

**OSHTMO CHARTER TOWNSHIP BOARD**  
**7275 West Main Street**  
**Kalamazoo, MI 49009**

**July 8, 2025**

*Refer to page 3 for Virtual Meeting Information*

**REGULAR MEETING**  
**5:30 P.M.**  
**AGENDA**

1. Call to Order
2. Pledge of Allegiance
3. Remote Location Identification (for remote attendance when permitted by statute)
4. Township Mission/Vision/Core Values:  
*Core Value: Hire staff with strong core competencies within their given profession.*
5. Approval of Agenda
6. Public Officials and Community Partner Updates
  - a. Kalamazoo County Sheriff's Office: Deputy Ugalde, CPO for Commercial
7. Public Comment on Consent Agenda or Non-Regular Session Items (Estimated 6:45 PM)
8. Consent Agenda
  - a. [June 24, 2025 Meeting Minutes](#)
  - b. [June 25, 2025 Meeting Minutes](#)
  - c. Second Reading re Ordinance No. 679 – Zoning Text Amendments re ADU & Accessory Dwellings (PG 05-10)
  - d. Second Reading re Ordinance No. 680 - Zoning Text Amendments re Parking (PG 19-26)
  - e. Second Reading re Ordinance No. 681 - Zoning Text Amendments TMO & Access Management (PG 19-23)
  - f. [Receipts and Disbursements](#)
9. Consideration & Resolution of Brownfield TIF Plan Maple Hill Subaru (PG 24-61)
10. Consideration & Resolution of Brownfield TIF Plan West Ridge Site Condo (PG 62-128)
11. 2<sup>nd</sup> Quarter Budget Amendments (PG 129-131)
12. Public Comment
13. Board Member Comments & Committee Updates
14. Adjournment

**Policy for Public Comment  
Township Board Regular Meetings, Planning Commission & ZBA Meetings**

All public comment shall be received during one of the following portions of the Agenda of an open meeting:

- a. Citizen Comment on Non-Agenda Items or Public Comment – while this is not intended to be a forum for dialogue and/or debate, if a citizen inquiry can be answered succinctly and briefly, it will be addressed or it may be delegated to the appropriate Township Official or staff member to respond at a later date. More complicated questions can be answered during Township business hours through web contact, phone calls, email ([oshtemo@oshtemo.org](mailto:oshtemo@oshtemo.org)), walk-in visits, or by appointment.
- b. After an agenda item is presented by staff and/or an applicant, public comment will be invited. At the close of public comment there will be Board discussion prior to call for a motion. While comments that include questions are important, depending on the nature of the question, whether it can be answered without further research, and the relevance to the agenda item at hand, the questions may not be discussed during the Board deliberation which follows.

Anyone wishing to make a comment will be asked to come to the podium to facilitate the audio/visual capabilities of the meeting room. Speakers will be invited to provide their name, but it is not required.

All public comment offered during public hearings shall be directed, and relevant, to the item of business on which the public hearing is being conducted. Comment during the Public Comment Non-Agenda Items may be directed to any issue.

All public comment shall be limited to four (4) minutes in duration unless special permission has been granted in advance by the Supervisor or Chairperson of the meeting.

Public comment shall not be repetitive, slanderous, abusive, threatening, boisterous, or contrary to the orderly conduct of business. The Supervisor or Chairperson of the meeting shall terminate any public comment which does not follow these guidelines.

(adopted 5/9/2000)  
(revised 5/14/2013)  
(revised 1/8/2018)

Questions and concerns are welcome outside of public meetings during Township Office hours through phone calls, stopping in at the front desk, by email, and by appointment. The customer service counter is open from Monday-Thursday, 8 a.m.-1 p.m. and 2-5 p.m., and on Friday, 8 a.m.–1 p.m. Additionally, questions and concerns are accepted at all hours through the website contact form found at [www.oshtemo.org](http://www.oshtemo.org), email, postal service, and voicemail. Staff and elected official contact information is provided below. If you do not have a specific person to contact, please direct your inquiry to [oshtemo@oshtemo.org](mailto:oshtemo@oshtemo.org) and it will be directed to the appropriate person.

**Oshtemo Township Board of Trustees**

**Supervisor**

Cheri Bell                      216-5220                      [cbell@oshtemo.org](mailto:cbell@oshtemo.org)

**Clerk**

Dusty Farmer                      216-5224                      [dfarmer@oshtemo.org](mailto:dfarmer@oshtemo.org)

**Treasurer**

Clare Buszka                      216-5260                      [cbuszka@oshtemo.org](mailto:cbuszka@oshtemo.org)

**Trustees**

Neil Sikora                      760-6769                      [nsikora@oshtemo.org](mailto:nsikora@oshtemo.org)

Kristin Cole                      375-4260                      [kcole@oshtemo.org](mailto:kcole@oshtemo.org)

Zak Ford                      271-5513                      [zford@oshtemo.org](mailto:zford@oshtemo.org)

Michael Chapman                      375-4260                      [mchapman@oshtemo.org](mailto:mchapman@oshtemo.org)

**Township Department Information**

**Assessor:**

Kristine Biddle                      216-5225                      [assessor@oshtemo.org](mailto:assessor@oshtemo.org)

**Fire Chief:**

Greg McComb                      375-0487                      [gmccomb@oshtemo.org](mailto:gmccomb@oshtemo.org)

**Ordinance Enforcement:**

Alan Miller                      216-5230                      [amiller@oshtemo.org](mailto:amiller@oshtemo.org)

**Parks Director:**

Vanessa Street                      216-5233                      [vstreet@oshtemo.org](mailto:vstreet@oshtemo.org)

Rental Info                      216-5224                      [oshtemo@oshtemo.org](mailto:oshtemo@oshtemo.org)

**Planning Director:**

Jodi Stefforia                      375-4260                      [jstefforia@oshtemo.org](mailto:jstefforia@oshtemo.org)

**Public Works Director:**

Anna Horner                      216-5228                      [ahorner@oshtemo.org](mailto:ahorner@oshtemo.org)

## Zoom Instructions for Participants

### Before a videoconference:

1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio immediately upon joining a meeting.
2. If you are going to make a public comment, please use a microphone or headphones with a microphone to cut down on feedback, if possible.
3. Details, phone numbers, and links to videoconference or conference call are provided below. The details include a link to “**Join via computer**” as well as phone numbers for a conference call option. It will also include the 11-digit Meeting ID.

### To join the videoconference:

1. At the start time of the meeting, click on this link to [join via computer](#). You may be instructed to download the Zoom application.
2. You have an opportunity to test your audio at this point by clicking on “Test Computer Audio.” Once you are satisfied that your audio works, click on “Join audio by computer.”

You may also join a meeting without the link by going to [join.zoom.us](https://join.zoom.us) on any browser and entering this **Meeting ID: 832 1509 9335**

If you are having trouble hearing the meeting or do not have the ability to join using a computer, tablet, or smartphone then you can join via conference call by following instructions below.

### To join the conference by phone:

1. On your phone, dial the teleconferencing number: **1-929-205-6099**
2. When prompted using your touchtone (DTMF) keypad, enter the Meeting ID number: **832 1509 9335#**

### Participant controls in the lower-left corner of the Zoom screen:



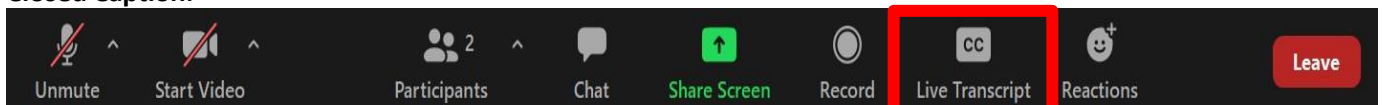
Using the icons at the bottom of the Zoom screen, you can (some features will be locked to participants during the meeting):

- Participants – opens a pop-out screen that includes a “Raise Hand” icon that you may use to raise a virtual hand. **This will be used to indicate that you want to make a public comment.**
- Chat – opens pop-up screen that allows participants to post comments during the meeting.

If you are attending the meeting by phone, to use the “Raise Hand” feature **press \*9 on your touchtone keypad.**

Public comments will be handled by the “Raise Hand” method as instructed above within Participant Controls.

### Closed Caption:



### Turn on Closed Caption:

Using the icons at the bottom of the Zoom screen:

1. Click on the “Live Transcription” button.
2. Then select “Show Subtitle”.

## **Mission:**

*To advance the quality of life of all residents through a commitment to responsible growth, and value-driven municipal services that promote the relationships among economic vitality, environmental stewardship, and social equity.*

## **Vision:**

*A sustainable and innovative community built through a legacy of planned, responsible growth and rural preservation.*

## **Core Values:**

### **PUBLIC SERVICE**

- Fair treatment to all people.
- Each customer is welcomed, and their input is wanted.
  - Difficult questions are not marginalized.
- Allow residents to interact directly with Township staff and officials.
- Decisions are made based on the value to our Township and residents.

### **SUSTAINABILITY**

- Meet the needs of the present without compromising future generations.
  - Consider the environment through practices that reduce impacts.
    - Value-conscious decision-making.
  - Committing to quality fire and police protection.

### **INNOVATION**

- Providing the best value-conscious technology currently available.
- Leverage new technologies and ways of doing business to increase accessibility and improve services.

### **PROFESSIONALISM**

- Hire staff with strong core competencies within their given profession.
- Commitment to continuous improvement to government operations.
- Dedicated to open communication to improve productivity and effectiveness.

### **INTEGRITY**

- Decisions are made logically through the collection of evidence, facts, and public input.
  - When promises are made, we follow through.
  - We do not obfuscate – we say what we mean and do what we say.
  - Transparent governmental practices are of the highest priority.

### **FISCAL STEWARDSHIP**

- Ensure that taxpayer investments are spent wisely, effectively and efficiently.

# Memorandum



**Date:** July 8, 2025  
**To:** Township Board  
**From:** Jodi Stefforia, Planning Director  
**Subject:** Zoning Ordinance Text Amendments – Second Reading Ordinance 679

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## **Objective**

MOTION: Accept for second reading and adoption Ordinance 679.

## **Background**

This ordinance provides language for accessory dwelling units and contains unrelated amendments to a couple other zoning ordinance sections. The changes were presented at first reading. The Planning Commission Recommendation, a redline version of the changes and the Planning Commission meeting minutes were included in the June 24, 2025 Board packet.

Second reading and adoption are recommended.

## **Information Provided**

Ordinance 679

## **Core Values**

Public Service.

Sustainability.

7275 W. Main Street, Kalamazoo, MI 49009, (269) 216-5220, Fax (269) 375-7180, [www.oshtemo.org](http://www.oshtemo.org)

DRAFT OSHTEMO CHARTER TOWNSHIP ORDINANCE NO. 679

Adopted:

Effective:

OSHTEMO CHARTER TOWNSHIP ORDINANCE

An Ordinance to amend the Oshtemo Charter Township Zoning Ordinance: amendment of Article 2 – Section 2.2, Article 4 – Section 4.30, Article 5 – Section 5.30, Article 6 – Section 6.30, Article 7 – Section 7.30, Article 8 – Section 8.30, Article 19 – Section 19.30, Article 48 – Section 48.160, Article 57 – Section 57.100, Article 64 – Section 64.60 & Section 64.90. This Ordinance repeals all Ordinances or parts of Ordinances in conflict.

THE CHARTER TOWNSHIP OF OSHTEMO  
KALAMAZOO COUNTY, MICHIGAN  
ORDAINS:

SECTION ONE: AMENDMENT OF ARTICLE 2: DEFINITIONS, SECTION 2.20, IS HEREBY AMENDED TO ADD THE FOLLOWING:

Dwelling, accessory – An attached or detached dwelling unit secondary to the principal dwelling unit(s) on a property.

SECTION TWO: AMENDMENT OF ARTICLE 4 – AG: AGRICULTURAL DISTRICT, SECTION 4.30 – PERMITTED USES WITH CONDITIONS, IS HEREBY AMENDED AS FOLLOWS:

E. Accessory Dwelling Unit.

SECTION THREE: AMENDMENT OF ARTICLE 5 - RR: RURAL RESIDENTIAL DISTRICT, SECTION 5.30 – PERMITTED USES WITH CONDITIONS, IS HEREBY AMENDED AS FOLLOWS:

F. Accessory Dwelling Unit

SECTION FOUR: AMENDMENT OF ARTICLE 6 - R-1: RESIDENCE DISTRICT, SECTION 6.30 – PERMITTED USES WITH CONDITIONS, IS HEREBY AMENDED AS FOLLOWS:

C. Accessory Dwelling Unit

SECTION FIVE: AMENDMENT OF ARTICLE 7- R-2: RESIDENCE DISTRICT, SECTION 7.30 – PERMITTED USES WITH CONDITIONS, IS HEREBY AMENDED AS FOLLOWS:

C. Accessory Dwelling Unit

SECTION SIX: AMENDMENT OF ARTICLE 8 – R-3: RESIDENCE DISTRICT, SECTION 8.30 – PERMITTED USES WITH CONDITIONS, IS HEREBY AMENDED AS FOLLOWS:

D. Accessory Dwelling Unit

SECTION SEVEN: AMENDMENT OF ARTICLE 19 - VC: VILLAGE COMMERCIAL DISTRICT, SECTION 19.30 – PERMITTED USES WITH CONDITIONS, IS HEREBY AMENDED AS FOLLOWS:

C. Accessory Dwelling Unit

SECTION EIGHT: AMENDMENT OF ARTICLE 48 – CONDITIONS FOR SPECIFIC PERMITTED USES, SECTION 48.160 – ACCESSORY DWELLING UNITS, IS HEREBY AMENDED TO ADD THE FOLLOWING:

- A. Intent. It is the intent of this section to allow for Accessory Dwelling Units within or upon properties with a one or two- family home thereon to allow homeowners to have a supplemental source of income with a long-term tenant as well as other nontangible benefits to older residents such as companionship or a live-in caretaker. It is recognized that ADUs provide an opportunity for affordable housing for young and old households as well as a way for family members to reside nearby with independence. It is further recognized that appropriate limitations are necessary so that ADUs are a compatible and harmonious use in the residential areas of the Township.
- B. The following provisions shall apply to all ADUs:
1. An ADU may be established on a property with either an existing or a new one- or two- family dwelling unit. For the purposes of this section, an ADU attached or detached to a two- family home shall not be considered a three-family dwelling.
  2. Only one (1) ADU allowed per property.
  3. No more than three individuals, satisfying the definition of a family as defined in this ordinance, may reside in an ADU.
  4. An ADU shall not have a gross floor area less than 350 square feet nor greater than 900 square feet, including bathroom, kitchen, and sleeping area, but in no circumstances shall it exceed the total square footage of the principal dwelling.
  5. Setbacks:
    - a. An attached ADU shall be subject to the respective zoning district setback requirements for a primary structure.
    - b. A detached ADU shall be subject to the respective zoning district setback requirements for an accessory building.
  6. The primary dwelling or the ADU must be declared the principal residence of the owner of the property. A deed restriction stating that the property is so restricted shall be provided to the Township by the property owner in a format suitable for recording with the Kalamazoo County Register of Deeds prior to Certificate of Occupancy.
  7. The ADU and modifications to an existing residence for an ADU shall be of similar or better in workmanship as the principal dwelling, shall emulate and not detract from the

character and appearance of the principal residence and shall be aesthetically compatible in appearance with other residences in the area.

8. Mobile homes, trailers on wheels, recreational vehicles, or similar structures or conveyances shall not be considered an ADU for the purposes of this section.
  9. Neither the primary dwelling nor the ADU shall be used for a short-term rental (less than 180 days).
  10. An ADU shall be connected to a water supply and sanitary facilities. When the ADU will be served by a well and/or septic system, written verification of an existing system's adequacy to serve the ADU and/or a permit from the Kalamazoo County Environmental Health Department for new or replacement well and/or septic system shall be provided to the Township.
  11. The principal residence and the ADU shall share the same vehicular access to the property. A parking area with an improved surface shall be provided for both the principal residence and the ADU and may be on the driveway.
  12. The ADU shall be properly maintained at all times pursuant to the International Property Maintenance Code and shall at no time fall into disrepair such that it detracts from the appearance of the property or nearby properties.
- C. Unless waived by the Planning Commission, the following additional provisions shall apply to detached ADUs that are neither structurally attached to/within the principal dwelling nor in the principal accessory building (garage) serving the residence:
1. The ADU must be located in compliance with Section 57.100.C.
  2. The ADU must be located closer to the principal dwelling on the property than the ADU is located to the principal dwelling on an adjacent property.
  3. The height of a standalone ADU shall not exceed 15 feet and in no circumstances shall it exceed the height of the principal dwelling.
  4. The building coverage limitations of the zoning district in which the ADU is located shall be satisfied.
- D. Applications to establish an ADU shall be made to the Planning and Zoning Department consisting of but not limited to the following:
1. Site plan (scaled drawings) showing the following:
    - c. Location of all existing and proposed structures on the property.
    - d. Setbacks of the proposed ADU from all property lines and structures.
    - e. Designated parking area for the ADU and principal dwelling.
    - f. Elevation drawings, where necessary.
  2. Floor plan, elevations, and building plans showing the following:
    - a. Kitchen, bathroom, sleeping area, entry stairs, and gross square footage.
    - b. Connecting wall or floor to the principal residence, where necessary.
    - c. Elevations including windows, doors, porches, walls, and other exterior features.
  3. A Deed Restriction by the owner of record acknowledging the following:
    - a. One of the two dwellings will be occupied by the owner of record.



- b. The ADU cannot be sold separate from the principal dwelling unless removed from the property or the property is subdivided in compliance with all ordinance requirements.
- 4. An affidavit by the owner of record indicating the following:
  - a. Which of the dwellings will be occupied by the owner of record.

All ADU standards of Oshtemo Charter Township shall be adhered to at all times.

**SECTION NINE: AMENDMENT OF ARTICLE 57 – MISCELLANEOUS PROTECTION REQUIREMENTS, SECTION 57.100 – ACCESSORY BUILDINGS SERVING A PRIMARY RESIDENCE, IS HEREBY AMENDED AS FOLLOWS:**

**A. Applicability:**

1.) Accessory buildings shall be permitted in all Agricultural and Residential zoning districts; which include “AG” Agricultural District, “RR” Rural Residential District, “R-1” Residence District, “R-2” Residence District, “R-3” Residence District, “R-4” Residence District, “R-5” Residence District, “R-C” Residential Conservation District and the VC, Village Commercial District.

**B. 3.) Be used for human habitation, except as otherwise allowed as an accessory dwelling unit.**

**D. Size restrictions for all accessory buildings:**

- 1. Subject to the lot coverage limitations listed in Section 50.50, the maximum allowable square footage of accessory buildings on lots, parcels, or building sites as measured by the combined gross floor area of all detached accessory structures which are located on the property, shall be limited as follows:

<b>Property area</b>	<b>Maximum cumulative square footage of all detached accessory structures on a property</b>
0.25 acres or less	840 square feet
More than 0.26 acres but not more than 0.50 acres	1,080 square feet
More than 0.50 acres but not more than 1.0 acre	1,320 square feet
More than 1 acre but not more than 2 acres	2,000 square feet
More than 2 acres but not more than 3 acres	3,000 square feet
More than 3 acres but not more than 5 acres	4,000 square feet
More than 5 acres but not more than 8 acres	5,000 square feet

More than 8 acres but not more than 11 acres	6,000 square feet
More than 11 acres	7,000 square feet

SECTION TEN: AMENDMENT OF ARTICLE 64 – SITE PLAN REVIEW, SECTION 64.60 – APPLICATION PROCEDURE, IS HEREBY AMENDED AS FOLLOWS:

General Requirements:

C. 1.) (D)

Seals of the architect, engineer, surveyor, and/or landscape architect shall be applied only to those sections of the plan set for which they are licensed and responsible for preparing, unless the party sealing the document submits an affidavit attesting to services performed in the field outside of their primary practice, and that such work was merely incidental to the overall architecture or engineering project, specifying the services covered by the affidavit.

SECTION ELEVEN: AMENDMENT OF ARTICLE 64 – SITE PLAN REVIEW, SECTION 64.90 – CONFORMITY TO APPROVED SITE PLAN, IS HEREBY AMENDED AS FOLLOWS:

D. At least one complete set of record construction drawings (as built), shall be signed by a licensed professional engineer with expertise in civil or construction engineering, and submitted to the Township or its designee at the time of application for a certificate of occupancy, or in the case of residential developments, before a building permit may be issued. These drawings shall indicate any changes approved by the Township to the original site plan. Additionally, the correct location, size, and other relevant details of any pre-existing utilities or facilities shall be specified.

SECTION TWELVE: REPEAL OF CONFLICTING ORDINANCES & EFFECTIVE DATE:

All Ordinances or parts of Ordinances in conflict herewith are hereby repealed. This Ordinance shall take effect upon publication after adoption.

DUSTY FARMER, CLERK  
OSHTEMO CHARTER TOWNSHIP

# Memorandum



**Date:** July 8, 2025  
**To:** Township Board  
**From:** Jodi Stefforia, Planning Director  
**Subject:** Zoning Ordinance Text Amendments – Second Reading Ordinance 680

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## **Objective**

MOTION: Accept for second reading and adoption Ordinance 680.

## **Background**

This ordinance provides language to overhaul and update the non-residential parking requirements. The ordinance was presented at first reading. The Planning Commission Recommendation, a redline version of the changes and the Planning Commission meeting minutes were included in the June 24, 2025 Board packet.

Second reading and adoption are recommended.

## **Information Provided**

Ordinance 680

## **Core Values**

Public Service.  
Sustainability.

7275 W. Main Street, Kalamazoo, MI 49009, (269) 216-5220, Fax (269) 375-7180, [www.oshtemo.org](http://www.oshtemo.org)

DRAFT OSHTEMO CHARTER TOWNSHIP ORDINANCE NO. 680

Adopted:

Effective:

OSHTEMO CHARTER TOWNSHIP ORDINANCE

An Ordinance to amend the Oshtemo Charter Township Zoning Ordinance: amendment of Article 48 – Section 48.100, Article 52 – Section 52.30, Article 52 – Section 52.50, Article 52 – Section 52.60, Article 52 – Section 52.70, Article 52 – Section 52.80, Article 52 – Section 52.90, Article 52 – Section 52.100, Article 52 - Section 52.105, Article 52 – Section 52.110, Article 52 – Section 52.120, Article 52 – Section 52.130, Article 52 – Section 52.140.. This Ordinance repeals all Ordinances or parts of Ordinances in conflict.

THE CHARTER TOWNSHIP OF OSHTEMO  
KALAMAZOO COUNTY, MICHIGAN  
ORDAINS:

SECTION ONE: AMENDMENT OF ARTICLE 48: CONDITIONS FOR SPECIFIC PERMITTED USES, SECTION 48.100 - MULTIPLE-FAMILY DWELLINGS, IS HEREBY AMENDED AS FOLLOWS:

D. All two-way interior drives within a multiple-family dwelling development shall be paved with asphalt or a similar hard surface so as to have a paved driving surface with a minimum width of 20 feet, but no greater than 24 feet wide; exclusive of any area used for parking. All one-way interior drives within a multiple-family development shall also be paved with asphalt or a similar hard surface so as to have a paved driving surface with a minimum width of 16 feet, but no greater than 20 feet wide, exclusive of any area used for parking. When an interior drive would service as a connecting link between different land ownerships or different public roads, either currently or within the foreseeable future, it shall, regardless of whether it is a public or private road, be constructed in accordance with the public road specifications of the Road Commission of Kalamazoo County and be located upon a reserved right-of- way of not less than 66 feet in width.

SECTION TWO: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.30 – AGRICULTURAL AND RESIDENTIAL ZONES, IS HEREBY AMENDED AS FOLLOWS:

Parking of motor vehicles in the agricultural or residential zones, except those used for farming or recreational purposes, shall be limited to passenger vehicles, and not more than one commercial vehicle of the light delivery type not to exceed two-ton rated load carrying capacity. One and two-family dwellings and farms shall be exempt from the off-street parking requirements that follow.

SECTION THREE: AMENDMENT OF ARTICLE 52 - OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.50 – OFF-STREET PARKING AND SITE CIRCULATION REQUIREMENTS, IS HEREBY AMENDED AS FOLLOWS:

Requirements for all parking spaces, parking lots, and drive aisles, unless expressly exempted, shall be as follows:

- (A) Space size. Each automobile parking space shall not have a width less than 9.5 feet or a length less than 18 feet, nor be larger than 200 total square feet, exclusive of driveway and aisle space. Automobile spaces, other than parallel parking spaces, that abut sidewalk shall be measured from the face of curb or the sidewalk and the sidewalk shall be 7 feet in width to accommodate vehicle overhang.
- (B) Parking aisles. Aisles for two-way traffic shall be a minimum of 20 feet wide, but no greater than 24 feet wide; aisles for one-way traffic shall be a minimum of 16 feet wide, but no greater than 20 feet wide. Consideration will be given to alternate widths for one-way aisles in conjunction with angled parking other than 75 to 90 degrees.
- (C) Circulation aisles. Internal site circulation shall not primarily occur within or impact use of the public right-of-way. Aisles for the general vehicular circulation of the public for two-way traffic shall be a minimum of 20 feet wide, but no greater than 24 feet wide; aisles for one-way traffic shall be a minimum of 16 feet wide, but no greater than 20 feet wide. One 26-foot-wide aisle is permitted when designated as the fire lane through site plan review.
- (D) Pavement. Reference Transportation and Mobility Ordinance. Use of permeable materials, similar to a paved surface, is encouraged in the appropriate setting.
- (E) Accessible accommodations. Any new, resurfaced, or relocated barrier free parking spaces or accessible loading aisles between said spaces shall be designed and constructed in accordance with the most recent Americans with Disabilities Act design standards. Barrier free parking spaces, accessible loading aisles between said spaces, and ramps shall be constructed of aggregate cement concrete or a similar, pre-approved hard surface alternate, subject to Township Staff approval. Flexible paving is not allowed.
- (F) Bicycle parking. Reference Transportation and Mobility Ordinance.
- (G) Reserved.
- (H) Reserved.

**SECTION FOUR: AMENDMENT OF ARTICLE 52 - OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.60 – LOADING AND UNLOADING, IS HEREBY AMENDED AS FOLLOWS:**

Space for all necessary loading and unloading operations must be provided in addition to the required off-street parking space. All loading and unloading operations must be carried on entirely within the side or rear yard of the lot, parcel or building site, on a paved surface and shall not interfere with pedestrian or vehicular movement.

**SECTION FIVE: AMENDMENT OF ARTICLE 52 - OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.70 (AMENDED TITLE) – MIXED USES IN THE SAME BUILDING OR COMMON PARKING FACILITIES, IS HEREBY AMENDED AS FOLLOWS:**

In the case of mixed uses in the same building or common parking facilities for several uses in the same

vicinity, the maximum parking space requirement is the sum of the individual requirements for each use at the same time of day. The maximum requirement will be less than the total individual requirements if the peak needs for the uses occur at distinctly different times of the day.

**SECTION SIX: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.80 (AMENDED TITLE) – ACCESS MANAGEMENT, IS HEREBY AMENDED AS FOLLOWS:**

Access management shall be as referenced in the Transportation and Mobility Ordinance and Access Management Plan.

**SECTION SEVEN: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.90 – DRIVE THROUGH WINDOWS, IS HEREBY AMENDED AS FOLLOWS:**

Design of drive-through stacking spaces shall be as referenced in the Transportation and Mobility Ordinance. Stacking spaces shall not be considered parking spaces.

