If best practice examples are to be applied, it should be anticipated that desired zone changes would likely be comprised of more intense mixed of uses, including a range of housing types and densities. Changes to streets, street levels, intersections, traffic flow, or utilities will consist of converting Saginaw Highway into a boulevard given prior conversations with MDOT. The addition and/or improvement of non-motorized infrastructure would be consistent with community input received in other planning efforts. Initiatives to green the corridor with additional tree canopy and landscaping to cool parking lots, provide shade to pedestrians, and increase stormwater uptake should be anticipated.

Estimated Costs and Financing

Sec. 621(2)(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.

Estimated costs of the planned projects are located in Table 2 of Appendix J. The projects and their estimated costs within each line-item Category are intended to be paid for with tax increment revenues from the TIF Capture Property shown in Table 1. The costs projected in Table 2 may switch Categories as these are preliminary estimates. Costs may be adjusted and fall under a different Category so long as the Plan adjustments of project costs stay within the Grand Total of all Categories estimated up to \$34,824,099.

Township allowable projects financing methods may be through a combination of financial sources, such as: Donations and Grants; Tax Increment Financing (TIF: Governed by this Plan and the CIA); Special Assessments (subject to Township Charter); Other sources approved by the Township.

The following shall apply to all private development projects identified herein: All tax increment revenue reimbursements authorized under this Plan shall be governed by a Development and Reimbursement Agreement. For Delta Crossings/Lansing Mall/Brookside Crossings' allowable projects, the CIA shall not incur any note or bonded indebtedness to finance the purposes of this Plan. The inclusion of projects and estimates of costs to be reimbursed in this Plan is intended to authorize the CIA to fund such reimbursements from tax increment revenues generated by this Plan. The amount and source of any tax increment revenues that will be used for purposes authorized by this Plan, and the terms and conditions

for such use and upon any reimbursement of the expenses permitted by the Plan, will be provided solely under the Development and Reimbursement Agreement contemplated by this Plan.

- Delta Crossings allowable projects are to be financed by the Owner(s) of those properties. The Owner(s) will most likely obtain conventional bank financing for a construction loan, cash equity, land equity, and other funding sources. The Delta Crossings Owner(s) will be reimbursed with captured tax increment revenues for the allowable project costs estimated in Table 2 of Appendix J.
- Lansing Mall allowable projects are to be financed by the Owner(s) of these properties if the CIA finds that there has not been enough accumulation of tax capture to provide immediate reimbursement for infrastructure improvements within public rights-of-way and easements or if other CIA priorities have been identified to take precedence. The Owner(s), then, will most likely obtain conventional bank financing for a construction loan, cash equity, land equity, and other funding sources. The Lansing Mall Owner(s) will either be provided with a grant after allowable projects costs have been fully accounted for, reimbursed with captured tax increment revenues for the allowable project costs, or a combination thereof. The \$3 million earmarked for public infrastructure investments is intended to facilitate transformational redevelopment on the property that will increase the tax base, create jobs, and enhance the quality of life in Delta Township. Allowable project costs are estimated in Table 2 of Appendix J.
- Brookside Crossings. Should Brookside Crossings develop earlier than estimated and/or generate a greater amount of revenue than projected, and if Brookside Crossings were to seek to develop infrastructure in public rights of way or easements as part of its development project, then the CIA may consider the request and engage in a development agreement so long as the Plan adjustments of project costs stay within the Grand Total of all Categories estimated up to \$34,824,099. If this number is exceeded, then this Development and TIF Plan would need to be amended in coordination with other local taxing jurisdictions. Brookside Crossings allowable projects are to be financed by the Owner(s) of those properties. The Owner(s) will most likely obtain conventional bank financing for a construction loan, cash equity, land equity, and other funding sources. The Brookside Crossings Owner(s) will be reimbursed with captured tax increment revenues for the allowable project costs estimated in Table 2 of Appendix J, as identified for Delta Crossings and Lansing Mall. Funds for Brookside Crossings have not been specifically allocated given that all funds within the 20-year time frame have been purposed in this Plan, however, a failure to perform by Delta Crossings and/or Lansing Mall would provide the opportunity to facilitate Brookside Crossings' development.

