

City of Jackson
Martin Luther King Jr. Drive Corridor Improvement Authority (MLKCIA)
Development Plan and Tax Increment Financing Plan (Plan) 2022



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- Arlene Robinson – City Council representative
- Diane Washington
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- Mindy Bradish-Orta
- Philicia Richmond
- Thaddeus Williams
- George Brown
- Anthony Parker
- John Willis

Jackson City Council Members

- Daniel Mahoney - Mayor

City Council Members

- Arlene Robinson Vice Mayor Ward 1
- Freddie Dancy Ward 2
- Angelita V. Dunn Ward 3
- Laura Dwyer Schlecte Ward 4
- Karen Bunnell Ward 5
- Will Forgrave Ward 6

- Jonathan Greene City Manager

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INTRODUCTION AND BACKGROUND

Enabling Legislation

The enabling legislation for establishing the City of Jackson Martin Luther King Jr. Corridor Improvement Authority (MLKCIA, or Authority), is the Recodified Tax Increment Financing Act, Act 57 of 2018:

“An Act to provide for the recodification and establishment of certain tax increment finance authorities; to prescribe the powers and duties of the authorities; to correct and prevent deterioration in residential, commercial, and industrial areas and certain other areas; 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; to promote residential and economic growth; to create certain boards; to prescribe the powers and duties of certain boards; to authorize the issuance of bonds and other evidence of indebtedness; to levy certain taxes; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; to provide enforcement of this act; and to repeal acts and parts of acts.”

Purpose of Plan

The Development Plan and the Tax Increment Financing Plan (collectively, the “Plan”) establishes the legal basis for the capture and expenditure of tax increment revenues in accordance with PA 57 of 2018, for the purpose of encouraging private investment in the Development Area established by Jackson City Council. The financing and development components of the Plan are presented herein as one document with the Appendices, Maps and Tables referenced in both plans.

City Council Actions Establishing The MLKCIA

Based on PA 57 enabling language as the appropriate economic development tool for the City, an evaluation of economic conditions within the proposed development area south of the City’s downtown, discussion and input from City leadership and organizations, and the need for an authority to undertake redevelopment efforts, the City of Jackson took actions creating the Martin Luther King Jr. Corridor Improvement Authority (MLKCIA) and determined that it was necessary for the best interests of the public to redevelop its commercial corridors and to promote economic growth:

-On July 14, 2020, Jackson City Council took action to adopt a resolution giving notice of intent to create the Martin Luther King, Jr. Corridor Improvement Authority, establish the

preliminary boundaries for such Authority, and set August 11, 2020 as the date for a public hearing by which comment may be formally received for such Authority.

-Public hearing notices were posted in the proposed development area, sent to taxpayers of record, and published in the newspaper as required by PA 57, and a public hearing was held on August 11, 2020.

-On October 13, 2020, Jackson City Council adopted a resolution approving the 1st reading of the Ordinance Creating Corridor Improvement Authority.

-On October 27, 2020, Jackson City Council adopted Ordinance No. 2020-18 amending Chapter 2 of Article 2 of the City of Jackson Code of Ordinances, adding Division 15 to establish a Corridor Improvement Authority within a designated area in the City for the purpose of promoting economic growth for the health, safety, and welfare of the citizens of the City of Jackson, Michigan, and created a 10- person board of directors. A map of the established MLKCIA Development Area is attached as Exhibit B.

-On January 12, 2021, Jackson City Council made board appointments to the newly established Authority as provided for in PA 57.

-On May 24, 2022, Jackson City Council adopted a resolution of intent to amend the boundaries of the Authority development area setting a public hearing date of July 12, 2022.

-Public hearing notices were posted in the proposed amended development area, sent to taxpayers of record, and published in the newspaper as required by PA 57.

-On July 12, 2022, Jackson City Council held a public hearing amending the boundaries of the development area. See Amended Development Area Map, Exhibit B, and legal description Appendix 3.

On September 13, 2022, Jackson City Council adopted a resolution amending the boundaries of the development area with the first reading of Ordinance No. [XYZ]. [TBD]

On September 27, 2022, Jackson City Council second and final reading of the ordinance Amending Development Area Boundaries, holds a Public Hearing on the Plan and finally adopted the Plan by approving the second reading of Ordinance No. [XYZ]. [TBD]

An April 2022 report prepared and released by the City of Jackson, Department of Diversity, Equity & Inclusion chronicles how urban policy decisions made nearly 100 years ago affect the city of Jackson today. According to the report, Jackson had grown from a small farm town into a mid-sized manufacturing city with over 20 auto manufacturers, gas stations, restaurants, doctors and dentists' offices, grocery stores and other notable community and recreational amenities between the 1930's up to the 1960's.

The report references historical studies, experts, and other documentation that summarizes the impact of urban renewal policies and actions from the federal to the local level that affected urban communities, including those with significant African American

populations across the country. The report indicates for example that the southside neighborhood of Jackson was no different. These actions included the demolition of single-family homes with the concurrent building of low-income housing complexes. The report indicates that at the time, the City of Jackson selected just over 500 homes on the south side to be demolished and to replace those homes with a few multi-unit low-income housing projects that the City felt were needed.

The report also attributed the slow loss of homeownership, federally initiated neighborhood redlining guidance to banks, loan corporations and appraisers, and the limiting of resources to neighborhoods beginning in the early 1930's, are documented reasons for the economic downfall of the southside neighborhood. The report indicates that prior to Urban Renewal, homeownership on the southside was 77%. Currently, homeownership is just under 30%.

The report finds and concludes that a long-term, deliberate, and strategic focus on neighborhood reinvestment is critical towards helping to ameliorate long-term disinvestment in the southside neighborhood.

Powers of the MLKCIA Board of Directors

Under PA 57, Section (1) the board may do any of the following:

- (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, and 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 plan to the fullest extent possible.
- (f) Implement any plan of development in the development area necessary to achieve the purposes of this part in accordance with the powers of the authority granted by this part.
- (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 purposed of this part, 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.

DEVELOPMENT PLAN

Legal Basis of the Development Plan

Pursuant to PA 57, Sec. 621, the Authority anticipates using tax increment revenues to finance a portion of various projects in the Development Area and therefore preparing a Development Plan is necessary to describe how funds will be spent.

Requirements – PA 57, Section 621, (2)(a) thru (r)

Per PA 57, Sec. (2) (a thru r), the Plan narrative below describes existing conditions, land use and proposed land use in the Development Area, a summary of proposed projects including construction stages and approximate locations, with projects, activities and administrative costs contained in Appendix 4:

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

The MLKCIA Development Area, as amended is located south the City's downtown and begins at the Martin Luther King Jr. Drive (MLK Drive)/Franklin intersection and generally includes parcels adjacent to MLK Drive extending to South Street, the

southern border of the City, parcels adjacent to E. High Street from MLK Drive east to Milwaukee Street, parcels adjacent to Prospect Street between the Norfolk Southern railroad tracks on the east and 4th Street on the west, parcels adjacent to S Cooper Street from E. Franklin to E. Biddle and E. High Street to South Street, the Martin Luther King Jr. Equality Trail (MLK Trail) including property on the north side and adjacent to the MLK Trail from S. Jackson Street to Milwaukee Street, and also including the Howard Woods Complex on the NW corner of the MLK Trail and S. Cooper Street. S. Cooper Street (M-50) is located generally on the east side of the development area. The amended development area includes public road and MLK Trail rights of way (ROW) and easements adjacent to the parcels generally described above. See map of Amended Development Area, Exhibit B.

- (b) The location and extent of existing streets and other public facilities with the development area, 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 including a legal description of the development area.*

Within the Development Area, Martin Luther King Jr. Drive extends south from Franklin Street for approximately 1.25 miles to South Street, the City's southern border. Formerly Francis Street, this primary vehicular corridor was renamed Martin Luther King, Jr. Drive (MLK Drive) by City Council on February 28, 2019. MLK Drive was repaved from Francis to Morrell in 1995 with additional improvements including a vehicular roundabout at the MLK Drive/Morrell intersection, and installation of acorn style street lighting. At the south boundary of the Amended Development Area, Prospect Street extends east and west from 4th Street to the Norfolk Southern railroad tracks - approximately 1.5 miles. The Michigan Department of Transportation (MDOT) classifies MLK Drive as an Urban Principal Arterial Road, Prospect Street an Urban Minor Arterial Road, and Cooper Street, a portion of State Highway M-50.

Traffic Counts obtained from the City's Engineering Division for several specific portions of the primary streets in the Amended Development Area range from:

Martin Luther King, Jr. Drive

2018/2019 – 6164 to 9398 vehicles per day

2021* – 3805 to 4115 vehicles per day

Prospect Street

2018 – 4899 to 5710 vehicles per day

2021* - 2508 to 4401 vehicles per day

S. Cooper Street

2018 – 10,638 to 13,875 vehicles per day

2020* – 8,457 to 11,031 vehicles per day

*The 2020-2021 traffic figures are deemed to be anomalies and lower due to the temporary closing of many businesses because of COVID related protocols. It is anticipated that future traffic counts will more accurately reflect vehicular traffic trends.

The existing streets are shown on Exhibit B, land uses in Exhibit E, Zoning Map with Zoning Classifications on Exhibit C, and legal description of the development area as amended, in Appendix 3.

A bike and pedestrian trail traversing diagonally across MLK Jr. Drive just south of E. High Street was installed in the 1990's and formally named the Martin Luther King Equality Trail (MLK Trail) by City Council in 2015. The privately owned Martin Luther Park is an open space on the NW corner of S. Cooper Street and E Biddle Street, Worker's Memorial Park is located on the east side of MLK Drive south of E. Biddle, the Howard Woods Complex and Martin Luther King Jr. Recreation Center is on the NW corner of the MLK Trail and S. Cooper Street, with the Grover C. Leake Park located on the NW corner of E. Prospect/Milwaukee Street. A fire station is on the SW corner of E. Prospect/S. Milwaukee. See Exhibit D for map of City Parks and MLK Equality Trail.

- (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.*

Prospect Street improvements are shown in the City's Capital Improvement Plan (CIP) including water main replacement. However, a firm timeline for completion has not been established, and it is anticipated that any major road, utility, and street lighting work would take place in years 20-25 of the Plan.

There are also portions of streets in the amended development area that are still unpaved such as: Addison Street between Milwaukee and Merriman, and Mansion Street east of S. Cooper Street. These unpaved streets and related utilities are adjacent to parcels that could be improved at a future date, to facilitate development of these properties. To the extent possible with Tax Increment Financing (TIF) and other revenues, the MLKCIA could assist with the Prospect Street improvements contained in the City's CIP.

Using the approved Plan as an economic development tool, the Authority may need to provide a financial incentive to encourage the demolition of structures on properties identified for acquisition, assembly and redevelopment by the City and private developers. Often these properties have buildings that are functionally obsolete; expensive to rehabilitate relative to new construction and the property's value; poorly located on the property; and do not meet current City zoning, building, and ADA requirements. It is noted that the City has undertaken extensive demolition activities to remove structures using Community Development Block Grants (CDBG), Michigan State Housing Development Authority (MSHDA), and other grant funds. The Authority's Development Area is in a City CDBG eligible area. However, demolition projects anticipated in this Plan would be for properties not eligible for CDBG funding and could be part of assembling property for larger redevelopment projects. All demolition projects undertaken would comply with City requirements regarding permitting, environmental assessments, and application procedures.

- (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.*

As part of this initial Plan, the Authority contemplates contributing to, participating in and/or undertaking certain capital improvements to real property in the Amended Development Area. The Authority anticipates partnering with the City of Jackson on the future redevelopment or improvement of publicly owned land located within the Amended Development Area. The Authority contemplates contributing available funding and staffing as appropriate to current City and future development projects, programs, and initiatives. For example, Acorn style street lighting was previously installed on MLK Drive from Franklin to Morrell as part of 1995 road improvements. To enhance the visual appeal and lighting quality for the entire length of MLK Drive, it is desirable to complete the street lighting improvements from Morrell to the City's south boundary.

Additionally, Federal and State Road funding does not typically provide for landscaping improvements, with these costs borne by the municipality or adjacent property owners. The roundabout installed at the Morrell/MLK Drive intersection in 1995 has water access available for irrigation but no landscape improvements or public art. Low maintenance plantings and limited hardscape features such as a sculpture are proposed in the roundabout to complete this street feature as an aesthetically pleasing amenity. Any design and installation would be professionally undertaken in compliance with City requirements and coordinated with the appropriate City departments for such a project with the MLKCIA assisting with funding and coordination.

There are also several City parks in the Amended Development Area with numerous parks, open space and trail improvements described in the City's Park and Recreation Master Plan. The City's Parks and Recreation Department is proposing to: upgrade the MLK Trail by 2025 with portions completed as a 12' wide path to improve ADA accessibility, obtain master plans for Worker's Memorial Park enhancements by 2025, upgrade Exchange Park with newer playground equipment, basketball courts, trees and other landscaping in the 2025-27 time frame, and upgrade outdoor basketball courts and landscaping at the Howard Woods Complex by 2027, and an electrical upgrade at Elnora Moorman Park anticipated for 2024.

Finally, the Plan does also identify the need for additional planning and studies, and the creation/ design of future programs that would assist private property owners with incentivizing and financing capital improvements to their property and structures. The capital improvements would contribute to reducing blight, encouraging historic preservation, and making additional retail, office, and housing opportunities code-compliant and available to end users for rent, thereby supporting and increasing the tax base within the Amended Development Area. The Plan contemplates that the proposed programs to assist private property owners would be designed, launched, and underway within the short to term time horizon of the Plan (2022- 2027). As with the current and proposed public capital improvement projects, the Authority contemplates contributing available funding and staffing to help advance future private development projects.

The aggregated costs of the described current and future City improvements, taken together with the future private developments, and time required for completion are described in Appendix 4, with the MLKCIA participating financially as funds are made available.

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

The timing and staging of contemplated construction projects have not been confirmed specifically as part of this Initial Plan.

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

The development area to be left as open space and recreational programming are: the MLK Jr. Equality Trail, Martin Luther King Jr. Park, Grover C Leake Park, Elnora Moorman Park, Howard Woods complex, Worker's Memorial Park, and Exchange Park.

- (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.*

It is not anticipated that the Authority will sell, donate, exchange, or lease any property to or from the municipality as part of this initial Plan.

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

There are currently vacant parcels within the Development Area that are economically viable and zoning changes could facilitate projects. Zoning changes are requested by the petitioning property owners with the Authority considering and supporting changes in zoning, streets, intersections, or utilities on a case-by-case basis, in consultation with the City of Jackson. In the resolution establishing the Authority, the City of Jackson has agreed to help expedite the local permitting and inspection process in the development area and the Authority will participate and support this process.

- (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 financing.*

An estimate of individual projects and activities and cost of the entire development can be found on Appendix 4. Financing is proposed to come from captured Tax Incremental Revenues, allocated local, county, state and federal grants, funds from foundations and other corporate and individual donations.

- (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.*

As part of this initial Plan, there are no persons, natural or corporate, to whom any portions of identified developments will be leased sold or conveyed in any manner.

- (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 expressed 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.*

City of Jackson and Authority approved procedures will be used for bidding for the leasing, purchasing, or conveying in any manner any portion of the development upon its completion.