**SECTION EIGHT: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.100 (AMENDED TITLE) – REQUIRED RESIDENTIAL PARKING**

<b>52.100 Minimum Required Parking Spaces</b>	
<b>Land Use</b>	<b>Minimum Number of spaces Per Unit of Measure</b>
<b>Residential</b>	
Three or four-family	1.5 per dwelling unit
Multi-family	1.5 per dwelling unit
Retirement/Elderly housing	1.5 per dwelling unit, plus 1 per employee on largest shift
Manufactured Housing Community	In accordance with Section 49.150.G, accessory uses calculated separately
Nursing Homes/Assisted Living	1 per each 2 beds, plus 1 per employee on largest shift

**SPACES, IS HEREBY AMENDED AS FOLLOWS:**

**SECTION NINE: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.105 (ADDED SECTION) – REQUIRED NON-RESIDENTIAL PARKING SPACES, IS HEREBY AMENDED AS FOLLOWS:**

<b>Land Use</b>	<b>Maximum Number of spaces Per Unit of Measure</b>
<b>Office</b>	
General Office (i.e. Medical or Dental Facility, Veterinary Office, Bank, etc.)	1 per each 150 s.f. of net floor area
<b>Business &amp; Commercial</b>	
Retail sales in an individual establishment with a gross floor area over 100,000 square feet	1 per each 250 s.f. of gross floor area

Retail Sales (except as otherwise specified herein)	1 per each 150 s.f. of gross floor area
Automotive or Vehicle Service; Car Wash	3 spaces per bay, plus 1 per each 300 s.f. of gross floor area
Vehicle Fueling Station	1 per fuel pump, plus amount required for accessory uses
Personal Services including Dry Cleaners, Shoe Repair, Beauty Salon, or Barber Shop	1 per each 300 s.f. of gross floor area with a minimum of 4 spaces required
Motel/Hotel	1 per each guest room, plus 1 per each employee on largest shift, plus amount required for accessory uses
Eating and/or Drinking Establishment	1 per each 70 s.f. of net floor area plus 1 per each employee on the largest shift OR 1 per each 3 persons allowed within the maximum occupancy load as established by the Township Fire Marshal plus 1 per each employee on the largest shift, whichever is greater
Showrooms for Furniture, Appliances, Household Equipment, Motor Vehicle, and Machinery Sales	1 per each 400 s.f. of gross floor area
Wine Tasting Room, Winery, Craft Food and Beverage Production Facility	For those portions of the facility dedicated to retail sales and services, 1 space per 150 s.f. of gross floor area For those portions of the facility dedicated to manufacturing, assembly, processing, warehousing, distribution, and/or similar operations, 1.5 spaces per each 1,000 s.f. of net floor area OR 1 per employee on largest shift, whichever is greater
<b>Industrial</b>	
General Industrial or Manufacturing	1.5 per each 1,000 s.f. of net floor area plus the required parking devoted to other uses OR one per employee, whichever is greater, plus parking necessary for general operations (trucks, trailers, etc.)
Warehouse or Distribution/Fulfillment Center	1 per each 1,500 s.f. of net floor area plus the required parking devoted to other uses OR one per employee, whichever is greater, plus parking necessary for general operations (trucks, trailers, etc.)
<b>Institutional</b>	
Houses of Worship	1 per each 3 seats or 6 feet of pew in the main place of assembly, whichever is greater, plus 1 per employee, plus amount required for accessory uses
Day Care Center	1 per each employee, plus 1 for each 5 children
Elementary & Middle Schools	1 per each staff member, plus 1 for each 3 seats or 6 feet of bench of the maximum seating capacity for the indoor place of assembly having the greatest seating capacity, whichever is greater
High Schools	1 per each staff member, plus 1 for each 4 students, plus 1 per each 3 seats or 6 feet of bench of the maximum seating capacity

	for the indoor place of assembly having the greatest seating capacity, whichever is greater
<b>Recreation &amp; Entertainment</b>	
Meeting rooms, Assembly & Convention Halls; Private clubs and Lodges	1 space per each 3 persons allowed within the maximum occupancy load as established by the Township Fire Marshal
Health and Exercise Center	1 per each 200 s.f. of net floor area, plus 1 per each employee on the largest shift
Participant entertainment (i.e. roller/ice skating rink, bowling alley, mini golf course, etc.)	1 space per for each 3 persons allowed within the maximum occupancy load as established by the Township Fire Marshal, plus 1 per each employee at largest shift
Spectator entertainment (i.e. theaters, sports arena, auditoriums, etc.)	1 per 3 fixed seats or 6 feet of bench, plus 1 per each employee at largest shift

**SECTION TEN: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.110 – OTHER USES, IS HEREBY AMENDED AS FOLLOWS:**

- A. Commercial center. Parking shall be calculated based on a definitive breakdown of the uses within the center as presented by the developer. If no definitive breakdown is presented, parking shall be calculated assuming that one-half of the square footage of the center will be used for retail sales and one-half for restaurant use.
- B. Accessory uses. Accessory uses may require additional parking as determined by the Planning Director.
- C. Other. For those uses not specifically mentioned, or for an existing developed property, the requirement for off-street parking facilities will be based upon uses similar in terms of parking demand as determined by the Planning Director.

**SECTION ELEVEN: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.115 (ADDED AS A RELOCATION FROM 52.140) – DEVIATION, IS HEREBY AMENDED AS FOLLOWS:**

Upon application, the reviewing body is hereby given the right to grant a deviation where there are practical difficulties or unnecessary hardship in the way of carrying out strict compliance, or based upon documented evidence of actual use and demand provided by the applicant, and where said deviation is found to be in keeping with the spirit and intent of this Article, when the following is requested:

- A. Additional parking allowance than would be allowed according to parking maximums.
- B. Reduced or increased parking space size.
- C. Reduced or increased circulation aisle widths.
- D. Reduced or increased drive aisle widths.

The reviewing body shall also consider impacts on the property and surrounding properties such as:

- A. Overall site circulation
- B. Access to public rights-of-way,
- C. Public safety,
- D. Volume of traffic,



- E. Visibility,
- F. Location of nonmotorized traffic,
- G. Grade and slope of the drive,
- H. Natural features,
- I. Other site considerations which may impact general circulation,
- J. Written approval from the Oshtemo Fire Marshal.

SECTION TWELVE: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.120 (AMENDED TITLE) – UNDERUTILIZED PARKING AREAS/EXCESS PAVEMENT, IS HEREBY AMENDED AS FOLLOWS:

As a means of avoiding greater amounts of parking spaces and impermeable surface than are essential to serve a particular use while still ensuring site adequacy, removal and replacement or restoration with one of the techniques below may be required by the reviewing body as a part of site plan review and approval for underutilized parking areas or areas with excess pavement:

- A. Green infrastructure, such as lawn areas, plants, or trees.
- B. Low-impact development techniques, such as rain gardens, bioswales, bioretention, or permeable pavement.
- C. Pre-settlement native vegetation such as oak savanna, prairie, and oak, beech, and maple forests.
- D. Design features that improve delineation of parking areas and drive aisles such as islands, bulb-outs, and curbing.

SECTION THIRTEEN: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.130 (AMENDED TITLE) – OFF-STREET PARKING, OR STORAGE, IS HEREBY AMENDED AS FOLLOWS:

Front yard. Off-street parking or storage of vehicles, motor homes, recreational vehicles, boats, snowmobiles, camping trailers, or other similar equipment shall be prohibited in the front yard between buildings and the abutting public or private street right-of-way or easement in all residential zoning districts. This prohibition shall be subject to the following exceptions:

- A. Such parking in the front yard shall be permitted within private driveways not exceeding 30 feet in width provided such driveways have an improved gravel or paved surface, are for the principal purpose of access to a garage or entryway to a dwelling or other permitted use and are not for the principal purpose of off-street parking or storage.
- B. For unplatted parcels, such parking is permitted in the front yard, outside the required setback area, provided it is within the driveway or on an improved gravel or paved surface.

Side and rear yard. Off-street parking or storage of vehicles, motor homes, recreational vehicles, boats, snowmobiles, camping trailers, or other similar equipment longer than 20 feet shall be prohibited in side and rear yard setback areas on all residential lots or building sites in the residential zoning districts, with the exception of the Agricultural and Rural Residential zoning district.

SECTION FOURTEEN: AMENDMENT OF ARTICLE 52 – OFF-STREET PARKING OF MOTOR VEHICLES, SECTION 52.135 (RELOCATED/BREAKOUT FROM 52.130 AS NEW

SUBSECTION) – OFF-STREET PARKING FOR SALES, IS HEREBY AMENDED AS FOLLOWS:

Not more than two vehicles, boats, snowmobiles, camping trailers or similar equipment, in any combination, and owned by the property's occupant may be placed for sale on a lot, parcel or building site. Said items may be placed for a period of no longer than 30 days in a calendar year per item. All said vehicles, boats, snow mobiles, camping trailers or similar equipment shall not be displayed in any portion of the public right-of-way or private street easement.

SECTION FIFTEEN: REPEAL OF CONFLICTING ORDINANCES & EFFECTIVE DATE:

All Ordinances or parts of Ordinances in conflict herewith are hereby repealed. This Ordinance shall take effect upon publication after adoption.

DUSTY FARMER, CLERK  
OSHTEMO CHARTER TOWNSHIP

# Memorandum



**Date:** July 8, 2025  
**To:** Township Board  
**From:** Jodi Stefforia, Planning Director  
**Subject:** Zoning Ordinance Text Amendments – Second Reading Ordinance 681

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## **Objective**

MOTION: Accept for second reading and adoption Ordinance 681.

## **Background**

This ordinance amends the Zoning Ordinance to make it compatible with the Transportation & Mobility Ordinance adopted last year. The Planning Commission Recommendation, a redline version of the changes and the Planning Commission public hearing meeting minutes were included in the June 24, 2025 Board packet.

Second reading and adoption are recommended.

## **Information Provided**

Ordinance 681

## **Core Values**

Public Service  
Sustainability

7275 W. Main Street, Kalamazoo, MI 49009, (269) 216-5220, Fax (269) 375-7180, [www.oshtemo.org](http://www.oshtemo.org)

DRAFT OSHTEMO CHARTER TOWNSHIP ORDINANCE NO. 681

Adopted:

Effective:

OSHTEMO CHARTER TOWNSHIP ORDINANCE

An Ordinance to amend the Oshtemo Charter Township Zoning Ordinance: amendment of Article 19 – Section 19.60, Article 20 – Section 20.50, Article 21 – Section 21.50, Article 35 – Section 35.50, Article 41 – Section 41.80, Article 42 – Section 42.30, Article 43 – Section 43.50, Article 44 – Section 44.50, Article 49 – Section 49.130 & Section 49.200, Article 51 – Sections 51.10-51.60, Article 64 – Section 64.80. This Ordinance repeals all Ordinances or parts of Ordinances in conflict.

THE CHARTER TOWNSHIP OF OSHTEMO  
KALAMAZOO COUNTY, MICHIGAN  
ORDAINS:

SECTION ONE: AMENDMENT OF ARTICLE 19 - VC: VILLAGE COMMERCIAL DISTRICT, SECTION 19.60 DEVELOPMENT STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

A. Minimum lot, parcel or building site frontage on a public right-of-way:

65 feet	Where driveway placement satisfies the Transportation and Mobility Ordinance and Access Management Plan and/or shared access*.
230 feet	Where driveway placement does not satisfy the requirements of the Transportation and Mobility Ordinance and the Access Management Plan.

G. Compliance with the Transportation and Mobility Ordinance and the Access Management Plan is required.

SECTION TWO: AMENDMENT OF ARTICLE 20 - BRP: BUSINESS AND RESEARCH PARK, SECTION 20.50 DEVELOPMENT STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

G. Parking and Circulation.

2. Access for a business and research park development onto the existing public road and access to individual sites shall be designed in compliance with the Transportation and Mobility Ordinance, the Master Plan, and the Access Management Plan.

SECTION THREE: AMENDMENT OF ARTICLE 21 - C-R: LOCAL COMMERCIAL DISTRICT, RESTRICTED, SECTION 21.50 – DEVELOPMENT STANDARDS, IS HEREBY AMENDED TO AS FOLLOWS:

- A. Access for the commercial development onto a public road shall be designed in compliance with the Transportation and Mobility Ordinance, the Access Management Plan, and the Master Land Use Plan policies, is required.
- B. Unplatted land shall comply with the dimensional standards for lots and building sites established by Section 50.10.A. where development of unplatted land includes an interior street system which minimizes direct access onto a public road and provides for shared and/or cross-access arrangements in compliance with the Transportation and Mobility Ordinance and the Access Management Plan.
- C. All two-way interior streets within the commercial development shall have a paved driving surface with a minimum width of 20 feet, but no greater than 24 feet wide, exclusive of parking area. All one-way interior streets within the commercial development shall have a minimum width of 16 feet, but no greater than 20 feet wide, exclusive of parking area.

Interior street systems shall comply with the access management policies set forth in the Transportation and Mobility Ordinance and the Access Management Plan.

SECTION FOUR: AMENDMENT OF ARTICLE 35 - 9<sup>TH</sup> STREET AND WEST MAIN OVERLAY ZONE, SECTION 35.50 – DEVELOPMENT STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

C. Site circulation

Developments within the 9th Street and West Main Overlay Zone shall comply with the Transportation and Mobility Ordinance as well as the Access Management Plan through the development of an interior street network, inter connections, and shared access drives and parking lots.

All two-way interior streets within the Overlay Zone shall have a paved driving surface with a minimum width of 20 feet, but no greater than 24 feet wide, exclusive of parking area.

All one-way interior streets within the Overlay Zone shall have a paved driving surface with a minimum width of 16 feet, but no greater than 20 feet wide, exclusive of parking area.

Interior street systems shall comply with the access management guidelines set forth in the Access Management Plan and the Transportation and Mobility Ordinance.

SECTION FIVE: AMENDMENT OF ARTICLE 41 - PLANNED UNIT DEVELOPMENT, SECTION 41.80 – DESIGN STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

A. Access

Direct access for a planned unit development onto a public road shall be designed in compliance with the Transportation and Mobility Ordinance and the Access Management Plan.

B. Interior street system

The access management policies, as set forth in the Transportation and Mobility Ordinance and the Access Management Plan, shall be applicable to the interior street system.

SECTION SIX: AMENDMENT OF ARTICLE 42 - RESIDENTIAL CONDOMINIUM DEVELOPMENT STANDARDS, SECTION 42.30 – DEVELOPMENT STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

- E. 4.) Private drives must be two-way with a minimum surface width of 20-feet, but no greater than 24 feet wide, exclusive of parking area. All drives shall be paved with asphalt or other hard surface material.

SECTION SEVEN: AMENDMENT OF ARTICLE 43 - OPEN SPACE COMMUNITY, SECTION 43.50 – DESIGN STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

- A. Access: Direct access for an open space community onto a public road shall be designed in compliance with the Transportation and Mobility Ordinance and the Access Management Plan.
- B. All private two-way interior streets within an open space community shall have a paved driving surface with a minimum width of 20 feet, but no greater than 24 feet wide, exclusive of parking area, and a minimum easement width of 66 feet. All private one-way interior streets within an open space community shall have a paved driving surface with a minimum width of 16 feet, but no greater than 20 feet wide, exclusive of parking area, and a minimum easement width of 55 feet.

The access management policies, as set forth in the Transportation and Mobility Ordinance and the Access Management Plan, shall be applicable to the interior street system.

SECTION EIGHT: AMENDMENT OF ARTICLE 44 - OPEN SPACE PRESERVATION RESIDENTIAL DEVELOPMENT OPTION, SECTION 44.50 – DESIGN STANDARDS, IS HEREBY AMENDED AS FOLLOWS:

- A. Access: Direct access for an open space preservation community onto a public road shall be designed in compliance with the Transportation and Mobility Ordinance and the Access Management Plan.
- B. All private two-way interior streets within an open space preservation community shall have a paved driving surface with a minimum width of 20 feet, but no greater than 24 feet wide, exclusive of parking area, and a minimum easement width of 66 feet. All private one-way interior streets within an open space community shall have a paved driving surface with a minimum width of 16 feet, but no greater than 20 feet wide, exclusive of parking area, and a minimum easement width of 55 feet.

The access management policies, as set forth in the Transportation and Mobility Ordinance and the Access Management Plan, shall be applicable to the interior street system.

SECTION NINE: AMENDMENT OF ARTICLE 49 - REQUIREMENTS FOR SPECIAL USES, SECTION 49.130 – INDUSTRIAL-OFFICE DEVELOPMENTS, DESIGNED TO ACCOMMODATE A VARIETY OF LIGHT INDUSTRIAL, APPLIED TECHNOLOGY, RESEARCH, AND RELATED OFFICE USES WITHIN A SUBDIVISION SETTING, IS HEREBY AMENDED AS FOLLOWS:

D. Access for an industrial-office development onto the existing public road and access to individual sites shall be designed in compliance with the Transportation and Mobility Ordinance, the Master Land Use Plan, and the Access Management Plan.

SECTION TEN: AMENDMENT OF ARTICLE 49 - REQUIREMENTS FOR SPECIAL USES, SECTION 49.200 – PRIVATE STREETS, IS HEREBY DELETED/AMENDED AS FOLLOWS:

\*Private Streets are now addressed in the Transportation and Mobility Ordinance, as such, all language will be removed\*

Refer to the standards and requirements of the Transportation and Mobility Ordinance.

SECTION ELEVEN: AMENDMENT OF ARTICLE 51 – ACCESS MANAGEMENT GUIDELINES, SECTION 51.10-51.60, IS HEREBY DELETED/AMENDED AS FOLLOWS:

\*Access management is now addressed in the Transportation and Mobility Ordinance; as such, all sections will be removed.\*

ARTICLE 51: RESERVED

SECTION TWELVE: AMENDMENT OF ARTICLE 64 – SITE PLAN REVIEW, SECTION 64.80 – CRITERIA FOR REVIEW, IS HEREBY AMENDED AS FOLLOWS:

A. There is a proper relationship between the existing streets and highways within the vicinity and proposed deceleration lanes, service drives, entrance and exit driveways and parking areas to ensure the safety and convenience of pedestrian and vehicular traffic. Access for all sites located on an "arterial" or "collector" (as those terms are defined in the Access Management Plan) shall comply with the provisions of the Transportation and Mobility Ordinance and be designed in consideration of the provisions of the Access Management Plan.

SECTION THIRTEEN: REPEAL OF CONFLICTING ORDINANCES & EFFECTIVE DATE:

All Ordinances or parts of Ordinances in conflict herewith are hereby repealed. This Ordinance shall take effect upon publication after adoption.

DUSTY FARMER, CLERK  
OSHTEMO CHARTER TOWNSHIP

# Memorandum & Request



**Date:** July 8, 2025  
**To:** Township Board  
**From:** Jodi Stefforia, Planning Director  
**Subject:** Maple Hill Leaseholds, LLC Brownfield Plan

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## **Objective**

MOTION: Adopt a Resolution approving the Maple Hill Leaseholds, LLC Brownfield Plan.

## **Background**

Maple Hill Leaseholds, LLC (Maple Hill Subaru) has submitted a brownfield plan for the eligible site redevelopment activities at 6565 West Main Street. As you know, the former West Side Medical facility is being redeveloped into a new dealership location for Maple Hill Subaru. There are several demolition and abatement activities necessary for the redevelopment that are eligible for reimbursement to the developer with tax increment revenues through the brownfield act.

Per the Township's recently adopted Brownfield Policy, the project satisfies at least 3 investment criteria allowing for up to 20 years of local tax capture. The investment criteria met that are being specifically called out for this brownfield plan approval include jobs, investment, and functional obsolescence.

The eligible activities of lead and asbestos abatement, building and site demolition and associated administrative activities and contingency come to \$927,000. The Brownfield Plan provides for reimbursement over 19 years with the developer reimbursed the first 14 years then the Local Brownfield Revolving Fund capturing the last 5 years. Capture will begin in 2027.

On June 26, the Kalamazoo County Brownfield Redevelopment Authority (KCBRA) voted to recommend approval of the Maple Hill Leaseholds, LLC Brownfield Plan. A memo from Macy Walters, KCBRA Brownfield Redevelopment Administrator, explaining the project in more detail is attached as is the Brownfield Plan. Macy Walters, and Jim VandenBerg of Maple Hill Leaseholds, LLC will be present to provide a brief presentation and answer specific questions at the Township Board meeting.

A Resolution approving the Brownfield Plan is attached for your consideration.

## **Core Values**

Sustainability  
Fiscal Stewardship  
Integrity





## MEMORANDUM

TO: Oshtemo Township Board of Trustees

FROM: Macy Walters, Brownfield Redevelopment Administrator

DATE: June 27, 2025

SUBJECT: Maple Hill Leaseholds, LLC, Subaru Development project description and Brownfield Analysis for the redevelopment of a site determined to be functionally obsolete, consisting of one parcel totaling 11.14 acres Parcel ID: 39-05-14-330-021 in Kalamazoo, MI 49009, located in Oshtemo Township.

### 1. Project Background

The purpose of this Brownfield Plan is to support the growth of a local business and facilitate the redevelopment of the functionally obsolete former Westside Medical Building, totaling 11.14 acres Parcel ID: 39-05-14-330-021 in Kalamazoo, MI 49009, in Oshtemo Township. This brownfield plan supports the redevelopment of a functionally obsolete structure by demolishing the one-story portion of the structure and remodeling the two-story brick building, resulting in approximately 49,200 square feet and the addition of a showroom, sales office, service repair facility, and warehouse space. This overall private investment of \$12 million is expected to retain 37 jobs at this location, retain 133 jobs within the company, and create an additional 31 new jobs and would increase the property tax base within Kalamazoo County. The development will allow for the extension of Seeco Drive, which supports future redevelopment plans for Oshtemo Township.

Parcels Included: 39-05-14-330-021

Overall, this project is set to serve a public purpose to Kalamazoo County by returning a functionally obsolete property back into productive use, increasing the tax base in the township and the county, retaining and creating jobs, and a development that utilizes renewable energy and energy-efficient design elements. Consistent with Maple Hill Auto Group's commitment to giving back to the Kalamazoo community, the building will be specifically designed to lock the showroom portion after hours so that a community space that includes a gathering space, restrooms, and kitchenette amenities can be rented out to local nonprofits free of charge. The project has an anticipated private investment of \$12 million into the community.

Construction is expected to commence in Summer 2025 and is estimated to be completed in 18-months, by the end of 2026.

The total cost of developer eligible activities is anticipated to be limited to \$927,300.00 or 14 years of capture. Kalamazoo County Brownfield Redevelopment Authority (KCBRA) administrative costs are anticipated to be \$132,763. The capture of tax increment revenue for the Local Brownfield Revolving Fund (LBRF) is estimated to be \$403,193. The estimated maximum amount of tax increment revenue

(TIR) available to capture is \$171,139.00 of statutorily allowed pre-approved state taxes and \$1,327,630.00 of local tax increment revenue (TIR) spread over 19 years. The taxable value of the parcel is estimated to increase from \$1,529,600 in 2025 to \$3,900,000 by the end of development in 2026.

## **2. The Brownfield Plan Process**

The Brownfield Plan will allow the KCBRA to use Tax Increment Financing (TIF) to reimburse a portion of the Developer's eligible expenses related to environmental due diligence activities, lead and asbestos abatement, building and site demolition, 15% contingency (not on pre-approved state tax capture eligible expenses), brownfield plan preparation and implementation. In addition to reimbursement to the Developer, the Brownfield Plan will include reimbursement of any department specific activities such as Kalamazoo County Brownfield Redevelopment Authority (KCBRA) Administrative fees and five full years of capture into the Local Brownfield Revolving Fund (LBRF).

### **Brownfield Plan Summary Points:**

#### **Eligible Property:**

The property located at 6565 West Main Street, Kalamazoo, Michigan 49009, consists of one parcel located in Oshtemo Township and Kalamazoo County, which has recently been split. The new 11.14-acre parcel has a parcel identification number of 39-05-14-330-021 and is currently zoned as 201 Commercial within the C, Local Business District with a Special Land Use as a vehicle sales lot approved by the township per Section 18.40 of the Township Zoning Ordinance. The property meets brownfield eligibility as "functionally obsolete" as defined by the Brownfield Redevelopment Financing Act, Act 381 of 1996, as amended and as designated by the Oshtemo Township Assessor. The Functional Obsolescence Determination is attached as Appendix 5. A property location map is also included as Figure 1, and a site plan is included as Figure 2.

#### **Eligible Costs:**

Baseline Environmental Assessment activities, lead and asbestos abatement, building and site demolition, soft costs, contingencies, and brownfield plan preparation and implementation costs, the Kalamazoo County Brownfield Redevelopment Authority Administration Fees, and capture into the Local Brownfield Revolving Fund.

#### **Length of Plan:**

19 years in total, with the last five years capturing into the LBRF. Tax capture will begin in 2027, after the adoption of the Brownfield Plan, the capture of tax increment can be delayed for five years or begin as soon as eligible costs are submitted and approved.

#### **State Taxes:**

State Taxes will be captured for MI PA Act 381 pre-approved statutorily allowed activities, Phase I Environmental Site Assessment, Hazardous Materials Surveys, and Site Demolition Costs up to \$250,000.00.

The Brownfield Plan must be approved by the KCBRA, Oshtemo Township, and the Kalamazoo County Board of Commissioners. The adoption process will include a Public Hearing notification and meeting, a notification to all affected taxing jurisdictions, a resolution approving the Plan by the governing body of the local jurisdiction, and a resolution adopting the Plan by the County Board of Commissioners.

After the adoption of the Brownfield Plan, the capture of tax increment can be delayed for five years or begin as soon as eligible costs are submitted and approved. Once the Plan begins capture, the Plan is limited to a total of 19 years, inclusive of five full years of tax capture for the Local Brownfield Revolving Fund (LBRF).

Summer and Winter taxes should be collected yearly and distributed as follows: a portion (tentatively 10%) of taxes will be reserved for the Authority administration fees and the remaining tax capture to be reimbursed to the developer and other parties as outlined in the Brownfield Plan and Reimbursement Schedule for approved reimbursable costs.

All taxing jurisdictions will continue to collect taxes on the 2025 Taxable Value of the property. Following the reimbursement of eligible costs, the KCBRA will capture Tax Increment Revenue for an additional five years for the Local Brownfield Revolving Fund to aid in the redevelopment of additional Brownfield eligible projects in Kalamazoo County. The Oshtemo Township will see an increase in taxes collected due to the redevelopment of the property.

During the Plan, the KCBRA will be responsible for reviewing and approving submitted reimbursement requests and managing the tax capture and payments. Developer and KCBRA Administrative eligible costs are expected to take 14-19 years for reimbursement. It is estimated that full capture of eligible costs and eligible administrative expenses of the KCBRA will be completed by 2045.

**Tax increment collected by the KCBRA to reimburse eligible costs is as follows:**

2025 Expected Base Taxable Value: \$1,529,600.00

2027 Estimated New Expected Taxable Value: \$3,900,000.00

Taxable Value Increment available: \$2,370,400.00

**Estimated Total taxes collected by the KCBRA per taxing jurisdiction (on \$2,370,400 Tax Increment):**

\*Based on 2024 millage rates

KRESA (includes specific)	\$ 363,580.00
KVCC	\$ 144,468.00
County Operating	\$ 240,713.00
County Public Safety	\$ 74,732.00
County Seniors	\$ 18,037.00
County 911	\$ 33,563.00

KCTA	\$ 16,161.00
CCTA	\$ 46,541.00
County Housing Fund	\$ 38,731.00
Oshtemo Township	\$ 78,150.00
County Roads	\$ 65,125.00
Kalamazoo Public Library	\$ 202,633.00
County Veteran Fund	\$ 5,194.00
Kalamazoo School Operating	\$ 127,769.00
State Education Tax	\$ 43,300.00

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Total	\$1,498,697.00
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Maximum Reimbursement to Developer for Eligible Costs Estimated	\$	927,300.00
Reimbursement KCBRA for Eligible Costs and Administrative Expenses Est.:	\$	132,763.00
Tax Increment Revenue collected to LBRF for additional Brownfield Projects:	\$	403,193.00
½ of State Education Tax Capture due to the State of Michigan Brownfield Fund:	\$	21,685.00

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Total	\$	1,484,941.00
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**The redevelopment of the functionally obsolete structure is an improvement for the site and the surrounding area in several ways:**

1. The Plan allows for a functionally obsolete structure in the County back into productive use.
2. The redevelopment of the property will result in \$2.3M of increased taxable value.
3. TIF collected will reimburse the Developer and the KCBRA for costs incurred during the completion of Brownfield Eligible Activities.
4. Local Brownfield Revolving Fund (LBRF) collection for five years allows the KCBRA to support additional Brownfield Activities in Kalamazoo County.
5. The development meets three of the local township's brownfield redevelopment criteria goals by repurposing a functionally obsolete structure, increasing the tax roll in the community, and using energy efficient design elements.