As a similar property and potential project to the Delta Crossings project, using the Delta Crossings project's average Estimated Future Taxable Value (FTV) of \$486,479 per acre and True Cash Value (TCV) of \$972,957 per acre for the building(s), land improvements and land upon 100% completion of construction were applied to the potential Brookside Crossings project's 113.77 acre development. That derived and estimated Brookside Crossings FTV was then phased-in over a period of 20 years based upon an estimated percentage change in Future Taxable Values (FTV) of building(s) and land improvements (which excluded any Personal Property for projection purposes even though the CIA Plan will also capture all Personal Property taxes allowed for capture) in the year the percent of construction is completed, projected as follows:

- % Completed by 12/31/2020 through % Completed by 12-31-2024 is 0%
- % Completed by 12/31/2025 through % Completed by 12-31-2030 is 10%
- % Completed by 12/31/2031 through % Completed by 12-31-2035 is 25%
- % Completed by 12/31/2036 through % Completed by 12-31-2040 is 60%
- % Completed by 12/31/2041 and beyond (End) is 100%

Designees and Beneficiaries

Sec. 621(2)(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 CIA does not currently have any information designating any person or persons, natural or corporate, to whom all or a portion of any development will be leased, sold, or conveyed in any manner.

Procedures for Bidding

Sec. 621(2)(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 does not plan to lease, sell, or convey all or a portion of any development upon its completion.

Displaced Persons and Relocation

Sec. 621(2)(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. Including Sec. 621(2)(m) and Sec. 621(2)(n).

No persons will be relocated due to the activities of the Corridor Improvement Authority in the Development Area.

Compliance with PA 227 of 1972

Sec. 621(2)(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 Development Plan, so no relocation of families or individuals is anticipated. Thus, there is no need to develop a plan for compliance with PA 227 of 1972, the Relocation Assistance Act.

Amendments

Sec. 621(2)(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.

Any amendments to the Plan will be submitted to the Delta Charter Township Board by the Corridor Improvement Authority, as required by Act 57 of 2018.

Periodic Evaluation of Plan

Sec. 621(2)(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 Township Board 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 Township Board.

Other Relevant Information

Sec. 621(2)(r) Other material that the authority, local public agency, or governing body considers pertinent.

The Development Plan will utilize Tax Increment Financing to achieve its goals. The TIF Plan is outlined in Section III.

SECTION III: TAX INCREMENT FINANCE PLAN

The TIF Plan identifies where revenue within the Development Area will be captured and how monies will be spent in infrastructure, planning, and other eligible activities to encourage investment and redevelopment in the Saginaw Highway corridor. State law (PA 57 of 2018), requires the following information be included in the TIF Plan:

- Detailed explanation of the tax increment procedure;
- The maximum amount of bonded indebtedness to be incurred;
- Duration of the program;
- Statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located; and
- Portion of captured assessed value intended to be used by the authority.

Why TIF Plan Is Necessary and How It Works

The Delta Township CIA has determined that, in order to finance the Development Plan, a Tax Increment Financing Plan must be adopted. The Corridor Improvement Authority Act, Act 57 of 2018, as amended, authorizes tax increment financing (TIF). TIF makes it possible for a district to 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 and to make investments that will encourage redevelopment.

A Tax Increment Finance Plan is proposed for the Saginaw Highway CIA to capture the increased assessed value of property due to redevelopment that could not otherwise be expected. From extensive discussion with Delta Township Board and staff, it was determined that a Development Area incorporating the Saginaw Highway corridor between Waverly Road and Broadbent Road would generate the most benefit to the Township.

Additionally, it was determined that incorporating all properties within the defined Development Area presented a significant administrative burden with very little benefit in terms of additional revenue to support CIA projects. Thus, the TIF Capture Property areas will only be those parcels constituting the Delta Crossings property and the Brookside Crossings property as identified in Table 1, listed above.