- (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 estimated capacity of private and public housing available to displaced families and individuals.*

No persons residing in the development area are anticipated to be displaced. No occupied residences area designated for acquisition and clearance by the authority.

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

A plan is not applicable because no persons will be relocated by the development.

- (n) *Provision for costs of relocating persons displaced by the development and financial assistance and reimbursement of 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.*

Not applicable.

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

Act 227 of 1972 provides financial assistance, advisory services, and reimbursement of certain expenses for persons displaced or deprived of certain rights in real property.

Because no persons are to be displaced, no plan is needed.

(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 by the Authority to Jackson City Council for consideration and approval, with the City of Jackson complying with the necessary notification requirements for a public hearing and subsequent approval or rejection under PA 57, and other local and state disclosure provisions.

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

At a minimum, the Authority will comply with PA 57 reporting provisions including submitting an annual report of its activities to the State, posting reports, plans and other materials periodically on the Authority web site, with copies sent to the taxing jurisdictions. The Authority will follow City of Jackson procedures for budget approval and documentation of expenses, with auditing reports made available and published on the Authority's web site.

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

Other supporting materials in connection with the Plan are available to the Authority, City of Jackson staff or City Council members upon request.

TAX INCREMENT FINANCING PLAN

PA 57, Sec. 618, the Authority has determined that it is necessary to prepare and submit a tax increment financing plan to the governing body (Jackson City Council) for approval. There are three requirements for the Tax Increment Financing (TIF) Plan:

1. The TIF Plan must contain a detailed explanation of the tax increment financing procedure,
2. The maximum amount of bond indebtedness to be incurred, and
3. The duration of the program.

1. Detailed Explanation of the Tax Increment Financing Procedure

Tax increment financing is the process of expending new tax revenues for improvements that benefit the source of the taxes. Taxes generated from new private property

developments and improvements to private property within the designated Development Area are “captured” and utilized by the Authority to finance improvements and activities within the Development Area to encourage continued private investment pursuant to a Development Plan approved by Jackson City Council.

Tax increment financing is not a new tax. Once the Plan has been implemented, the Authority ceases collecting the tax revenue and funds revert to the various taxing units.

An “initial assessed value” is established of all the taxable property within the Development Area at the time the Plan is approved, using the most recent assessment roll for which assessment has been completed and finally equalized.

The “captured assessed value” is the amount in any one year by which the current assessed value of the Development Area exceeds the initial assessed value.

Beginning with the next tax collection following approval of the Plan and for each tax collection covered by the Plan duration, municipal and county treasurers must transmit to the Authority the applicable portion of the tax levy set by taxing units on the real and personal property in the development area. These funds transmitted to the Authority area called “tax increment revenues”.

The Authority anticipates using all the revenues captured from existing property, future construction of property, and acquisition of new personal property by owners within the Development Area. The Authority will also capture growth in property value resulting solely from inflation. The “initial assessed value” for real and personal property under the Plan is \$11,709,888 as of December 31, 2021. See Table 1.

The “captured assessed value” in this Plan is based on a 2% inflationary increase in property value, and a constant millage rate of 29.77 mills. The Plan duration is approximately 25 years and ends June 30, 2047. The initial assessed value captured assessed value, and tax increment revenues for all taxing jurisdictions are shown on Table 1.

2. Maximum Amount of Bonded Indebtedness to be Incurred.

The Authority is not anticipated to issue and bonds for projects or activities as part of this initial Plan. Expenses incurred by the City in implementing this Plan will be reimbursed by the Authority as requested by the City. The City may advance funds to the Authority which the Authority will reimburse. The amount of general operating and planning expenditures is anticipated to be approximately \$150,000 per year (average) through the Plan duration. Reimbursable expenses may include operating and planning costs, staffing cost for administering the Plan, and other expenses for professional services including publishing the annual report, web site maintenance, audit fees, financial and planning consultants, accounting services and legal counsel.

It is anticipated that implementation of the Plan will be paid from tax increment revenues leveraging other funding sources.

3. Duration of the Program

The duration of the tax increment financing plan commencing upon approval by the Jackson City Council in 2022, and will cease with tax collections due in December 2047, unless the Plan is amended to extend or shorten its duration.

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Appendix 1-
City Council resolution establishing Authority & Development Area

ORDINANCE 2020 - 18

An Ordinance amending Chapter 2 of Article 2 of the City of Jackson Code of Ordinances, adding Division 15 to establish a Corridor Improvement Authority within a designated area in the City for the purpose of promoting economic growth for the health, safety, and welfare of the citizens of the City of Jackson, Michigan.

THE PEOPLE OF THE CITY OF JACKSON ORDAIN:

Section 1. Purpose.

The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate which shall operate to correct and prevent deterioration in business districts, to redevelop the City's commercial corridors and promote economic growth, pursuant to Act 57 of the Public Acts of Michigan, 2018, MCL 125.4602, et seq.

Section 2. That Division 15 of Article 2, Chapter 2 of the City of Jackson, Michigan Code of Ordinances be established to read as follows:

DIVISION 15. – CORRIDOR IMPROVEMENT AUTHORITY

Sec. 2-404. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in Act 57 or as hereinafter in this section, except where the context clearly indicates a different meaning:

Authority means the Martin Luther King Jr. Drive Corridor Improvement Authority (also known as "MLKCIA") created by this Ordinance.

Act 57 means Act No. 57 of the Public Acts of Michigan of 2018, as amended. MCL 125.4602, et seq.

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

Chief Executive Officer means the Mayor of the City of Jackson.

City means the City of Jackson, Michigan.

City Council means the City Council of the City of Jackson.

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

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

Sec. 2-405. Creation of Authority.

There is hereby created pursuant to Act 57 a Corridor Improvement Authority for the City. The Authority shall be a public body corporate and shall be known and exercise its powers under title of the MARTIN LUTHER KING JR. DRIVE CORRIDOR IMPROVEMENT AUTHORITY. The Authority may adopt a seal, may sue and be sued in any court of this State and shall possess all of the powers necessary to carry out the purposes of its incorporation as provided by this ordinance and Act 57. The enumeration of a power in this ordinance or in Act 57 shall not be construed as a limitation upon the general powers of the Authority.

Sec. 2-406. Termination.

Upon completion of its purposes, the Authority may be dissolved by resolution of the City Council in accordance with MCL 125.4627. The property and assets of the Authority, after dissolution and satisfaction of its obligations, shall revert to the City.

Sec. 2-407. Description of Development Area.

The Development Area shall consist of the territory in the City described as follows, subject to such changes as may hereinafter be made pursuant to this Ordinance and Act 57:

Martin Luther King Jr. Drive West Side

Franklin to Mason

East 85 ft of Lot 8, Lots 9, 10 & 11, B5S, R2E of the Grand River Addition to the City of Jackson.

Mason to Wilkins

West 49.5 ft of Lots 11 & 12, also east 50.5 ft of the north ½ Lot 14, the south ½ of Lot 14, the north ½ Lot 13 and the east 25.5 ft of the south ½ of Lot 13, all part of Block 68 Ford's Western Addition to the City of Jackson.

Wilkins to Biddle

West 49.5 ft of Lots 11 & 12, also Lots 13 & 14 with the east ½ of vacated Buffalo Street except the north 66 ft of east ½ of Buffalo Street and the west 27.5 ft of the north ½ of Lot 14, all part of Block 73 Ford's Western Addition to the City of Jackson.

Biddle to Morrell

East 45 ft of Lot 17, all of Lots 18-22 and the east ½ of Lot 23 of Cooley Place.

Morrell to Rockwell

Commencing at the intersection of the west line of Martin Luther King Jr Drive (formerly Francis Street) with the south line of Morrell Street thence west 88 ft, thence south 66 ft, thence west 27.5 ft, thence south 39 ft, thence west 61.5 ft, thence south 136 ft to the north

line of Lot 1, Block Two, Rustic Hall Addition to the City of Jackson, thence east 33 ft, thence south 6.5 ft to the north line of an alley, thence east 144 ft to the west line of Martin Luther King Jr Drive (formerly Francis Street) thence north 247.5 ft to the point of beginning, along with Lots 1-12, Block One of Rustic Hall Addition, along with Lots 1-13, Block One and the north 12.3 ft of Lot 14 and the east 90 ft of the south 50 ft of Lot 14, Block One, Merriman's Addition to the City of Jackson.

Rockwell to High

Lots 4-15 of Block 2 of Merriman's Addition to the City of Jackson except the west 36 ft of Lot 5 and the north 13 ft of the west 36 ft of Lot 6 of Block 2.

Lots 1-5 of Pennington's Addition to the City of Jackson.

High to RR ROW

Commencing at the intersection of the south line of High Street with the west line of Martin Luther King Jr. Drive (formerly Francis Street) thence west 140 ft, thence south 218 ft, thence east 65 ft, thence south to the center line of vacated Randolph Street (or alley so called), thence west along said center line to the east line of Chittock Street, thence south to the south line of Randolph Alley so-called, thence south 21 ft to the south line of Randolph Street, thence west 451.6 ft to the east line of Maple Street, thence south to the south line of Douglas Street, thence west to the east line of Jackson Street, thence south to the north line of the right of way of the Airline Division of the MCRR Co., thence northeasterly along said right of way line to the west line of Martin Luther King Jr. Drive (Francis Street), thence north to the point of beginning.

Commencing at the southwest corner of Block 20 of the Prospect Addition to the City of Jackson, thence east along the south line of Block 20 167.02 ft to the northwesterly line of the PCRR ROW, thence N 57° 25' 40" E 266 ft M/L along said railroad, thence north 130 ft M/L, thence westerly to a point on the west line of Block 20 being 271.07 ft north of southwest corner, thence south to the point of beginning.

South of RR along Prospect North Side

Commencing at the southeast corner of Block 5 thence north 115.5 ft, thence west 280 ft, thence north to the south line of the Airline Division of the MCRR Co., thence southwesterly along said line to the north line of Prospect Street, thence east along said north line to the point of beginning being part of Block 25 Prospect Addition to the City of Jackson.

Woodbridge to Prospect

Lots 5-12, Block 4 Prospect Addition to the City of Jackson.

Lots 7-11, Block 5 Prospect Addition to the City of Jackson.

Lots 7-11, Block 31 Prospect Addition to the City of Jackson.

Lots 7-9 and the south 70.5 ft of Lots 10 & 11, Block 32 Prospect Addition to the City of Jackson.

Block 8 Prospect Addition to the City of Jackson.

Commencing at the intersection of the south line of Prospect Street and the east line of Fourth Street, thence south 82.5 ft, thence east 132 ft, thence south 66 ft, thence east 132 ft, thence south 99 ft, thence east 264 ft, thence south to the north line of Linden Avenue, thence northeasterly along the north line of Linden Avenue to the west line of First Street, thence north along said west line to the south line of Prospect Street, thence west along the south line of Prospect Street to the point of beginning.

Woodsum to Jackson

Lots 6-9 & the south 75 ft of Lot 10 Block 26, Prospect Addition to the City of Jackson.

Jackson to Kent

Lots 13-24, Block 6 Harmon Addition to the City of Jackson.

Kent to Martin Luther King Jr. Drive

Lots 7-14 Block 5 Harmon Addition to the City of Jackson.

South of RR along Prospect South Side

Commencing at the intersection of the north line of South Street with the east line of Woodbridge Street thence N 0° 9'25" W 452.29 ft to south line of the Airline Division of the MCRR Co., thence N 75° 21'21" E 235.19 ft to the south line of Prospect Street, thence S 89° 29'55" E along said south line to the northeast corner of Lot 1 Block 15 Prospect Addition to the City of Jackson, thence S 0° 24'36" E 132.86 ft along the west line of Goodrich, thence N 89° 19' W 132 ft, thence S 0° 24'36" E 50 ft, thence N 89° 19' W 183.61 ft, thence S 0° 24'36" E 400 ft, thence N 89° 19' W 292.41 ft to the point of beginning.

Goodrich to Jackson

Lots 1-5 Block 16 and Lots 1-6 Block 17 Prospect Addition to the City of Jackson.

Jackson to Kent

Lots 1-11 and the north 72 ft of Lot 12 Block 3 Harmon's Addition to the City of Jackson.

Kent to Martin Luther King Jr. Drive

Lots 1-2 and 15-23 Block 4 Harmon's Addition to the City of Jackson.

On Martin Luther King Jr. Drive to South Street

East 90 ft of Lot 1 and Lots 2-5 Block 1 Harmon's Addition to the City of Jackson.

Martin Luther King Jr. Drive – High to Prospect West Side

Commencing at the northeast corner of Lot 1 of McCuen's Subdivision, thence west along the north line of said subdivision to the northwest corner of Lot 5, thence northeasterly along the railroad right of way to the west line of Martin Luther King Jr. Drive (formerly Francis Street), thence south to the point of beginning.

Lot 1 McCuen's Subdivision.

Lot 11 & east 4 ft of Lot 10 McCuen's Subdivision.

Commencing at the intersection of the north line of Robinson Street and the west line of Martin Luther King Jr. Drive (formerly Francis Street), thence west 150 ft, thence north 113.5 ft to the south line of McCuen's Subdivision, thence east 150 ft to the west line of Martin Luther King Jr. Drive (Francis Street), thence south 113.45 ft to the point of beginning.

Robinson to Prospect

Commencing at the northeast corner of Lot 5 Sheap's Addition to the City of Jackson, thence north on the west line of Martin Luther King Jr. Drive (formerly Francis Street) to the south line of Robinson Street, thence west on said south line 100 ft, thence south 51.83 ft, thence easterly to the point of beginning.

East 94 ft of Lot 1, Lots 2-5 Sheap's Addition to the City of Jackson except a triangular parcel of Lot 5 described as commencing at the northeast corner of Lot 5, thence west 150 ft, thence south 2 ft 9 inches, thence easterly to the point of beginning.

Lots 1-4 and the east ½ of Lot 5 Block 8 Harmon's Addition to the City of Jackson.

Lots 1-6 Block 5 Harmon's Addition to the City of Jackson.

Martin Luther King Jr. Drive East Side

All of the land north of Biddle Street, south of Franklin Street, east of Martin Luther King Jr. Drive (formerly Francis Street) and west of S. Cooper Street.

Commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) with the south line of Biddle Street, thence east 132 ft, thence south 132 ft, thence east 8 ft, thence south 82.5 ft, thence east 0.25 ft, thence south 76.9 ft, thence west 40 ft, thence south 66 ft, thence west 100.25 ft to the east line of Martin Luther King Jr. Drive (Francis Street), thence north on said east line to the point of beginning.

Lot 20 Orchard Place except the north 23 ft of the south 45 ft of the east 33 ft of Lot 20.

South 23.5 ft of Lot 1 & Lots 2-5 Block 7 Knapp's Addition to the City of Jackson.

Lots 31-34 Orchard Place.

To Mitchell

West 105.7 ft of Lot 1, Lot 2, north 35 ft 8 inches of Lot 3 & west 91.7 ft of Lots 3 & 4 of Block 4 Moore's Addition to the City of Jackson.

Lots 11-19 & the west 95 ft of Lot 20 of Block 11 Root's South Addition to the City of Jackson.

Commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) and the north line of Ridgeway Street, thence east 112 ft, thence north 99 ft, thence east 111 ft, thence north 132 ft, thence west 223 ft, thence south 231 ft to the point of beginning.

Commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) and the south line of Ridgeway Street, thence east 132 ft, thence south 140.25 ft, thence east 63 ft, thence south 66 ft, thence west 125 ft, thence south 82.5 ft, thence west 70 ft to the east line of Martin Luther King Jr. Drive (Francis Street) thence north to the point of beginning.

Lots 1-5 and Lots 18-25 GM Stanley Addition to the City of Jackson with that portion of the vacated alley lying west of Lot 25.

Land on the north side of High Street west of Milwaukee Street lying south of the railroad right of way.

Land on the south side of High Street east of Martin Luther King Jr Drive and lying north of the railroad right of way.

Commencing at the intersection of the south line of High Street and the west line of Milwaukee Street, thence south 68.5 ft, thence west 55 ft, thence south 40 ft, thence west 55 ft, thence south 40 ft to the north line of Block 1 of Egglestons Addition to the City of Jackson, thence west along said north line to the easterly line of the railroad right of way, thence northeasterly along said railroad to the south line of High Street, thence east along said south line to the point of beginning.

Damon to Wall

Lots 2 & 3 Block 5 exc the east 8 ft for an alley and the west 3 ft for sidewalk also the west 108.5 ft of Lot 1 Block 5 exc the northerly 36 ft and exc the west 3 ft for sidewalk Eggleston Addition to the City of Jackson.

Wall to Robinson

Lots 1-3 Block 8 Eggleston Addition to the City of Jackson exc the west 3 ft for sidewalk.

Robinson to Mansion

Lots 13-17 Block 1 and Lots 15-19 Block 2 of Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson.

Mansion to Prospect – North Side to Milwaukee

Lots 14-25 Block 3 of Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson also Lots 3-5, 13, 16, & 17 Block 3 Francis Street Addition to the City of Jackson.

Prospect to Addison – South Side to Milwaukee

Lots 1-19 Block 4 Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson also Lots 9, 11, 14 & 15 Block 4 Francis Street Addition to the City of Jackson.

Addison to South

Lots 1-4 Block 5 Francis Street Addition to the City of Jackson exc the east 42 ft of Lot 4.

Commencing at the intersection of the north line of High Street and the east line of Milwaukee Street, thence east 66 ft, thence north to the south line of the old railroad right of way, thence southwesterly along said right of way to the east line of High Street, thence south to the point of beginning.

High to Damon

All of the land north of the old railroad right of way, east of Martin Luther King Jr. Drive (formerly Francis Street), and south of High Street.

Commencing at the northeast corner of Lot 9 Block 1 Eggleston's Addition to the City of Jackson, thence west along the north line of Block 1 234.1 feet to the point of beginning of this description, thence north to the southerly line of the old railroad right of way, thence southwesterly along said right of way to the north line of said Block 1, thence east along said north line Block 1 to the point of beginning.

Prospect – Milwaukee to Merriman

(North)

Lots 2, 3, 6, 7, 10, 11, 14, 15, 18, 19 & 22 Block 8 Francis Street Addition to the City of Jackson.

(South)

Lots 1, 4, 5, 8, 9, 12, 13, 16, 17, 20 & 21 Block 9 Francis Street Addition to the City of Jackson.

Prospect – Merriman to Eggleston

(North)

Lots 139-162 South Gardens Subdivision.

(South)

Lots 119-138 South Gardens Subdivision.

Prospect – Eggleston to S. Cooper

(North)

Lots 1, 2 & 6-18 John I Breck's Little Farms Subdivision also beginning at the southeast corner of Lot 10 of said Little Farms Subdivision thence east along the north line of Prospect Street to the westerly line of S. Cooper Street (formerly Airline Drive), thence northwesterly along said westerly line to the south line of Mansion Street, thence west along the south line

to the northeast corner of Lot 9, thence south along the east line of Lots 9 & 10 to the point of beginning.

Prospect – Eggleston to S. Cooper

(South)

Lots 19-27 John I Breck's Little Farms Subdivision also a parcel of land commencing at a point on the east line of Townley Street 382.77 ft north of the north line of South Street, thence east 139.08 ft to the west line of Fargo Road, thence N 72° 57' W along the west line of Fargo Road 90.15 ft, thence on a 31 deg 4 min curve to the left 10 ft to the point of beginning of this description, thence continuing on said curve to the left to the intersection of the east side of Townley Street with the south side of Fargo Road, thence south along the east side of Townley Street 135.42 ft, thence east to the point of beginning.

S. Cooper – Franklin to Morrell

Commencing at the intersection of the east line of S. Cooper Street (formerly Airline Drive) and the south line of Franklin Street, thence S 0° 18' 02" E along said east line 113 ft, thence along a curve to the left along said east line 208.53 ft, said curve having a radius of 1076.56 ft delta angle of 11° 05' 53" and a chord of 208.20 ft bearing S 05° 50' 59" E, thence N 89° 31' 24" E 481.79 ft, thence N 29° 49' 28" W 291.64 ft to the south line of Franklin Street, thence west along said south line to the point of beginning.

Southerly 42.8 ft of Lots 12 & 13 and all of Lots 14-22 Block 10 Grand River Addition to the City of Jackson except that portion sold for state highway purposes.

Lot 2 Block 1 Knapp's Addition to the City of Jackson except that portion sold for state highway purposes.

Sec. 2-408. Board of Directors.

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

Sec. 2-409. Powers of Authority.

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

Sec. 2-410. Fiscal Year: Adoption of Budget.

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

Sec. 2-411. Section Headings: Severability.

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

Sec. 2-412. Publication, Recording and Filing.

This ordinance shall be published once after its adoption in full in a newspaper of general circulation in the City of Jackson, and the City Clerk shall file a certified copy of the Ordinance with the Michigan Secretary of State promptly after its adoption.

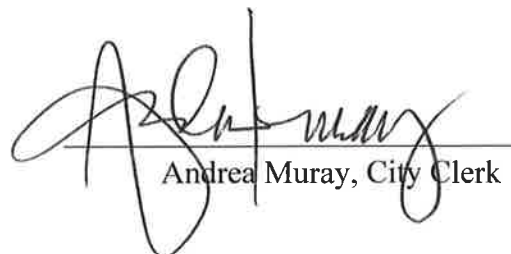
Secs. 2-413 – 2-420. Reserved.

Section 3. This Ordinance takes effect thirty (30) days from the date of adoption.

Adopted: The foregoing Ordinance 2020-18 was adopted by the Jackson City Council on the 27th day of October 2020 and a summary was published on November 1, 2020.



Derek J. Dobies, Mayor



Andrea Muray, City Clerk

**Appendix 2-
City Council resolution establishing Amended Development Area Boundary**

ORDINANCE NO. 2022-08

AN ORDINANCE OF THE CITY OF JACKSON, MICHIGAN TO AMEND
CHAPTER 2, ARTICLE 11, DIVISION 15, SEC. 2-407, DESCRIPTION OF
DEVELOPMENT AREA, AMENDING THE BOUNDARIES OF THE MARTIN
LUTHER KING JR. CORRIDOR IMPROVEMENT AUTHORITY.

THE PEOPLE OF THE CITY OF JACKSON ORDAIN:

Section 1 Purpose.

The purpose of this Ordinance is to amend the boundaries of the Martin Luther King Jr. Corridor Improvement Authority ("MLK CIA") as recommended by the MLK CIA Board and after public hearing.

Section 2 That Chapter 2, Article II, Division 15, Sec. 2-407, Description of Development Area of the City of Jackson Code of Ordinances be amended to read as follows:

Sec. 2-407. Description of development area.

The development area shall consist of the territory in the city described as follows, subject to such changes as may hereinafter be made pursuant to this division and Act 57:

Martin Luther King Jr. Drive West Side

Franklin to Mason

East 85 ft of Lot 8, Lots 9, 10 & 11, BSS, R2E of the Grand River Addition to the City of Jackson.

Mason to Wilkins

West 49.5 ft of Lots 11 & 12 and the east 50.5 ft of the north ½ Lot 14, the south ½ of Lot 14, the north ½ Lot 13 and the east 25.5 ft of the south ½ of Lot 13, all part of Block 68 Ford's Western Addition to the City of Jackson.

Wilkins to Biddle

West 49.5 ft of Lots 11 & 12 and Lots 13 & 14 with the east ½ of vacated Buffalo Street except the north 66 ft of east ½ of Buffalo Street and the west 27.5 ft of the north ½ of Lot 14, all part of Block 73 Ford's Western Addition to the City of Jackson.

Biddle to Morrell

Lots 20-22 and the east ½ of Lot 23 of Cooley Place.

Morrell to Rockwell

Commencing at a point 66 ft south of the intersection of the west line of Martin Luther King Jr Drive (formerly Francis Street) with the south line of Morrell Street thence west 115.5 ft, thence south 39 ft, thence west 61.5 ft, thence south 136 ft to the north line of Lot 1, Block Two, Rustic Hall Addition to the City of Jackson, thence east 33 ft, thence south 6.5 ft to the north line of an alley, thence east 144 ft to the west line of Martin Luther King Jr Drive (formerly Francis Street) thence north 247.5 ft to the point of beginning, along with Lots 1-12, Block One and Lots 5-8, Block 2 of Rustic Hall Addition, along with Lots 1-13, Block One and the north 12.3 ft of Lot 14 and the east 90 ft of the south 50 ft of Lot 14, Block One, Merri man's Addition to the City of Jackson.

Rockwell to High

Lots 4-15 of Block 2 of Merriman's Addition to the City of Jackson. Also Lots 1-5 of Pennington's Addition to the City of Jackson.

High to RR ROW

Commencing at the intersection of the south line of High Street with the west line of Martin Luther King Jr. Drive (formerly Francis Street) thence west 140 ft, thence south 218 ft, thence east 65 ft, thence south to the center line of vacated Randolph Street (or alley so called), thence west along said center line to the east line of Chittock Street, thence south to the south line of Randolph Alley so-called, thence south 21 ft to the south line of Randolph Street, thence west 451.6 ft to the east line of Maple Street, thence south to the south line of Douglas Street, thence west to the east line of Jackson Street, thence south to the north line of the right of way of the Airline Division of the MCRR Co., thence northeasterly along said right of way line to the west line of Martin Luther King Jr. Drive (Francis Street), thence north to the point of beginning.

Prospect, North Side from Fourth Street

Lots 7-9 and the south 70.5 feet of Lots 10 and 11 of Block 32 Prospect Addition to the City of Jackson. Also Lots 7-11 of Block 31 Prospect Addition to the City of Jackson. Also Lots 7-11 of Block 5 Prospect Addition to the City of Jackson. Also Lots 5-12 of Block 4 Prospect Addition to the City of Jackson. Also commencing at the intersection of the north line of Prospect Street with the east line of Woodbridge Street thence east 167.02 feet along the north line of Prospect Street to the northwesterly line of the Airline Division of the MCRR Co. thence N57°25'40" E 266 ft more or less along the northwesterly line of said RR thence north 130 feet more or less thence west to a point on the east line of Woodbridge Street being 271.07 feet north of the north line of Prospect Street thence south to the point of beginning, being part of Block 20 Prospect Addition to the City of Jackson.

South of RR along Prospect North Side

Commencing at the southeast corner of Block 25 thence north 115.5 ft, thence west 211.2 ft, thence north to the south line of the Airline Division of the MCRR Co., thence southwesterly along said line to the north line of Prospect Street, thence east along said north line to the point of beginning being part of Block 25 Prospect Addition to the City of Jackson.

Woodsum to Jackson

Lots 6-9 & the south 75 ft of Lot 10 Block 26, Prospect Addition to the City of Jackson.

Jackson to Kent

Lots 13-24, Block 6 Harmon Addition to the City of Jackson.

Kent to Martin Luther King Jr. Drive

Lots 7-14 Block 5 Harmon Addition to the City of Jackson.

Prospect south side from Fourth Street

Commencing at the intersection of the south line of Prospect Street and the east line of Fourth Street thence south 82.5 ft thence east 132 ft thence south 66 ft thence east 132 ft thence south 99 ft to the south line of Block 6 Sabin's Addition to the City of Jackson thence east 198 ft to the southeast corner of Lot 32 Block 6 Sabin's Addition to the City of Jackson thence south to the northerly line of Linden Avenue thence northeasterly along the north line of Linden Avenue to the west line of First Street thence north along the west line of First Street to the south line of Prospect Street thence west along the south line of Prospect Street to the point of beginning. Also Block 8 Prospect Addition to the City of Jackson.

South of RR along Prospect South Side

Commencing at the intersection of the north line of South Street with the east line of Woodbridge Street thence N 0° 9'25" W 452.29 ft to south line of the Airline Division of the MCRR Co., thence N 75° 21'21" E 235.19 ft to

the south line of Prospect Street, thence S 89° 29'55" E along said south line to the northeast corner of Lot 1 Block 15 Prospect Addition to the City of Jackson thence S 0°24'35" E along the west line of Goodrich Street 132.86 feet thence N 89°19'W 132 ft thence S 0°24'35" E 50 ft thence N 89°19'W 183.61 ft thence S 0°24'35" E 400 ft to the north line of South Street thence N 89°19'W 292.41 ft to the point of beginning.

Goodrich to Jackson

Lots 1-5 Block 16 and Lots 1-6 Block 17 Prospect Addition to the City of Jackson.

Jackson to Kent

Lots 1-11 and the north 72 ft of Lot 12 Block 3 Harmon's Addition to the City of Jackson.

Kent to Martin Luther King Jr. Drive

Lots 1-12 and 15-23 Block 4 Harmon's Addition to the City of Jackson.

On Martin Luther King Jr. Drive to South Street

Lot 1-7 and Lots 21-23 Block 1 Harmon's Addition to the City of Jackson.

Martin Luther King Jr. Drive – High to Robinson West Side

Commencing at the northeast corner of Lot 1 of McCuen's Subdivision, thence west along the north line of said subdivision to the northwest corner of Lot 5, thence northeasterly along the railroad right of way to the west line of Martin Luther King Jr. Drive (formerly Francis Street), thence south to the point of beginning. Also Lot 1 McCuen's Subdivision. Also Lot 11 & east 4 ft of Lot 10 McCuen's Subdivision. Also commencing at the intersection of the north line of Robinson Street and the west line of Martin Luther King Jr. Drive (formerly Francis Street), thence west 150 ft, thence north 113.5 ft to the south line of McCuen's Subdivision, thence east 150 ft to the west line of Martin Luther King Jr. Drive (Francis Street), thence south 113.45 ft to the point of beginning.

Robinson to Prospect

Commencing at the northeast corner of Lot 5 Sheap's Addition to the City of Jackson, thence north on the west line of Martin Luther King Jr. Drive (formerly Francis Street) to the south line of Robinson Street, thence west on said south line 100 ft, thence south to the northwest corner of Lot 5, thence easterly to the point of beginning. Also Lots 2-5 and the east 94 ft of Lot 1, Sheap's Addition to the City of Jackson. Lots 1-5 Block 8 Harmon's Addition to the City of Jackson. Also Lots 1-6 Block 5 Harmon's Addition to the City of Jackson.