**Timeline of Plan Consideration by Local Units of Government:**

- June 26<sup>th</sup> Kalamazoo County Brownfield Redevelopment Authority Regular Meeting
- July 8<sup>th</sup> Oshtemo Township Board Regular Meeting
- July 15<sup>th</sup> Kalamazoo County Board of Commissioners Committee of the Whole
- August 19<sup>th</sup> Public Hearing & Kalamazoo County Board of Commissioners Regular Meeting

# **Act 381 Brownfield Plan**

Subaru Redevelopment Project  
6565 West Main Street  
Kalamazoo, Michigan

Maple Hill Leaseholds, LLC

Project No. 241789  
June 20, 2025

## **Act 381 Brownfield Plan**

### **Subaru Redevelopment Project 6565 West Main Street Kalamazoo, Michigan**

**Prepared For:  
Maple Hill Leaseholds, LLC  
Kalamazoo, Michigan**

**June 20, 2025  
Project No. 241789**

**Recommended for Approval by Brownfield Redevelopment Authority on: \_\_\_\_\_**

**Supported by Local Unit of Government on: \_\_\_\_\_**

**Adopted by County Government on: \_\_\_\_\_**

1.0	Introduction .....	1
1.1	Proposed Redevelopment and Future Use for Each Eligible Property .....	1
1.2	Eligible Property Information .....	1
2.0	Information Required by Section 13(2) of the Statute .....	2
2.1	Description of Costs to be Paid for with Tax Increment Revenues .....	2
2.1.1	Site Assessment and Baseline Environmental Assessment Activities .....	2
2.1.2	Lead and Asbestos Abatement .....	2
2.1.3	Building Demolition .....	2
2.1.4	Site Demolition .....	2
2.1.5	Brownfield Plan/Work Plan Preparation .....	3
2.1.6	Brownfield Plan/Work Plan Implementation .....	3
2.1.7	Contingency .....	3
2.1.8	Authority Administration Cost .....	3
2.1.9	Local Brownfield Revolving Fund .....	3
2.2	Summary of Eligible Activities .....	3
2.3	Estimate of Captured Taxable Value and Tax Increment Revenues .....	4
2.4	Method of Financing and Description of Advances Made by the Municipality .....	4
2.5	Maximum Amount of Note or Bonded Indebtedness .....	4
2.6	Duration of Brownfield Plan .....	4
2.7	Estimated Impact of Tax Increment Financing on Revenues of Taxing Jurisdictions .....	4
2.8	Legal Description, Property Map, Statement of Qualifying Characteristics, and Personal Property .....	4
2.9	Estimates of Residents and Displacement of Individuals/Families .....	5
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### List of Abbreviations/Acronyms

Act 381	Brownfield Redevelopment Financing Act, 1996 PA 381, as amended
Authority	Kalamazoo County Brownfield Redevelopment Authority
Developer	Maple Hill Leaseholds, LLC
EGLE	Michigan Department of Environment, Great Lakes, and Energy
LBRF	Local Brownfield Revolving Fund
Maple Hill	Maple Hill Leaseholds, LLC
PA	Public Act
TIF	tax increment financing
TIR	tax increment revenues



## 1.0 Introduction

### 1.1 Proposed Redevelopment and Future Use for Each Eligible Property

Maple Hill Leaseholds, LLC (Maple Hill) is a division of Maple Hill Auto Group, an active family-owned and operated Kalamazoo-based car dealership and service center since 1995 with a rich history of a customer-focused business model and charitable contributions to the local community. Maple Hill has acquired the property located at 6565 West Main Street in Oshtemo Township with the desire to expand the services of Maple Hill Auto Group to better serve its customers, specifically relocating the Subaru brand services to the 6565 West Main Street location. Oshtemo Township is not a qualified local governmental unit (QLGU). The property contains the former Westside Medical Center, a functionally obsolete approximately 47,400-square-foot structure with inadequate electrical and water services that has remained largely vacant for the past three years. Brownfield conditions have complicated and increased the cost of redevelopment to restore the structure to functional use.

Maple Hill intends to demolish the one-story portion of the structure and remodel the two-story brick building, which will require extensive asbestos and lead abatement in order to safely reuse the structure. The brownfield conditions related to restoring the functionally obsolete property and the unforeseen abatement costs represent a significant cost that was not known during property acquisition and impacts project feasibility without brownfield incentive support. The 18-month construction period is anticipated to begin in the summer of 2025, resulting in approximately 40,246 square feet for the remodeled portion of the building plus a new addition, creating a showroom, sales office, service repair facility, and warehouse.

The new development represents many community benefits that align with Act 381 and township goals. While the project meets many of the Oshtemo Township brownfield project criteria, we will focus on meeting three criteria within this plan document, which in accordance with approved township policy allows for up to 20 years of local tax capture for the Developer. First, the project qualifies the criteria of functional obsolescence, returning the property which has been determined to be functionally obsolete by the local assessor, back to productive use and back on the tax rolls. Second, the total private investment is \$12 million, which will result in an increase in taxable value of \$2.37 million, which is greater than the township's minimum \$1 million increase to meet this criteria. Third, the project will add significant well-paid jobs, and documentation has been submitted to the Township Planning Director to satisfy this criteria. The proposed redevelopment will retain 37 jobs at this location and 133 jobs within the company, as well as create 31 new jobs as a result of the new development. Overall, the \$12 million private investment returns the functionally obsolete property back into productive use, increasing the tax rolls to the township and the county, utilizes renewable energy and energy-efficient design elements, and allows for the extension of Seeco Drive, which supports future redevelopment plans for Oshtemo Township. Consistent with Maple Hill Auto Group's commitment to giving back to the Kalamazoo community, the building will be specifically designed to lock the showroom portion after hours so that a community space that includes a gathering space, restrooms, and kitchenette amenities can be rented out to local nonprofits free of charge.

### 1.2 Eligible Property Information

The property located at 6565 West Main Street, Kalamazoo, Michigan 49009, consists of one parcel located in Oshtemo Township and Kalamazoo County, which has recently been split. The new 11.14-acre parcel has a parcel identification number of 39-05-14-330-021 and is currently zoned as 201 Commercial within the C, Local Business District with a Special Land Use as a vehicle sales lot approved by the township per Section 18.40 of the Township Zoning Ordinance. The property meets brownfield eligibility as "functionally obsolete" as defined by the Brownfield Redevelopment Financing Act, Act 381 of 1996, as amended and as designated by the Oshtemo Township Assessor. The Functional Obsolescence Determination is attached as Appendix 5. A property location map is also included as Figure 1, and a site plan is included as Figure 2.

## 2.0 Information Required by Section 13(2) of the Statute

### 2.1 Description of Costs to be Paid for with Tax Increment Revenues

Tax increment revenues will be used to reimburse Maple Hill Leaseholds, LLC (the “Developer”) for the cost of eligible activities as authorized by Act 381. Specifically, reimbursable expenses incurred, or to be incurred, by the Developer include site assessment and baseline environmental assessment activities, lead and asbestos abatement, building and site demolition, preparation of a Brownfield Plan, contingency on costs to be incurred, and the portion of soft costs (engineering, design, survey, or legal) directly attributed to the eligible costs. The Kalamazoo County Brownfield Redevelopment Authority (Authority) will also incur eligible expenses related to administrative costs and operating expense. Capture into the Local Brownfield Revolving Fund (LBRF) is also included in this Brownfield Plan as a cost to be paid for with tax increment revenues. Pre-approved eligible expenses will be reimbursed with local and state tax increment revenues (TIR). All other expenses will be reimbursed with local TIR only.

#### 2.1.1 Site Assessment and Baseline Environmental Assessment Activities

Eligible costs of reimbursement include pre-approved activities for a total cost of \$15,800. Costs to complete a Phase I Environmental Site Assessment, at \$2,300, and an asbestos and lead survey, at \$13,500, are included as an eligible expense, statutorily eligible for reimbursement with both local and state capture. There are no contingencies included on these expenses as they have already been incurred.

#### 2.1.2 Lead and Asbestos Abatement

Asbestos abatement is required prior to demolition and renovation of the structure. Lead abatement is also needed due to the lead panel walls associated with the former medical use of the structure. Asbestos and lead abatement, inclusive of air monitoring and disposal costs, is anticipated to cost \$75,000.

#### 2.1.3 Building Demolition

The one-story portion of the structure will be fully demolished. The two-story portion of the structure will require selective interior demolition. Building demolition costs included as an eligible expense in this Brownfield Plan are anticipated to cost \$455,000 with \$330,000 of this category total to cover the building demolition itself. Backfill is estimated at \$30,000, and rough grading of the project site related to building demolition is estimated at \$50,000 and included as an eligible expense. Further, approximately \$45,000 is estimated for soft costs (engineering, design, survey, or legal) specifically associated with the eligible building demolition costs and is also included as an eligible expense in this Brownfield Plan.

#### 2.1.4 Site Demolition

Approximately \$250,000 in site demolition costs are included in this Brownfield Plan as an eligible expense including the removal of abandoned utilities, parking lot and driveway removal, curbs and gutter removal, culvert removal and other stormwater component removal, fill compaction and rough grading, and associated soft costs. The removal of abandoned utilities, estimated at \$50,000; removal of approximately 1,200 square feet of asphalt parking lot, estimated at \$50,000; removal of a portion of the driveway if required by MDOT, estimated at \$10,000; removal of curbs and gutter to comply with township site plan and development requirements, estimated at \$20,000; removal of sidewalks, if needed, estimated at \$25,000; and removal of a culvert to support stormwater needs and removal of other stormwater components, estimated at \$5,000 and \$15,000, respectively, are all included as eligible expenses. Additionally, \$60,000 in eligible costs is anticipated for the clean backfill, compaction, and rough grading of site soils needed as a result of the associated demolition. Further, approximately \$15,000 is estimated for soft costs (engineering, design, and survey) specifically associated with the eligible site demolition costs and is also included as an eligible expense in this Brownfield Plan. Per the Act 381

Statute section 13b.8.f of 125.2663b, demolition is considered pre-approved for up to \$250,000; therefore, site demolition will be reimbursed with both State and Local TIR.

### **2.1.5 Brownfield Plan/Work Plan Preparation**

The cost to prepare the Brownfield Plan is anticipated to be \$12,000, which will be incurred by the Developer and is included as an eligible expense. Preparation of an Act 381 Work Plan is not anticipated for this project.

### **2.1.6 Brownfield Plan/Work Plan Implementation**

An Act 381 Work Plan will not be pursued for this project. Significant Brownfield Plan implementation costs are not anticipated. It is anticipated that administrative fees collected within this plan by the Authority will be sufficient to cover any implementation costs incurred by the authority. \$2,500 is included as an eligible implementation expense to cover reimbursement submission activities borne by the Developer.

### **2.1.7 Contingency**

Additionally, 15% contingency is included as an eligible expense for costs yet to be incurred, totaling \$117,000. The plan does not include a contingency on Michigan Department of Environment, Great Lakes, and Energy (EGLE) pre-approved eligible activities, Brownfield Plan/Work Plan preparation, or Brownfield Plan/Work Plan implementation costs.

### **2.1.8 Authority Administration Cost**

Administration costs of the Authority are included as eligible costs within this Brownfield Plan, estimated as 10% of annual local capture, totaling \$132,763 as an estimate to be determined by the Authority.

### **2.1.9 Local Brownfield Revolving Fund**

The plan includes five years of capture into the Authority's LBRF as an eligible expense, the amount of which will be determined by actual tax increment available during these five years but is anticipated to be \$403,193.

## **2.2 Summary of Eligible Activities**

Eligible activities include pre-approved baseline environmental activities, asbestos and lead abatement, building demolition, site demolition, associated soft costs, contingencies, and local-only costs. Brownfield Plan preparation and implementation costs as well as administrative and operating expenses of the Authority are also eligible activities.

### **Environmental Activities**

There will be no environmental eligible activities conducted that require EGLE approval.

### **Non-Environmental Activities**

This is a local-only plan, and therefore, there are no non-environmental costs requiring Michigan Economic Development Corporation (MEDC) approval. Eligible activities include lead and asbestos abatement, inclusive of air monitoring and disposal costs and selective interior building demolition, which will be reimbursed with local-only TIR. Significant site demolition activities are also needed to support redevelopment and are included as a pre-approved eligible expense reimbursed with both State and Local TIR for up to \$250,000.

### **Authority Expenses**

Eligible administrative costs incurred by the Authority are included in this plan as an eligible expense at a flat fee of 10% of local tax capture. It is understood that administrative costs are calculated by the Authority rather than based on a flat fee, so this amount represents an estimate to be determined by the Authority.

### **Contingencies**

A contingency of 15% on eligible hard costs has been included in the plan. The plan does not include a contingency on EGLE pre-approved eligible activities.

## **2.3 Estimate of Captured Taxable Value and Tax Increment Revenues**

The 2025 baseline taxable value is \$1,529,600. The Township Assessor has estimated a future taxable value of \$3,900,000 after redevelopment. Construction is anticipated to begin in the summer of 2025 and be completed by the end of 2026.

Reimbursements will be made based on actual costs and actual local tax increment revenues captured during the term of the Brownfield Plan. An estimate of the captured taxable value for this redevelopment by year is depicted in Table 2. This plan captures real property tax increment revenues and assumes a 1% annual increase in the taxable value of the eligible property. Pursuant to Act 381, local debt millages and special assessments will not be captured.

## **2.4 Method of Financing and Description of Advances Made by the Municipality**

The eligible activities contemplated under this plan will be financed by the Developer, as outlined in this plan and the accompanying development and reimbursement agreement (Appendix 2). Reimbursement of eligible activities will be made with local tax increment revenues only. No advances from the township or county are anticipated at this time.

## **2.5 Maximum Amount of Note or Bonded Indebtedness**

At this time, there are no plans by the Authority to incur indebtedness to support the development of this site, but such plans could be made in the future to assist in the development if the Authority so chooses.

## **2.6 Duration of Brownfield Plan**

The Authority intends to begin the capture of tax increment as early as 2027 and anticipates fully reimbursing the Developer in 14 years. This plan will remain in place for 19 years, or until the eligible activities have been fully reimbursed and up to five full years of capture into the LBRF (not to exceed the cost of eligible activities), whichever occurs sooner. An analysis showing the reimbursement schedule is attached in Table 3.

## **2.7 Estimated Impact of Tax Increment Financing on Revenues of Taxing Jurisdictions**

An estimate of the impact of tax increment financing on the revenues of all taxing jurisdictions is illustrated in detail in Table 2.

## **2.8 Legal Description, Property Map, Statement of Qualifying Characteristics, and Personal Property**

The property is qualified as “functionally obsolete” and consists of one parcel occupying approximately 11.14 acres. The parcel identification number for the property is included below. A map showing eligible property dimensions is attached in Figure 2. It is noted that the property subject to this Brownfield Plan is based on the geographic area itself and may include any parcel splits or combinations in the future and any address or parcel identification number changes. Adjacent public right-of-way is also included within the geographic area subject to this Brownfield Plan. Personal property, if applicable, is included as eligible property within this Brownfield Plan.

The legal description for the parcel is as follows:

Parcel ID No.: 39-05-14-330-021

SEC 14-2-12 BEG AT INT N&S 1/4 LI & SLY ROW LI WEST MAIN ST. 80.64 FT S 01DEG-17'-03" W OF C1/4 POST TH CONT S 01DEG-17'-03" W 729 FT TH N 89DEG-02'-49" W 435 FT TH WLY 243.45 FT ALG A CURVE LT (RAD 381.93 FT & CHD S 72DEG-41'-33" W 239.35 FT) TH N 01DEG-20'-24" E 797 FT TO SLY ROW LI OF WEST MAIN ST. TH S 89DEG-39'14" E 661.16 FT TO BEG 12/19/2024 INTO 05-14-330-021, 05-14-330-025

## **2.9 Estimates of Residents and Displacement of Individuals/Families**

There are no residents or families residing at this property, and thus no residents, families, or individuals will be displaced by the project.

## **2.10 Plan for Relocation of Displaced Persons**

No persons reside on the eligible property. Therefore, this section is not applicable.

## **2.11 Provisions for Relocation Costs**

No persons reside on the eligible property. Therefore, this section is not applicable.

## **2.12 Strategy for Compliance with Michigan's Relocation Assistance Law**

No persons reside on the eligible property. Therefore, a strategy for compliance with 1972 PA 227, MCL 213.321 to 213.332, and this section are not applicable.

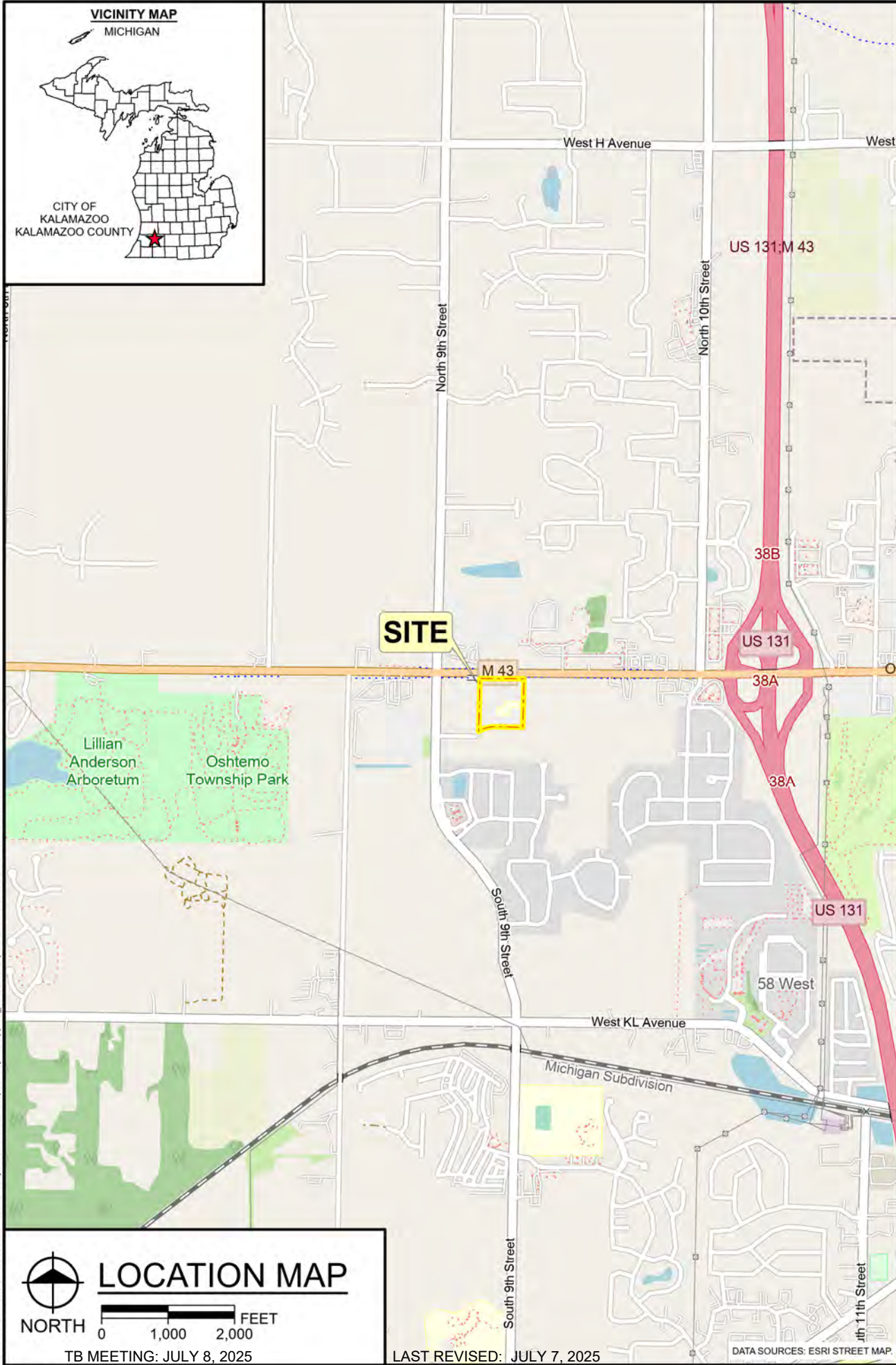
## **2.13 Other Material that the Authority or Governing Body Considers Pertinent**

This plan helps to offset the cost of brownfield conditions associated with the redevelopment of the Subject Property through reimbursement of eligible activities with the new tax increment generated by the redevelopment. As a local-only plan, there may be a look back period for eligible activities incurred prior to adoption of the plan. Any costs incurred prior to Brownfield Plan approval are at the Developer's risk of reimbursement if the Brownfield Plan is ultimately not approved. In addition to compliance with Act 381, this plan also meets at least three of the township-specific brownfield project criteria and returns the functionally obsolete property back into productive use, increasing the tax rolls to the township and the county, while utilizing renewable energy and energy-efficient design elements.

# Figures

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Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

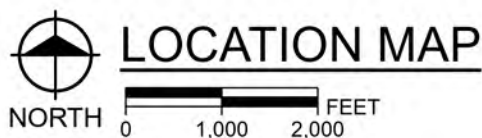
# 6565 W. Main St Subaru Redevelopment

6565 W. Main St, Kalamazoo, MI 49009 (Oshtemo Township)

## Brownfield Plan

PROJECT NO.  
241789

FIGURE NO.  
**1**



TB MEETING: JULY 8, 2025


LAST REVISED: JULY 7, 2025

DATA SOURCES: ESRI STREET MAP.





### LEGEND

 Approximate Property Boundary

**AutoZone**

**Arby's**

**W Main St**

Seeco Dr

## Mega-Bev

**39-05-14-330-021**



## SITE MAP

A number line is shown with tick marks at 0, 75, and 150. The word "FEET" is written at the right end of the line. The segment from 0 to 75 is shaded black, and the segment from 75 to 150 is shaded white.

TB MEETING: JULY 8, 2025

LAST REVISED: JULY 7, 2025

DATA SOURCES: ESRI HYBRID REFERENCE LAYER & MISAIL IMAGERY.

**fishbeck**  
Engineers | Architects | Scientists | Constructors

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

**6565 W. Main St Subaru Redevelopment**

6565 W. Main St, Kalamazoo, MI 49009 (Oshtemo Township)

## Brownfield Plan

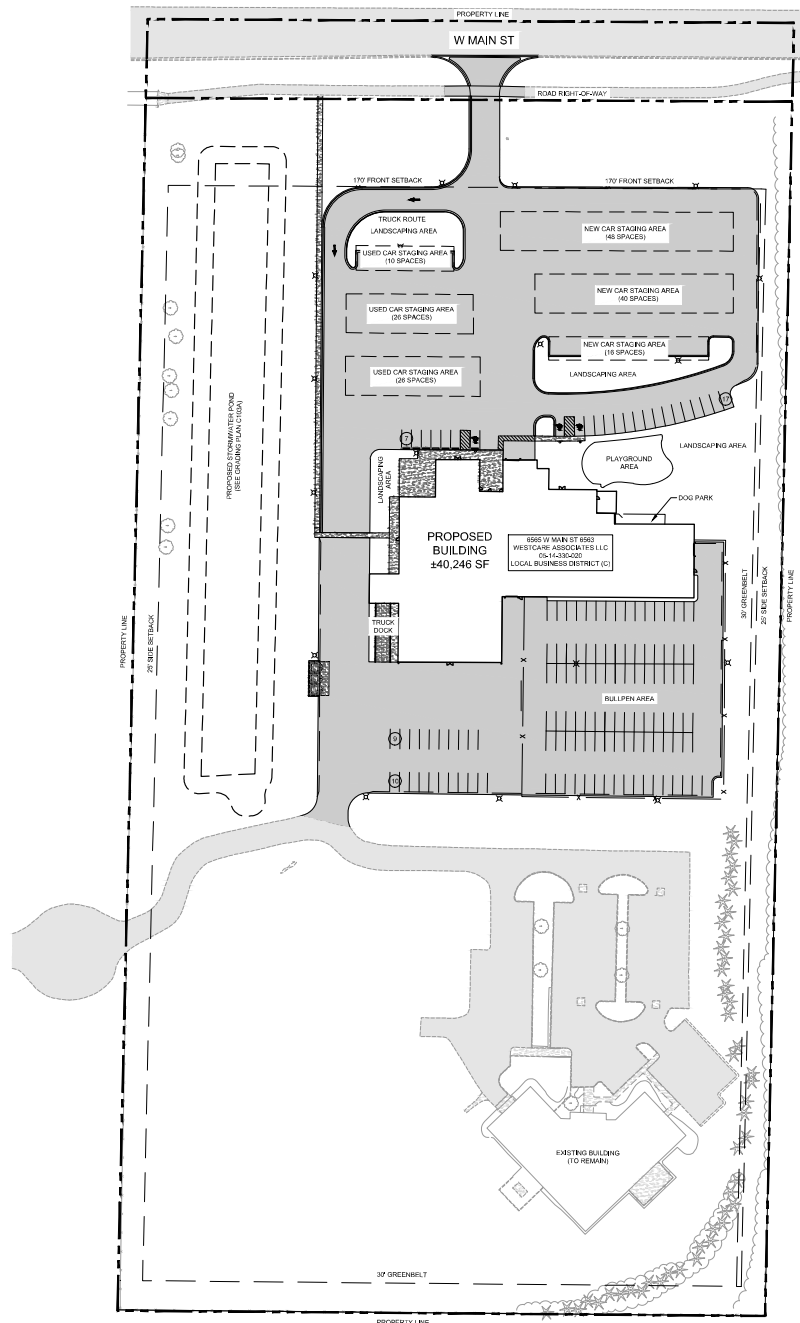
PROJECT NO.  
241789

FIGURE NO.

2

40

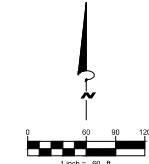




6519 W MAIN ST  
VANDENBERG PROPERTIES LLC  
05-14-1332-004  
LOCAL BUSINESS DISTRICT (C)

SECO CD  
SECO INVESTMENTS  
05-14-1332-001  
LOCAL BUSINESS DISTRICT (C)

6519 W MAIN ST  
BENTLEY RESIDENTIAL LLC  
05-14-1332-001  
RESIDENCE DISTRICT (R2)  
WEST MAIN COMMERCIAL OVERLAY  
WEST MAIN RESIDENTIAL OVERLAY



### SITE INFORMATION

<b>ZONING:</b>	C - LOCAL BUSINESS
<b>SITE AREA:</b>	18.9 ACRES (821,271 SF)
<b>BUILDING AREA:</b>	55,154 SF (6.7%)
<b>NUMBER OF STORES:</b>	2
<b>IMPERVIOUS COVERAGE:</b>	470,442 SF (57.3%)
<b>PROPOSED GREEN SPACE:</b>	350,829 SF (42.7%)
<b>BUILDING SETBACKS:</b>	
FRONT:	170 FT (FROM CENTER OF ROAD ROW)
SIDE:	30 FT (GREENBELT)
REAR:	30 FT (GREENBELT)
<b>OFF-STREET PARKING REQUIREMENTS:</b>	
STANDARD PARKING SPACE:	10 FT X 20 FT
1 PARKING SPACE PLUS 400 SF OF ADA DEVOTED TO SALES AND/OR DISPLAY:	5,204 SF (JFA SALES DISPLAY) 400 SF = 13 SPACES
<b>TOTAL SPACES REQUIRED:</b>	13 SPACES
<b>TOTAL SPACES PROVIDED:</b>	43 SPACES
<b>ADA PARKING SPACES REQUIRED:</b>	1 SPACE
<b>ADA PARKING SPACES PROVIDED:</b>	3 SPACES

### SITE GENERAL NOTES

- DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED
- CONTRACTOR TO FIELD VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON SITE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING, UNLESS NOTED OTHERWISE.
- REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.