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

DELTA CROSSINGS & BROOKSIDE CROSSINGS						
Delta Charter Township, Michigan						
AD VALOREM TAXING AUTHORITIES/ TAXING JURISDICTIONS	Millage Rate Paid on Real Property¹ :		Millage Rate Paid on Commercial Personal Property¹	Delta Crossings Total Estimated Taxes Paid	Brookside Crossings Total Estimated Taxes Paid	Combined Total Estimated Taxes Paid
	Commercial / Office/ Multi-Family Apartments	Single Family Residential Homes				
<i>DELTA TOWNSHIP</i>	-	-	-	-	-	-
Operating	4.9287	4.9287	4.9287	\$ 15,090	\$ 4,310	\$ 19,400
Paramedic	0.9896	0.9896	0.9896	\$ 3,030	\$ 865	\$ 3,895
<i>Subtotal of Local Government Unit (LGU): Annual</i>	<i>5.9183</i>	<i>5.9183</i>	<i>5.9183</i>	<i>\$ 18,119</i>	<i>\$ 5,176</i>	<i>\$ 23,295</i>
<i>EATON COUNTY</i>	-	-	-	-	-	-
County Operating	5.2096	5.2096	5.2096	\$ 15,950	\$ 4,556	\$ 20,506
County 911	0.9490	0.9490	0.9490	\$ 2,905	\$ 830	\$ 3,735
County EATRAN	0.2497	0.2497	0.2497	\$ 764	\$ 218	\$ 983
County Jail	0.6993	0.6993	0.6993	\$ 2,141	\$ 612	\$ 2,753
County Juvenile	0.3496	0.3496	0.3496	\$ 1,070	\$ 306	\$ 1,376
County Med Care	0.1248	0.1248	0.1248	\$ 382	\$ 109	\$ 491
County Road	1.4985	1.4985	1.4985	\$ 4,588	\$ 1,310	\$ 5,898
<i>LIBRARY</i>	-	-	-	-	-	-
Delta District Library	1.0000	1.0000	1.0000	\$ 3,062	\$ 875	\$ 3,936
<i>INTERMEDIATE SCHOOL DISTRICTS (ISD) / REGIONAL EDUCATIONAL SERVICE AGENCY (RESA)</i>	-	-	-	-	-	-
Eaton RESA School Operating	0.1786	0.1786	0.1786	\$ 547	\$ 156	\$ 703
Eaton RESA Special Education	2.6850	2.6850	2.6850	\$ 8,220	\$ 2,348	\$ 10,569
Eaton RESA Vocational Education	0.8947	0.8947	0.8947	\$ 2,739	\$ 782	\$ 3,522
<i>COMMUNITY COLLEGE</i>	-	-	-	-	-	-
Lansing Community College	3.7777	3.7777	3.7777	\$ 11,566	\$ 3,304	\$ 14,870
<i>LOCAL SCHOOL MILLAGES: excludes State School millages</i>	-	-	-	-	-	-
Grand Ledge School District - Debt	5.6300	5.6300	5.6300	\$ 17,237	\$ 4,924	\$ 22,160
Grand Ledge School District - Building & Site (Sinking Fund)	0.7944	0.7944	0.7944	\$ 2,432	\$ 695	\$ 3,127
<i>Subtotal of Non-Local Government Unit (LGU) Local: Annual</i>	<i>24.0409</i>	<i>24.0409</i>	<i>24.0409</i>	<i>\$ 73,604</i>	<i>\$ 21,025</i>	<i>\$ 94,628</i>
Total Local: Annual	29.9592	29.9592	29.9592	\$ 91,723	\$ 26,200	\$ 117,924
<i>STATE SCHOOL MILLAGES: excludes Local School millages</i>	-	-	-	-	-	-
State Education Tax - SET	6.0000	6.0000	6.0000	\$ 18,370	\$ 5,247	\$ 23,617
Grand Ledge Local School Operating - LSO	18.0000	0.0000	6.0000	\$ 54,336	\$ 15,742	\$ 70,078
Total State & Local School: Annual	24.0000	6.0000	12.0000	\$ 72,706	\$ 20,989	\$ 93,697
TOTAL LOCAL AND STATE & LOCAL SCHOOL: ANNUAL	53.9592	35.9592	41.9592	\$ 164,429	\$ 47,189	\$ 211,620

Notes:

1 The most current available millage rates are utilized (Summer & Winter - 2020).

Estimated Projected Future Captured Incremental Taxable Values

An estimate of the future captured incremental taxable values for each year of the Plan for each of the TIF Capture Property areas is summarized in Table 5 below. The captured incremental taxable value and associated tax increment revenue will be based on the actual increased taxable value from all taxable improvements on the Tax Capture Property set through the property assessment process by the local unit of government and equalized by the County(s). The actual increased taxable value of the land and all future taxable improvements on the Tax Capture Property may vary.

See Tables 5A and 5B of Appendix J for the detailed breakdown by TIF Capture Property area.