Martin Luther King Jr. Drive - East Side

Franklin to Mitchell Street

All of the land north of Biddle Street, south of Franklin Street, east of Martin Luther King Jr. Drive (formerly Francis Street) and west of South Cooper Street. Also commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) with the south line of Biddle Street, thence east 132 ft, thence south 132 ft, thence east 8 ft, thence south 82.5 ft, thence east 0.25 ft, thence south 142.9 ft, thence west 140.25 ft to the east line of Martin Luther King Jr. Drive (Francis Street), thence north on said east line to the point of beginning. Also Lots 17-19 Orchard Place in the City of Jackson. Also Lot 20 Orchard Place in the City of Jackson except the north 23 ft of the south 45 ft of the east 33 ft of Lot 20. Also south 23.5 ft of Lot 1 & Lots 2-5 Block 7 Knapp's Addition to the City of Jackson. Also Lots 31- 34 Orchard Place.

Mitchell to High Street

Lots 1-4 and the west 15 ft of Lot 6 Block A Moore's Addition to the City of Jackson except the east 48.55 ft of the south 30 ft 4 in of Lot 3, the east 38.55 ft of the north 19.17 ft of Lot 4 and the east 48.55 ft of the south 46.83 of Lot 4. Also Lots 11-19 & the west 95 ft of Lot 20 of Block 11 Root's South Addition to the City of Jackson. Also commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) and the north line of Ridgeway Street, thence east 112 ft, thence north 99 ft, thence east 111 ft, thence north 132 ft,

thence west 223 ft, thence south 231 ft to the point of beginning. Also commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) and the south line of Ridgeway Street, thence east 132 ft, thence south 140.25 ft, thence east 63 ft, thence south 66 ft, thence west 125 ft, thence south 82.5 ft, thence west 70 ft to the east line of Martin Luther King Jr. Drive (Francis Street) thence north to the point of beginning. Also Lots 1-5 and Lots 18-25 GM Stanley Addition to the City of Jackson with that portion of the vacated alley lying west of Lot 25. Also land on the north side of High Street west of Milwaukee Street lying south of the railroad right of way.

High to Damon

All of the land north of the old railroad right of way, east of Martin Luther King Jr. Drive (formerly Francis Street), and south of High Street. Also commencing at the northeast corner of Lot 9 Block 1 Eggleston's Addition to the City of Jackson, thence west along the north line of Block 1110 feet to the point of beginning of this description, thence west to the southerly line of the old railroad right of way, thence northeasterly along said right of way to the south line of High Street, thence east along said south line to the west line of Milwaukee Street, thence south 68.5 ft, thence west 55 ft, thence south 40 ft, thence west 55 ft, thence south 40 ft to the point of beginning. Also commencing at the intersection of the north line of High Street and the east line of Milwaukee Street, thence east 66 ft, thence north to the south line of the old railroad right of way, thence southwesterly along said right of way to the east line of High Street, thence south to the point of beginning.

Damon to Wall

Lots 2 & 3 Block 5 exc the east 8 ft for an alley and the west 3 ft for sidewalk and the west 108.5 ft of Lot 1 Block 5 exc the northerly 36 ft and exc the west 3 ft for sidewalk Eggleston Addition to the City of Jackson.

Wall to Robinson

Lots 1-3 Block 8 Eggleston Addition to the City of Jackson exc the west 3 ft for sidewalk.

Robinson to Mansion

Lots 13-17 Block 1 and Lots 15-19 Block 2 of Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson.

Mansion to Prospect - North Side to Milwaukee

Lots 14-25 Block 3 of Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson. Also Lots 3-5, 13, 16, & 17 Block 3 Francis Street Addition to the City of Jackson.

Prospect to Addison - South Side to Milwaukee

Lots 1-19 Block 4 Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson. Also Lots 9, 11, 14 & 15 Block 4 Francis Street Addition to the City of Jackson.

Addison to South

Lots 1-4 and 6-7 Block 5 Francis Street Addition to the City of Jackson exc the east 42 ft of Lot 4.

Prospect - Milwaukee to Merriman

(North) Block 8 Francis Street Addition to the City of Jackson. Also Lots 1-12 and 18-29 Block 7 Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson. Also (South) Lots 1, 4, 5, 8, 9, 12, 13, 16, 17, 20 & 21 Block 9 Francis Street Addition to the City of Jackson. Also Lots 108-118 South Gardens Subdivision.

Prospect - Merriman to Eggleston

(North) Lots 139-162 South Gardens Subdivision. (South) Lots 119-138 South Gardens Subdivision.

Prospect – Eggleston to South Cooper Street

(North) Lots 1-18 John I Breck's Little Farms Subdivision in the City of Jackson. Also beginning at the southeast corner of Lot 10 of said Little Farms Subdivision in the City of Jackson thence east along the north line of Prospect Street to the westerly line of South Cooper Street (formerly Airline Drive), thence northwesterly along said westerly line to the south line of Mansion Street, thence west along the south line to the northeast corner of Lot 9, thence south along the east line of Lots 9 & 10 to the point of beginning.

Prospect – Eggleston to South Cooper Street

(South) Lots 19-27 John I Breck's Little Farms Subdivision in the City of Jackson. Also all of the land east of Townley Street, west of South Cooper Street (formerly Airline Drive) north of South Street and south of Prospect Street.

South Cooper Street – Franklin to Biddle

Commencing at the intersection of the east line of South Cooper Street (formerly Airline Drive) and the south line of Franklin Street, thence S 0° 18' 02" E along said east line 113 ft, thence along a curve to the left along said east line 607.54 ft, said curve having a radius of 1076.56 ft and a chord of 599.51 ft bearing S 15° 16' 29" E, thence S 32° 39' 50" E 112.61 ft to the north line of Biddle Street thence east to the west line of Adrian Street, thence north along the west line of Adrian Street 140 ft. thence east 33 ft north to a point 42.8 ft north of the south line of Lot 12 Block 10 of Grand River Addition Part One, thence east to a point that is N 89° 31' 24" E 481.79 ft from the east line of South Cooper Street thence N 29° 49' 28" W 291.64 ft to the south line of Franklin Street thence west along said south line to the point of beginning.

South Cooper Street (formerly Arline Drive) – Morrell to High

Lots 37-42 Jackson Urban Renewal Replat No.3.

South Cooper Street (formerly Airline Drive) – West Side

Damon to Mansion

Commencing at a point 363 ft south and 345.84 ft east of the N ¼ post of Section 11, T3S, R1W, said point being on the south line of Damon Street thence south 132 ft, thence east 13.62 ft, thence south 132 ft to the north line of Wall Street, thence east along the north line of Wall Street to the west line of South Cooper Street, thence northwesterly along the west line of South Cooper Street to the south line of Damon Street, thence west to the point of beginning. Also commencing at the intersection of the south line of Wall Street and the east line of Eggleston Street said point being S 00° 32' E 692.63 ft and N 88° 47' E 33 ft of the N ¼ post of Section 11, T3S, R1W, thence N 88° 47' E 594.10 ft to the west line of South Cooper Street (formerly Airline Drive), thence southeasterly 64.96 ft on an arc of a 5689.58 ft radius curve to the left, chord of which bears S 18° 53' 17" E 64.95 ft, central angle 00° 39' 15" along the westerly line of South Cooper Street, thence S 18° 31' 03" E 895.16 ft, thence S 00° 32' 43" E 8.32 ft along the west line of formerly Townley Street to the north line of Mansion Street, thence S 88° 47' W 890.95 ft along the north line of Mansion Street to the east line of Eggleston Street, thence N 0° 32' W 924.93 ft to the point of beginning.

South Cooper Street (formerly Airline Drive) –East Side

High to South

Commencing at the intersection of the south line of High Street with the east line of South Cooper Street, thence east along the south line of High Street to the Westerly line of the Cincinnati Northern Railroad (CNRR) thence southerly along the westerly line of the CNRR to a point 313.5 ft south of the north line of Section 11, T3S, R1W, thence east to the easterly line of South Cooper Street, thence north along said easterly line to the point of beginning. Also beginning at the north ¼ post of Section 11, T3S, R1W, thence east along the north line of said section 594 ft to the east line of Belden Street (now South Cooper Street) thence south along said east line 313.5 ft to the point of beginning of this description thence east parallel with the north line of Section 11 to the westerly

line of the CNRR, thence southerly along the westerly line of the CNRR to a point 999.9 ft south of the north line of Section 11, thence west to the east line of South Cooper Street, thence northerly along said east line to the point of beginning, except land sold to the CNRR. Also commencing on the easterly line of South Cooper Street at a point 999.9 ft south of the north line of Section 11, T3S, R1W, thence east 373.84 ft to the westerly right of way of the CNRR, thence S 19° 33'E 357.86 ft, thence S 70° 27' W 150 ft, thence S 45° 59' W 97.34 ft, thence west 157.3 ft to the east line of South Cooper Street, thence northerly along said east line 419.71 ft to point of beginning except the west 7 ft thereof. Also commencing at the intersection of the center line of Mansion Street relocated with the east line of South Cooper Street, thence N 18° 31' 03" W 86.8 ft along the east line of South Cooper Street to the center line of Mansion Street prior to the relocation said point being the point of beginning of this description, thence N 18° 31' 03" W 175 ft along the east line of South Cooper Street, thence N 88° 48' 05" E 150 ft, thence N 45° 59' E 97.34 ft, thence N 70° 27'E 150 ft to the westerly line of the CNRR thence southeasterly along the westerly line of the CNRR to the north line of Mansion Street, thence northwesterly along the north line of Mansion Street 214.51 ft, thence N 63° 55'W 138.92 ft along said north line, thence S 88° 48' 05" W 69.4 ft along the north line of Mansion Street relocated to the center line of Mansion Street abandoned, thence N 65° 05' 18" W to the point of beginning. Also commencing at the intersection of the south line of Mansion Street relocated and the east line of South Cooper Street, thence southeasterly along the east line of South Cooper Street to the north line of Prospect Street unopened, thence easterly along the north line of Prospect Street unopened to the south line of Mansion Street relocated, thence northwesterly along the south line of Mansion Street relocated to the point of beginning. Also all land east of South Cooper Street, west of the CNRR right of way, south of Prospect Street unopened and north of South Street.

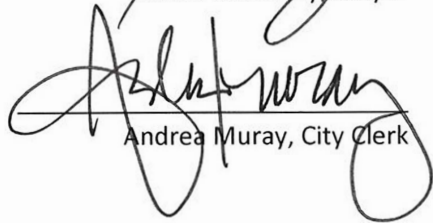
Adjacent Right of Ways

Included in the land area is the street right of ways adjacent to the parcels described above. Also the MLK Equality Trail right of way which is in the old Airline Division of the MCRR right of way from 632 ft south of Prospect Street to Merriman Street. Also the railroad right of way from Merriman to South Cooper Street.

Section 3. This Ordinance takes effect thirty (30) days from the date of adoption.

Adopted: The foregoing Ordinance 2022-08 was adopted by the Jackson City Council on the 13th day of September 2022 and a summary was published on September 18, 2022.


Daniel Mahoney, Mayor


Andrea Muray, City Clerk

Martin Luther King Jr. Drive West Side

Franklin to Mason

East 85 ft of Lot 8, Lots 9, 10 & 11, B5S, R2E of the Grand River Addition to the City of Jackson.

Mason to Wilkins

West 49.5 ft of Lots 11 & 12 and the east 50.5 ft of the north ½ Lot 14, the south ½ of Lot 14, the north ½ Lot 13 and the east 25.5 ft of the south ½ of Lot 13, all part of Block 68 Ford's Western Addition to the City of Jackson.

Wilkins to Biddle

West 49.5 ft of Lots 11 & 12 and Lots 13 & 14 with the east ½ of vacated Buffalo Street except the north 66 ft of east ½ of Buffalo Street and the west 27.5 ft of the north ½ of Lot 14, all part of Block 73 Ford's Western Addition to the City of Jackson.

Biddle to Morrell

Lots 20-22 and the east ½ of Lot 23 of Cooley Place.

Morrell to Rockwell

Commencing at a point 66 ft south of the intersection of the west line of Martin Luther King Jr Drive (formerly Francis Street) with the south line of Morrell Street thence west 115.5 ft, thence south 39 ft, thence west 61.5 ft, thence south 136 ft to the north line of Lot 1, Block Two, Rustic Hall Addition to the City of Jackson, thence east 33 ft, thence south 6.5 ft to the north line of an alley, thence east 144 ft to the west line of Martin Luther King Jr Drive (formerly Francis Street) thence north 247.5 ft to the point of beginning, along with Lots 1-12, Block One and Lots 5-8, Block 2 of Rustic Hall Addition, along with Lots 1-13, Block One and the north 12.3 ft of Lot 14 and the east 90 ft of the south 50 ft of Lot 14, Block One, Merriman's Addition to the City of Jackson.

Rockwell to High

Lots 4-15 of Block 2 of Merriman's Addition to the City of Jackson. Also Lots 1-5 of Pennington's Addition to the City of Jackson.

High to RR ROW

Commencing at the intersection of the south line of High Street with the west line of Martin Luther King Jr. Drive (formerly Francis Street) thence west 140 ft, thence south 218 ft, thence east 65 ft, thence south to the center line of vacated Randolph Street (or alley so called), thence west along said center line to the east line of Chittock Street, thence south to the south line of Randolph Alley so-called, thence south 21 ft to the south line of Randolph Street, thence west 451.6 ft to the east line of Maple Street, thence south to the south line of Douglas Street, thence west to the east line of Jackson Street, thence south to the north line of the right of way of the Airline Division of the MCRR Co., thence northeasterly along said right of way line to the west line of Martin Luther King Jr. Drive (Francis Street), thence north to the point of beginning.

Prospect, North Side from Fourth Street

Lots 7-9 and the south 70.5 feet of Lots 10 and 11 of Block 32 Prospect Addition to the City of Jackson. Also Lots 7-11 of Block 31 Prospect Addition to the City of Jackson. Also Lots 7-11 of Block 5 Prospect Addition to the City of Jackson. Also Lots 5-12 of Block 4 Prospect Addition to the City of Jackson. Also commencing at the intersection of the north line of Prospect Street with the east line of Woodbridge Street thence east 167.02 feet along the north line of Prospect Street to the northwesterly line of the Airline Division of the MCRR Co. thence N57°25'40" E 266 ft more or less along the northwesterly line of said RR thence north 130 feet more or less thence west to a point on the east line of Woodbridge Street being 271.07 feet north of the north line of Prospect Street thence south to the point of beginning, being part of Block 20 Prospect Addition to the City of Jackson.

South of RR along Prospect North Side

Commencing at the southeast corner of Block 25 thence north 115.5 ft, thence west 211.2 ft, thence north to the south line of the Airline Division of the MCRR Co., thence southwesterly along said line to the north line of Prospect Street, thence east along said north line to the point of beginning being part of Block 25 Prospect Addition to the City of Jackson.

Woodsum to Jackson

Lots 6-9 & the south 75 ft of Lot 10 Block 26, Prospect Addition to the City of Jackson.

Jackson to Kent

Lots 13-24, Block 6 Harmon Addition to the City of Jackson.