### PAVEMENT LEGEND

	<b>STANDARD DUTY CONCRETE PAVEMENT:</b> SEE DETAILS
	<b>HEAVY DUTY CONCRETE PAVEMENT:</b> SEE DETAILS
	<b>STANDARD DUTY PAVEMENT:</b> 1.5" HMA (1668SYD) SET TOP COURSE 1.5" HMA (1668SYD) #11 LEVELING COURSE 6" AGGREGATE BASE, 22A 12" SUBBASE, 10P

DATE	BY
REVISIONS	NO.
ADDRESS: 10123 S M43, SUITE E DELTON, MI 49846 PHONE: (269) 361-5600	
SCALE AS NOTED	DESIGNED BY: JAH
	DRAWN BY: COW
	CHECKED BY: NYC
<b>- PRELIMINARY -</b> NOT FOR CONSTRUCTION	
<b>OVERALL SITE PLAN</b>	
<b>W MAIN ST SUBARU</b> KALAMAZOO, MI	
ORIGINAL ISSUE: 02/06/2024 PROJECT NO. 24001 SHEET NUMBER C101	

# Tables

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**Table 1 – Summary of Eligible Costs**  
 Act 381 Brownfield Plan  
 Subaru Redevelopment Brownfield Plan

**EGLE Eligible Activities Costs and Schedule**

EGLE Eligible Activities	Cost	Completion Season/Year
<b>Baseline Environmental Assessment (BEA) - Statutorily Approved</b>	<b>\$ 15,800</b>	
<i>Phase I and II Environmental Site Assessments</i>	\$ 2,300	
<i>Asbestos, Lead, and Mold Surveys</i>	\$ 13,500	
<b>EGLE Eligible Activities Subtotal</b>	<b>\$ 15,800</b>	
<b>Contingency (0%)</b>	<b>\$ -</b>	
<b>EGLE Eligible Activities Total Costs</b>	<b>\$ 15,800</b>	

**Table 1 – Summary of Eligible Costs**  
Act 381 Brownfield Plan  
Subaru Redevelopment Brownfield Plan

**MEDC Eligible Activities Costs and Schedule**

MEDC Eligible Activities	Cost	Completion Season/Year
<b>Lead and Asbestos Abatement</b>	<b>\$ 75,000</b>	
<i>Abatement including disposal and air monitoring</i>	\$ 75,000	
<b>Building Demolition</b>	<b>\$ 455,000</b>	
<i>Building Demolition/Deconstruction</i>	\$ 330,000	
<i>Backfill</i>	\$ 30,000	
<i>Rough Grading</i>	\$ 50,000	
<i>Soft Costs (Engineering, Design, Survey, Legal, other Professional)</i>	\$ 45,000	
<b>Site Demolition (Pre-Approved)</b>	<b>\$ 250,000</b>	
<i>Removal of Abandoned Utilities</i>	\$ 50,000	
<i>Parking Lot removal</i>	\$ 50,000	
<i>Driveway removal</i>	\$ 10,000	
<i>Curbs, gutter removal</i>	\$ 20,000	
<i>Culvert removal</i>	\$ 5,000	
<i>Sidewalks, bike parths removal (around building)</i>	\$ 25,000	
<i>Other Site Demolition (stormwater components removal)</i>	\$ 15,000	
<i>Fill, compaction, rough grading</i>	\$ 60,000	
<i>Soft Costs (Engineering, Design, Survey, Legal, other Professional)</i>	\$ 15,000	
<b>MEDC Eligible Activities Subtotal</b>	<b>\$ 780,000</b>	
<b>Contingency (15%)</b>	<b>\$ 117,000</b>	
<b>Brownfield Plan Preparation</b>	<b>\$ 12,000</b>	
<b>Brownfield Plan Implementation</b>	<b>\$ 2,500</b>	
<b>MEDC Eligible Activities Total Costs</b>	<b>\$ 911,500</b>	

Estimated Taxable Value (TV) Increase Rate: 1% increase per year											
Plan Year	1	2	3	4	5	6	7	8	9	10	11
Calendar Year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
*Base Taxable Value	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600
Future Taxable Value	\$ 3,900,000	\$ 3,939,000	\$ 3,978,390	\$ 4,018,174	\$ 4,058,356	\$ 4,098,939	\$ 4,139,929	\$ 4,181,328	\$ 4,223,141	\$ 4,265,373	\$ 4,308,026
Incremental Difference (New TV - Base TV)	\$ 2,370,400	\$ 2,409,400	\$ 2,448,790	\$ 2,488,574	\$ 2,528,756	\$ 2,569,339	\$ 2,610,329	\$ 2,651,728	\$ 2,693,541	\$ 2,735,773	\$ 2,778,426

School Capture	Millage Rate										
State Education Tax (SET)	6.0000	\$ 14,222	\$ 14,456	\$ 14,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
School Operating Tax	17.6757	\$ 41,898	\$ 42,587	\$ 43,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
School Total	23.6757	\$ 56,120	\$ 57,043	\$ 57,976	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Capture	Millage Rate										
County Operating	4.6202	\$ 10,952	\$ 11,132	\$ 11,314	\$ 11,498	\$ 11,683	\$ 11,871	\$ 12,060	\$ 12,252	\$ 12,445	\$ 12,640
KRESA	6.9785	\$ 16,542	\$ 16,814	\$ 17,089	\$ 17,367	\$ 17,647	\$ 17,930	\$ 18,216	\$ 18,505	\$ 18,797	\$ 19,092
KVCC	2.7729	\$ 6,573	\$ 6,681	\$ 6,790	\$ 6,901	\$ 7,012	\$ 7,125	\$ 7,238	\$ 7,353	\$ 7,469	\$ 7,586
Library - Kal	3.8893	\$ 9,219	\$ 9,371	\$ 9,524	\$ 9,679	\$ 9,835	\$ 9,993	\$ 10,152	\$ 10,313	\$ 10,476	\$ 10,640
Co Public Saftey	1.4344	\$ 3,400	\$ 3,456	\$ 3,513	\$ 3,570	\$ 3,627	\$ 3,685	\$ 3,744	\$ 3,804	\$ 3,864	\$ 3,924
Housing Fund	0.7434	\$ 1,762	\$ 1,791	\$ 1,820	\$ 1,850	\$ 1,880	\$ 1,910	\$ 1,941	\$ 1,971	\$ 2,002	\$ 2,034
County Seniors	0.3462	\$ 821	\$ 834	\$ 848	\$ 862	\$ 875	\$ 890	\$ 904	\$ 918	\$ 933	\$ 947
County 911	0.6442	\$ 1,527	\$ 1,552	\$ 1,578	\$ 1,603	\$ 1,629	\$ 1,655	\$ 1,682	\$ 1,708	\$ 1,735	\$ 1,762
KCTA Transit	0.3102	\$ 735	\$ 747	\$ 760	\$ 772	\$ 784	\$ 797	\$ 810	\$ 823	\$ 836	\$ 849
CCTA Transit	0.8933	\$ 2,117	\$ 2,152	\$ 2,188	\$ 2,223	\$ 2,259	\$ 2,295	\$ 2,332	\$ 2,369	\$ 2,406	\$ 2,444
Township	1.5000	\$ 3,556	\$ 3,614	\$ 3,673	\$ 3,733	\$ 3,793	\$ 3,854	\$ 3,915	\$ 3,978	\$ 4,040	\$ 4,104
Roads	1.2500	\$ 2,963	\$ 3,012	\$ 3,061	\$ 3,111	\$ 3,161	\$ 3,212	\$ 3,263	\$ 3,315	\$ 3,367	\$ 3,420
Co Veterans Fund	0.0997	\$ 236	\$ 240	\$ 244	\$ 248	\$ 252	\$ 256	\$ 260	\$ 264	\$ 269	\$ 273
Local Total	25.4823	\$ 60,403	\$ 61,397	\$ 62,401	\$ 63,415	\$ 64,439	\$ 65,473	\$ 66,517	\$ 67,572	\$ 68,638	\$ 69,714

Non-Capturable Millages	Millage Rate										
School Debt	8.2000	\$ 19,437	\$ 19,757	\$ 20,080	\$ 20,406	\$ 20,736	\$ 21,069	\$ 21,405	\$ 21,744	\$ 22,087	\$ 22,433
Juvenile Home	0.1176	\$ 279	\$ 283	\$ 288	\$ 293	\$ 297	\$ 302	\$ 307	\$ 312	\$ 317	\$ 322
Fire Dist 2	5.7500	\$ 13,630	\$ 13,854	\$ 14,081	\$ 14,309	\$ 14,540	\$ 14,774	\$ 15,009	\$ 15,247	\$ 15,488	\$ 15,731
Police 2004	2.8000	\$ 6,637	\$ 6,746	\$ 6,857	\$ 6,968	\$ 7,081	\$ 7,194	\$ 7,309	\$ 7,425	\$ 7,542	\$ 7,660
Non-Capturable Total	16.8676	\$ 39,983	\$ 40,641	\$ 41,305	\$ 41,976	\$ 42,654	\$ 43,339	\$ 44,030	\$ 44,728	\$ 45,434	\$ 46,146

Total Tax Increment Revenue (TIR) Available for Capture	\$ 116,523	\$ 118,440	\$ 120,377	\$ 63,415	\$ 64,439	\$ 65,473	\$ 66,517	\$ 67,572	\$ 68,638	\$ 69,714	70,801
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NOTES:  
2024 Millage Rates Used

Table 2 – Total Captured Incremental Taxes Schedule

Act 381 Brownfield Plan

Subaru Redevelopment, 6565 W. Main Street,  
Kalamazoo, MI

Estimated Taxable Value (TV) Increase Rate: 1% increase per year

Plan Year	12	13	14	15	16	17	18	19	Totals
Calendar Year	2038	2039	2040	2041	2042	2043	2044	2045	
*Base Taxable Value	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ 1,529,600	\$ -
Future Taxable Value	\$ 4,351,107	\$ 4,394,618	\$ 4,438,564	\$ 4,482,949	\$ 4,527,779	\$ 4,573,057	\$ 4,618,787	\$ 4,664,975	\$ -
Difference (New TV - Base TV)	\$ 2,821,507	\$ 2,865,018	\$ 2,908,964	\$ 2,953,349	\$ 2,998,179	\$ 3,043,457	\$ 3,089,187	\$ 3,135,375	\$ -

[illegible]

Local Capture	Millage Rate																		
County Operating	4.6202	\$	13,036	\$	13,237	\$	13,440	\$	13,645	\$	13,852	\$	14,061	\$	14,273	\$	14,486	\$	240,713
KRESA	6.9785	\$	19,690	\$	19,994	\$	20,300	\$	20,610	\$	20,923	\$	21,239	\$	21,558	\$	21,880	\$	363,580
KVCC	2.7729	\$	7,824	\$	7,944	\$	8,066	\$	8,189	\$	8,314	\$	8,439	\$	8,566	\$	8,694	\$	144,468
Library - Kal	3.8893	\$	10,974	\$	11,143	\$	11,314	\$	11,486	\$	11,661	\$	11,837	\$	12,015	\$	12,194	\$	202,633
Co Public Saftey	1.4344	\$	4,047	\$	4,110	\$	4,173	\$	4,236	\$	4,301	\$	4,366	\$	4,431	\$	4,497	\$	74,732
Housing Fund	0.7434	\$	2,098	\$	2,130	\$	2,163	\$	2,196	\$	2,229	\$	2,263	\$	2,297	\$	2,331	\$	38,731
County Seniors	0.3462	\$	977	\$	992	\$	1,007	\$	1,022	\$	1,038	\$	1,054	\$	1,069	\$	1,085	\$	18,037
County 911	0.6442	\$	1,818	\$	1,846	\$	1,874	\$	1,903	\$	1,931	\$	1,961	\$	1,990	\$	2,020	\$	33,563
KCTA Transit	0.3102	\$	875	\$	889	\$	902	\$	916	\$	930	\$	944	\$	958	\$	973	\$	16,161
CCTA Transit	0.8933	\$	2,520	\$	2,559	\$	2,599	\$	2,638	\$	2,678	\$	2,719	\$	2,760	\$	2,801	\$	46,541
Township	1.5000	\$	4,232	\$	4,298	\$	4,363	\$	4,430	\$	4,497	\$	4,565	\$	4,634	\$	4,703	\$	78,150
Roads	1.2500	\$	3,527	\$	3,581	\$	3,636	\$	3,692	\$	3,748	\$	3,804	\$	3,861	\$	3,919	\$	65,125
Co Veterans Fund	0.0997	\$	281	\$	286	\$	290	\$	294	\$	299	\$	303	\$	308	\$	313	\$	5,194
Local Total	25.4823	\$	71,898	\$	73,007	\$	74,127	\$	75,258	\$	76,400	\$	77,554	\$	78,720	\$	79,897	\$	1,327,630

<u>Non-Capturable Millages</u>	Millage Rate																		
School Debt	8.2000	\$	23,136	\$	23,493	\$	23,854	\$	24,217	\$	24,585	\$	24,956	\$	25,331	\$	25,710	\$	427,221
Juvenile Home	0.1176	\$	332	\$	337	\$	342	\$	347	\$	353	\$	358	\$	363	\$	369	\$	6,127
Fire Dist 2	5.7500	\$	16,224	\$	16,474	\$	16,727	\$	16,982	\$	17,240	\$	17,500	\$	17,763	\$	18,028	\$	299,576
Police 2004	2.8000	\$	7,900	\$	8,022	\$	8,145	\$	8,269	\$	8,395	\$	8,522	\$	8,650	\$	8,779	\$	145,880
<b>Non-Capturable Total</b>	<b>16.8676</b>	<b>\$</b>	<b>47,592</b>	<b>\$</b>	<b>48,326</b>	<b>\$</b>	<b>49,067</b>	<b>\$</b>	<b>49,816</b>	<b>\$</b>	<b>50,572</b>	<b>\$</b>	<b>51,336</b>	<b>\$</b>	<b>52,107</b>	<b>\$</b>	<b>52,886</b>	<b>\$</b>	<b>878,803</b>

<b>Total Tax Increment Revenue (TIR) Available for Capture</b>	\$	71,898	\$	73,007	\$	74,127	\$	75,258	\$	76,400	\$	77,554	\$	78,720	\$	79,897	<b>\$</b>	<b>1,498,769</b>
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**NOTES:**  
2024 Millage Rates Used

Table 3 – Estimated Reimbursement Schedule  
Act 381 Brownfield Plan  
Subaru Redevelopment, 6565 E. Main Street,  
Kalamazoo, MI

Developer Maximum Reimbursement	Proportionality	School & Local Taxes	Local-Only Taxes	Total
State	48.2%	\$ 128,016	\$ -	\$ 128,016
Local	51.8%	\$ 137,784	\$ 661,500	\$ 799,284
TOTAL				
EGLE	1.7%	\$ 15,800	\$ -	\$ 15,800
Pre-Approved	27.0%	\$ 250,000	\$ -	\$ 250,000
Local-Only	71.3%	\$ -	\$ 661,500	\$ 661,500

Estimated Total  
Years of Plan:19

Estimated Capture		
Administrative Fees	\$	132,763
State Brownfield Redevelopment Fund	\$	21,685
Local Brownfield Revolving Fund	\$	403,193

	1	2	3	4	5	6	7	8	9	10	11	12	13
	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Total State Incremental Revenue	\$ 56,120	\$ 57,043	\$ 57,976	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Brownfield Redevelopment Fund (50% of SET)	\$ 7,111	\$ 7,228	\$ 7,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State TIR Available for Reimbursement	\$ 49,009	\$ 49,815	\$ 50,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Incremental Revenue	\$ 60,403	\$ 61,397	\$ 62,401	\$ 63,415	\$ 64,439	\$ 65,473	\$ 66,517	\$ 67,572	\$ 68,638	\$ 69,714	\$ 70,801	\$ 71,898	\$ 73,007
BRA Administrative Fee (10%)	\$ 6,040	\$ 6,140	\$ 6,240	\$ 6,341	\$ 6,444	\$ 6,547	\$ 6,652	\$ 6,757	\$ 6,864	\$ 6,971	\$ 7,080	\$ 7,190	\$ 7,301
Local TIR Available for Reimbursement	\$ 54,363	\$ 55,257	\$ 56,161	\$ 57,073	\$ 57,995	\$ 58,925	\$ 59,865	\$ 60,815	\$ 61,774	\$ 62,742	\$ 63,721	\$ 64,709	\$ 65,707

Total State & Local TIR Available	\$ 103,372	\$ 105,072	\$ 106,791	\$ 57,073	\$ 57,995	\$ 58,925	\$ 59,865	\$ 60,815	\$ 61,774	\$ 62,742	\$ 63,721	\$ 64,709	\$ 65,707
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DEVELOPER	Beginning Balance														
Reimbursement Balance	\$ 927,300	\$ 823,928	\$ 718,856	\$ 633,503	\$ 576,430	\$ 518,435	\$ 459,510	\$ 399,645	\$ 338,830	\$ 277,056	\$ 214,313	\$ 150,593	\$ 85,884	\$ 20,178	

EGLE Environmental Costs	\$ 15,800	\$ 15,800	\$ 7,633	\$ 7,067	\$ 6,492	\$ 5,907	\$ 5,312	\$ 4,709	\$ 4,095	\$ 3,472	\$ 2,839	\$ 2,196	\$ 1,543	\$ 880	
State Tax Reimbursement	\$ 7,610	\$ 7,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Local Tax Reimbursement	\$ 8,190	\$ 557	\$ 566	\$ 575	\$ 585	\$ 594	\$ 604	\$ 613	\$ 623	\$ 633	\$ 643	\$ 653	\$ 663	\$ 673	
Total EGLE Reimbursement Balance		\$ 7,633	\$ 7,067	\$ 6,492	\$ 5,907	\$ 5,312	\$ 4,709	\$ 4,095	\$ 3,472	\$ 2,839	\$ 2,196	\$ 1,543	\$ 880	\$ 207	

Pre-Approved Costs	\$ 250,000	\$ 250,000	\$ 199,786	\$ 141,012	\$ 102,715	\$ 93,461	\$ 84,058	\$ 74,504	\$ 64,797	\$ 54,937	\$ 44,921	\$ 34,748	\$ 24,417	\$ 13,925
State Tax Reimbursement	\$ 120,406	\$ 41,399	\$ 49,815	\$ 29,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tax Reimbursement	\$ 129,594	\$ 8,814	\$ 8,959	\$ 9,106	\$ 9,254	\$ 9,403	\$ 9,554	\$ 9,706	\$ 9,860	\$ 10,016	\$ 10,173	\$ 10,331	\$ 10,492	\$ 10,653
Total EGLE Reimbursement Balance		\$ 199,786	\$ 141,012	\$ 102,715	\$ 93,461	\$ 84,058	\$ 74,504	\$ 64,797	\$ 54,937	\$ 44,921	\$ 34,748	\$ 24,417	\$ 13,925	\$ 3,272

MEDC Non-Environmental Costs	\$ 661,500	\$ 661,500	\$ 616,508	\$ 570,777	\$ 524,297	\$ 477,062	\$ 429,065	\$ 380,298	\$ 330,752	\$ 280,421	\$ 229,296	\$ 177,369	\$ 124,633	\$ 71,079
Local Tax Reimbursement	\$ 661,500	\$ 44,992	\$ 45,732	\$ 46,479	\$ 47,235	\$ 47,997	\$ 48,768	\$ 49,546	\$ 50,331	\$ 51,125	\$ 51,927	\$ 52,736	\$ 53,554	\$ 54,380
Total MEDC Reimbursement Balance		\$ 616,508	\$ 570,777	\$ 524,297	\$ 477,062	\$ 429,065	\$ 380,298	\$ 330,752	\$ 280,421	\$ 229,296	\$ 177,369	\$ 124,633	\$ 71,079	\$ 16,699

Total Annual Developer Reimbursement		\$ 103,372	\$ 105,072	\$ 85,353	\$ 57,073	\$ 57,995	\$ 58,925	\$ 59,865	\$ 60,815	\$ 61,774	\$ 62,742	\$ 63,721	\$ 64,709	\$ 65,707
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LOCAL BROWNFIELD REVOLVING FUND

LBRF Deposits *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Tax Capture	\$ 7,610	\$ -	\$ -	\$ 7,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tax Capture	\$ 919,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total LBRF Capture		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

\* Up to five years of capture for LBRF Deposits after eligible activities are reimbursed. May be taken from state and local TIR.

	14	15	16	17	18	19	
	2040	2041	2042	2043	2044	2045	TOTAL
Total State Incremental Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,139
State Brownfield Redevelopment Fund (50% of SE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,685
State TIR Available for Reimbursement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,454
Total Local Incremental Revenue	\$ 74,127	\$ 75,258	\$ 76,400	\$ 77,554	\$ 78,720	\$ 79,897	\$ 1,327,630
BRA Administrative Fee (10%)	\$ 7,413	\$ 7,526	\$ 7,640	\$ 7,755	\$ 7,872	\$ 7,990	\$ 132,763
Local TIR Available for Reimbursement	\$ 66,714	\$ 67,732	\$ 68,760	\$ 69,799	\$ 70,848	\$ 71,907	\$ 1,194,867
Total State & Local TIR Available	\$ 66,714	\$ 67,732	\$ 68,760	\$ 69,799	\$ 70,848	\$ 71,907	\$ 1,344,321
DEVELOPER							
Reimbursement Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EGLE Environmental Costs	\$ 207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Tax Reimbursement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,610
Local Tax Reimbursement	\$ 207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,190
Total EGLE Reimbursement Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,800
Pre-Approved Costs	\$ 3,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Tax Reimbursement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,406
Local Tax Reimbursement	\$ 3,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,594
Total EGLE Reimbursement Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
MEDC Non-Environmental Costs	\$ 16,699	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tax Reimbursement	\$ 16,699	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 661,500
Total MEDC Reimbursement Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 661,500
Total Annual Developer Reimbursement	\$ 20,178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 927,300
LOCAL BROWNFIELD REVOLVING FUND							
LBRF Deposits *	\$ -	\$ 46,537	\$ 114,269	\$ 183,030	\$ 252,828	\$ 323,676	\$ 403,193
State Tax Capture	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,610
Local Tax Capture	\$ 46,537	\$ 67,732	\$ 68,760	\$ 69,799	\$ 70,848	\$ 71,907	\$ 395,583
Total LBRF Capture	\$ 46,537	\$ 67,732	\$ 68,760	\$ 69,799	\$ 70,848	\$ 71,907	\$ 395,583

\* Up to five years of capture for LBRF Deposits after eligible activities are reimbursed. May be taken from state and local TIR.



# Appendix 1

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Brownfield Plan Resolution(s) Pending

# Appendix 2

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**Page Intentionally Left Blank**  
Development/Reimbursement Agreement Pending

# Appendix 3

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Notice to Taxing Jurisdictions Pending

# Appendix 4

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Notice of Public Hearing Pending



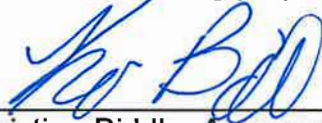
# Appendix 5

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## AFFIDAVIT OF CHARTER TOWNSHIP OF OSHTEMO ASSESSOR

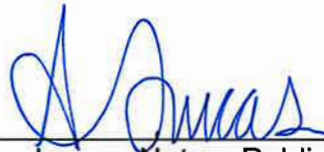
I, KRISTINE BIDDLE, being duly sworn, states that if called upon will testify to the following facts:

1. I am employed by the CHARTER TOWNSHIP OF OSHTEMO as the Assessor.
2. I am a certified Michigan Advanced Assessing Officer.
3. I am familiar with the property located at 6565 W MAIN STREET, in the CHARTER TOWNSHIP OF OSHTEMO
4. This affidavit is given in accordance with MCL 125.2663(1) (h) and is made to confirm this property qualifies as 'Functionally Obsolete Property' as that term is defined under MCL 125.2652(r). The following facts, without limitation, form the basis for my expert opinion:
5. The property is unable to be used to adequately perform the function for which it was intended due to a substantial loss in value resulting from factors such as overcapacity, changes in technology, deficiencies or super adequacies in design, or other similar factors that affect the property itself or the property's relationship with other surrounding property.



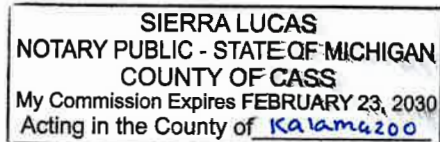
Kristine Biddle, Assessor

Subscribed and sworn to before me on 06/13/2025.



Sierra Lucas, Notary Public  
Cass County, Michigan  
Commission Expires: 02/23/2030  
Acting in Kalamazoo County

Prepared by:  
Kristine Biddle R-8406  
Assessor  
7275 W Main St  
Kalamazoo MI 49009  
269-216-5225



**CHARTER TOWNSHIP OF OSHTEMO  
KALAMAZOO COUNTY, MICHIGAN**

**RESOLUTION**

**IN SUPPORT OF BROWNFIELD PLAN PURSUANT TO AND IN ACCORDANCE  
WITH THE PROVISIONS OF ACT 381 OF THE PUBLIC ACTS OF THE STATE OF  
MICHIGAN OF 1996, AS AMENDED.**

**July 8, 2025**

WHEREAS, the Township Board of Oshtemo Charter Township, pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, being Act 381 of the Public Acts of the State of Michigan of 1996, as amended (the “Act”), have formally resolved to participate in the Brownfield Redevelopment Authority (BRA) of Kalamazoo County (the “Authority”) and have designated that all related activities shall proceed through the BRA; and

WHEREAS, the Authority, pursuant to and in accordance with Section 13 of the Act, has reviewed, adopted and recommended for approval by the Oshtemo Township Board, the Brownfield plan (the “Plan”) attached hereto, to be carried out within the Township, relating to the redevelopment of the functionally obsolete approximately 47,400-square-foot former Westside Medical Center by Maple Hill Leaseholds, LLC to relocate the Subaru brand service as an expansion of the services of Maple Hill Auto Group, demolishing the one-story portion of the structure and remodeling the two-story brick building resulting in approximately 40,246 square feet for the remodeled portion of the building plus a new addition, creating a showroom, sales office, service repair facility, and warehouse on approximately 11.14 acres, located at 6565 West Main Street, Kalamazoo, MI 49009, in Kalamazoo County, Michigan, (the “Site”), as more particularly described and shown in Figures 1 and 2 within the attached Plan; and

WHEREAS, the Township Board of Oshtemo Charter Township has reviewed the Plan, and has been provided a reasonable opportunity to express their views and recommendations regarding the Plan and in accordance with Section 14 of the Act; and

WHEREAS, the Kalamazoo County Board of Commissioners have noticed and held a public hearing in accordance with Section 14 (1,2,3,4 and 5) of the Act, and

WHEREAS, as a result of its review of the Plan, the Township Board of Oshtemo Charter Township concurs with approval of the Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. **Plan Support.** Pursuant to the authority vested in the Township Board of Oshtemo, by the Act, the Plan is hereby supported in the form attached to this Resolution.