Table 5 - Estimated Projected Future Taxable Value (PFTV) Information			
DELTA CROSSINGS & BROOKSIDE CROSSINGS			
Delta Charter Township, Michigan			
Tax Year	Delta Crossings Captured Incremental Taxable Values	Brookside Crossings Captured Incremental Taxable Values	Combined Total Captured Incremental Taxable Values
2021 - Base Year	\$ -	\$ -	
2022 - Start of Tax Capture	\$ 17,486,004	\$ 15,217	\$ 17,501,221
2023	\$ 36,943,083	\$ 30,699	\$ 36,973,781
2024	\$ 55,292,390	\$ 46,450	\$ 55,338,840
2025	\$ 68,657,880	\$ 62,475	\$ 68,720,355
2026	\$ 85,275,761	\$ 5,613,446	\$ 90,889,207
2027	\$ 94,039,527	\$ 5,726,337	\$ 99,765,864
2028	\$ 95,729,087	\$ 5,841,192	\$ 101,570,279
2029	\$ 97,448,045	\$ 5,958,046	\$ 103,406,091
2030	\$ 99,196,913	\$ 6,076,933	\$ 105,273,846
2031	\$ 100,976,211	\$ 14,644,344	\$ 115,620,555
2032	\$ 102,786,469	\$ 14,914,373	\$ 117,700,842
2033	\$ 104,628,225	\$ 15,189,100	\$ 119,817,325
2034	\$ 106,502,028	\$ 15,468,607	\$ 121,970,635
2035	\$ 108,408,436	\$ 15,752,978	\$ 124,161,413
2036	\$ 110,348,014	\$ 35,750,693	\$ 146,098,707
2037	\$ 112,321,342	\$ 36,387,972	\$ 148,709,314
2038	\$ 114,329,005	\$ 37,036,340	\$ 151,365,345
2039	\$ 116,371,602	\$ 37,695,989	\$ 154,067,590
2040	\$ 118,449,739	\$ 38,367,116	\$ 156,816,855
2041	\$ 120,564,037	\$ 60,338,956	\$ 180,902,993
Totals	\$ 1,865,753,796	\$ 350,917,262	\$ 2,216,671,058

Estimated Tax Capture and Impact on Taxing Jurisdictions

Estimates project that the CIA is expected to capture the tax increment revenues from 2022 through 2041 which will be generated by the increase in taxable value. This Plan's capture of tax increment revenues shall not exceed 20 years, unless amended. The following Table 6 provides a summary of the projected captured tax increment revenues impacting the taxing jurisdictions during the planned 20-year tax capture period after a 20% pass-through from a portion (20% property value increase) of the increase on the base taxes paid due to any new private development within the Tax Capture Property areas that results in added private investment/improvements thus increasing taxable values on those specific parcels. The amount of tax increment revenue available under this Plan will be based on the actual millage levied annually by each taxing jurisdiction on the increase in tax value from the Tax Capture Property areas.

Estimated costs of the planned projects are located in Table 2 of Appendix J. The projects and their estimated costs within each line-item Category are intended to be paid for with tax increment revenues from the TIF Capture Property shown in Table 1. The costs projected in Table 2 may switch Categories as these are preliminary estimates. Costs may be adjusted and fall under a different Category so long as the Plan adjustments of project costs stay within the Grand Total of all Categories estimated up to \$34,824,099.

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- Delta Crossings allowable projects are to be financed by the Owner(s) of those properties. The Owner(s) will most likely obtain conventional bank financing for a construction loan, cash equity, land equity, and other funding sources. The Delta Crossings Owner(s) will be reimbursed with captured tax increment revenues for the allowable project costs estimated in Table 2 of Appendix J.
- Lansing Mall allowable projects are to be financed by the Owner(s) of these properties if the CIA finds that there has not been enough accumulation of tax capture to provide immediate reimbursement for infrastructure improvements within public rights-of-way and easements or if other CIA priorities have been identified to take precedence. The Owner(s), then, will most likely obtain conventional bank financing for a construction loan, cash equity, land equity, and other funding sources. The Lansing Mall Owner(s) will either be provided with a grant after allowable projects costs have been fully accounted for, reimbursed with captured tax increment revenues for the allowable project costs, or a combination thereof. The \$3 million earmarked for public infrastructure investments is intended to facilitate transformational redevelopment on the property that will increase the tax base, create jobs, and enhance the quality of life in Delta Township. Allowable project costs are estimated in Table 2 of Appendix J.