Kent to Martin Luther King Jr. Drive

Lots 7-14 Block 5 Harmon Addition to the City of Jackson.

Prospect south side from Fourth Street

Commencing at the intersection of the south line of Prospect Street and the east line of Fourth Street thence south 82.5 ft thence east 132 ft thence south 66 ft thence east 132 ft thence south 99 ft to the south line of Block 6 Sabin's Addition to the City of Jackson thence east 198 ft to the southeast corner of Lot 32 Block 6 Sabin's Addition to the City of Jackson thence south to the northerly line of Linden Avenue thence northeasterly along the north line of Linden Avenue to the west line of First Street thence north along the west line of First Street to the south line of Prospect Street thence west along the south line of Prospect Street to the point of beginning. Also Block 8 Prospect Addition to the City of Jackson.

South of RR along Prospect South Side

Commencing at the intersection of the north line of South Street with the east line of Woodbridge Street thence N 0° 9'25" W 452.29 ft to south line of the Airline Division of the MCRR Co., thence N 75° 21'21" E 235.19 ft to the south line of Prospect Street, thence S 89° 29'55" E along said south line to the northeast corner of Lot 1 Block 15 Prospect Addition to the City of Jackson thence S 0°24'35"E along the west line of Goodrich Street 132.86 feet thence N 89°19'W 132 ft thence S 0°24'35" E 50 ft thence N 89°19'W 183.61 ft thence S 0°24'35" E 400 ft to the north line of South Street thence N 89°19'W 292.41 ft to the point of beginning.

Goodrich to Jackson

Lots 1-5 Block 16 and Lots 1-6 Block 17 Prospect Addition to the City of Jackson.

Jackson to Kent

Lots 1-11 and the north 72 ft of Lot 12 Block 3 Harmon's Addition to the City of Jackson.

Kent to Martin Luther King Jr. Drive

Lots 1-12 and 15-23 Block 4 Harmon's Addition to the City of Jackson.

On Martin Luther King Jr. Drive to South Street

Lot 1-7 and Lots 21-23 Block 1 Harmon's Addition to the City of Jackson.

Martin Luther King Jr. Drive – High to Robinson West Side

Commencing at the northeast corner of Lot 1 of McCuen's Subdivision, thence west along the north line of said subdivision to the northwest corner of Lot 5, thence northeasterly along the railroad right of way to the west line of Martin Luther King Jr. Drive (formerly Francis Street), thence south to the point of beginning. Also Lot 1 McCuen's Subdivision. Also Lot 11 & east 4 ft of Lot 10 McCuen's Subdivision. Also commencing at the intersection of the north line of Robinson Street and the west line of Martin Luther King Jr. Drive (formerly Francis Street), thence west 150 ft, thence north 113.5 ft to the south line of McCuen's Subdivision, thence east 150 ft to the west line of Martin Luther King Jr. Drive (Francis Street), thence south 113.45 ft to the point of beginning.

Robinson to Prospect

Commencing at the northeast corner of Lot 5 Sheap's Addition to the City of Jackson, thence north on the west line of Martin Luther King Jr. Drive (formerly Francis Street) to the south line of Robinson Street, thence west on said south line 100 ft, thence south to the northwest corner of Lot 5, thence easterly to the point of beginning. Also Lots 2-5 and the east 94 ft of Lot 1, Sheap's Addition to the City of Jackson. Lots 1-5 Block 8 Harmon's Addition to the City of Jackson. Also Lots 1-6 Block 5 Harmon's Addition to the City of Jackson.

Martin Luther King Jr. Drive - East Side**Franklin to Mitchell Street**

All of the land north of Biddle Street, south of Franklin Street, east of Martin Luther King Jr. Drive (formerly Francis Street) and west of South Cooper Street. Also commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) with the south line of Biddle Street, thence east 132 ft, thence south 132 ft, thence east 8 ft, thence south 82.5 ft, thence east 0.25 ft, thence south 142.9 ft, thence west 140.25 ft to the east line of Martin Luther King Jr. Drive (Francis Street), thence north on said east line to the point of beginning. Also Lots 17-19 Orchard Place in the City of Jackson. Also Lot 20 Orchard Place in the City of Jackson except the north 23 ft of the south 45 ft of the east 33 ft of Lot 20. Also south 23.5 ft of Lot 1 & Lots 2-5 Block 7 Knapp's Addition to the City of Jackson. Also Lots 31- 34 Orchard Place.

Mitchell to High Street

Lots 1-4 and the west 15 ft of Lot 6 Block A Moore's Addition to the City of Jackson except the east 48.55 ft of the south 30 ft 4 in of Lot 3, the east 38.55 ft of the north 19.17 ft of Lot 4 and the east 48.55 ft of the south 46.83 of Lot 4. Also Lots 11-19 & the west 95 ft of Lot 20 of Block 11 Root's South Addition to the City of Jackson. Also commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) and the north line of Ridgeway Street, thence east 112 ft, thence north 99 ft, thence east 111 ft, thence north 132 ft, thence west 223 ft, thence south 231 ft to the point of beginning. Also commencing at the intersection of the east line of Martin Luther King Jr. Drive (formerly Francis Street) and the south line of Ridgeway Street, thence east 132 ft, thence south 140.25 ft, thence east 63 ft, thence south 66 ft, thence west 125 ft, thence south 82.5 ft, thence west 70 ft to the east line of Martin Luther King Jr. Drive (Francis Street) thence north to the point of beginning. Also Lots 1-5 and Lots 18-25 GM Stanley Addition to the City of Jackson with that portion of the vacated alley lying west of Lot 25. Also land on the north side of High Street west of Milwaukee Street lying south of the railroad right of way.

High to Damon

All of the land north of the old railroad right of way, east of Martin Luther King Jr. Drive (formerly Francis Street), and south of High Street. Also commencing at the northeast corner of Lot 9 Block 1 Eggleston's Addition to the City of Jackson, thence west along the north line of Block 1 110 feet to the point of beginning of this description, thence west to the southerly line of the old railroad right of way, thence northeasterly along said right of way to the south line of High Street, thence east along said south line to the west line of Milwaukee Street, thence south 68.5 ft, thence west 55 ft, thence south 40 ft, thence west 55 ft, thence south 40 ft to the point of beginning. Also commencing at the intersection of the north line of High Street and the east line of Milwaukee Street, thence east 66 ft, thence north to the south line of the old railroad right of way, thence southwesterly along said right of way to the east line of High Street, thence south to the point of beginning.

Damon to Wall

Lots 2 & 3 Block 5 exc the east 8 ft for an alley and the west 3 ft for sidewalk and the west 108.5 ft of Lot 1 Block 5 exc the northerly 36 ft and exc the west 3 ft for sidewalk Eggleston Addition to the City of Jackson.

Wall to Robinson

Lots 1-3 Block 8 Eggleston Addition to the City of Jackson exc the west 3 ft for sidewalk.

Robinson to Mansion

Lots 13-17 Block 1 and Lots 15-19 Block 2 of Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson.

Mansion to Prospect – North Side to Milwaukee

Lots 14-25 Block 3 of Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson. Also Lots 3-5, 13, 16, & 17 Block 3 Francis Street Addition to the City of Jackson.

Prospect to Addison – South Side to Milwaukee

Lots 1-19 Block 4 Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson. Also Lots 9, 11, 14 & 15 Block 4 Francis Street Addition to the City of Jackson.

Addison to South

Lots 1-4 and 6-7 Block 5 Francis Street Addition to the City of Jackson exc the east 42 ft of Lot 4.

Prospect – Milwaukee to Merriman

(North) Block 8 Francis Street Addition to the City of Jackson. Also Lots 1-12 and 18-29 Block 7 Jackson Land and Improvement Company's Subdivision of Blocks 2 & 7 and parts of Blocks 1, 3, 4, 5, 6, 11 and 12 of Francis Street Addition to the City of Jackson. Also (South) Lots 1, 4, 5, 8, 9, 12, 13, 16, 17, 20 & 21 Block 9 Francis Street Addition to the City of Jackson. Also Lots 108-118 South Gardens Subdivision.

Prospect – Merriman to Eggleston

(North) Lots 139-162 South Gardens Subdivision. (South) Lots 119-138 South Gardens Subdivision.

Prospect – Eggleston to South Cooper Street

(North) Lots 1-18 John I Breck's Little Farms Subdivision in the City of Jackson. Also beginning at the southeast corner of Lot 10 of said Little Farms Subdivision in the City of Jackson thence east along the north line of Prospect Street to the westerly line of South Cooper Street (formerly Airline Drive), thence northwesterly along said westerly line to the south line of Mansion Street, thence west along the south line to the northeast corner of Lot 9, thence south along the east line of Lots 9 & 10 to the point of beginning.

Prospect – Eggleston to South Cooper Street

(South) Lots 19-27 John I Breck's Little Farms Subdivision in the City of Jackson. Also all of the land east of Townley Street, west of South Cooper Street (formerly Airline Drive) north of South Street and south of Prospect Street.

South Cooper Street – Franklin to Biddle

Commencing at the intersection of the east line of South Cooper Street (formerly Airline Drive) and the south line of Franklin Street, thence S 0° 18' 02" E along said east line 113 ft, thence along a curve to the left along said east line 607.54 ft, said curve having a radius of 1076.56 ft and a chord of 599.51 ft bearing S 15° 16' 29" E, thence S 32° 39' 50" E 112.61 ft to the north line of Biddle Street thence east to the west line of Adrian Street, thence north along the west line of Adrian Street 140 ft. thence east 33 ft north to a point 42.8 ft north of the south line of Lot 12 Block 10 of Grand River Addition Part One, thence east to a point that is N89° 31' 24" E

481.79 ft from the east line of South Cooper Street thence N29°49'28"W 291.64 ft to the south line of Franklin Street thence west along said south line to the point of beginning.

South Cooper Street (formerly Arline Drive) – Morrell to High

Lots 37-42 Jackson Urban Renewal Replat No.3.

South Cooper Street (formerly Airline Drive) – West Side

Damon to Mansion

Commencing at a point 363 ft south and 345.84 ft east of the N ¼ post of Section 11, T3S, R1W, said point being on the south line of Damon Street thence south 132 ft, thence east 13.62 ft, thence south 132 ft to the north line of Wall Street, thence east along the north line of Wall Street to the west line of South Cooper Street, thence northwesterly along the west line of South Cooper Street to the south line of Damon Street, thence west to the point of beginning. Also commencing at the intersection of the south line of Wall Street and the east line of Eggleston Street said point being S 00° 32' E 692.63 ft and N 88° 47' E 33 ft of the N ¼ post of Section 11, T3S, R1W, thence N 88° 47' E 594.10 ft to the west line of South Cooper Street (formerly Airline Drive), thence southeasterly 64.96 ft on an arc of a 5689.58 ft radius curve to the left, chord of which bears S 18° 53' 17" E 64.95 ft, central angle 00° 39' 15" along the westerly line of South Cooper Street, thence S 18° 31' 03" E 895.16 ft, thence S 00° 32' 43" E 8.32 ft along the west line of formerly Townley Street to the north line of Mansion Street, thence S 88° 47' W 890.95 ft along the north line of Mansion Street to the east line of Eggleston Street, thence N 0° 32' W 924.93 ft to the point of beginning.

South Cooper Street (formerly Airline Drive) –East Side

High to South

Commencing at the intersection of the south line of High Street with the east line of South Cooper Street, thence east along the south line of High Street to the Westerly line of the Cincinnati Northern Railroad (CNRR) thence southerly along the westerly line of the CNRR to a point 313.5 ft south of the north line of Section 11, T3S, R1W, thence east to the easterly line of South Cooper Street, thence north along said easterly line to the point of beginning. Also beginning at the north ¼ post of Section 11, T3S, R1W, thence east along the north line of said section 594 ft to the east line of Belden Street (now South Cooper Street) thence south along said east line 313.5 ft to the point of beginning of this description thence east parallel with the north line of Section 11 to the westerly line of the CNRR, thence southerly along the westerly line of the CNRR to a point 999.9 ft south of the north line of Section 11, thence west to the east line of South Cooper Street, thence northerly along said east line to the point of beginning, except land sold to the CNRR. Also commencing on the easterly line of South Cooper Street at a point 999.9 ft south of the north line of Section 11, T3S, R1W, thence east 373.84 ft to the westerly right of way of the CNRR, thence S 19° 33' E 357.86 ft, thence S 70° 27' W 150 ft, thence S 45° 59' W 97.34 ft, thence west 157.3 ft to the east line of South Cooper Street, thence northerly along said east line 419.71 ft to point of beginning except the west 7 ft thereof. Also commencing at the intersection of the center line of Mansion Street relocated with the east line of South Cooper Street, thence N 18° 31' 03" W 86.8 ft along the east line of South Cooper Street to the center line of Mansion Street prior to the relocation said point being the point of beginning of this

description, thence N 18° 31' 03" W 175 ft along the east line of South Cooper Street, thence N 88° 48' 05" E 150 ft, thence N 45° 59' E 97.34 ft, thence N 70° 27' E 150 ft to the westerly line of the CNRR thence southeasterly along the westerly line of the CNRR to the north line of Mansion Street, thence northwesterly along the north line of Mansion Street 214.51 ft, thence N 63° 55' W 138.92 ft along said north line, thence S 88° 48' 05" W 69.4 ft along the north line of Mansion Street relocated to the center line of Mansion Street abandoned, thence N 65° 05' 18" W to the point of beginning. Also commencing at the intersection of the south line of Mansion Street relocated and the east line of South Cooper Street, thence southeasterly along the east line of South Cooper Street to the north line of Prospect Street unopened, thence easterly along the north line of Prospect Street unopened to the south line of Mansion Street relocated, thence northwesterly along the south line of Mansion Street relocated to the point of beginning. Also all land east of South Cooper Street, west of the CNRR right of way, south of Prospect Street unopened and north of South Street.

Adjacent Right of Ways

Included in the land area is the street right of ways adjacent to the parcels described above. Also the MLK Equality Trail right of way which is in the old Airline Division of the MCRR right of way from 632 ft south of Prospect Street to Merriman Street. Also the railroad right of way from Merriman to South Cooper Street.