2. **Severability.** Should any section, clause or phrase of this Resolution be declared by the courts to be invalid, the same shall not affect the validity of this Resolution as a whole nor any part thereof other than the part so declared to be invalid.

3. **Repeals.** All resolutions or parts of resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

At a regular meeting of the Oshtemo Township Board, held in the Township Hall, located at 7275 West Main Street, Oshtemo Township, Michigan, on the 8<sup>th</sup> day of July, 2025 at 5:30 p.m.

Adopted:

**Moved**

**Seconded**

**Carried**

**Roll Call Vote:**

The Supervisor declared that the Resolution has been adopted.

---

Dusty Farmer , Clerk

Oshtemo Charter Township

I, the undersigned, the fully qualified Clerk of Oshtemo Charter Township, Kalamazoo County, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board of Oshtemo Township at a regular meeting held on the 8th day of July, the original of which resolution is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature this 8th day of July,  
2025.

---

Dusty Farmer, Township Clerk

# Memorandum & Request



**Date:** July 8, 2025  
**To:** Township Board  
**From:** Jodi Stefforia, Planning Director  
**Subject:** Green Development Venture, LLC Brownfield Plan

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## **Objective**

MOTION: Adopt a Resolution approving the Green Development Venture, LLC Brownfield Plan.

## **Background**

Green Development Venture, LLC has submitted a brownfield plan for a single family site condominium development with 39 homes. Site work for the development is presently underway. As a housing project, the development is eligible for a brownfield plan under the Brownfield Act whereby the developer is reimbursed for infrastructure and other eligible costs. As homes will be made available for households making up to 100% of area median income (AMI) and the project meets two additional Township Brownfield TIF Policy Investment Criteria, the project is eligible for reimbursement of lost rent for units rented below market rate. A total capital investment of \$17M is anticipated.

The developer is proposing that for a period of 10 years, 8 of the 39 homes be available as rentals for households making up to 100% of AMI (household income of \$86,300 for a family of 3 and \$95,800 for a family of 4). Of the 8 units to have rent control, it is anticipated that 4 homes will have 3-bedrooms and 4 will have 4-bedrooms. The attached brownfield plan provides the specific details.

Per the Township's recently adopted Brownfield Policy, the project satisfies at least 3 investment criteria allowing for up to 20 years of local tax capture. The investment criteria met that are being specifically called out for this brownfield plan approval include providing housing, green space beyond Township minimum requirements and total investment. Reimbursement to the developer in the amount of approximately \$4.9M is provided for in the plan plus reimbursement on interest for ineligible activities of approximately \$981,000.

A Community Reimbursement is included in the Brownfield Plan. Per the Brownfield TIF Policy. The Township is requesting reimbursement for planned non-motorized path work that will fill the gap between this development and existing path to the east and build a new segment to 7<sup>th</sup> Street and a pedestrian crossing across West Main Street near the library. The path would be built in 2026, the crossing in a future year. Reimbursement to the Township in the amount of \$300,000 over 17 years beginning in 2026 is included in the Brownfield Plan.

This project has had Part 1 and Part 2 application review and approval by the KCBRA, however, the Brownfield Plan has not yet been before that body for approval. This is acceptable; KCBRA needs to act before the County Commission Committee of the Whole considers a Brownfield Plan but not before it is considered by the Township Board. Timing is such for this project that it worked out to take this to the Township Board first.

Joe Agostinelli of Michigan Growth Advisors and Brian Farkas of Green Development Venture (Allen Edwin Homes) will be present to answer questions at the Township Board meeting. A Resolution approving the Brownfield Plan is attached for your consideration.

## **Core Values**

Sustainability

Fiscal Stewardship

# **ACT 381 BROWNFIELD PLAN**

**Allen Edwin Homes  
7110 West Main Street  
Kalamazoo County, Oshtemo Township  
Kalamazoo County Brownfield Redevelopment Authority**

**June 30, 2025**



**Prepared by**  
Michigan Growth Advisors  
100 W Michigan Avenue  
Suite #200  
Kalamazoo, MI 49007

**Approved by the Brownfield Redevelopment Authority on \_\_\_\_\_**

**Approved by Oshtemo Township on \_\_\_\_\_**

**Approved by the Kalamazoo County Board of Commissioners on \_\_\_\_\_**

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- 1.1 Proposed Redevelopment and Future Use for Each Eligible Property
- 1.2 Identification of Housing Need
- 1.3 Eligible Property Information

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- 2.1 Description of Costs to Be Paid for With Tax Increment Revenues
- 2.2 Summary of Eligible Activities
- 2.3 Estimate of Captured Taxable Value and Tax Increment Revenues
- 2.4 Method of Financing and Description of Advances Made by the Municipality
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- 2.6 Duration of Brownfield Plan
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## EXHIBITS

### FIGURES

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|----------|--|
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|----------|--|

### TABLES

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| Table 2 | Tax Capture Schedule      |
| Table 3 | Reimbursement Schedule    |

### ATTACHMENTS

- |              |                                  |
|--------------|----------------------------------|
| Attachment A | Brownfield Plan Resolutions      |
| Attachment B | Reimbursement Agreement          |
| Attachment C | Site Plan                        |
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| Attachment F | 9 <sup>th</sup> St Sub-Area Plan |



# ACT 381 BROWNFIELD PLAN

## 1.0 INTRODUCTION

### 1.1 **Proposed Redevelopment and Future Use for Each Eligible Property**

The proposed redevelopment consists of one vacant parcel totaling approximately 20.27 acres in Oshtemo Township. The project will involve preparing the site for development to make way for 39 single family homes. The Development is expected to include 8 income-restricted units (20%) to rents at 100% of Area Median Income ("AMI"), including an estimated 4 three-bedroom single family homes and 4 four-bedroom single family homes for a duration of 10 years. The balance of the units (31 single-family homes) are expected to be available for sale at market rates.

The development is expected to include one entrance to the development off of West Main through a cul-de-sac road "Ridgetop Circle" constructed to the Northern edge of the property. Another cul-de-sac drive on the East side of the property will be accessible from Ridgetop Circle to serve the balance of the sites named "Vertex Circle." This project is consistent with Oshtemo Township's 9<sup>th</sup> Street Subarea Plan that calls for the use of Planned Unit Development to ensure development is coordinated and consistent across large parcels, as well as protecting the integrity and quality of life of existing and future neighborhoods and surrounding residential areas through buffers, location of land uses, dedication of open/green space, and incorporation of institutional use. This project will be under a Planned Unit Development with more green space than what is required under zoning ordinance to promote complete neighborhoods.

The total capital investment on the project is expected to be approximately \$17 million. Construction on the project is planned to begin in the summer of 2025 and will be completed by summer of 2029.

### 1.2 **Identification of Housing Need**

#### Specific Housing Need

The Kalamazoo County Housing Plan prepared by the Upjohn Institute in 2022 identified that the county required 7,750 new housing units in order to appropriately house the growth anticipated in the county. The report also indicated that 15,000 households in the county are in homes that do not meet their budget, and many others are in types of housing that do not meet their needs. Of the 7,750-unit demand, an estimate 3,900 single-family detached homes are needed in the County, including 2,300 units in suburban areas and 600 units in rural/small towns in the County. Additionally, Census Tract 29.08, the tract this project is located in, experienced a 6.9% reduction in housing stock between 2015-2020, indicating an acute housing demand in the area. The delivery of 39 single family homes to the area, including 8 income restricted units, will help alleviate the plurality of demand in the County, which is for single-family detached homes, and help alleviate the

number of households in homes that do not meet their budget.

Oshtemo Township has also conducted a Housing Plan in partnership with the Upjohn Institute dated 2023. This Plan indicates that an estimated 750 new housing units are required in the Township in order to meet demand over the next eight years. The plurality of this demand, 225 units, are single family detached homes. This project will deliver 39 single-family homes, helping alleviate the single-family home demand in the Township. A goal indicated in the Oshtemo Township Housing Plan includes "a township where housing-unit production and preservation result in a supply of ownership and rental options that are safe, healthy, and affordable to people of all income levels and demographics." This project will deliver both rental and ownership opportunities including both income-restricted and market-rate housing options.

#### Job Growth Data

Southwest Michigan First, the economic development organization serving the 7-county region of Southwest Michigan, has announced 4,666 new jobs to the region between 2021 to 2023. This includes significant investment and job creation in Kalamazoo County, including Pfizer Global Supply's 2022 announcement of a \$870M expansion which is expected to create 550 jobs. The region is undergoing significant corporate investment that will require new employees in the region. Based on the specific housing need and job growth data in the area, the absorption of these new residential units is expected to be accelerated.

### **1.3 Eligible Property Information**

#### Basis of Eligibility

Section 2(y)(i) of Public Act 381 of 1996 ("Act 381"), as amended, defines "Housing Property" as "A property on which 1 or more units of residential housing are proposed to be constructed, rehabilitated, or otherwise designated to be used as a dwelling." The development proposes 39 housing units on Parcel #05-15-285-010, thus this parcel is eligible property under Act 381.

#### Location and Legal Description

7110 West Main St	Parcel ID: 05-15-285-010	20.27 Acres
Kalamazoo, MI 49009		

#### Legal Description:

SEC 15-2-12 SE1/4 NE1/4 EXC THAT PT LYING W OF CTR LI N 7TH ST ALSO EXC BEG AT PT ON E&W1/4 LI 725.37 FT W OF E1/ POST THEREOF TH W ALG SD E&W1/4 LI 470 FT TH N 0DEG13MIN E ALG CTR LI N 7TH ST 1326.81 FT TO N LI SE1/4NE1/4 TH S 89DEG41MIN E ALG SD N LI 470 FT TH S 0DEG13MIN W 1326.81 FT TO BEG EXC SO MUCH OF ABOVE DESC DEEDED TO MICH STATE WHY DEPT BY DEED L856 ON P1454 AS RECD REG DEEDS OF KAL CO MICH \*

## **2.0 Information Required by Section 13(2) of the Statute**

### **2.1 Description of Costs to Be Paid for With Tax Increment Revenues**

Tax increment revenues will be used to reimburse Allen Edwin Homes ("Developer") for the cost of eligible activities as authorized by Act 381. Michigan State Housing Development Authority ("MSHDA") approved non-environmental eligible activities and statutorily approved EGLE environmental eligible activities will be reimbursed with local and school tax increment revenues ("TIR").

The total cost of eligible activities including contingency are anticipated to be \$5,211,382. This includes an estimated \$300,000 in reimbursement to Oshtemo Township for infrastructure improvements and \$4,911,382 to the Developer for eligible activities. Interest on unreimbursed eligible activities is also included as an eligible activity, which is estimated to be \$981,416. Funding to the State Brownfield Redevelopment Fund is anticipated to be \$640,187. The estimated cost of all eligible activities under this plan are summarized in Table 1.

#### Environmental Activities

Department specific activities considered under this plan include a Phase I Environmental Site Assessment ("ESA").

#### Non-Environmental Activities

Because the basis of property eligibility is "Housing Property" under Public Act 381, additional non-environmental costs can be reimbursed through a brownfield plan. This plan provides for reimbursement of eligible "housing development activities" including reimbursement provided to the developer to fill a financing gap associated with the development of housing units priced for income qualified households, and site preparation and infrastructure activities that are necessary for new housing development for income qualified households on eligible property.

### **2.2 Summary of Eligible Activities**

#### **2.2..1 Phase I & Phase II ESA, BEA and Due Care Plan**

A Phase I ESA will be required for the project and is anticipated to cost \$4,300. This is a cost statutorily approved for reimbursement with school taxes.

#### **2.2..2 Demolition**

Site demolition is included as an Eligible Activity. The total cost of site demolition activities is anticipated to be \$15,500.

#### **2.2..3 Lead, Asbestos, Mold Abatement**

Lead and Asbestos abatement are included as an Eligible Activities. The total cost of lead and asbestos abatement is anticipated to be \$10,000.

#### 2.2..4 Infrastructure

Infrastructure activities incurred by Developer will include pipework, roads, sidewalks, gas infrastructure, electric infrastructure, site lighting, landscaping, sewer and water home connections, gas and electric service, driveways, and street trees. Engineering and design of these activities are also included as eligible activities. The cost of these infrastructure activities incurred by Develop is anticipated to be \$1,895,586. Infrastructure activities incurred by Oshtemo Township will include activities such as non-motorized infrastructure and other infrastructure that benefits the development. The cost of these infrastructure activities incurred by Oshtemo Township is anticipated to be \$300,000. The total cost of infrastructure activities included in this Plan is anticipated to be \$2,195,586.

#### 2.2..5 Site Preparation

Site preparation activities will include soil erosion control, grading, tree clearing, foundation strip and dig, land balancing, fill, and final grading. Engineering and design of these activities are also included as eligible activities. The total cost of these site preparation activities is anticipated to be \$604,669.

#### 2.2..6 Interest

Financing costs for the project are considered an eligible activity. This plan allows for 3% simple interest rate on the developer's eligible activities. The total interest associated with eligible activities is anticipated to be \$981,416.

#### 2.2..7 Contingency

A 15% contingency is included as an eligible activity. The contingency is estimated to be \$378,863. The contingency is not calculated on the affordable housing gap calculation.

#### 2.2..8 Financing Gap

Housing development activities, related to reimbursement provided to the developer to fill a financing gap associated with the development of housing units priced for income qualified households' units, are included as eligible activities. The financing gap is calculated utilizing the Total Housing Subsidy formula developed by MSHDA for residential units available for rent. The MSHDA Control Rent for a three-bedroom unit is \$3,910 and the MSHDA Control Rent for a four-bedroom unit is \$4,178. There are anticipated to be eight income qualified units as a part of this development, including an estimated 4 three-bedroom units and 4 four-bedroom units. The income qualified

units will be income restricted for a 11-year period. The total loss delineated below is representative of the 11-year period.

Type	Control Rent	Project Rent	Rent Loss	Income Qualified Units	Annual Loss	Total Loss
3-Bed	\$3,910	\$2,120	\$21,480	4	\$85,920	\$945,120
4-Bed	\$4,178	\$2,317	\$22,326	4	\$89,304	\$982,344
<b>TOTAL</b>						<b>\$1,927,464</b>

2.2..9 Brownfield Plan and Act 381 Work Preparation

The cost to prepare the Brownfield Plan and Act 381 Work Plan is anticipated to be \$25,000.

2.2..10 Brownfield Plan Implementation

The cost of implementing the Brownfield Plan is anticipated to be \$50,000.

2.2..11 Local Brownfield Revolving Fund

Capture to the Local Brownfield Revolving Fund is anticipated to be \$1,281,781.

**2.3 Estimate of Captured Taxable Value and Tax Increment Revenues**

An estimate of the captured taxable value for this redevelopment by year is depicted in Table 2. This plan captures all available TIR, including real and personal property TIR.

**2.4 Method of Financing and Description of Advances Made by the Municipality**

The eligible activities will be financed by the developer and reimbursed as outlined in this plan and accompanying development agreement. No advances from the Township or County are anticipated at this time.

**2.5 Maximum Amount of Note or Bonded Indebtedness**

No note or bonded indebtedness for this project is anticipated at this time. Therefore, this section is not applicable.

**2.6 Duration of Brownfield Plan**

The duration of this plan is estimated to be 25 years, with an additional 5 years of capture to the Local Brownfield Revolving Fund. It is estimated that the redevelopment of the property will be completed in 2029 and that full recapture of eligible costs and eligible administrative costs of the authority will continue until 2055. Capture of TIR is expected to begin in 2026, however could be delayed for up to 5 years after the approval of this plan as permitted by Act 381. In no event shall

capture extend beyond 30 year as required by Act 381. An analysis showing the reimbursement schedule is attached as Table 3.

**2.7 Estimated Impact of Tax Increment Financing on Revenues of Taxing Jurisdictions**

An estimate of the impact of tax increment financing on the revenues of all taxing jurisdictions is illustrated in detail within Table 2.

**2.8 Legal Description, Property Map, Statement of Qualifying Characteristics and Personal Property**

The property consists of one parcel which is approximately 20.27 acres in size and is located at 7110 West Main St in Oshtemo County, Kalamazoo County (Parcel Identification Number 05-15-285-010). A legal description of the properties along with a scaled map showing eligible property dimensions, is attached as Figure 1.

The parcel is considered "eligible property" due to the development of residential housing units on the property, as defined within the definition of "Housing Property" in Section 2(y) of Public Act 381 of 1996, as amended.

Taxable personal property, if any, is included in this plan.

**2.9 Estimates of Residents and Displacement of Individuals/Families**

No persons reside at the property therefore this section is not applicable.

**2.10 Plan for Relocation of Displaced Persons**

No persons reside at the property thus none will be displaced. Therefore, this section is not applicable.

**2.11 Provisions for Relocation Costs**

No persons reside at the property thus none will be displaced. Therefore, this section is not applicable.

**2.12 Strategy for Compliance with Michigan's Relocation Assistance Law**

No persons reside at the property thus none will be displaced. Therefore, this section is not applicable.

**2.13 Other Material that the Authority or Governing Body Considers Pertinent**

# Figure 1

## Legal Description and Eligible Property Map



**7110 West Main Street  
Kalamazoo, MI 49009**

Parcel ID: 05-15-285-010

20.27 Acres

### Legal Description

SEC 15-2-12 SE1/4 NE1/4 EXC THAT PT LYING W OF CTR LI N 7TH ST ALSO EXC BEG AT PT ON E&W1/4 LI 725.37 FT W OF E1/ POST THEREOF TH W ALG SD E&W1/4 LI 470 FT TH N 0DEG13MIN E ALG CTR LI N 7TH ST 1326.81 FT TO N LI SE1/4NE1/4 TH S 89DEG41MIN E ALG SD N LI 470 FT TH S 0DEG13MIN W 1326.81 FT TO BEG EXC SO MUCH OF ABOVE DESC DEEDED TO MICH STATE WHY DEPT BY DEED L856 ON P1454 AS RECD REG DEEDS OF KAL CO MICH \*

# **Table 1**

## **Eligible Activity Costs**





# Eligible Activities Table

**Allen Edwin Homes**

7110 West Main St

Oshtemo, Michigan

June 2025

EGLE Eligible Activities Costs and Schedule		
EGLE Eligible Activities	Cost	Completion Season/Year
<b>Department Specific Activities Sub-Total</b>	<b>\$ 4,300</b>	<b>Spring 2025</b>
<i>Phase I Environmental Site Assessments</i>	\$ 4,300	
<b>EGLE Eligible Activities Sub-Total</b>	<b>\$ 4,300</b>	
MSDHA Housing Development Activities Costs and Schedule		
MSHDA Eligible Activities	Cost	Completion Season/Year
<b>Demolition Sub-Total</b>	<b>\$ 15,500</b>	<b>Summer 2025</b>
<i>Site Demolition</i>	\$ 15,500	
<b>Lead, Asbestos, Mold Abatement Sub-Total</b>	<b>\$ 10,000</b>	<b>Summer 2025</b>
<i>Lead and Asbestos Abatement</i>	\$ 10,000	
<b>Developer Infrastructure Sub-Total</b>	<b>\$ 1,895,586</b>	<b>Summer 2025</b>
<i>Pipework, Roadwork, Sidewalks</i>	\$ 1,236,836	
<i>Gas Infrastructure</i>	\$ 50,000	
<i>Electric Infrastructure and Site Lighting</i>	\$ 80,000	
<i>Landscaping</i>	\$ 35,150	
<i>Sewer and Water Home Connections</i>	\$ 74,100	
<i>Sidewalks</i>	\$ 23,400	
<i>Gas and Electric Service</i>	\$ 23,400	
<i>Driveway and Driveway Approach</i>	\$ 167,700	
<i>Street Trees</i>	\$ 40,500	
<i>Design, Engineering, and Inspections of Above</i>	\$ 164,500	
<b>Township Infrastructure Sub-Total</b>	<b>\$ 300,000</b>	<b>Summer 2026</b>
<i>Non-motorized and pedestrian improvements</i>	\$ 300,000	
<b>Site Preparation Sub-Total</b>	<b>\$ 604,669</b>	<b>Summer 2025</b>
<i>Soil Erosion Control</i>	\$ 52,498	
<i>Grading</i>	\$ 281,192	
<i>Tree Clearing</i>	\$ 53,749	
<i>Strip and Dig Foundation</i>	\$ 65,130	
<i>Land Balancing</i>	\$ 48,750	
<i>Fill</i>	\$ 78,000	
<i>Final Grade</i>	\$ 25,350	
<b>Affordable Housing Financing Gap</b>	<b>\$ 1,927,464</b>	
<b>Brownfield Plan/Act 381 Work Plan Preparation</b>	<b>\$ 25,000</b>	<b>Summer 2025</b>
<b>Brownfield Plan Implementation - Developer</b>	<b>\$ 50,000</b>	
<b>MSHDA Eligible Activities Sub-Total</b>	<b>\$ 4,828,219</b>	
<b>Contingency (15%)</b>	<b>\$ 378,863</b>	
<b>Interest</b>	<b>\$ 981,416</b>	
<b>Total Brownfield Eligible Activities</b>	<b>\$ 6,192,799</b>	

# **Table 2**

## **Tax Capture Schedule**



Tax Increment Financing Capture Estimates

Allen Edwin Homes

7110 West Main

Oshkemo, Michigan

June 2025

Estimated Taxable Value (TV) Increase Rate: 1%

Plan Year	1	2	3	4	5	6	7	8	9	10	11	12	13
Calendar Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
*Base Taxable Value	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600
Estimated New TV	\$ 2,100,000	\$ 4,221,000	\$ 6,363,210	\$ 8,316,842	\$ 8,400,011	\$ 8,484,011	\$ 8,568,851	\$ 8,654,539	\$ 8,741,085	\$ 8,828,495	\$ 8,916,780	\$ 9,005,948	\$ 9,096,008
Incremental Difference (New TV - Base TV)	\$ 1,987,400	\$ 4,108,400	\$ 6,250,610	\$ 8,204,242	\$ 8,287,411	\$ 8,371,411	\$ 8,456,251	\$ 8,541,939	\$ 8,628,485	\$ 8,715,895	\$ 8,804,180	\$ 8,893,348	\$ 8,983,408

School Capture	Millage Rate														
State Education Tax (SET)	6.0000	\$ 11,924	\$ 24,650	\$ 37,504	\$ 49,225	\$ 49,724	\$ 50,228	\$ 50,738	\$ 51,252	\$ 51,771	\$ 52,295	\$ 52,825	\$ 53,360	\$ 53,900	
School Operating Tax	17.6757	\$ 7,206	\$ 14,896	\$ 22,663	\$ 29,747	\$ 30,048	\$ 30,353	\$ 30,661	\$ 30,971	\$ 31,285	\$ 31,602	\$ 31,922	\$ 32,245	\$ 32,572	
School Total	23.6757	\$ 19,130	\$ 39,547	\$ 60,167	\$ 78,972	\$ 79,773	\$ 80,581	\$ 81,398	\$ 82,223	\$ 83,056	\$ 83,897	\$ 84,747	\$ 85,605	\$ 86,472	

Local Capture	Millage Rate														
KRESA	6.9785	\$ 13,869	\$ 28,670	\$ 43,620	\$ 57,253	\$ 57,834	\$ 58,420	\$ 59,012	\$ 59,610	\$ 60,214	\$ 60,824	\$ 61,440	\$ 62,062	\$ 62,691	
KVCC	2.7729	\$ 5,511	\$ 11,392	\$ 17,332	\$ 22,750	\$ 22,980	\$ 23,213	\$ 23,448	\$ 23,686	\$ 23,926	\$ 24,168	\$ 24,413	\$ 24,660	\$ 24,910	
County Operating	4.6202	\$ 9,182	\$ 18,982	\$ 28,879	\$ 37,905	\$ 38,289	\$ 38,678	\$ 39,070	\$ 39,465	\$ 39,865	\$ 40,269	\$ 40,677	\$ 41,089	\$ 41,505	
Library	3.8893	\$ 7,730	\$ 15,979	\$ 24,310	\$ 31,909	\$ 32,232	\$ 32,559	\$ 32,889	\$ 33,222	\$ 33,559	\$ 33,899	\$ 34,242	\$ 34,589	\$ 34,939	
Co Public Safety	1.4344	\$ 2,851	\$ 5,893	\$ 8,966	\$ 11,768	\$ 11,887	\$ 12,008	\$ 12,130	\$ 12,253	\$ 12,377	\$ 12,502	\$ 12,629	\$ 12,757	\$ 12,886	
Housing Fund	0.7434	\$ 1,477	\$ 3,054	\$ 4,647	\$ 6,099	\$ 6,161	\$ 6,223	\$ 6,286	\$ 6,350	\$ 6,414	\$ 6,479	\$ 6,545	\$ 6,611	\$ 6,678	
County Seniors	0.3462	\$ 688	\$ 1,422	\$ 2,164	\$ 2,840	\$ 2,869	\$ 2,898	\$ 2,928	\$ 2,957	\$ 2,987	\$ 3,017	\$ 3,048	\$ 3,079	\$ 3,110	
County 911	0.6442	\$ 1,280	\$ 2,647	\$ 4,027	\$ 5,285	\$ 5,339	\$ 5,393	\$ 5,448	\$ 5,503	\$ 5,558	\$ 5,615	\$ 5,672	\$ 5,729	\$ 5,787	
KCTA Transit	0.3102	\$ 616	\$ 1,274	\$ 1,939	\$ 2,545	\$ 2,571	\$ 2,597	\$ 2,623	\$ 2,650	\$ 2,677	\$ 2,704	\$ 2,731	\$ 2,759	\$ 2,787	
CCTA Transit	0.8933	\$ 1,775	\$ 3,670	\$ 5,584	\$ 7,329	\$ 7,403	\$ 7,478	\$ 7,554	\$ 7,631	\$ 7,708	\$ 7,786	\$ 7,865	\$ 7,944	\$ 8,025	
Township	1.5000	\$ 2,981	\$ 6,163	\$ 9,376	\$ 12,306	\$ 12,431	\$ 12,557	\$ 12,684	\$ 12,813	\$ 12,943	\$ 13,074	\$ 13,206	\$ 13,340	\$ 13,475	
Roads	1.2500	\$ 2,484	\$ 5,136	\$ 7,813	\$ 10,255	\$ 10,359	\$ 10,464	\$ 10,570	\$ 10,677	\$ 10,786	\$ 10,895	\$ 11,005	\$ 11,117	\$ 11,229	
Co Veterans Fund	0.0997	\$ 198	\$ 410	\$ 623	\$ 818	\$ 826	\$ 835	\$ 843	\$ 852	\$ 860	\$ 869	\$ 878	\$ 887	\$ 896	
Local Total	25.4823	\$ 50,644	\$ 104,691	\$ 159,280	\$ 209,063	\$ 211,182	\$ 213,323	\$ 215,485	\$ 217,668	\$ 219,874	\$ 222,101	\$ 224,351	\$ 226,623	\$ 228,918	