- Brookside Crossings. Should Brookside Crossings develop earlier than estimated and/or generate a greater amount of revenue than projected, and if Brookside Crossings were to seek to develop infrastructure in public rights of way or easements as part of its development project, then the CIA may consider the request and engage in a development agreement so long as the Plan adjustments of project costs stay within the Grand Total of all Categories estimated up to \$34,824,099. If this number is exceeded, then this Development and TIF Plan would need to be amended in coordination with other local taxing jurisdictions. Brookside Crossings allowable projects are to be financed by the Owner(s) of those properties. The Owner(s) will most likely obtain conventional bank financing for a construction loan, cash equity, land equity, and other funding sources. The Brookside Crossings Owner(s) will be reimbursed with captured tax increment revenues for the allowable project costs estimated in Table 2 of Appendix J, as identified for Delta Crossings and Lansing Mall. Funds for Brookside Crossings have not been specifically allocated given that all funds within the 20-year time frame have been purposed in this Plan, however, a failure to perform by Delta Crossings and/or Lansing Mall would provide the opportunity to facilitate Brookside Crossings' development.

As a similar property and potential project to the Delta Crossings project, using the Delta Crossings project's average Estimated Future Taxable Value (FTV) of \$486,479 per acre and True Cash Value (TCV) of \$972,957 per acre for the building(s), land improvements and land upon 100% completion of construction were applied to the potential Brookside Crossings project's 113.77 acre development. That derived and estimated Brookside Crossings FTV was then phased-in over a period of 20 years based upon an estimated percentage change in Future Taxable Values (FTV) of building(s) and land improvements (which excluded any Personal Property for projection purposes even though the CIA Plan will also capture all Personal Property taxes allowed for capture) in the year the percent of construction is completed, projected as follows:

- % Completed by 12/31/2020 through % Completed by 12-31-2024 is 0%
- % Completed by 12/31/2025 through % Completed by 12-31-2030 is 10%
- % Completed by 12/31/2031 through % Completed by 12-31-2035 is 25%
- % Completed by 12/31/2036 through % Completed by 12-31-2040 is 60%
- % Completed by 12/31/2041 and beyond (End) is 100%

See Tables 6A and 6B of Appendix J for the detailed breakdown by TIF Capture Property area.

Taxes Returned/ Gained to Taxing Jurisdictions

In order to afford the taxing jurisdictions the ability to meet their annual budgetary needs with the existing taxes they are currently receiving from the parcels in the Tax Capture Property areas, this Plan will pass-through the existing base taxes paid (Base Year 2021) of all parcels in the Tax Capture Property areas, as provided for in the Act, and a portion (20% property value increase) of the increase on the base taxes paid due to any new private development within the Tax Capture Property areas that results in added private investment/improvements thus increasing taxable values on those specific parcels. These payments are subject to certain triggering conditions and would be made from available tax increment revenues, as agreed to between the taxing jurisdictions, the CIA, and Township, as provided for in the Act.

See Tables 7A and 7B of Appendix J for the detailed breakdown by TIF Capture Property area.

Table 6 - Estimated Tax Capture & Impact on Taxing Jurisdictions: *With 20% Tax Pass-Through*