**Appendix 4-
Cost and Timeline for Projects and Activities**

		Short Term 2022- 2026	Medium Term 2027-2037	Long Term 2038- 2047	TOTALS
Item ID	Project/ Program	Estimated Cost	Estimated Cost	Estimated Cost	
1	Economic Development				
A	<u>Economic/ Market Studies</u>	\$ 150,000.00	\$ 150,000.00	\$ 100,000.00	\$ 400,000.00
1.00	Undertake Community Planning & Visioning				
2.00	Commission Highest & Best Use Study				
3.00	Undertake a Market Study for the Southside				
B	<u>Site Readiness Projects</u>	\$ 243,750.00	\$ 1,081,250.00	\$ 750,000.00	\$ 2,075,000.00
1.00	Perform Targeted Land Acquisition				
2.00	Perform Site Cleanup/ Blight Removal				
C	<u>Infrastructure</u>	\$ 1,593,750.00	\$ 1,736,250.00	\$ 1,000,000.00	\$ 4,330,000.00
1.00	Implement Infrastructure, Utility, Safety Projects				
2.00	Implement Streetscape & Public Space Improvements				
D	<u>Business Attraction & Retention & Development Services</u>	\$ 3,450,000.00	\$ 2,150,000.00	\$ 1,250,000.00	\$ 6,850,000.00
1.00	Design and Administer a Micro-Loan Fund				
2.00	Design and Administer a Real Estate Gap Fund/ Façade Impr				
3.00	Help Coordinate and Expedite Development Projects (for future Housing, Mixed Use, Industrial, Office, etc.)				
4.00	Prepare an Inventory of Existing Businesses				
5.00	Provide Technical Support Assistance for Existing Businesses				
6.00	Provide Financial Literacy Support Services				
2	Organization				
E	<u>Refine the MLK CIA Strategic Plan</u>	\$ 55,000.00	\$ 100,000.00	\$ 75,000.00	\$ 230,000.00
3	Communication				
F	<u>Community Outreach</u>	\$ 50,000.00	\$ 100,000.00	\$ 75,000.00	\$ 225,000.00
1.00	Facilitate Community Outreach Sessions				
G	<u>Marketing & Branding</u>	\$ 45,000.00	\$ 70,000.00	\$ 50,000.00	\$ 165,000.00
1.00	Prepare and Execute a General Marketing/ Promotion Strategy				
2.00	Refine the MLK CIA Webpage/ Website				
H	<u>Fundraising</u>	\$ 100,000.00	\$ 75,000.00	\$ 50,000.00	\$ 225,000.00
1.00	Develop and Execute a Fundraising Strategy				
	TOTAL	\$ 5,687,500.00	\$ 5,462,500.00	\$ 3,350,000.00	\$ 14,500,000.00

Appendix 5-
2020 U.S. Census Data for Jackson, Michigan

 An official website of the United States government


QuickFacts

Jackson city, Michigan; Jackson County, Michigan

QuickFacts provides statistics for all states and counties, and for cities and towns with a **population of 5,000 or more**.

Table

All Topics 	Jackson city, Michigan	Jackson County, Michigan
Population Estimates, July 1 2021, (V2021)	NA	160,050
 PEOPLE		
Population		
Population Estimates, July 1 2021, (V2021)	NA	160,050
Population estimates base, April 1, 2020, (V2021)	NA	160,366
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	NA	-0.2%
Population, Census, April 1, 2020	31,309	160,366
Population, Census, April 1, 2010	33,534	160,248
Age and Sex		
Persons under 5 years, percent	7.0%	5.7%
Persons under 18 years, percent	25.1%	21.3%
Persons 65 years and over, percent	11.0%	18.3%
Female persons, percent	51.6%	48.9%
Race and Hispanic Origin		
White alone, percent	72.0%	87.6%
Black or African American alone, percent (a)	19.9%	8.1%
American Indian and Alaska Native alone, percent (a)	0.2%	0.4%
Asian alone, percent (a)	0.7%	0.9%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.0%	0.1%
Two or More Races, percent	5.9%	2.8%
Hispanic or Latino, percent (b)	6.9%	3.6%
White alone, not Hispanic or Latino, percent	67.6%	84.6%
Population Characteristics		
Veterans, 2016-2020	1,589	9,622
Foreign born persons, percent, 2016-2020	2.4%	2.0%
Housing		
Housing units, July 1, 2019, (V2019)	X	69,807
Owner-occupied housing unit rate, 2016-2020	55.2%	74.3%
Median value of owner-occupied housing units, 2016-2020	\$71,400	\$138,900
Median selected monthly owner costs -with a mortgage, 2016-2020	\$854	\$1,151
Median selected monthly owner costs -without a mortgage, 2016-2020	\$370	\$454
Median gross rent, 2016-2020	\$729	\$800
Building permits, 2020	X	159
Families & Living Arrangements		
Households, 2016-2020	13,467	62,216
Persons per household, 2016-2020	2.34	2.39
Living in same house 1 year ago, percent of persons age 1 year+, 2016-2020	85.2%	86.1%
Language other than English spoken at home, percent of persons age 5 years+, 2016-2020	4.0%	3.2%
Computer and Internet Use		
Households with a computer, percent, 2016-2020	89.8%	90.3%
Households with a broadband Internet subscription, percent, 2016-2020	82.8%	84.5%
Education		
High school graduate or higher, percent of persons age 25 years+, 2016-2020	87.0%	91.7%

Bachelor's degree or higher, percent of persons age 25 years+, 2016-2020	16.0%	22.5%
Health		
With a disability, under age 65 years, percent, 2016-2020	14.7%	10.7%
Persons without health insurance, under age 65 years, percent	⚠ 9.3%	⚠ 6.9%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2016-2020	62.5%	57.4%
In civilian labor force, female, percent of population age 16 years+, 2016-2020	60.7%	58.0%
Total accommodation and food services sales, 2012 (\$1,000) (c)	65,579	201,541
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	716,128	936,822
Total manufacturers shipments, 2012 (\$1,000) (c)	709,629	2,621,283
Total retail sales, 2012 (\$1,000) (c)	398,276	1,841,695
Total retail sales per capita, 2012 (c)	\$11,921	\$11,488
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2016-2020	18.5	23.2
Income & Poverty		
Median household income (in 2020 dollars), 2016-2020	\$37,192	\$54,511
Per capita income in past 12 months (in 2020 dollars), 2016-2020	\$20,776	\$29,141
Persons in poverty, percent	⚠ 24.1%	⚠ 12.6%
BUSINESSES		
Businesses		
Total employer establishments, 2019	X	2,966
Total employment, 2019	X	51,345
Total annual payroll, 2019 (\$1,000)	X	2,561,782
Total employment, percent change, 2018-2019	X	-1.3%
Total nonemployer establishments, 2018	X	9,115
All firms, 2012	2,794	10,816
Men-owned firms, 2012	1,330	5,502
Women-owned firms, 2012	1,042	3,973
Minority-owned firms, 2012	498	934
Nonminority-owned firms, 2012	2,094	9,459
Veteran-owned firms, 2012	301	1,152
Nonveteran-owned firms, 2012	2,271	9,200
GEOGRAPHY		
Geography		
Population per square mile, 2010	3,086.6	228.4
Land area in square miles, 2010	10.86	701.67
FIPS Code	2641420	26075

[About datasets used in this table](#)

Value Notes



Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info  icon to row in TABLE view to learn about sampling error.

The vintage year (e.g., V2021) refers to the final year of the series (2020 thru 2021). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2016-2020 ACS 5-year estimates to other ACS estimates. For more information, please visit the [2020 5-year ACS Comparison Guidance](#) page.

Fact Notes

(a)

Includes persons reporting only one race

(c)

Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

(b)

Hispanics may be of any race, so also are included in applicable race categories

Value Flags

-

Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper open ended distribution.

F

Fewer than 25 firms

D

Suppressed to avoid disclosure of confidential information

N

Data for this geographic area cannot be displayed because the number of sample cases is too small.

FN

Footnote on this item in place of data

X

Not applicable

S

Suppressed; does not meet publication standards

NA

Not available

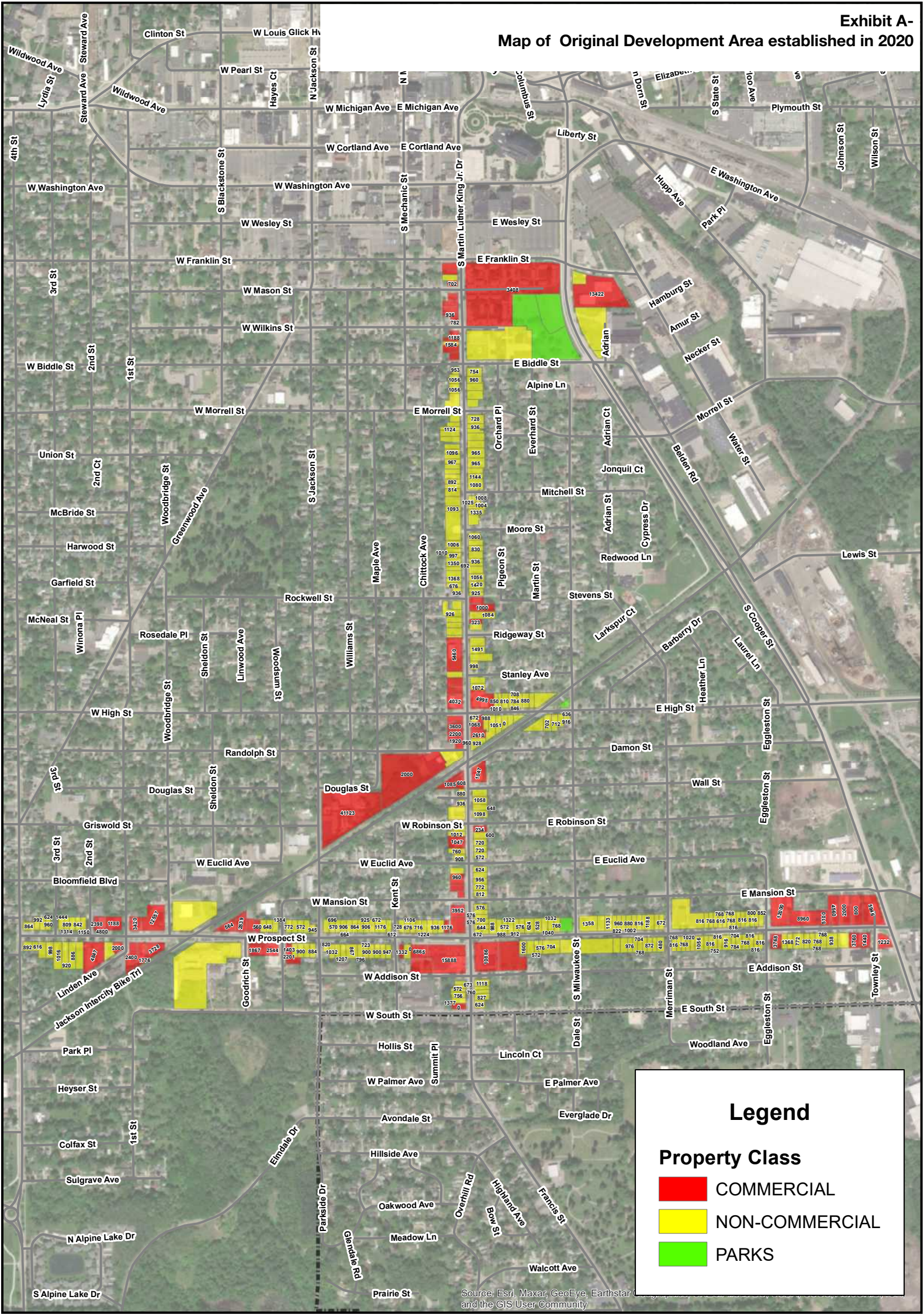
Z

Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Expenses, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

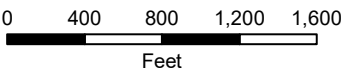
Exhibit A-

Map of Original Development Area established in 2020



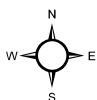
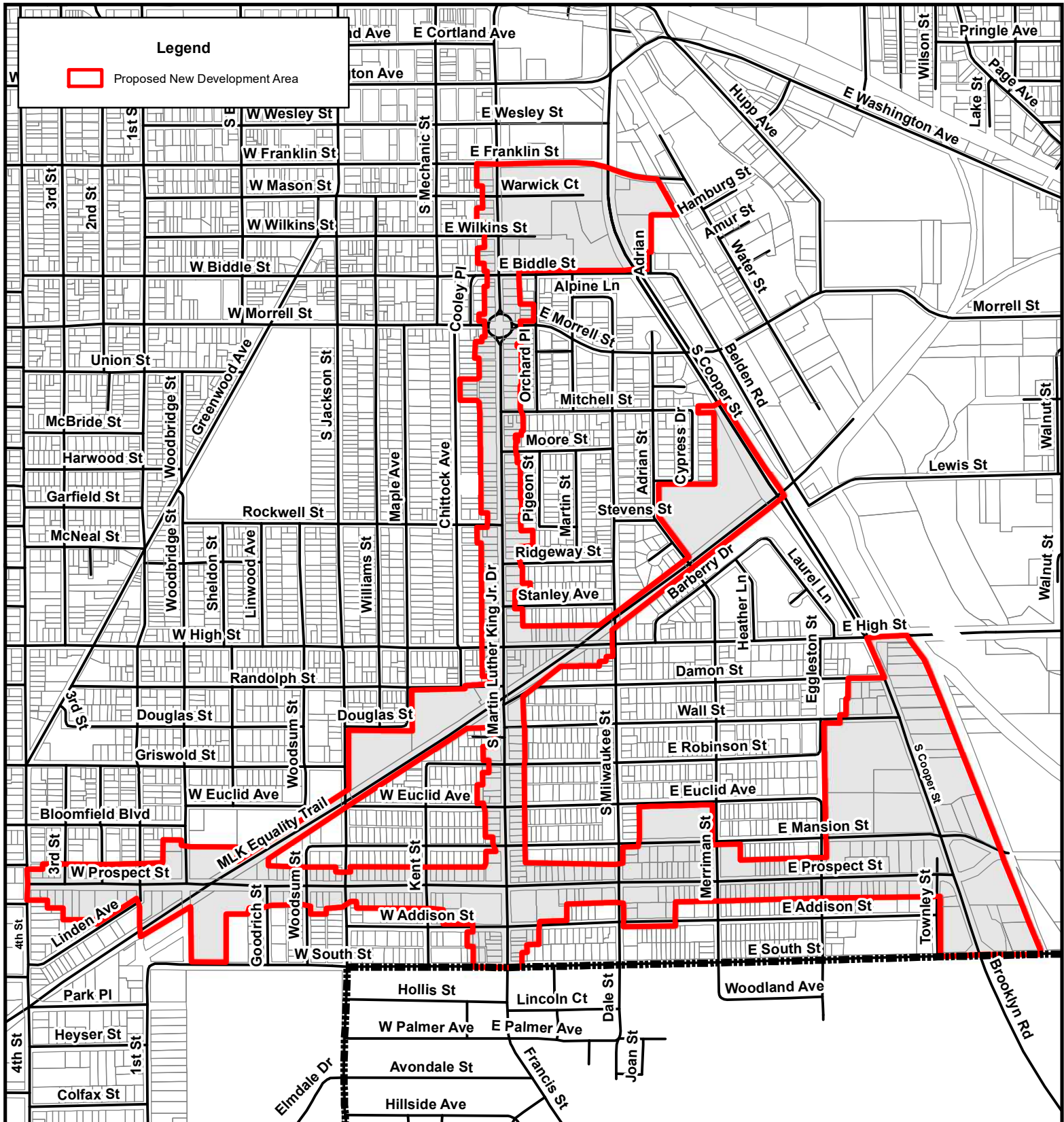
JACKSON