Non-Capturable Millages	Millage Rate														
School Debt	8.2000	\$ 16,297	\$ 33,689	\$ 51,255	\$ 67,275	\$ 67,957	\$ 68,646	\$ 69,341	\$ 70,044	\$ 70,754	\$ 71,470	\$ 72,194	\$ 72,925	\$ 73,664	
Police 2009	0.6700	\$ 1,332	\$ 2,753	\$ 4,188	\$ 5,497	\$ 5,553	\$ 5,609	\$ 5,666	\$ 5,723	\$ 5,781	\$ 5,840	\$ 5,899	\$ 5,959	\$ 6,019	
Fire Dist 1	3.7500	\$ 7,453	\$ 15,407	\$ 23,440	\$ 30,766	\$ 31,078	\$ 31,393	\$ 31,711	\$ 32,032	\$ 32,357	\$ 32,685	\$ 33,016	\$ 33,350	\$ 33,688	
Juvenile Home	0.1176	\$ 234	\$ 483	\$ 735	\$ 965	\$ 975	\$ 984	\$ 994	\$ 1,005	\$ 1,015	\$ 1,025	\$ 1,035	\$ 1,046	\$ 1,056	
Total Non-Capturable Taxes	12.7376	\$ 25,315	\$ 52,331	\$ 79,618	\$ 104,502	\$ 105,562	\$ 106,632	\$ 107,712	\$ 108,804	\$ 109,906	\$ 111,020	\$ 112,144	\$ 113,280	\$ 114,427	
	44.2199														

Total Tax Increment Revenue (TIR) Available for Capture \$ 69,774 \$ 144,238 \$ 219,447 \$ 288,035 \$ 290,955 \$ 293,904 \$ 296,883 \$ 299,891 \$ 302,930 \$ 305,998 \$ 309,098 \$ 312,228 \$ 315,390

Footnotes:

Average Home taxable Value \$ 210,000  
Percent Homestead Units 79%

New Units Constructed	10	10	10	9
39				
Affordable	8	0	0	0



Tax Increment Financing Capture Estimates  
Allen Edwin Homes  
7110 West Main  
Oshkemo, Michigan  
June 2025

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	
\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ 112,600	\$ -
\$ 9,186,968	\$ 9,278,837	\$ 9,371,626	\$ 9,465,342	\$ 9,559,996	\$ 9,655,595	\$ 9,752,151	\$ 9,849,673	\$ 9,948,170	\$ 10,047,651	\$ 10,148,128	\$ 10,249,609	\$ 10,352,105	\$ 10,455,626	\$ 10,560,183	\$ 10,665,784	\$ 10,772,442	\$ -
\$ 9,074,368	\$ 9,166,237	\$ 9,259,026	\$ 9,352,742	\$ 9,447,396	\$ 9,542,995	\$ 9,639,551	\$ 9,737,073	\$ 9,835,570	\$ 9,935,051	\$ 10,035,528	\$ 10,137,009	\$ 10,239,505	\$ 10,343,026	\$ 10,447,583	\$ 10,553,184	\$ 10,659,842	\$ -
\$ 54,446	\$ 54,997	\$ 55,554	\$ 56,116	\$ 56,684	\$ 57,258	\$ 57,837	\$ 58,422	\$ 59,013	\$ 59,610	\$ 60,213	\$ 60,822	\$ 61,437	\$ 62,058	\$ 62,685	\$ 63,319	\$ 63,959	\$ 1,593,832
\$ 32,902	\$ 33,235	\$ 33,571	\$ 33,911	\$ 34,254	\$ 34,601	\$ 34,951	\$ 35,305	\$ 35,662	\$ 36,022	\$ 36,387	\$ 36,755	\$ 37,126	\$ 37,502	\$ 37,881	\$ 38,264	\$ 38,650	\$ 963,149
\$ 87,348	\$ 88,232	\$ 89,125	\$ 90,027	\$ 90,939	\$ 91,859	\$ 92,788	\$ 93,727	\$ 94,675	\$ 95,633	\$ 96,600	\$ 97,577	\$ 98,563	\$ 99,560	\$ 100,566	\$ 101,583	\$ 102,609	\$ 2,556,981
\$ 63,325	\$ 63,967	\$ 64,614	\$ 65,268	\$ 65,929	\$ 66,596	\$ 67,270	\$ 67,950	\$ 68,638	\$ 69,332	\$ 70,033	\$ 70,741	\$ 71,456	\$ 72,179	\$ 72,908	\$ 73,645	\$ 74,390	\$ 1,853,759
\$ 25,162	\$ 25,417	\$ 25,674	\$ 25,934	\$ 26,197	\$ 26,462	\$ 26,730	\$ 27,000	\$ 27,273	\$ 27,549	\$ 27,828	\$ 28,109	\$ 28,393	\$ 28,680	\$ 28,970	\$ 29,263	\$ 29,559	\$ 736,589
\$ 41,925	\$ 42,350	\$ 42,779	\$ 43,212	\$ 43,649	\$ 44,091	\$ 44,537	\$ 44,987	\$ 45,442	\$ 45,902	\$ 46,366	\$ 46,835	\$ 47,309	\$ 47,787	\$ 48,270	\$ 48,758	\$ 49,251	\$ 1,227,304
\$ 35,293	\$ 35,650	\$ 36,011	\$ 36,376	\$ 36,744	\$ 37,116	\$ 37,491	\$ 37,870	\$ 38,253	\$ 38,640	\$ 39,031	\$ 39,426	\$ 39,825	\$ 40,227	\$ 40,634	\$ 41,045	\$ 41,459	\$ 1,033,148
\$ 13,016	\$ 13,148	\$ 13,281	\$ 13,416	\$ 13,551	\$ 13,688	\$ 13,827	\$ 13,967	\$ 14,108	\$ 14,251	\$ 14,395	\$ 14,541	\$ 14,688	\$ 14,836	\$ 14,986	\$ 15,137	\$ 15,290	\$ 381,032
\$ 6,746	\$ 6,814	\$ 6,883	\$ 6,953	\$ 7,023	\$ 7,094	\$ 7,166	\$ 7,239	\$ 7,312	\$ 7,386	\$ 7,460	\$ 7,536	\$ 7,612	\$ 7,689	\$ 7,767	\$ 7,845	\$ 7,925	\$ 197,476
\$ 3,142	\$ 3,173	\$ 3,205	\$ 3,238	\$ 3,271	\$ 3,304	\$ 3,337	\$ 3,371	\$ 3,405	\$ 3,440	\$ 3,474	\$ 3,509	\$ 3,545	\$ 3,581	\$ 3,617	\$ 3,654	\$ 3,690	\$ 91,964
\$ 5,846	\$ 5,905	\$ 5,965	\$ 6,025	\$ 6,086	\$ 6,148	\$ 6,210	\$ 6,273	\$ 6,336	\$ 6,400	\$ 6,465	\$ 6,530	\$ 6,596	\$ 6,663	\$ 6,730	\$ 6,798	\$ 6,867	\$ 171,124
\$ 2,815	\$ 2,843	\$ 2,872	\$ 2,901	\$ 2,931	\$ 2,960	\$ 2,990	\$ 3,020	\$ 3,051	\$ 3,082	\$ 3,113	\$ 3,145	\$ 3,176	\$ 3,208	\$ 3,241	\$ 3,274	\$ 3,307	\$ 82,401
\$ 8,106	\$ 8,188	\$ 8,271	\$ 8,355	\$ 8,439	\$ 8,525	\$ 8,611	\$ 8,698	\$ 8,786	\$ 8,875	\$ 8,965	\$ 9,055	\$ 9,147	\$ 9,239	\$ 9,333	\$ 9,427	\$ 9,522	\$ 237,295
\$ 13,612	\$ 13,749	\$ 13,889	\$ 14,029	\$ 14,171	\$ 14,314	\$ 14,459	\$ 14,606	\$ 14,753	\$ 14,903	\$ 15,053	\$ 15,206	\$ 15,359	\$ 15,515	\$ 15,671	\$ 15,830	\$ 15,990	\$ 398,458
\$ 11,343	\$ 11,458	\$ 11,574	\$ 11,691	\$ 11,809	\$ 11,929	\$ 12,049	\$ 12,171	\$ 12,294	\$ 12,419	\$ 12,544	\$ 12,671	\$ 12,799	\$ 12,929	\$ 13,059	\$ 13,191	\$ 13,325	\$ 332,048
\$ 905	\$ 914	\$ 923	\$ 932	\$ 942	\$ 951	\$ 961	\$ 971	\$ 981	\$ 991	\$ 1,001	\$ 1,011	\$ 1,021	\$ 1,031	\$ 1,042	\$ 1,052	\$ 1,063	\$ 26,484
\$ 231,236	\$ 233,577	\$ 235,941	\$ 238,329	\$ 240,741	\$ 243,177	\$ 245,638	\$ 248,123	\$ 250,633	\$ 253,168	\$ 255,728	\$ 258,314	\$ 260,926	\$ 263,564	\$ 266,228	\$ 268,919	\$ 271,637	\$ 6,769,084
\$ 74,410	\$ 75,163	\$ 75,924	\$ 76,692	\$ 77,469	\$ 78,253	\$ 79,044	\$ 79,844	\$ 80,652	\$ 81,467	\$ 82,291	\$ 83,123	\$ 83,964	\$ 84,813	\$ 85,670	\$ 86,536	\$ 87,411	\$ 2,178,237
\$ 6,080	\$ 6,141	\$ 6,204	\$ 6,266	\$ 6,330	\$ 6,394	\$ 6,458	\$ 6,524	\$ 6,590	\$ 6,656	\$ 6,724	\$ 6,792	\$ 6,860	\$ 6,930	\$ 7,000	\$ 7,071	\$ 7,142	\$ 177,978
\$ 34,029	\$ 34,373	\$ 34,721	\$ 35,073	\$ 35,428	\$ 35,786	\$ 36,148	\$ 36,514	\$ 36,883	\$ 37,256	\$ 37,633	\$ 38,014	\$ 38,398	\$ 38,786	\$ 39,178	\$ 39,574	\$ 39,974	\$ 996,145
\$ 1,067	\$ 1,078	\$ 1,089	\$ 1,100	\$ 1,111	\$ 1,122	\$ 1,134	\$ 1,145	\$ 1,157	\$ 1,168	\$ 1,180	\$ 1,192	\$ 1,204	\$ 1,216	\$ 1,229	\$ 1,241	\$ 1,254	\$ 31,239
\$ 115,586	\$ 116,756	\$ 117,938	\$ 119,131	\$ 120,337	\$ 121,555	\$ 122,785	\$ 124,027	\$ 125,282	\$ 126,549	\$ 127,829	\$ 129,121	\$ 130,427	\$ 131,745	\$ 133,077	\$ 134,422	\$ 135,781	\$ 3,383,599
\$ 318,584	\$ 321,809	\$ 325,067	\$ 328,357	\$ 331,680	\$ 335,036	\$ 338,426	\$ 341,850	\$ 345,308	\$ 348,801	\$ 352,328	\$ 355,891	\$ 359,489	\$ 363,124	\$ 366,795	\$ 370,502	\$ 374,247	\$ 9,326,065

## **Table 3**

### **Reimbursement Schedule**



Tax Increment Financing Reimbursement Schedule

Allen Edwin Homes

7110 West Main

Oshkema, Michigan

June 2025

Developer Maximum Reimbursement	Proportionality	School & Local Taxes	Local-Only Taxes	Total
State	18.8%	\$ 1,413,913		\$ 1,413,913
Local	81.2%	\$ 6,092,176		\$ 6,092,176
<b>TOTAL</b>		<b>\$ 7,506,089</b>		<b>\$ 7,506,089</b>
EGLE	0.1%	\$ 4,300		\$ 4,300
MSHDA	99.9%	\$ 4,907,082		\$ 4,907,082

Estimated Total  
Years of Plan: 30

Estimated Capture	\$ 8,823,184
Administrative Fees	\$ 676,908
State Brownfield Redevelopment Fund	\$ 640,187
Local Brownfield Revolving Fund	\$ 1,281,781

Plan Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Total State Incremental Revenue	\$ 19,130	\$ 39,547	\$ 60,167	\$ 78,972	\$ 79,773	\$ 80,581	\$ 81,398	\$ 82,223	\$ 83,056	\$ 83,897	\$ 84,747	\$ 85,605	\$ 86,472	\$ 87,348	\$ 88,232	\$ 89,125	\$ 90,027	\$ 90,939
State Brownfield Redevelopment Fund (50% of SET)	\$ 5,962	\$ 12,325	\$ 18,752	\$ 24,613	\$ 24,862	\$ 25,114	\$ 25,369	\$ 25,626	\$ 25,885	\$ 26,148	\$ 26,413	\$ 26,680	\$ 26,950	\$ 27,223	\$ 27,499	\$ 27,777	\$ 28,058	\$ 28,342
State TIR Available for Reimbursement	\$ 13,168	\$ 27,221	\$ 41,415	\$ 54,360	\$ 54,911	\$ 55,467	\$ 56,029	\$ 56,597	\$ 57,170	\$ 57,750	\$ 58,335	\$ 58,925	\$ 59,522	\$ 60,125	\$ 60,734	\$ 61,348	\$ 61,969	\$ 62,596
Total Local Incremental Revenue	\$ 50,644	\$ 104,691	\$ 159,280	\$ 209,063	\$ 211,182	\$ 213,323	\$ 215,485	\$ 217,668	\$ 219,874	\$ 222,101	\$ 224,351	\$ 226,623	\$ 228,918	\$ 231,236	\$ 233,577	\$ 235,941	\$ 238,329	\$ 240,741
BRA Administrative Fee (10%)	\$ 5,064	\$ 10,469	\$ 15,928	\$ 20,906	\$ 21,118	\$ 21,332	\$ 21,548	\$ 21,767	\$ 21,987	\$ 22,210	\$ 22,435	\$ 22,662	\$ 22,892	\$ 23,124	\$ 23,358	\$ 23,594	\$ 23,833	\$ 24,074
Local TIR Available for Reimbursement	\$ 45,579	\$ 94,222	\$ 143,352	\$ 188,157	\$ 190,064	\$ 191,991	\$ 193,936	\$ 195,901	\$ 197,886	\$ 199,891	\$ 201,916	\$ 203,961	\$ 206,026	\$ 208,112	\$ 210,219	\$ 212,347	\$ 214,496	\$ 216,667
Total State & Local TIR Available	\$ 58,747	\$ 121,444	\$ 184,767	\$ 242,516	\$ 244,975	\$ 247,458	\$ 249,966	\$ 252,498	\$ 255,057	\$ 257,641	\$ 260,250	\$ 262,886	\$ 265,548	\$ 268,237	\$ 270,953	\$ 273,695	\$ 276,466	\$ 279,264
<b>DEVELOPER</b>																		
Beginning Balance																		
DEVELOPER Eligible Activity Balance	\$ 4,907,082	\$ 3,192,285	\$ 3,347,993	\$ 3,444,056	\$ 3,484,093	\$ 3,520,145	\$ 3,552,117	\$ 3,579,914	\$ 3,603,443	\$ 3,622,606	\$ 3,637,906	\$ 3,647,445	\$ 3,472,444	\$ 3,287,426	\$ 3,092,290	\$ 2,886,934	\$ 2,671,256	\$ 2,445,149
TOWNSHIP Eligible Activity Balance	\$ 300,000	\$ 296,618	\$ 289,627	\$ 278,991	\$ 265,030	\$ 250,928	\$ 236,682	\$ 222,293	\$ 207,757	\$ 193,075	\$ 178,243	\$ 163,262	\$ 148,128	\$ 132,842	\$ 117,400	\$ 101,803	\$ 86,047	\$ 70,132
<b>DEVELOPER MSHDA Gap Calc Reimbursement</b>																		
Developer MSHDA Gap Calc Reimbursement	\$ 1,927,464	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ 175,224	\$ -	\$ -	\$ -	\$ -		
State Tax Reimbursement		\$ 4,870	\$ 10,068	\$ 15,318	\$ 20,105	\$ 20,309	\$ 20,515	\$ 20,723	\$ 20,933	\$ 21,145	\$ 21,359	\$ 21,575	\$ 21,794	\$ 22,015	\$ 22,238	\$ 22,463	\$ 22,690	\$ 22,920
Local Tax Reimbursement		\$ 16,858	\$ 34,849	\$ 53,020	\$ 69,591	\$ 70,296	\$ 71,009	\$ 71,729	\$ 72,455	\$ 73,190	\$ 73,931	\$ 74,680	\$ 75,436	\$ 76,200	\$ 76,972	\$ 77,751	\$ 78,538	\$ 79,333
Total Gap Calc Reimbursement Balance	\$ 153,496	\$ 283,803	\$ 390,690	\$ 476,218	\$ 560,836	\$ 644,536	\$ 727,309	\$ 809,145	\$ 890,034	\$ 969,968	\$ 1,048,937	\$ 951,707	\$ 853,492	\$ 754,283	\$ 654,069	\$ 552,841	\$ 450,588	\$ 347,301
<b>Developer MSHDA Reimbursement</b>																		
Developer MSHDA Reimbursement	\$ 2,979,618	\$ -																
State Tax Reimbursement		\$ 7,533	\$ 15,573	\$ 23,693	\$ 31,098	\$ 31,413	\$ 31,731	\$ 32,053	\$ 32,378	\$ 32,706	\$ 33,037	\$ 33,372	\$ 33,710	\$ 34,051	\$ 34,396	\$ 34,744	\$ 35,096	\$ 35,451
Local Tax Reimbursement		\$ 26,075	\$ 53,902	\$ 82,008	\$ 107,640	\$ 108,731	\$ 109,833	\$ 110,946	\$ 112,070	\$ 113,206	\$ 114,353	\$ 115,511	\$ 116,681	\$ 117,863	\$ 119,056	\$ 120,261	\$ 121,479	\$ 122,708
Total Developer Reimbursement Balance	\$ 2,946,010	\$ 2,876,535	\$ 2,770,835	\$ 2,632,097	\$ 2,491,953	\$ 2,350,388	\$ 2,207,389	\$ 2,062,941	\$ 1,917,029	\$ 1,769,639	\$ 1,620,756	\$ 1,470,365	\$ 1,318,452	\$ 1,165,000	\$ 1,009,994	\$ 853,420	\$ 695,260	\$ 535,500
<b>Developer EGLE Reimbursement</b>																		
Developer EGLE Reimbursement	\$ 4,300	\$ -																
State Tax Reimbursement		\$ 7	\$ 14	\$ 21	\$ 27	\$ 28	\$ 28	\$ 28	\$ 28	\$ 29	\$ 29	\$ 29	\$ 30	\$ 30	\$ 30	\$ 30	\$ 31	\$ 31
Local Tax Reimbursement		\$ 23	\$ 47	\$ 72	\$ 94	\$ 95	\$ 96	\$ 97	\$ 98	\$ 99	\$ 100	\$ 101	\$ 102	\$ 103	\$ 104	\$ 105	\$ 106	\$ 109
Total EGLE Reimbursement Balance	\$ 4,271	\$ 4,210	\$ 4,117	\$ 3,995	\$ 3,873	\$ 3,749	\$ 3,623	\$ 3,497	\$ 3,369	\$ 3,240	\$ 3,109	\$ 2,977	\$ 2,844	\$ 2,710	\$ 2,574	\$ 2,437	\$ 2,298	\$ 2,158
<b>Township Reimbursement</b>																		
Township Reimbursement	\$ 300,000	\$ -																
State Tax Reimbursement		\$ 758	\$ 1,567	\$ 2,384	\$ 3,129	\$ 3,161	\$ 3,193	\$ 3,225	\$ 3,258	\$ 3,291	\$ 3,324	\$ 3,358	\$ 3,392	\$ 3,426	\$ 3,461	\$ 3,496	\$ 3,532	\$ 3,567
Local Tax Reimbursement		\$ 2,624	\$ 5,424	\$ 8,252	\$ 10,831	\$ 10,941	\$ 11,052	\$ 11,164	\$ 11,277	\$ 11,392	\$ 11,507	\$ 11,624	\$ 11,741	\$ 11,860	\$ 11,980	\$ 12,102	\$ 12,224	\$ 12,348
Total EGLE Reimbursement Balance	6%	\$ 296,618	\$ 289,627	\$ 278,991	\$ 265,030	\$ 250,928	\$ 236,682	\$ 222,293	\$ 207,757	\$ 193,075	\$ 178,243	\$ 163,262	\$ 148,128	\$ 132,842	\$ 117,400	\$ 101,803	\$ 86,047	\$ 70,132
<b>Developer Interest Accrual</b>																		
Developer Interest Accrual	3%	\$ 88,508	\$ 94,936	\$ 94,969	\$ 93,369	\$ 91,700	\$ 89,960	\$ 88,150	\$ 86,267	\$ 84,313	\$ 82,285	\$ 80,184	\$ 77,751	\$ 75,244	\$ 72,660	\$ 69,999	\$ 67,261	\$ 64,444
State Tax Reimbursement		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tax Reimbursement		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Interest Reimbursement Balance		\$ 88,508	\$ 183,445	\$ 278,414	\$ 371,783	\$ 463,483	\$ 553,443	\$ 641,593	\$ 727,861	\$ 812,174	\$ 894,459	\$ 974,643	\$ 1,047,394	\$ 1,112,638	\$ 1,170,298	\$ 1,220,297	\$ 1,262,558	\$ 1,297,002
Total Annual Developer Reimbursement		\$ 55,365	\$ 114,453	\$ 174,131	\$ 228,555	\$ 230,872	\$ 233,212	\$ 235,576	\$ 237,963	\$ 240,374	\$ 242,809	\$ 245,269	\$ 247,753	\$ 250,262	\$ 252,796	\$ 255,355	\$ 257,940	\$ 263,187
Total Annual Township Reimbursement		\$ 3,382	\$ 6,991	\$ 10,636	\$ 13,961	\$ 14,102	\$ 14,245	\$ 14,390	\$ 14,535	\$ 14,683	\$ 14,831	\$ 14,982	\$ 15,133	\$ 15,287	\$ 15,441	\$ 15,598	\$ 15,756	\$ 16,076

LOCAL BROWNFIELD REVOLVING FUND

LBRF Deposits \*

State Tax Capture	\$ -																	
Local Tax Capture	\$ -																	
Total LBRF Capture	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

\* Up to five years of capture for LBRF Deposits after eligible activities are reimbursed. May be taken from EGLE & Local TIR only.

Footnotes:



Tax Increment Financing Reimbursement Schedule

Allen Edwin Homes

7110 West Main

Oshtemo, Michigan

June 2025

19	20	21	22	23	24	25	26	27	28	29	30	
2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	TOTAL
\$ 91,859	\$ 92,788	\$ 93,727	\$ 94,675	\$ 95,633	\$ 96,600	\$ 97,577						\$ 2,054,099
\$ 28,629	\$ 28,919	\$ 29,211	\$ 29,507	\$ 29,805	\$ 30,107	\$ 30,411						\$ 640,187
\$ 63,230	\$ 63,870	\$ 64,516	\$ 65,168	\$ 65,828	\$ 66,493	\$ 67,166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,413,913
\$ 243,177	\$ 245,638	\$ 248,123	\$ 250,633	\$ 253,168	\$ 255,728	\$ 258,314	\$ 260,926	\$ 263,564	\$ 266,228	\$ 268,919	\$ 271,637	\$ 6,769,084
\$ 24,318	\$ 24,564	\$ 24,812	\$ 25,063	\$ 25,317	\$ 25,573	\$ 25,831	\$ 26,093	\$ 26,356	\$ 26,623	\$ 26,892	\$ 27,164	\$ 676,908
\$ 218,860	\$ 221,074	\$ 223,311	\$ 225,570	\$ 227,851	\$ 230,155	\$ 232,483	\$ 234,834	\$ 237,208	\$ 239,606	\$ 242,027	\$ 244,474	\$ 6,092,176
\$ 282,090	\$ 284,944	\$ 287,826	\$ 290,738	\$ 293,679	\$ 296,649	\$ 299,649	\$ 234,834	\$ 237,208	\$ 239,606	\$ 242,027	\$ 244,474	\$ 7,506,089
\$ 1,961,233	\$ 1,703,210	\$ 1,433,398	\$ 1,147,504	\$ 853,826	\$ 557,177	\$ 372,671	\$ 372,671	\$ 372,671	\$ 372,671	\$ 372,671	\$ 372,671	
\$ 37,817	\$ 21,414	\$ 4,845	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	
												\$ 1,927,464
\$ 23,386	\$ 23,623	\$ 23,862	\$ 6,977	\$ -	\$ -	\$ -						\$ 432,037
\$ 80,947	\$ 81,766	\$ 82,593	\$ 24,149	\$ -	\$ -	\$ -						\$ 1,495,427
\$ 242,968	\$ 137,580	\$ 31,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,927,464
												\$ 2,979,618
\$ 36,172	\$ 36,538	\$ 36,908	\$ 8,751	\$ -	\$ -	\$ -						\$ 666,214
\$ 125,204	\$ 126,471	\$ 127,751	\$ 37,705	\$ -	\$ -	\$ -						\$ 2,313,405
\$ 374,124	\$ 211,114	\$ 46,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,979,618
												\$ 4,300
\$ 32	\$ 32	\$ 32	\$ 326	\$ -	\$ -	\$ -						\$ 902
\$ 110	\$ 111	\$ 112	\$ 1,404	\$ -	\$ -	\$ -						\$ 3,398
\$ 2,017	\$ 1,874	\$ 1,730	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300
												\$ 300,000
\$ 3,640	\$ 3,677	\$ 3,714	\$ 913	\$ -	\$ -	\$ -						\$ 67,071
\$ 12,599	\$ 12,726	\$ 12,855	\$ 3,932	\$ -	\$ -	\$ -						\$ 232,929
\$ 37,817	\$ 21,414	\$ 4,845	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
\$ 18,573	\$ 10,517	\$ 1,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,354,087
\$ -	\$ -		\$ 48,202	\$ 65,828	\$ 66,493	\$ 34,755						\$ 215,278
\$ -	\$ -		\$ 158,280	\$ 227,851	\$ 230,155	\$ 149,751						\$ 766,138
\$ 1,342,124	\$ 1,352,641	\$ 1,354,087	\$ 1,147,504	\$ 853,826	\$ 557,177	\$ 372,671	\$ 372,671	\$ 372,671	\$ 372,671	\$ 372,671	\$ 372,671	\$ 981,416
\$ 265,851	\$ 268,541	\$ 271,257	\$ 285,893	\$ 293,679	\$ 296,649	\$ 184,506	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,892,799
\$ 16,239	\$ 16,403	\$ 16,569	\$ 4,845	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
						\$ 902						\$ 902
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,732	\$ 234,834	\$ 237,208	\$ 239,606	\$ 242,027	\$ 244,474	\$ 1,280,880
						\$ 83,634	\$ 234,834	\$ 237,208	\$ 239,606	\$ 242,027	\$ 244,474	\$ 1,281,781

# **Attachment A**

## **Brownfield Plan Resolutions**



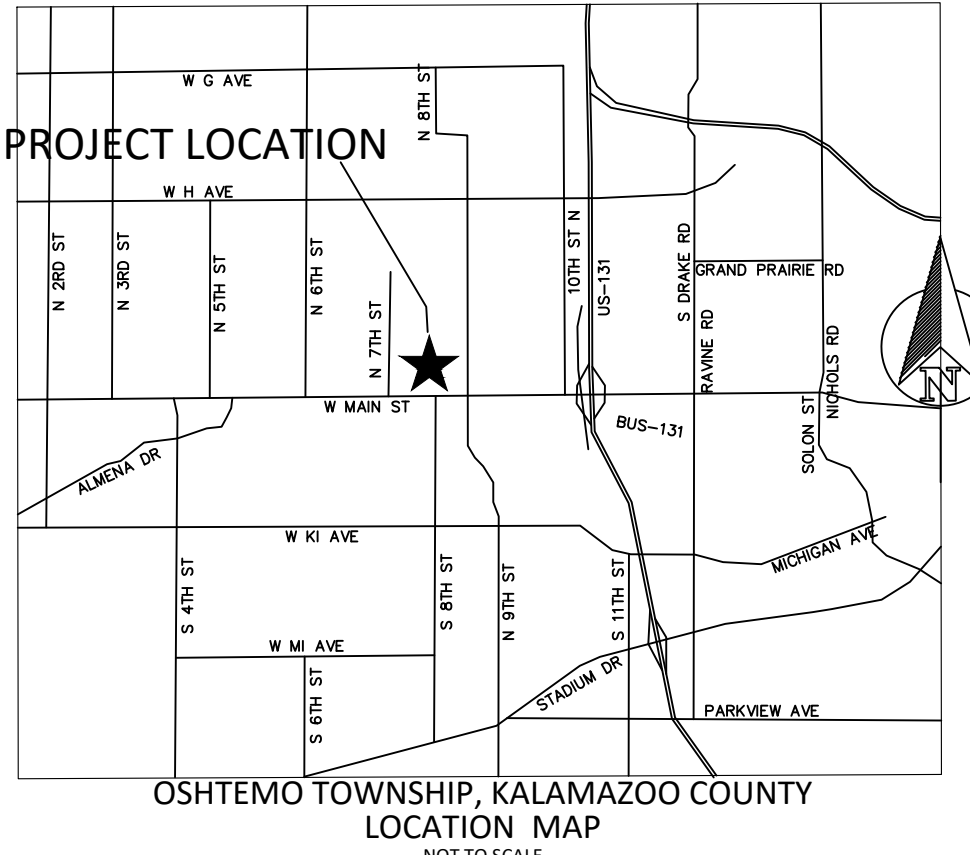
# **Attachment B**

## **Reimbursement Agreement**

# **Attachment C**

## **Site Plan**

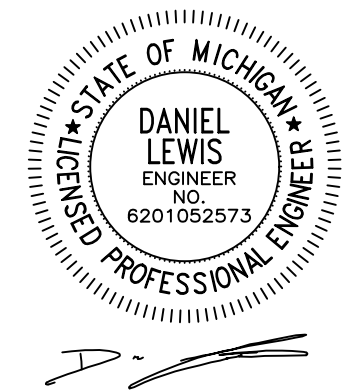
OSHTEMO TOWNSHIP  
KALAMAZOO COUNTY, MICHIGAN  
WEST RIDGE SITE CONDOMINIUM



PLAN INDEX	
SHEET No.	DESCRIPTION
C-000	TITLE SHEET
C-100	BOUNDARY SURVEY
C-200	EXISTING CONDITIONS & DEMOLITION PLAN
C-300	SITE PLAN
C-400	GRADING PLAN
C-500	PLAN & PROFILE RIDGETOP CIRCLE
C-501	PLAN & PROFILE RIDGETOP CIRCLE
C-502	PLAN & PROFILE HILLOCK AVENUE
C-503	PLAN & PROFILE VERTEX CIRCLE
C-600	DRIVEWAY DETAILS
C-601	INTERSECTION & CUL DE SAC GRADING
C-602	PROJECT DETAILS
C-603	PROJECT DETAILS
C-700	SIGHT DISTANCE
L-100	TREE SURVEY

**OWNER**  
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(269) 321-2610 BWOOD@ALLENEDWIN.COM

**DESIGN ENGINEER**  
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KALAMAZOO, MICHIGAN 49008  
(269) 697-7120 DAN@VKCIVIL.COM



NOTE:  
ALL UTILITIES SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS AND AVAILABLE RECORDS. THEY SHOULD NOT BE INTERPRETED TO BE THE EXACT LOCATION NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THIS AREA.