DELTA CROSSINGS & BROOKSIDE CROSSINGS

Delta Charter Township, Michigan

AD VALOREM TAXING AUTHORITIES/ TAXING JURISDICTIONS ¹	% of Millage Rate Allowed for Tax Capture by CIA ²	Delta Crossings Total Tax Capture & Impact During Tax Capture Period	Brookside Crossings Total Tax Capture & Impact During Tax Capture Period	Combined Total Tax Capture & Impact During Tax Capture Period
	CIA Years All Years			
DELTA TOWNSHIP	-			
Operating	80%	\$ 7,356,593	\$ 1,383,653	\$ 8,740,245
Paramedic	80%	\$ 1,477,080	\$ 277,814	\$ 1,754,894
<i>Subtotal of Local Government Unit (LGU): Annual</i>	-	\$ 8,833,673	\$ 1,661,467	\$ 10,495,139
EATON COUNTY	-			
County Operating	80%	\$ 7,775,865	\$ 1,462,511	\$ 9,238,376
County 911	80%	\$ 1,416,480	\$ 266,416	\$ 1,682,897
County EATRAN	80%	\$ 372,703	\$ 70,099	\$ 442,802
County Jail	80%	\$ 1,043,777	\$ 196,317	\$ 1,240,094
County Juvenile	80%	\$ 521,814	\$ 98,145	\$ 619,959
County Med Care	80%	\$ 186,277	\$ 35,036	\$ 221,312
County Road	80%	\$ 2,236,666	\$ 420,680	\$ 2,657,345
LIBRARY	-			
Delta District Library	80%	\$ 1,492,603	\$ 280,734	\$ 1,773,337
INTERMEDIATE SCHOOL DISTRICTS (ISD) / REGIONAL EDUCATIONAL SERVICE AGENCY (RESA)	-			
Eaton RESA School Operating	0%	\$ -	\$ -	\$ -
Eaton RESA Special Education	0%	\$ -	\$ -	\$ -
Eaton RESA Vocational Education	0%	\$ -	\$ -	\$ -
COMMUNITY COLLEGE	-			
Lansing Community College	80%	\$ 5,638,606	\$ 1,060,528	\$ 6,699,135
LOCAL SCHOOL MILLAGES: excludes State School millages	-			
Grand Ledge School District - Debt	0%	\$ -	\$ -	\$ -
Grand Ledge School District - Building & Site (Sinking Fund)	0%	\$ -	\$ -	\$ -
<i>Subtotal of Non-LGU Local: Annual</i>	-	\$ 20,684,791	\$ 3,890,465.3	\$ 24,575,256.7
Total Local Tax Capture: Annual	-	\$ 29,518,464	\$ 5,551,932.2	\$ 35,070,396.1
STATE SCHOOL MILLAGES: excludes Local School millages	-			
State Education Tax - SET	0%	\$ -	\$ -	\$ -
Grand Ledge Local School Operating - LSO	0%	\$ -	\$ -	\$ -
Total State & Local School: Annual	-	\$ -	\$ -	\$ -
TOTAL LOCAL and STATE & LOCAL SCHOOL TAX CAPTURE: ANNUAL	-	\$ 29,518,464	\$ 5,551,932	\$ 35,070,396

Notes:

The most current available millage rates are utilized (Summer & Winter - 2020) and are assumed to be in effect for the duration of the Plan. Actual rates are subject to change and may be higher or lower, and may include the elimination of existing millages and/or the addition of new millages.

Assumes that for the duration of the CIA Plan tax capture period, for any millages allowed for Tax Capture, the CIA will capture the percentage of Tax Capture/ Millages shown in "% of Millage Rate Allowed for Capture by CIA," with the difference returned to the individual Taxing Jurisdictions. For any Millages not allowed for Tax Capture, 100% of the Taxes Paid will be returned to the individual Taxing Jurisdictions.

Table 7 - Taxes Returned/ Gained to Taxing Jurisdictions (TJs) Excluding Base Year Taxes Paid