MLK AND PROSPECT CORRIDOR



Map Prepared: July 10th, 2020

MLKCIA - PROPOSED AMENDED DEVELOPMENT AREA

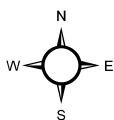
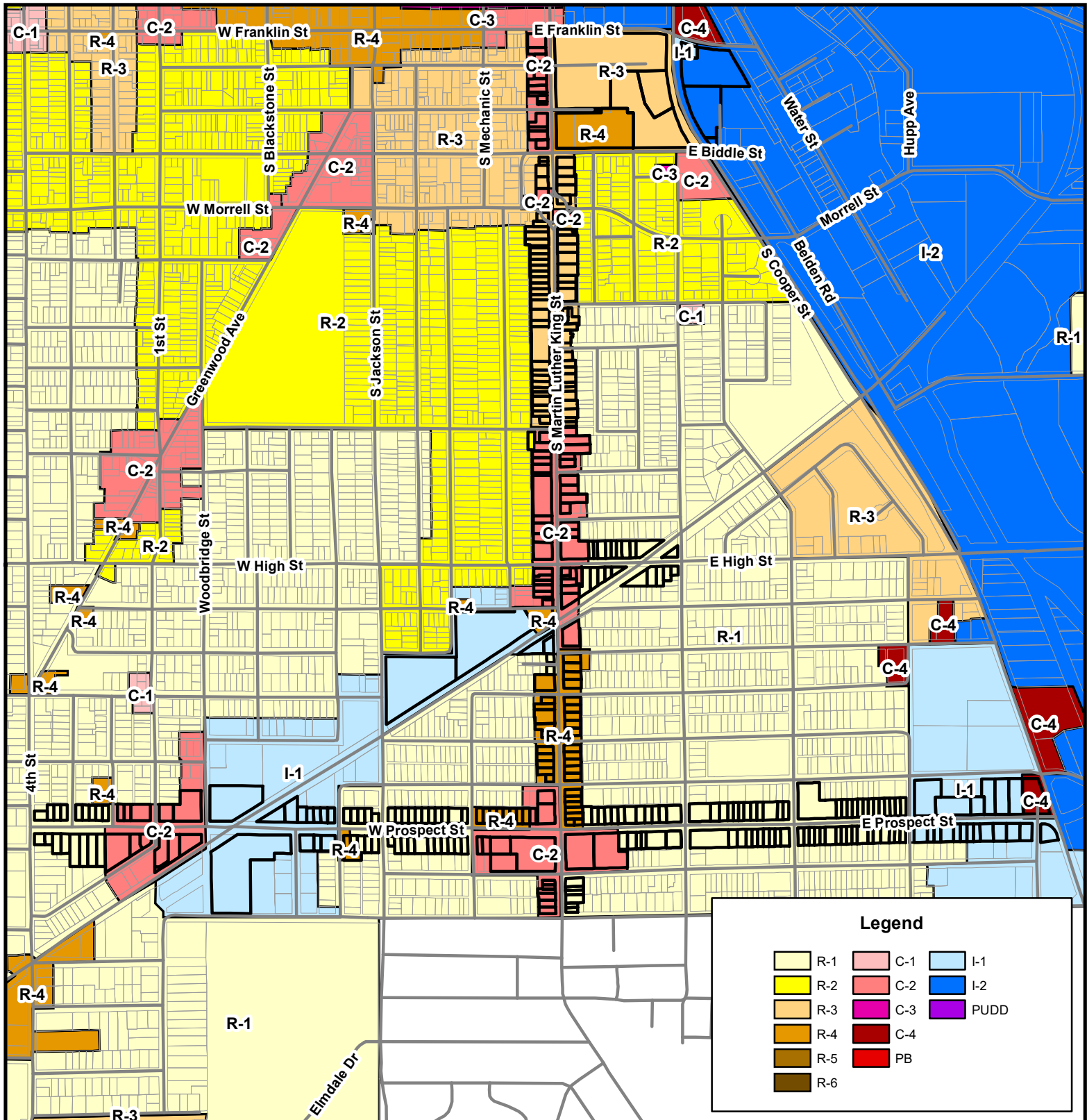


JACKSON
Founded 1829

0 500 1,000 1,500 2,000
Feet

Date Prepared: June 15th, 2022

MLKCIA PLAN ZONING CLASSIFICATIONS

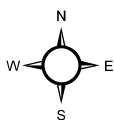
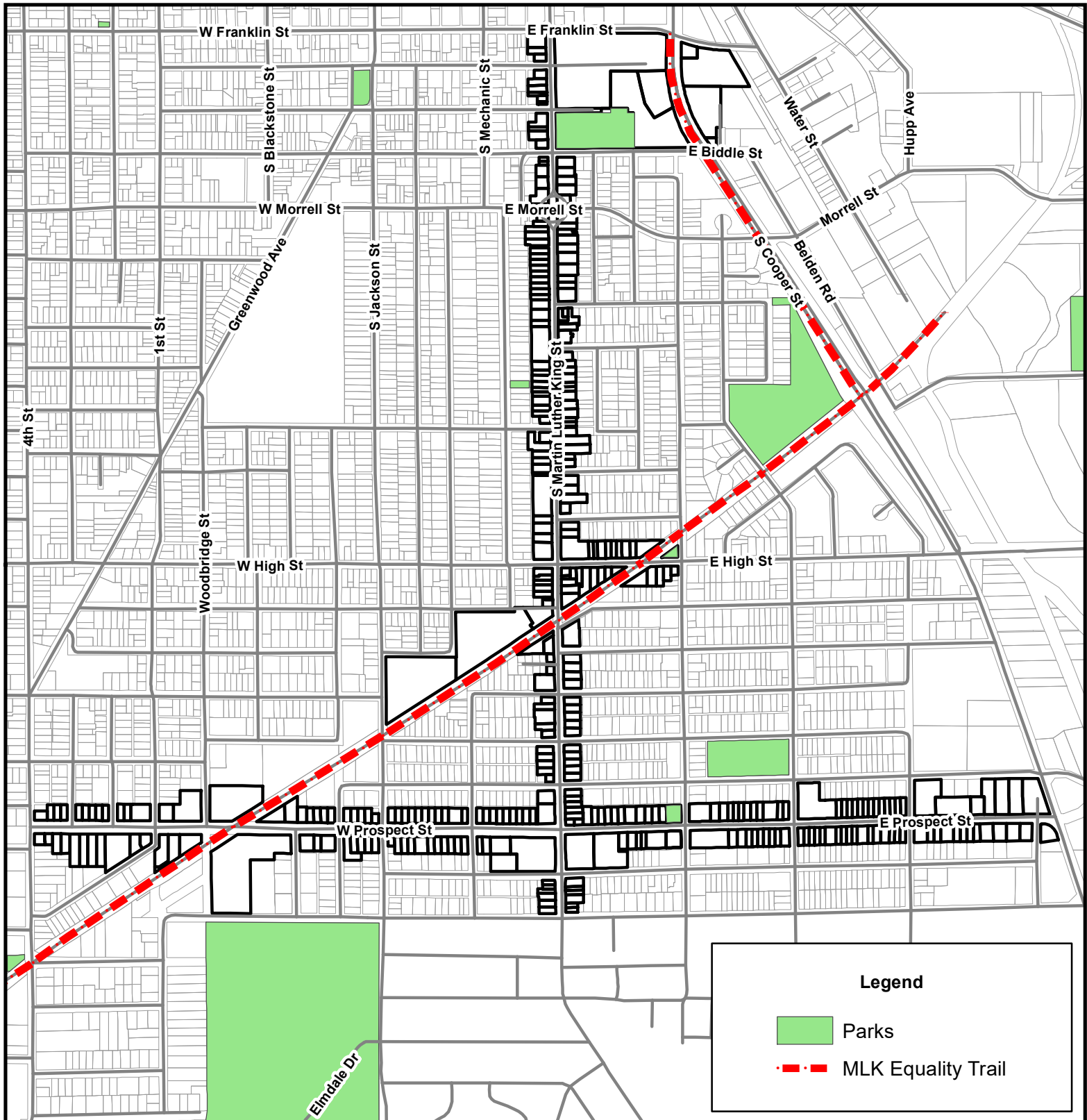


JACKSON
Founded 1829

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Feet

Date Prepared: December 28th, 2021

MLKCIA PLAN PARKS AND MLK EQUALITY TRAIL

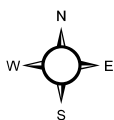
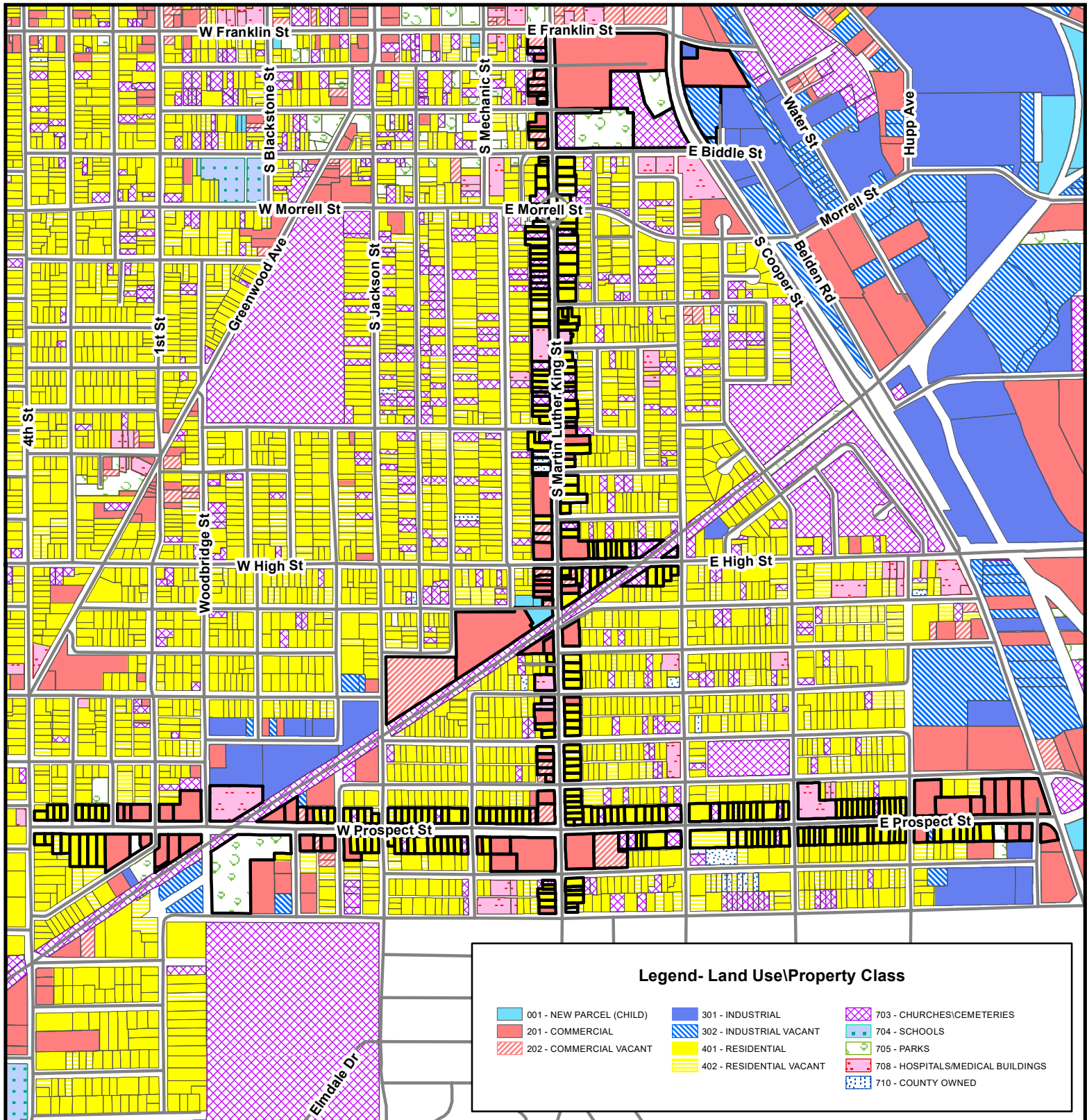


JACKSON
Founded 1829

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Feet

Date Prepared: December 28th, 2021

MLKCIA PLAN LAND USE (PROPERTY CLASS)