NO.	DATE	REVISION	BY	OSHTEMO TOWNSHIP KALAMAZOO COUNTY, MI		FILE NO.
11	2/28/2024	REVISED STEP 1 TO OSHTEMO	GPW	WEST RIDGE SITE CONDOMINIUM TITLE SHEET		1225
12	4/18/2024	FOURTH MDOT PERMIT SUBMITTAL	GPW			CHECKED
13	5/10/2024	SUBMITTAL TO OSHTEMO	NEF			DGL
14	6/26/2024	STEP 2 SUBMITTAL	NEF			Sheet No.
15	7/16/2024	FIFTH MDOT PERMIT SUBMITTAL	NEF			C000
16	7/26/2024	STEP 2 RESUBMITTAL	NEF			
				Vriesman & Korhorn Byron Center, MI (616) 277-2185 Kalamazoo, MI (269) 697-7120 www.VKcivil.com		

# **Attachment D**

## **Kalamazoo County Housing Study**

An excerpt of the W.E. Upjohn Institute Kalamazoo County Housing Plan dated July 2022 is included in this Plan, which includes the Introduction, Executive Summary, and Methodology. The complete Kalamazoo County Housing Plan can be found here:

[https://www.kalcounty.com/housing/pdf\\_files/Kalamazoo%20County%20Housing%20Plan%20final%208.15.22.pdf](https://www.kalcounty.com/housing/pdf_files/Kalamazoo%20County%20Housing%20Plan%20final%208.15.22.pdf)

# Kalamazoo County Housing Plan

July 2022

Report prepared by W.E. Upjohn Institute and the Southcentral Michigan Planning Council  
for the Kalamazoo County Board of Commissioners





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# 1

## Introduction

# Introduction

## Creating This Plan

The Upjohn Institute was asked by the Kalamazoo County Board of Commissioners to complete a housing plan for Kalamazoo County. This plan includes a housing needs assessment, market demands, results from the county-wide housing survey, goals and objectives, and strategies to move forward. Community and committee engagement helped guide the direction and focus.

## Executive Summary

A healthy housing continuum provides homes for those in a range of incomes or in different life situations. Kalamazoo County has a shortage of housing units at multiple price points. Low rates of construction, high construction costs, increased demand from a growing population, and housing costs that are increasing faster than wages have contributed to the shortage and affordability issues. Fortunately, many strategies are available to help alleviate some of the housing concerns found in the county. These strategies are most effective when community partners band together and implement them as a cohesive unit.

The housing concerns in Kalamazoo County are not small. Rising costs have put most moderate- and low-income earners into situations where they are paying more in rent or ownership costs than what is financially sustainable. This increases the chances for displacement, especially for those with fixed incomes, such as seniors, individuals with disabilities, or people trying to rebuild after homelessness. There are over 15,000 overburdened renting households in Kalamazoo County. Of those households, 13,000 have annual gross incomes below \$35,000; that level of income only allows for monthly housing expenses to be at or below \$875. These numbers are further discussed on page 67.

Housing situations exist on a continuum from homelessness to securely affording a market-rate home. An example of this housing continuum is shown on the next page. A healthy housing market has options for any situation. People can move throughout the continuum as needs change in their lives. Kalamazoo County needs additional housing units in all types and price points, but there is a greater need for homes that are consistently affordable for those making moderate to low incomes. The addition of income-qualified units could provide sustained housing at price points that allow occupants to achieve financial stability and potentially move to a more secure form of housing.

**Affordability** is defined by a household paying 30% or less of their total gross annual income on housing. This is an inclusive definition is used for market-rate or subsidized housing. Conversely, income-qualified units are intended only for low- and moderate-income households.

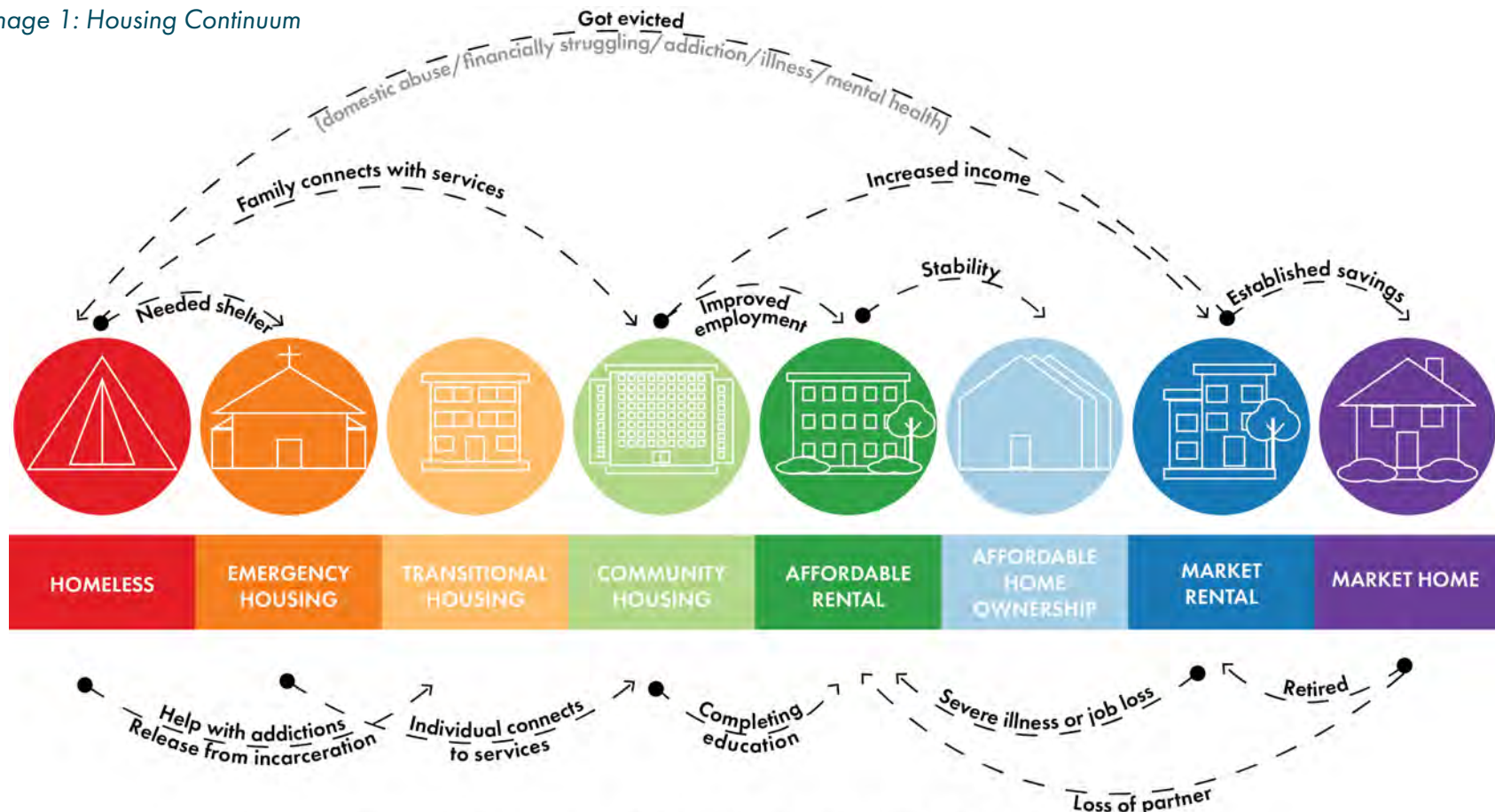
# Introduction

## Housing Continuum

The housing continuum demonstrates the range of housing types in which individuals may live during their lifetimes. A healthy housing market has options for any stage. Individuals can move in any direction at any point in their lives. A healthy community has

options along this continuum in order to allow residents to not only stay in their community through each stage, but, more importantly, to thrive through economic stability.

Image 1: Housing Continuum



These are a few examples of how people might move within the housing continuum.

Source: Housing Continuum Image Courtesy of United Way of Halifax (Canada)

# Introduction

## Partners

No single group or solution will solve the housing crisis in Kalamazoo County. As such, many individuals and organizations were asked to contribute to the creation of this housing plan, including municipal leaders, realtors, developers, employers, nonprofit agencies, and residents. A Steering Committee was created to provide critical direction and innovative ideas to the planning process, which in turn guided the goals and objectives of this plan. Stakeholder input on these strategies is vital, as their knowledge of local conditions and politics helps determine which are likely to succeed. Several public meetings were held to collect feedback on preliminary results, and survey responses were collected from around 3,000 county residents. The participation showed the level of concern and passion people have for housing solutions in Kalamazoo County.

The housing plan was made possible by the financial contributions from Kalamazoo County Board of Commissioners, Local Initiatives Support Corporation (LISC), the city of Portage, Kalamazoo County Continuum of Care, and an anonymous donor. Additional support was contributed by Oshtemo Township and volunteers at shelters and nonprofits to help distribute the unhoused survey. These shelters and nonprofits included the Disability Network, Cope/Kalamazoo Homeless Coalition, Ministry with Community, Open Doors, Kalamazoo Gospel Mission, Recovery Institute, South County Community Services, Vine Neighborhood, YWCA, Integrated Services of Kalamazoo, and Housing Resources Inc. We are very grateful for the collaboration and partnerships that were created throughout this process.



# Introduction

## Housing Assessment

This plan uses a number of indicators to assess the condition of the housing continuum. The indicators examined include the current and projected population, the existing housing stock, and the needs and desires of the current population. Population indicators are needed to understand the current and future demand for housing in the county. An examination of the existing housing stock is needed in order to grasp what problems currently exist and which housing types are needed going forward. Assessing the needs and desires of the existing population helps guide decision-making around how resources are utilized to provide the greatest benefit to county residents.

The population of Kalamazoo County has increased over the past few years and is expected to increase through 2030. The rate of growth in the county exceeded that of the state; likewise, Kalamazoo County has a higher proportion of those aged 18–24 than the state. This population increase has led to a higher number of households as well. Unfortunately, the number of housing units produced since the Great Recession did not keep pace with the population growth. This underproduction of housing has caused housing shortages and price increases, which in turn have caused more households to pay more than 30% of their income toward housing expenses. This phenomenon was not experienced equally across all parts of the county with both urban and rural areas (Northside Neighborhood and Prairie Ronde and Pavilion Townships, respectively) seeing higher than average levels of overburdened renters.

Many homes in Kalamazoo County have issues that require repairs. This is exacerbated by the fact that much of the housing

stock is older than 50 years. There are also multiple historic districts requiring specific standards for updates, adding cost or complication for owners, many who have low to moderate incomes. Those who responded to the housing survey stated that structural issues, mold, electrical, pests, and lead were the top concerns with their house or apartment; structural issues were the most frequent concern. Residents are also concerned about poor insulation and leaky windows, which was brought up regularly by survey respondents in different questions. Addressing the immediate and long-term issues with existing homes may, in some cases, cost more than the value of the house; this often leads to delays in addressing these concerns and impacts the quality of housing throughout the county.

The top four housing concerns of those responding to the survey were affordable housing for low income, unhoused, and vulnerable families; supportive services (mental health, financial literacy, etc.); and more units; followed closely by more transitional or temporary housing for those currently unhoused. Addressing all of these priorities would add options to the housing continuum for the most vulnerable and overburdened populations in the county. It is also important to note that survey respondents were from all income levels and from all parts of the county.

The survey results show many people preferring to live in more rural parts of the county. This corresponds with the amenities individuals look for when buying a new home. The top seven included safety, cost, features of the dwelling, location, proximity to work, sense of community, and connection to nature through trails and parks. Many of these needs can be met in different urban and rural settings by increasing access to nature through connected trails and improving public transportation.

# Introduction

## Supply and Demand

Over 15,000 households are in homes that do not meet their budget, while others are in types of housing they do not prefer. Meanwhile, the population in the county is growing, and housing construction is not keeping pace; it is anticipated that 7,750 new units are needed to appropriately house the new households forming or looking to locate in the county. These two factors have created housing shortages in several segments of the housing market. Therefore, higher rates of construction are essential to address both the current pent-up demand as well as the future demand. Local leaders will need to implement various strategies to enable and incentivize that increase in the supply of housing.

## Unhoused

Forty percent of the respondents to the unhoused survey identified as Black, while just over 10% of the county's population does, calling attention to racial equity concerns. Feedback from community meetings and survey responses focused on concern about the impact of longstanding institutionalized racism, which is preventing individuals from generating wealth. This further establishes that the impacts of race-based lending practices, redlining, and fair housing issues with renting remain an issue despite recent attention.

Over one-third (38.5%) of the unhoused individuals surveyed indicated that children under the age of 16 are part of their household. Respondents listed the top reason (42.4%) they moved to Kalamazoo County as family connections, and the least frequently cited (less than 4%) was for the emergency shelters in the county.

Prior to becoming unhoused, half of the individuals surveyed rented their homes, some of which included renting individual rooms. Another quarter stayed with friends or relatives. Half of the individuals surveyed considered where they lived before becoming unhoused as unaffordable. To further that point, the respondents also chose the price of rent being too high as the top factor contributing to their unhoused condition.

The survey also asked what additional programs or supports individuals needed to become rehoused. The greatest number of respondents marked rental financial assistance as a need, followed by pre-rental programs to improve the likelihood of landlord acceptance of their applications.

# Introduction

## Vision

Create an equitable, sustainable, and inclusive community that offers quality, healthy, safe, decent, and affordable homes for all.

## Mission

Improve residents' quality of life and sense of belonging, invigorate neighborhoods, and improve the economic future of our residents. Housing and other service providers will collaborate to leverage resources and build healthy residential communities throughout the county while promoting an atmosphere of pride, sustainability, and responsibility.

## The Charge

To provide quality, affordable, accessible, and sustainable housing. To transform the lives of those who face affordable housing challenges by providing support through education and opportunity.

# Introduction

## Core Values

**Professionalism:** (Excellence, Financial Integrity, Accountability) To ensure financial integrity and be good stewards of our community's investment. To achieve excellence in programs, services, and products.

**Transparency:** To be transparent throughout all steps of the millage implementation.

**Equity:** To dismantle systemic racism and commit to work toward an equitable and inclusive future for all residents.

**Respect:** To communicate in ways that promote open dialogue and respect. To respond to people with integrity, dignity, compassion, and fairness.

**Collaboration:** To build strong partnerships and demonstrate a collaborative spirit. To enhance our community by advocating for creative and equitable solutions to housing issues across all systems and services.

**Innovation:** To foster innovative and creative solutions that develop diverse county-wide housing solutions

## Goals

1. Increase Rental Opportunities
2. Ensure Housing Supply Is Built to Meet Demand
3. Remove Barriers to Acquiring and Keeping Homes
4. Rehab Existing Housing Stock
5. Embrace Housing as a Workforce Development Strategy
6. Increase and Coordinate Supportive Services
7. Advocate for Housing for All



# Methodology

## Housed Survey Methodology

The intent of this survey was to document the housing characteristics and preferences of housed residents of Kalamazoo County. Survey questions were focused on demand for specific housing types, location preferences, clarifying housing challenges, getting feedback on housing priorities, and determining how different demographic groups are impacted by the housing crises. Information gathered from this survey was used to inform content in the Kalamazoo County Housing Plan.

The target population for the survey was housed residents living in Kalamazoo County. For the purposes of this survey, all adults living in the household were asked to respond. As of 2020, Kalamazoo County has a population of 264,322, American Community Survey 5 year estimates. There are 207,218, individuals aged 18 and over residing in Kalamazoo County as of 2020, American Community Survey 5 year estimates. Additionally, there are 104,278 occupied housing units as of 2020, [Kalamazoo County Continuum of Care Annual Report](#).

A sample of residential addresses was obtained from the Kalamazoo County government. Because the county government utilizes the address list for emergency services, apartment units are not specified. This lack of information was accounted for by identifying multifamily residents in the address list and verifying the number of units at the address from voting records. Addresses to be mailed survey prompts were randomly selected from the augmented list. Moreover, the survey was also shared on social

media by cities, townships, villages, neighborhood groups, and nonprofits throughout Kalamazoo County.

The survey instrument was implemented via Survey Monkey on March 1, 2022, and concluded on May 22, 2022. A total of 35,500 survey prompts were mailed to homes in Kalamazoo County. Resource limitations led to the selection of a multifaceted approach to advertising the survey among housed residents of Kalamazoo County. Moreover, this approach would attempt to account for the errors that could occur from administering a survey prompts only via a mailer.

From the 35,500 survey prompts that were mailed, 3,000 responses were received. Of the total population, the survey received a response rate of 1.4%. As the survey results were not a random sample of the county, the responses were weighted to reflect county demographics. The responses were more concentrated in homeowners and white individuals than the county's population. For example, according to the U.S. Census American Community Survey, about 35% of households are renters. In the survey responses, about 15% were renters. Iterative proportional fitting (raking) was used to weight the results by both renters or owners, and race/ethnicity. Reweighting the survey responses brought the results closer to a representative sample of the county and helped reduce the possibility of response bias.

# Methodology

## Unhoused Survey Methodology

The intent of this survey was to document the housing characteristics and preferences of unhoused residents of Kalamazoo County. Survey questions focused on the impacts of programs and services, needs that are not being met, clarifying past and present housing challenges, getting feedback on housing priorities, and determining how different demographic groups are impacted by the housing crises. Information gathered from this survey was used to inform content in the Kalamazoo County Housing Plan.

The target population for the survey was unhoused residents living in Kalamazoo County. For the purposes of this survey, unhoused individuals were self-identified. As of 2020, Kalamazoo County had a population of 264,322, according to the American Community Survey 5 year estimates. At least 2,112 individuals experienced homelessness in Kalamazoo County in 2020, [Kalamazoo County Continuum of Care Annual Report](#). The unhoused survey received 169 responses.

The Continuum of Care worked with multiple different organizations to reach those who are experiencing homelessness. The target population was category one: literal homeless. This is defined as an individual or family who lacks a fixed, regular, and adequate nighttime residence, meaning: (i) Has a primary nighttime residence that is a public or private place not meant for human habitation; (ii) Is living in a publicly or privately operated shelter designated to provide temporary living arrangements (including congregate shelters, transitional housing, and hotels and motels paid for by

charitable organizations or by federal, state, and local government programs); or (iii) Is exiting an institution where (s)he has resided for 90 days or less and who resided in an emergency shelter or place not meant for human habitation immediately before entering that institution. An individual or family has to meet only one of the above criteria to qualify as literal homeless. Partner organizations volunteered their time and energy to administer the survey through computers, phones, and tablets. The organizations serve or work with those who are unhoused in different capacities, including street outreach, case management, shelters, and transitional housing. These organizations included the Disability Network, Cope/Kalamazoo Homeless Coalition, Ministry with Community, Open Doors, Kalamazoo Gospel Mission, Recovery Institute, South County Community Services, Vine Neighborhood, YWCA, Integrated Service of Kalamazoo, and Housing Resources Inc.

The survey instrument was implemented via Survey Monkey on March 20, 2022 and concluded on May 31, 2022. The compensation for unhoused individuals' time to complete the survey was a \$10 gift card.

Of the total unhoused population from the 2020 annual report, the survey received a response rate of 8%.

# **Attachment E**

## **Oshtemo Township Housing Study**

An excerpt of the W.E. Upjohn Institute Oshtemo Township Housing Plan dated 2023 is included in this Plan. The complete Oshtemo Township Housing Plan can be found here: <https://www.oshtemo.org/files/assets/public/v/1/planning/documents/oshtemo-twp.-housing-plan-adopted.pdf>

# Oshtemo Township Housing Plan 2023



Adopted: 12/12/2023

TB MEETING: JULY 8, 2025

Prepared by the W.E. Upjohn Institute and the Southcentral Michigan  
Planning Council for the Oshtemo Township Board



W.E. UPJOHN  
INSTITUTE  
FOR EMPLOYMENT RESEARCH

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LAST REVISED: JULY 7, 2025

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## Acknowledgments

No single group or solution will solve the housing crisis. As such, many individuals and organizations were asked to contribute to the creation of this housing plan, including municipal leaders, realtors, developers, employers, nonprofit agencies, and residents. The Planning Commission worked as the steering committee to provide critical direction and innovative ideas to the planning process, which in turn guided the goals and objectives of this plan. Stakeholders' input on these strategies is vital, as their knowledge of local conditions and politics helps determine which are likely to succeed. In addition to the public Planning Commission meetings, eight special public meetings in the evening and on weekends were held to collect feedback on preliminary results. Survey responses were collected from 503 residents in the Oshtemo targeted survey. Further, 435 additional survey responses were received from Oshtemo residents countywide in the Kalamazoo County survey. This strong participation demonstrates the high level of concern, passion, and interest among residents regarding housing solutions for Oshtemo Township.

Formulating this housing plan would not be possible without the hard work of the Planning Commission and the Community Development Department at Oshtemo Township. Additional support provided by Township volunteers was invaluable in getting the word out about the housing survey. In addition to those who answered the survey, we had around 55 participate in stakeholder in-person and Zoom meetings. We are grateful for the collaboration and partnerships that formed during this process.

## Planning Commission members

Kizzy Bradford (TB liaison)  
Philip Doorlag  
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Scot Jefferies  
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Bruce VanderWeele  
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## Local Housing Experts and Residents

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Gary Heckman  
Kelley Kellis  
Christy Lash  
Rich MacDonald  
Susan Riker  
Paula Rumsey  
Mary Shuster  
Neil Sikora

## Township Board members

Cheri Bell  
Kizzy Bradford  
Clare Buszka  
Kristin Cole  
Dusty Farmer  
Zak Ford  
Libby Heiny-Cogswell

## Staff Support

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Iris Lubbert (Planning Director)  
James Porter (Township Attorney)

The Township wishes to thank the residents that attended the public meetings and participated in the online survey. Your feedback and participation were an invaluable part of the plan!

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# 1

## Introduction

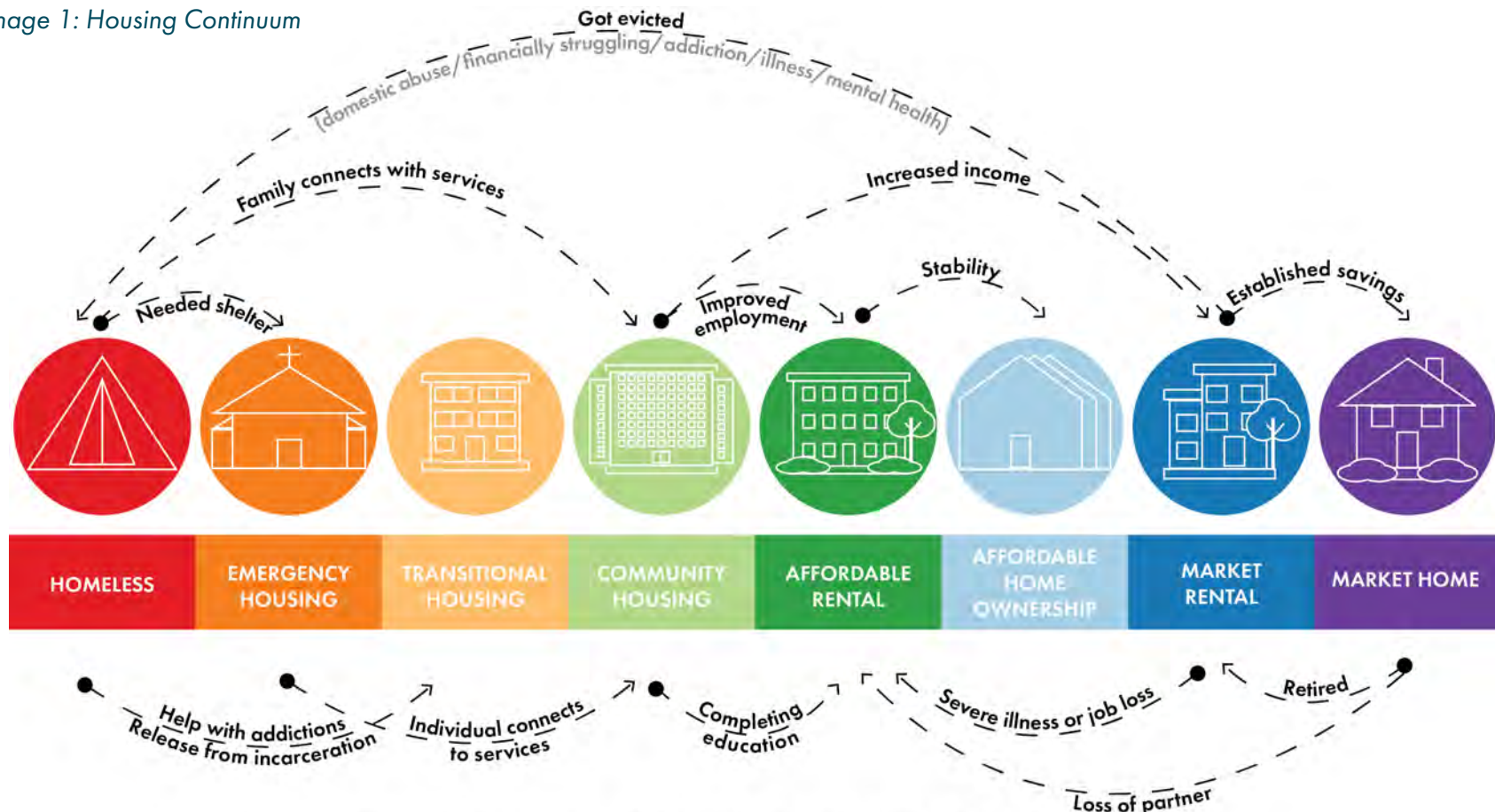
# Introduction

## Housing Continuum

The housing continuum demonstrates the range of housing types in which individuals may live during their lifetimes. A healthy housing market has options for any stage. Individuals can move in any direction at any point in their lives. A healthy community has

options along this continuum in order to allow residents to not only stay in their community through each stage, but, more importantly, to thrive through economic stability.