DELTA CROSSINGS & BROOKSIDE CROSSINGS

Delta Charter Township, Michigan

AD VALOREM TAXING AUTHORITIES/ TAXING JURISDICTIONS (TJ) ¹	Amount Returned to TJ because Tax Capture is Not Allowed ²		
	Amount Returned / Gained to TJ because of 20% Pass-Through Tax Sharing ³		
	Delta Crossings	Brookside Crossings	Combined
	Total Taxes Returned / Gained During CIA Plan Tax Capture Period	Total Taxes Returned / Gained During CIA Plan Tax Capture Period	Total Taxes Returned / Gained During CIA Plan Tax Capture Period
- DELTA TOWNSHIP	-	-	-
- Operating	\$ 1,839,148	\$ 345,913	\$ 2,185,061
- Paramedic	\$ 369,270	\$ 69,454	\$ 438,724
- <i>Subtotal of Local Government Unit (LGU): Annual</i>	\$ 2,208,418	\$ 415,367	\$ 2,623,785
- EATON COUNTY	-	-	-
- County Operating	\$ 1,943,966	\$ 365,628	\$ 2,309,594
- County 911	\$ 354,120	\$ 66,604	\$ 420,724
- County EATRAN	\$ 93,176	\$ 17,525	\$ 110,701
- County Jail	\$ 260,944	\$ 49,079	\$ 310,024
- County Juvenile	\$ 130,454	\$ 24,536	\$ 154,990
- County Med Care	\$ 46,569	\$ 8,759	\$ 55,328
- County Road	\$ 559,166	\$ 105,170	\$ 664,336
- LIBRARY	-	-	-
- Delta District Library	\$ 373,151	\$ 70,183	\$ 443,334
- INTERMEDIATE SCHOOL DISTRICTS (ISD) / REGIONAL EDUCATIONAL SERVICE AGENCY (RESA)	-	-	-
- Eaton RESA School Operating	\$ 333,224	\$ 62,674	\$ 395,897
- Eaton RESA Special Education	\$ 5,009,549	\$ 942,213	\$ 5,951,762
- Eaton RESA Vocational Education	\$ 1,669,290	\$ 313,966	\$ 1,983,256
- COMMUNITY COLLEGE	-	-	-
- Lansing Community College	\$ 1,409,652	\$ 265,132	\$ 1,674,784
- LOCAL SCHOOL MILLAGES: excludes State School millages	-	-	-
- Grand Ledge School District - Debt	\$ 10,504,194	\$ 1,975,664	\$ 12,479,858
- Grand Ledge School District - Building & Site (Sinking Fund)	\$ 1,482,155	\$ 278,769	\$ 1,760,923
- <i>Subtotal of Non-LGU Local: Annual</i>	\$ 24,169,609	\$ 4,545,902	\$ 28,715,511
- <i>Total Local Tax Capture: Annual</i>	\$ 26,378,027	\$ 4,961,268	\$ 31,339,295
- STATE SCHOOL MILLAGES: excludes Local School millages	-	-	-
- State Education Tax - SET	\$ 11,194,523	\$ 2,105,504	\$ 13,300,026
- Grand Ledge Local School Operating - LSO	\$ 26,423,480	\$ 6,316,511	\$ 32,739,990
- Total State & Local School: Annual	\$ 37,618,002	\$ 8,422,014	\$ 46,040,017
- TOTAL LOCAL and STATE & LOCAL SCHOOL TAX CAPTURE: ANNUAL	\$ 63,996,030	\$ 13,383,283	\$ 77,379,312

Notes:

¹ The most current available millage rates are utilized (Summer & Winter - 2020) and are assumed to be in effect for the duration of the Plan. Actual rates are subject to change and may be higher or lower, and may include the elimination of existing millages and/or the addition of new millages.

² Amount Returned to TJ because Tax Capture is Not Allowed: Intermediate School Districts (ISD) / Regional Educational Service Agency (RESA), Local School Millages, State School Millages.

³ Amount Returned to TJ because of 20% Pass-Through Tax Sharing: Delta Township, Eaton County, Library, Community College.

Taxing Jurisdiction Analysis of Incremental Taxes Paid: 20-Year CIA Tax Capture Period

Table 8 below provides an analysis of the incremental taxes paid over the 20-year tax capture period. Taxes returned to taxing units that are not subject to TIF capture are identified in addition to taxing jurisdictions subject to TIF capture. For the taxing jurisdictions subject to TIF capture, significant benefit and gains in taxes received by these taxing jurisdictions will be realized through their continued receipt of the existing base taxes and the 20% pass-through of new incremental taxes from the TIF Capture Property areas.

See Tables 8A and 8B of Appendix J for the detailed breakdown by TIF Capture Property area.