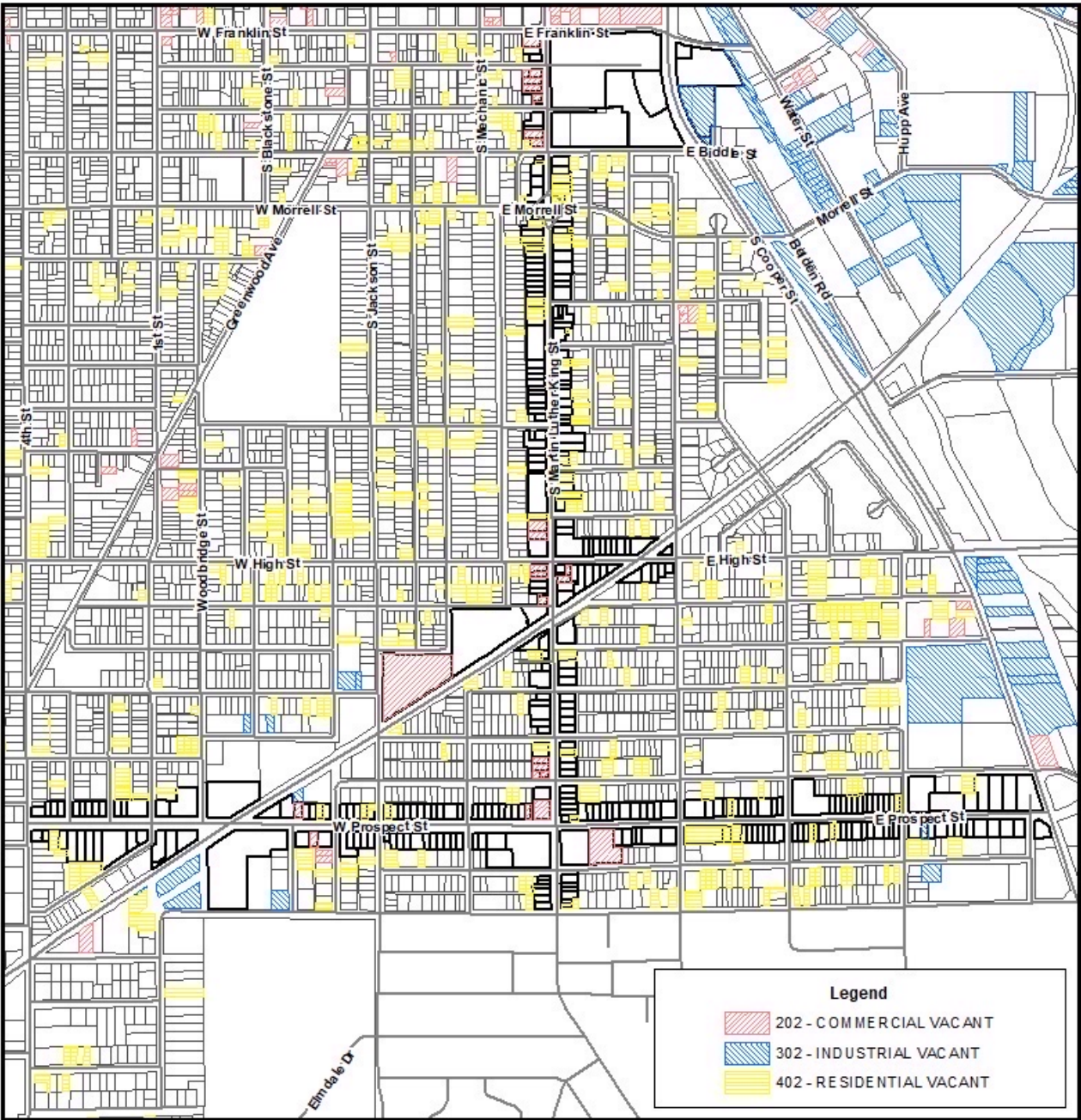


JACKSON
Founded 1829

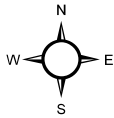
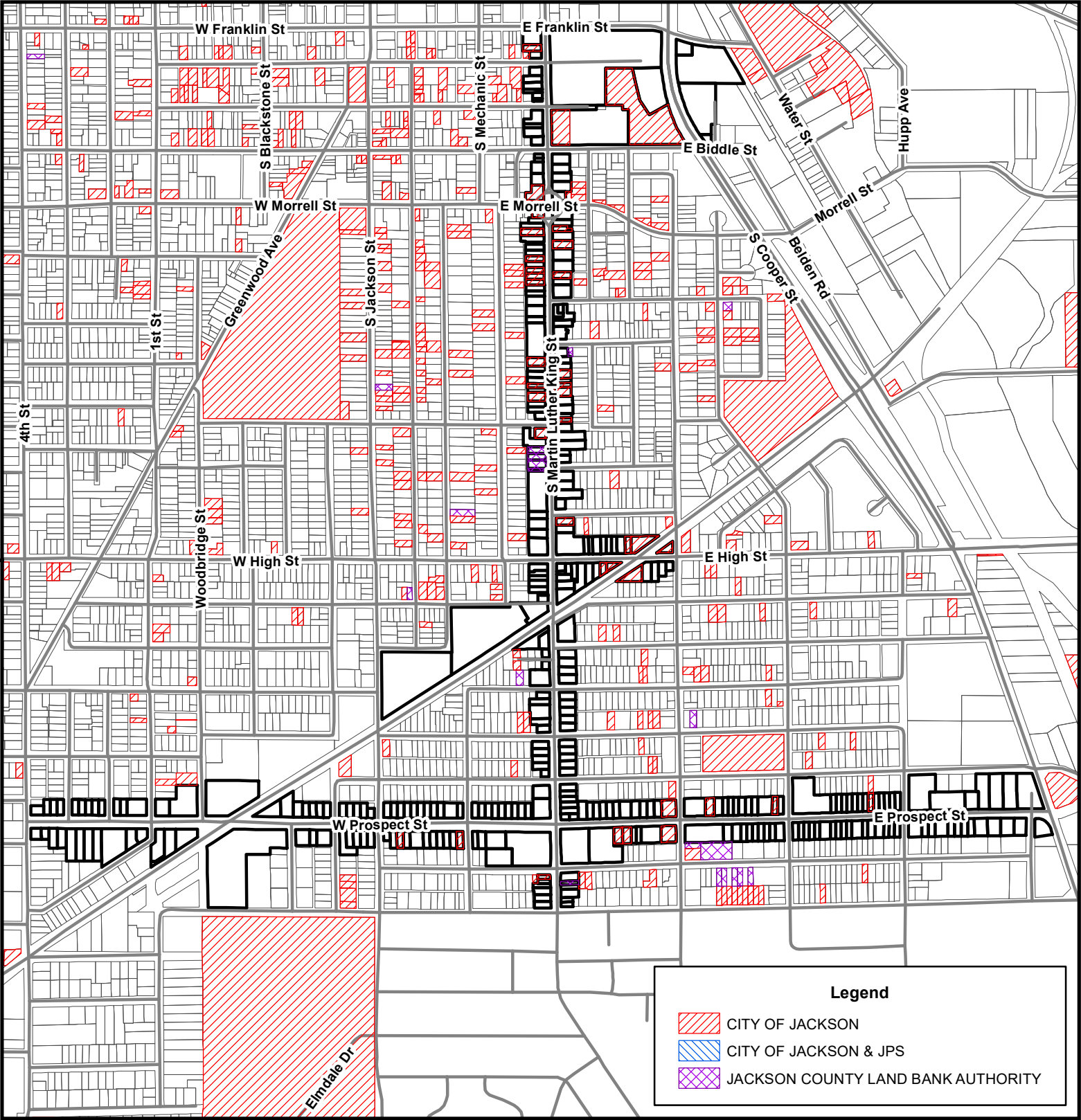
0 500 1,000 1,500 2,000
Feet

Date Prepared: December 28th, 2021

MLKCIA PLAN VACANT PROPERTIES



MLKCIA PLAN CITY AND JACKSON COUNTY LANDBANK PROPERTIES



JACKSON
Founded 1829

0 500 1,000 1,500 2,000
Feet

Date Prepared: December 28th, 2021

Table 1-
Initial Assessed Value and Estimate of Captured Assessed Values, Captured Revenues

YEAR	TAXABLE VALUE [real and personal property]	MILLAGE RATE [1000= one mill]	CAPTURED TAXABLE VALUE		CAPTURED TAX REVENUE
2022	\$ 11,710,000	Initial Assessed Value (Increased 3% for 2022- first year of capture only; 2% per year thereafter)			
2023	\$ 11,710,000	29.7682	\$	348,585.62	\$ 10,457.57
2024	\$ 12,058,586	29.7682	\$	358,962.39	\$ 7,179.25
2025	\$ 12,417,548	29.7682	\$	369,648.05	\$ 7,392.96
2026	\$ 12,787,196	29.7682	\$	380,651.81	\$ 7,613.04
2027	\$ 13,167,848	29.7682	\$	391,983.13	\$ 7,839.66
2028	\$ 13,559,831	29.7682	\$	403,651.76	\$ 8,073.04
2029	\$ 13,963,483	29.7682	\$	415,667.75	\$ 8,313.35
2030	\$ 14,379,151	29.7682	\$	428,041.43	\$ 8,560.83
2031	\$ 14,807,192	29.7682	\$	440,783.45	\$ 8,815.67
2032	\$ 15,247,975	29.7682	\$	453,904.78	\$ 9,078.10
2033	\$ 15,701,880	29.7682	\$	467,416.71	\$ 9,348.33
2034	\$ 16,169,297	29.7682	\$	481,330.86	\$ 9,626.62
2035	\$ 16,650,628	29.7682	\$	495,659.22	\$ 9,913.18
2036	\$ 17,146,287	29.7682	\$	510,414.10	\$ 10,208.28
2037	\$ 17,656,701	29.7682	\$	525,608.21	\$ 10,512.16
2038	\$ 18,182,309	29.7682	\$	541,254.62	\$ 10,825.09
2039	\$ 18,723,564	29.7682	\$	557,366.79	\$ 11,147.34
2040	\$ 19,280,931	29.7682	\$	573,958.60	\$ 11,479.17
2041	\$ 19,854,889	29.7682	\$	591,044.32	\$ 11,820.89
2042	\$ 20,445,934	29.7682	\$	608,638.64	\$ 12,172.77
2043	\$ 21,054,572	29.7682	\$	626,756.72	\$ 12,535.13
2044	\$ 21,681,329	29.7682	\$	645,414.14	\$ 12,908.28
2045	\$ 22,326,743	29.7682	\$	664,626.95	\$ 13,292.54
2046	\$ 22,991,370	29.7682	\$	684,411.70	\$ 13,688.23
2047	\$ 23,675,782	29.7682	\$	704,785.41	\$ 14,095.71
TOTAL					\$ 256,897.20

Table 2-
Initial Assessed Value and Estimate of Captured Assessed Values, Captured Revenues by Taxing Jurisdiction

Table of Captured Value & Captured Revenues														
YEAR	TAXABLE VALUE	City	Captured by TIF	Jackson College	Captured by TIF	Jackson County	Captured by TIF	Library	Captured by TIF	Transit Authority	Captured by TIF	MILLAGE RATE	CAPTURED TAXABLE VALUE	CAPTURED TAX REVENUE
	[real property only]											[1000= one mill]		
2022	\$ 11,710,000	Initial Assessed Value (Increased 3% for 2021- first year of capture only; 2% per year thereafter)												
2023	\$ 11,710,000	\$ 213,643	\$ 6,409	\$ 13,292	\$ 399	\$ 89,515	\$ 2,685	\$ 20,432	\$ 613	\$ 11,704	\$ 351	29.7682	\$ 348,585.62	\$ 10,457.57
2024	\$ 12,058,586	\$ 220,003	\$ 4,400	\$ 13,688	\$ 274	\$ 92,179	\$ 1,844	\$ 21,040	\$ 421	\$ 12,053	\$ 241	29.7682	\$ 358,962.39	\$ 7,179.25
2025	\$ 12,417,548	\$ 226,552	\$ 4,531	\$ 14,095	\$ 282	\$ 94,923	\$ 1,898	\$ 21,666	\$ 433	\$ 12,411	\$ 248	29.7682	\$ 369,648.05	\$ 7,392.96
2026	\$ 12,787,196	\$ 233,296	\$ 4,666	\$ 14,515	\$ 290	\$ 97,749	\$ 1,955	\$ 22,311	\$ 446	\$ 12,781	\$ 256	29.7682	\$ 380,651.81	\$ 7,613.04
2027	\$ 13,167,848	\$ 240,241	\$ 4,805	\$ 14,947	\$ 299	\$ 100,659	\$ 2,013	\$ 22,975	\$ 460	\$ 13,161	\$ 263	29.7682	\$ 391,983.13	\$ 7,839.66
2028	\$ 13,559,831	\$ 247,392	\$ 4,948	\$ 15,392	\$ 308	\$ 103,655	\$ 2,073	\$ 23,659	\$ 473	\$ 13,553	\$ 271	29.7682	\$ 403,651.76	\$ 8,073.04
2029	\$ 13,963,483	\$ 254,757	\$ 5,095	\$ 15,850	\$ 317	\$ 106,741	\$ 2,135	\$ 24,363	\$ 487	\$ 13,957	\$ 279	29.7682	\$ 415,667.75	\$ 8,313.35
2030	\$ 14,379,151	\$ 262,340	\$ 5,247	\$ 16,322	\$ 326	\$ 109,919	\$ 2,198	\$ 25,089	\$ 502	\$ 14,372	\$ 287	29.7682	\$ 428,041.43	\$ 8,560.83
2031	\$ 14,807,192	\$ 270,150	\$ 5,403	\$ 16,808	\$ 336	\$ 113,191	\$ 2,264	\$ 25,836	\$ 517	\$ 14,800	\$ 296	29.7682	\$ 440,783.45	\$ 8,815.67
2032	\$ 15,247,975	\$ 278,192	\$ 5,564	\$ 17,308	\$ 346	\$ 116,560	\$ 2,331	\$ 26,605	\$ 532	\$ 15,240	\$ 305	29.7682	\$ 453,904.78	\$ 9,078.10
2033	\$ 15,701,880	\$ 286,473	\$ 5,729	\$ 17,823	\$ 356	\$ 120,030	\$ 2,401	\$ 27,397	\$ 548	\$ 15,694	\$ 314	29.7682	\$ 467,416.71	\$ 9,348.33
2034	\$ 16,169,297	\$ 295,001	\$ 5,900	\$ 18,354	\$ 367	\$ 123,603	\$ 2,472	\$ 28,212	\$ 564	\$ 16,161	\$ 323	29.7682	\$ 481,330.86	\$ 9,626.62
2035	\$ 16,650,628	\$ 303,782	\$ 6,076	\$ 18,900	\$ 378	\$ 127,282	\$ 2,546	\$ 29,052	\$ 581	\$ 16,642	\$ 333	29.7682	\$ 495,659.22	\$ 9,913.18
2036	\$ 17,146,287	\$ 312,825	\$ 6,257	\$ 19,463	\$ 389	\$ 131,071	\$ 2,621	\$ 29,917	\$ 598	\$ 17,138	\$ 343	29.7682	\$ 510,414.10	\$ 10,208.28
2037	\$ 17,656,701	\$ 322,138	\$ 6,443	\$ 20,042	\$ 401	\$ 134,973	\$ 2,699	\$ 30,807	\$ 616	\$ 17,648	\$ 353	29.7682	\$ 525,608.21	\$ 10,512.16
2038	\$ 18,182,309	\$ 331,727	\$ 6,635	\$ 20,639	\$ 413	\$ 138,991	\$ 2,780	\$ 31,724	\$ 634	\$ 18,173	\$ 363	29.7682	\$ 541,254.62	\$ 10,825.09
2039	\$ 18,723,564	\$ 341,602	\$ 6,832	\$ 21,253	\$ 425	\$ 143,129	\$ 2,863	\$ 32,669	\$ 653	\$ 18,714	\$ 374	29.7682	\$ 557,366.79	\$ 11,147.34
2040	\$ 19,280,931	\$ 351,771	\$ 7,035	\$ 21,886	\$ 438	\$ 147,389	\$ 2,948	\$ 33,641	\$ 673	\$ 19,271	\$ 385	29.7682	\$ 573,958.60	\$ 11,479.17
2041	\$ 19,854,889	\$ 362,243	\$ 7,245	\$ 22,537	\$ 451	\$ 151,777	\$ 3,036	\$ 34,643	\$ 693	\$ 19,845	\$ 397	29.7682	\$ 591,044.32	\$ 11,820.89
2042	\$ 20,445,934	\$ 373,026	\$ 7,461	\$ 23,208	\$ 464	\$ 156,295	\$ 3,126	\$ 35,674	\$ 713	\$ 20,436	\$ 409	29.7682	\$ 608,638.64	\$ 12,172.77
2043	\$ 21,054,572	\$ 384,130	\$ 7,683	\$ 23,899	\$ 478	\$ 160,947	\$ 3,219	\$ 36,736	\$ 735	\$ 21,044	\$ 421	29.7682	\$ 626,756.72	\$ 12,535.13
2044	\$ 21,681,329	\$ 395,565	\$ 7,911	\$ 24,610	\$ 492	\$ 165,739	\$ 3,315	\$ 37,830	\$ 757	\$ 21,670	\$ 433	29.7682	\$ 645,414.14	\$ 12,908.28
2045	\$ 22,326,743	\$ 407,340	\$ 8,147	\$ 25,343	\$ 507	\$ 170,672	\$ 3,413	\$ 38,956	\$ 779	\$ 22,316	\$ 446	29.7682	\$ 664,626.95	\$ 13,292.54
2046	\$ 22,991,370	\$ 419,466	\$ 8,389	\$ 26,098	\$ 522	\$ 175,753	\$ 3,515	\$ 40,115	\$ 802	\$ 22,980	\$ 460	29.7682	\$ 684,411.70	\$ 13,688.23
2047	\$ 23,675,782	\$ 431,953	\$ 8,639	\$ 26,874	\$ 537	\$ 180,985	\$ 3,620	\$ 41,310	\$ 826	\$ 23,664	\$ 473	29.7682	\$ 704,785.41	\$ 14,095.71
TOTALS			\$ 157,449		\$ 9,796		\$ 65,970		\$ 15,057		\$ 8,626			\$ 256,897