Table 8 - Taxing Jurisdiction Analysis of Incremental Taxes Paid: 20-Year CIA Tax Capture Period					
DELTA CROSSINGS & BROOKSIDE CROSSINGS					
Delta Charter Township, Michigan					
Taxing Unit	Incremental Taxes Paid (over 20-Years)	Taxes Returned to Taxing Unit (because CIA Tax Capture is not allowed) (over 20-Years)	Taxes Paid on Base Year Taxable Value/ Initial Taxable Value (over 20-Years)	Taxes Passed-through to each Taxing Jurisdiction (over 20-Years)	Total (over 20-Years)
Percentage to Taxing Unit	-	100%		20%	
DELTA TOWNSHIP					
Operating	\$ 10,925,307	\$ -	\$ 388,001	\$ 2,185,061	\$ 2,573,063
Paramedic	\$ 2,193,618	\$ -	\$ 77,904	\$ 438,724	\$ 516,628
EATON COUNTY					
County Operating	\$ 11,547,970	\$ -	\$ 410,115	\$ 2,309,594	\$ 2,719,708
County 911	\$ 2,103,621	\$ -	\$ 74,708	\$ 420,724	\$ 495,432
County EATRAN	\$ 553,503	\$ -	\$ 19,657	\$ 110,701	\$ 130,358
County Jail	\$ 1,550,118	\$ -	\$ 55,051	\$ 310,024	\$ 365,074
County Juvenile	\$ 774,948	\$ -	\$ 27,522	\$ 154,990	\$ 182,511
County Med Care	\$ 276,641	\$ -	\$ 9,825	\$ 55,328	\$ 65,153
County Road	\$ 3,321,682	\$ -	\$ 117,966	\$ 664,336	\$ 782,302
LIBRARY					
Delta District Library	\$ 2,216,671	\$ -	\$ 78,723	\$ 443,334	\$ 522,057
INTERMEDIATE SCHOOL DISTRICTS (ISD) / REGIONAL EDUCATIONAL SERVICE AGENCY (RESA)					
Eaton RESA School Operating	\$ 395,897	\$ 395,897	\$ 14,060	\$ -	\$ 409,957
Eaton RESA Special Education	\$ 5,951,762	\$ 5,951,762	\$ 211,371	\$ -	\$ 6,163,133
Eaton RESA Vocational Education	\$ 1,983,256	\$ 1,983,256	\$ 70,433	\$ -	\$ 2,053,689
COMMUNITY COLLEGE					
Lansing Community College	\$ 8,373,918	\$ -	\$ 297,391	\$ 1,674,784	\$ 1,972,175
LOCAL SCHOOL MILLAGES: excludes State School millages					
Grand Ledge School District - Debt	\$ 12,479,858	\$ 12,479,858	\$ 443,210	\$ -	\$ 12,923,068
Grand Ledge School District - Building & Site (Sinking Fund)	\$ 1,760,923	\$ 1,760,923	\$ 62,537	\$ -	\$ 1,823,461
STATE SCHOOL MILLAGES: excludes Local School millages					
State Education Tax - SET	\$ 13,300,026	\$ 13,300,026	\$ 472,337	\$ -	\$ 13,772,363
Grand Ledge Local School Operating - LSO	\$ 32,739,990	\$ 32,739,990	\$ 1,401,555	\$ -	\$ 34,141,546
Totals	\$ 112,449,708	\$ 68,611,713	\$ 4,232,365	\$ 8,767,599	\$ 81,611,678

Appendix A. Powers of Corridor Improvement Authority

Amber Clark
Neighborhoods & Economic
Development Director
Meridian Township
Economic Development and Projects
February 2022

New Businesses Opening/Relocating

- Charlotte Russe Meridian Mall
- Meet Sweet Bakery & Tea 1754 Central Park Drive
- GymKind Academy 1982 W Grand River Meridian Mall

Under Construction

- Haslett Marathon 1619 Haslett Road
- Fedewa Condos Chief Okemos Circle
- Copper Creek Haslett Road
- Joe's on Jolly 2360 Jolly Road
- Veterinarian Clinic 4737 Marsh Road
- Buddy's Pizza 2010 Grand River Ave
- Sparrow 24 Hr Emergency Rm 2446 Jolly Road
- Silverstone Estates Powell Road
- Woodward Way Sirhal Drive

Approved/Not Commenced

- New* Car Wash 2703 E Grand River Ave
- New* Consumers Credit Union 2775 E Grand River
- Newton Park Apartments Multifamily mixed use Haslett Road (SE corner Okemos/Haslett)
- Pine Village 1673 Haslett Road Commercial /Residential development *Approved Meridian Township Brownfield Plan –*
- Village of Okemos 4661 Okemos Road Commercial/Residential development *Approved EGLE Brownfield, Meridian Redevelopment Fund*

Ribbon Cuttings:

My Eye Candy Boutique – TBD Winter
Meet Sweet Bakery & Tea – TBD Winter
Veterinarian Clinic “Evergreen” Clinic – TBD Spring
Nothing Bundt Cakes- TBD Spring

Other Township Happenings:

- Zoning Board of appeals approves parking variance for Trader Joe's retailer

Closings:

- Cheezy D's Deli and Dogs
- Outback Steakhouse