Image 1: Housing Continuum



These are a few examples of how people might move within the housing continuum.

Source: Housing Continuum Image Courtesy of United Way of Halifax (Canada)

# Introduction

## Creating This Plan

The Upjohn Institute was asked by the Oshtemo Township Board to complete a housing plan for the community. This plan will cover the housing needs assessment, market demands, results from the Oshtemo Township Housing Survey, the Oshtemo portion of the countywide housing survey, and goals and objectives. Community and committee engagement guided the direction and focus. The data and survey results contextualized the housing pressures and frustrations experienced throughout the Township. We cannot stop change, but we can take a proactive approach to guiding the changes and growth to provide a better future. The plan provides the data to see where we are currently, where we can go and how we can get there.

## Executive Summary

A healthy housing continuum provides homes for those with a range of incomes or in different life situations. Oshtemo Township has a shortage of housing units at multiple price points. Low rates of construction, high construction costs, increased demand from a growing population, and housing costs that are increasing faster than wages have contributed to the shortage and affordability issues. This plan uses a number of indicators to assess the condition of the housing continuum. The indicators examined include the current and projected population, the existing housing stock, and the needs and desires of the current population. Population indicators and survey results are needed to understand the current and future demand for housing. An examination of the existing housing stock is needed in order to grasp what problems currently exist and which housing types are needed going forward. Assessing the needs and desires of the existing population helps guide decision-making around how resources are utilized to provide the greatest benefit to Township residents.

Fortunately, many strategies are available to help alleviate some

of the housing concerns found in the Township. These strategies are most effective when community partners band together to implement them as a cohesive unit.

In 2021, the population of Oshtemo Township stood at 23,583. It had grown about 5 percent during the preceding five years, a higher growth rate than that of the state overall, which was 1.54 percent for that same period. The Township has grown by 205 households since 2016. Among homeowners, one-person households and two-person households have declined by 3.0 and 7.5 percentage points, respectively. From 2016 to 2021, the population of Oshtemo Township became more racially diverse. The fastest-growing ethnic/racial group is the one categorized as “Two or More Races,” whose proportion increased by more than 4 percentage points over the five-year period.

Housing-unit construction in Oshtemo Township has remained low following the housing crash of the Great Recession. Even as the housing bubble burst, Oshtemo continued to grant building permits, while permits in the county overall declined. Both the Township and the county have found a stable level of construction since the recovery, though Oshtemo has been trending downward since 2018. While the pace of permitting countywide is modest, Oshtemo Township is missing out on potential growth and unmet demand.

Lower inventory of housing is one of the drivers of higher prices: demand for housing is high, but there are fewer available homes

**Affordability** is defined as a household paying 30 percent or less of its total gross annual income on housing. This is an inclusive definition that can be used for either market-rate or subsidized housing. Conversely, income-qualified units are intended only for low- and moderate-income households.

# Introduction

than in the past. Housing prices and weekly earnings were trending generally together until 2018. Then, wages stagnated until the end of 2020 before rising steadily through 2021. During the same period, home prices rose steadily until flattening in 2022. The resulting gap is stark, making many homes unaffordable even as wages are rising.

The high proportion of university students in Oshtemo Township likely lowers the median income. Residents under the age of 25 making less than \$20,000 a year account for twice the rate in Oshtemo Township as they do statewide. Additionally, over 15 percent of the senior-aged population in Oshtemo Township make less than \$20,000 annually, and 28 percent of Oshtemo seniors make less than \$30,000 annually, indicating that some seniors likely struggle to afford housing without being cost-burdened.

Overall, the number of owner-occupied housing units in Oshtemo Township increased by more than 50 from 2016 to 2021. However, there was a decline in homeownership in Census Tract 29.05 (the section of the Township south of the Amtrak line and west of U.S 131) by 1.81 percent.

The housing concerns in Oshtemo Township are not small. Rising costs have put most moderate- and low-income earners into situations where they are paying more in rent or ownership costs than what is financially sustainable. The supply-and-demand chapter shows that 2,300 renting households are burdened by their current housing costs. Most of these renters earn below \$20,000 per year and would need rental units costing below \$500 per month for relief from that burden. There are fewer than 1,000 overburdened homeowners, in a wide range of incomes. The largest group, at 300 households, are making \$35,000 to \$49,999 per year. These households would need homes of between \$115,000 and \$163,000 (depending on property taxes and loan parameters) to afford payments of \$875 to \$1,249 per month.

According to our estimates, the Township needs to enable the development of 750 new housing units to address housing issues. This includes population-growth projections and pent-up demand from the past under production of housing. This will require a substantial public private investment—an estimated \$177 million.

In total, 504 responses were received in the Oshtemo Township Survey, for a coverage rate of 5 percent of households. This is within the standard range for survey responses. Homeowners make up just over half of Oshtemo Township residents but represent over 85 percent of respondents to the survey. To account for this, data from the survey questions were apportioned by renter and owner to show responses separately. The purpose of the survey was to provide additional public engagement and feedback during a time when in-person meetings decreased. The survey responses do not represent the demographics of the community based on the U.S. Census's American Community Survey. There was a strong difference between renter and owner responses on further development of multifamily housing. The largest portion of renters—over 45 percent—strongly agreed that multifamily housing options were important. Owners were more evenly distributed but seem generally not to be in favor of multifamily housing, as “strongly agree” was the smallest response.

Owners and renters have different challenges when it comes to finding housing. Renters' primary concern is price. Their second and third concerns are the pace by which units are leaving the market and the various housing options. For owners, the issues were more evenly distributed, but the pace of homes on the market was the most frequent response. When asked what they were looking for when choosing a home, renters' top response indicated a desire to live in a mixed-income neighborhood. They also prioritized proximity to work more highly than homeowners did. Homeowners' responses most often prioritized factors associated with family life, such as parks, schools, and proximity to family.

# Methodology

## Kalamazoo County Survey Methodology

The intent of this survey was to document the housing characteristics and preferences of housed residents of Kalamazoo County. Survey questions were focused on determining demand for specific housing types, location preferences, clarifying housing challenges, getting feedback on housing priorities, and determining how different demographic groups are impacted by housing crises. Information gathered from this survey was used to inform content in the Kalamazoo County Housing Plan.

The target population for the survey was housed residents living in Kalamazoo County. For the purposes of this survey, all adults living in the household were asked to respond. As of 2021, Kalamazoo County had a population of 261,108 [1]. There were 204,985 individuals aged 18 and over residing in Kalamazoo County as of 2021 [2]. Additionally, there were 105,990 occupied housing units as of 2020 [3].

A sample of residential addresses were obtained from the Kalamazoo County government. Because the county government utilizes the address list for emergency services, apartment units are not specified. This lack of information was compensated for by identifying multifamily residents in the address list and verifying the number of units at the address from voting records. Addresses to be mailed survey prompts were randomly selected from the augmented list. Moreover, the survey was also shared on social media by cities, townships, villages, neighborhood groups, and nonprofits throughout Kalamazoo County.

The survey instrument was implemented through Survey Monkey on March 1, 2022, and concluded on May 22, 2022. A total

of 35,500 survey prompts were mailed to homes in Kalamazoo County. Resource limitations led to the selection of a multifaceted approach to advertising the survey among housed residents of Kalamazoo County. Moreover, this approach would attempt to account for the errors that could occur from administering survey prompts only by way of a mailer.

The mailed survey prompts, social media campaigns, and other advertising methods yielded roughly 3,000 responses. Of those roughly 3,000 responses, 435 were from Oshtemo Township residents. It is essential to incorporate these responses in this plan to ensure the largest number of Oshtemo Township residents' perspectives were considered. The results and analysis of these responses are found in Chapter 4.

# Methodology

## Oshtemo Township Survey Methodology

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The target population for the survey was housed residents living in Oshtemo Township. For the purposes of this survey, all adults living in the household were asked to respond. As of 2021, Oshtemo Township had a population of 23,583 [1]. There were 18,687 individuals aged 18 and over residing in Oshtemo Township as of 2021 [2]. Additionally, there were 10,383 occupied housing units as of 2021 [3].

The survey instrument was implemented through Survey Monkey on November 18th, 2022 and concluded on March 10th, 2023. The survey was shared on a postcard to all addresses registered to vote in Oshtemo Township. It was shared on the Township newsletter, through multiple social media posts and posters were made for apartments where posting was possible. In total, 504 responses were received, for a coverage rate of 5 percent of households. This is within the standard range for survey responses.

# **Attachment F**

## **9<sup>th</sup> Street Sub-Area Plan**

## **9<sup>th</sup> Street Sub-Area Plan**

In the 1990's, when the Township prepared the last Master Plan, the 9<sup>th</sup> Street corridor was studied as part of a larger 9<sup>th</sup> Street Focus Area that included the West Main Street Sub-Area. Since that time, significant development has occurred along 9<sup>th</sup> Street. The intersection of West Main Street and 9<sup>th</sup> Street has become a major commercial node for the western Kalamazoo market, and new residential neighborhoods have been developed along 9<sup>th</sup> Street and in the area surrounding that node.

Despite the drop-off in development between 2007 and 2011, traffic levels and development interest has remained steady along 9<sup>th</sup> Street and West Main Street. There remain several large vacant parcels within the area prime for development. Due to the large undeveloped parcels, the proximity of the new residential neighborhoods, and the important rural corridor that connects them all, the 9<sup>th</sup> Street Sub-Area deserved its own analysis separate from West Main Street.

Previous plans have called for low density, residential development and preservation of the rural character and natural features captured by these large parcels. However, as times and conditions change, it is reasonable to ask whether this is still practical, or whether the limit of commercial development at the 9<sup>th</sup> Street and West Main Street intersection should be allowed to expand. Exploring this issue, among others, was the purpose of the sub-area study.

### **What is a Sub-Area Plan?**

A Sub-Area Plan is an individual component of the overall Township Master Plan. A Sub-Area is an area with unique circumstances that requires a deeper evaluation and further public input before establishing a plan for future development. This Sub-Area Plan includes a vision, goals, principles of development, and a future land use map just like the overall Master Plan, although in more detail than the Township-wide Plan. Completed after adoption of the Master Plan, the Township has amended the Plan to add this Sub-Area Plan as an appendix.

### **Existing Conditions**

#### **Regional Location**

The 9<sup>th</sup> Street Sub-Area is located in the eastern portion of the Township. The Sub-Area is located along 9<sup>th</sup> Street extending from just north of Meijer and Menards south to KL Avenue. The Sub-Area extends from 8<sup>th</sup> Street to the parcels east of 9<sup>th</sup> Street but also includes parcels fronting on KL Avenue from 9<sup>th</sup> Street to the existing apartment developments.

The 9<sup>th</sup> Street Sub-Area is also influenced by the development that has occurred on the land surrounding it:

- To the north, in addition to the intense commercial development occurring at West Main Street and 9<sup>th</sup> Street, significant residential development has occurred in the Westport neighborhoods.



- To the east, West Main Street and Drake Road have become major commercial and high density residential corridors, particularly east of US-131, providing services and conveniences to residents in the Township and region.
- To the south, the Oshtemo Village area has plans for redevelopment, a new elementary school has been constructed, and 9<sup>th</sup> Street has been improved (and will continue to be improved as discussed later) providing a better link to growing residential centers in the County and I-94.

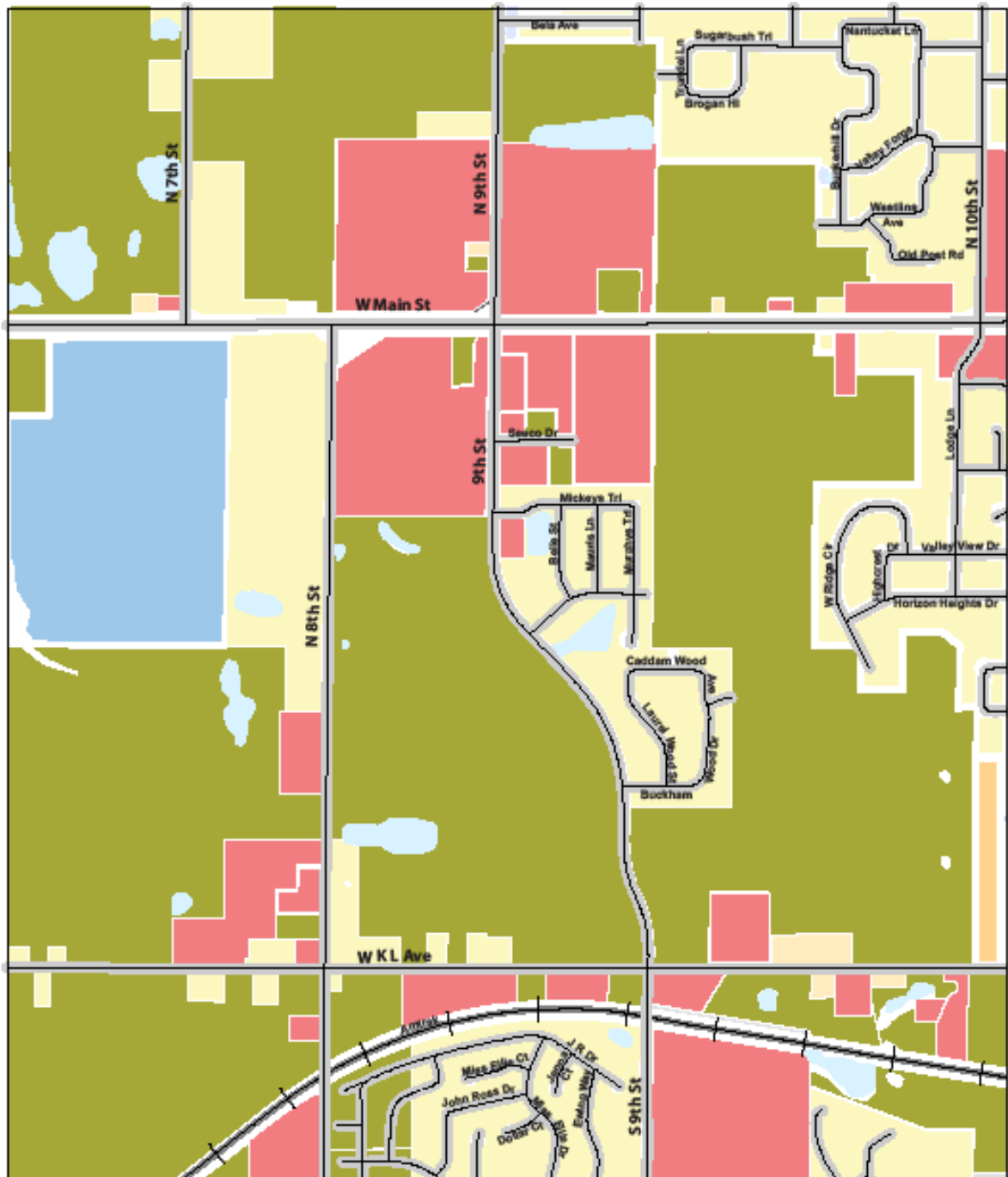
In the past decade, Oshtemo Township and Texas Township have seen the highest levels of growth in the County showing that the centers of population growth and development are in the west side of the region. With the new commercial development and the infrastructure improvements that have been made, 9<sup>th</sup> Street has become a significant link in the regional transportation network.

### **Existing Land Uses**

Unlike some of the previous Sub-Areas that have been studied, the 9<sup>th</sup> Street Sub-Area contains a significant amount of development in addition to large undeveloped areas.

- The commercial development at West Main Street and 9<sup>th</sup> Street is nearly built-out and has a strong influence on the Sub-Area. The intersection contains a combination of retail, service, and office development, including a few big box retailers.
- South of this area and on the east side of 9<sup>th</sup> Street are two single-family residential neighborhoods. The northernmost was developed through the Planned Unit Development (PUD) process, which allows limited commercial development along the 9<sup>th</sup> Street frontage. One such unit has already been developed (Hannapel Home Center).
- Uses along the south side of KL Avenue are a mixture of heavy commercial and light industrial uses. Similar uses are also found at the northwest corner of 8<sup>th</sup> Street and KL Avenue.
- There are a few rural residential homes fronting on KL Avenue east of 8<sup>th</sup> Street.
- The character on 8<sup>th</sup> Street is primarily residential / rural residential with several homes of various styles and ages located along the road.
- The large vacant parcels are predominately located between 8<sup>th</sup> Street and 9<sup>th</sup> Street north of KL Avenue. The parcels include rolling hills, woodlands, a few open water areas, and fields.

(Insert Existing Land Use Map)



## Existing Land Use

Oshtemo Charter Township, Kalamazoo County, Michigan

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Low Density Residential  | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Public/Semi Public |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> High Density Residential | <span style="display: inline-block; width: 15px; height: 15px; background-color: grey; border: 1px solid black;"></span> Infrastructure          |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Commercial/Industrial       | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Undeveloped            |

Base Map Source: MIGDL v6b & v7b  
Data Source: Oshtemo Township, 2008;  
McKenna Associates, 2008

0 500 1000  
Feet

**Draft**

**McKenna**  
ASSOCIATES

10/18/11



## **Zoning**

The sub-area is divided primarily between the R-2 Residence district, the C Local Business district, and the I-1 Industrial District Manufacturing & Service district. The 9<sup>th</sup> Street Focus Area Overlay Zone is also within the sub-area. The C district is located at the corner of 9<sup>th</sup> Street and West Main Street and is inclusive of the existing commercial development at that location. (A small strip of C zoning also exists on the north side of KL Avenue east of 8<sup>th</sup> Street.) The I-1 district is located on the south side of KL Avenue extending from west of 8<sup>th</sup> Street east to 11<sup>th</sup> Street. It also includes several parcels on the west side of 8<sup>th</sup> Street north of KL Avenue.

The remainder of the sub-area is in the R-2 district. The R-2 district is a single and two family residential district. However, use of the PUD development process within this area does allow for limited commercial development. The Sky King Meadows development was developed as a PUD and allows limited nonresidential uses along the 9<sup>th</sup> Street frontage. One use has been developed and was consistently used as an example of the type of development envisioned on the vacant land within the Sub-Area.

The parcels on the north side of KL Avenue east of 9<sup>th</sup> Street are also included in the 9<sup>th</sup> Street Overlay Zone in addition to being zoned R-2. This overlay also allows for office development as a special exception use under certain conditions, in addition to the uses permitted in the underlying zoning district.

## **Public Services / Infrastructure**

### **Transportation**

The 9<sup>th</sup> Street Sub-Area includes several key transportation routes for this immediate area and the Township in general. 9th Street is a two-lane road at the northern border of the Sub-Area. Travelling south and approaching the West Main Street intersection, the roadway expands to five lanes wide with the addition of access lanes for the shopping centers and turn lanes at the intersection. South of the intersection, the roadway is five lanes wide before reducing back to two-lanes south of the commercial development. A turn-lane is provided at the Buckham Wood Drive access point. Limited transit service is available along 9<sup>th</sup> Street (based at the commercial centers). There are no sidewalks or non-motorized facilities along 9<sup>th</sup> Street although there are some facilities provided within the neighborhoods and some commercial developments. Signalized intersections are located at both KL Avenue and West Main Street as well as at Seeco Drive.

The Kalamazoo County Road Commission (KCRC) is planning to improve 9th Street in 2012. Although the design plans are not finalized, the plans tentatively include widening the two-lane portion of the roadway from KL Avenue north to three lanes with curb and gutter and drainage improvements. An extended shoulder (five feet) is anticipated to provide some space for pedestrian or non-motorized use. The Township Non-motorized Pathway Plan calls for a separated pathway (10' asphalt) along 9<sup>th</sup> Street in this area. It is unlikely that this will be installed at this time during this project due to lack of funding.

Both 8<sup>th</sup> Street and KL Avenue are two lane roads with large trees and tree canopies along the roads. Neither road has transit access or any pedestrian or non-motorized facilities. Although anecdotes and comments from the public input session indicate that traffic levels are increasing along these roadways, the KCRC has no plans at this time for major improvements to either roadway. 8<sup>th</sup> Street is a designated collector road, and any improvements would rely heavily on local funds. Therefore, KCRC has focused its efforts and federal funding on 9<sup>th</sup> Street, an arterial. KL Avenue likely has a sufficient amount of non-residential development and access points as well as existing traffic to warrant improvement and redevelopment. However, due to the sharp topography to the south, significant underground utility lines that exist there, and groundwater in the area, it would be very challenging and likely cost prohibitive to undertake an expansion of KL Avenue to three lanes.

Because KL Avenue and 9<sup>th</sup> Street are key transportation corridors in the Township, not only in the Sub-Area but for transportation throughout the Township, the capacity and efficiency along these corridors must be protected as the vacant parcels are developed. Access points to these roadways will be limited and strategically located based upon existing access points across the road and the topography and natural features. Internal roadways will be developed to provide access to developed parcels and parking facilities and minimize drives and access points onto the adjacent roadways. These internal roadways will also improve the local street network in this area between neighborhoods and provide opportunities for interconnectivity to residents allowing for more efficient movement and travel. Use of stub streets and connection to existing development will create a seamless network throughout the Sub-Area. Through proper design, routing, and traffic calming mechanisms, the network will limit use of the local street network by outside vehicles as a shortcut opportunity.

During the Design Workshop, several comments were made by members of the public attending the session about the transportation system and specifically the 9<sup>th</sup> Street corridor. Concerns included the speed and amount of traffic on 9<sup>th</sup> Street, delays at the intersections at both KL Avenue and West Main Street, the lack of pedestrian and non-motorized facilities, and challenges posed by the curves and hills along the roadway. Workshop participants identified the importance of the corridor and emphasized the existing character and rural / natural aesthetic that exists along 9<sup>th</sup> Street (as well as KL Avenue and 8<sup>th</sup> Street). Ensuring these issues are addressed as the roadway is improved is a primary goal of this Sub-Area Plan. As development occurs and the roads are improved, the existing vistas and character of the roadway should be maintained.

## **Utilities**

Currently, only public water service is available throughout the entire 9th Street Sub-Area. Development in this area would be able to tap into the water supply and access public water.

Public sanitary sewer service is available in portions of the Sub-Area. A public sewer main is located along 9<sup>th</sup> Street and provides public sewer service to the development along 9<sup>th</sup> Street. The sewer extends east of 9<sup>th</sup> Street south of KL Avenue along the existing Amtrak right of way.

There is currently no public sewer service west of 9<sup>th</sup> Street (other than at the intersection of West Main Street). As development occurs, it can be extended from 9<sup>th</sup> Street.

All other utilities are available to the property as well.

## **Stormwater Management**

Stormwater management is a concern in any rapidly developing area. However, this area has developed particularly quickly, especially at the intersection of West Main Street and 9<sup>th</sup> Street, and this development has included a significant amount of impervious surface. Although all development has included stormwater provisions, surrounding property owners discussed rising groundwater levels and increasing water levels within retention ponds, particularly during rain events.

The Plan encourages the use of natural, low-impact mitigation techniques, such as swales and rain gardens, designed to provide for effective management of stormwater. Shared systems are encouraged, particularly in areas where existing topographic conditions encourage stormwater flow to continue its natural pattern or where other aspects of the development are already being coordinated. See the Physical Character and Environment chapter of the Master Plan (Chapter 4) for a more detailed discussion of stormwater management techniques. The KCRC will be utilizing similar techniques when improving 9<sup>th</sup> Street and addressing drainage issues along this corridor and associated with the widened roadway.

## **Public Input**

### **Township-Wide Public Input**

Township-wide public input was gathered for the Master Plan in general. Because this comprehensive effort was well-received and involved the entire Township, the results still carry weight for the sub-areas, too. A review of these results provides some guidance for this particular area as well.

In the fall of 2008, Oshtemo Township conducted a visioning workshop consisting of several different exercises. This was followed in the spring of 2009 with an opinion survey of randomly selected residents throughout the Township. The opinion survey had a response rate of 34 percent, well above the typical response rate for similar surveys. The Master Plan provides an overall description of the process and results; a detailed summary of the full results is provided in the Appendix. Below are some specific items that are relevant to the 9<sup>th</sup> Street Sub-Area:

- On the Township survey, when asked to select terms that describe the portion of the Township between Drake Road and 8th Street, the top four terms selected by respondents were “commercial”, “congested”, “high density,” and “open spaces threatened.”
- When asked whether expanding commercial development was important, respondents were split. About one quarter (26.6%) indicated it was “not important” (1 on a 1-5 scale)

while 35.6% indicated it was “somewhat important” or “important” (4 or 5 on a 1-5 scale).

- When asked what they liked about living in the Township, the most often indicated items were “shopping, services, convenience, close to city” (60%); “rural, open, small town” (38.8%); and “roads, freeways, convenient access to...” (17.7%). When asked for items they would improve, respondents most often indicated “roads (snow removal, maintenance, signals, etc.)” (23.1%); “sidewalks, pathways” (12.5%); and “growth, development, control and management of...” (11.7%).
- The survey asked respondents where future commercial development should occur and indicated that they could select two choices from a list of six (including “other”). “West Main Street, East of 9<sup>th</sup> Street” (44.4%) and “9<sup>th</sup> Street, South of West Main Street” (34.4%) were two of the top three choices.

### **Design Workshop**

To focus on the vision for the 9<sup>th</sup> Street Sub-Area, a design workshop was held in October 2011. The workshop included four focus group stakeholder meetings. The sessions were held with the following groups of stakeholders:

- Property Owners
- Transportation and Utilities
- Neighbors and Natural Resources
- Government

Attendees engaged in a thorough discussion of the Sub-Area, past and current use of the area and surrounding property, and their vision for the future of the Sub-Area. Attendees identified the positive attributes of the area, the challenges that exist there, and the principles the Township should apply to future development. The results of these discussions are provided in the appendix.

In the next exercise, land owners, neighbors, and residents allocated future land uses on a map of the sub-area in accordance with their vision for the future. Working in small groups, the participants discussed the best layout for future uses and illustrated their ideas on individual maps. This allowed them to understand the challenges faced by the Township and the Planning Commission and also gave them direct input in the planning process.

All of the information gathered was used by the design team to formulate a preliminary draft plan for the Sub-Area. The preliminary plan included principles for development and a draft land use map.

## **Vision, Goals, and Principles**

The Master Plan contains Goals and Objectives to describe the vision for the Township as a whole and how to achieve them. (See the Goals and Objectives Chapter of the Master Plan – Chapter 7). These overall goals and objectives also apply to the 9<sup>th</sup> Street Sub-Area and will help shape the development that occurs along this corridor.

However, due to the unique circumstances in this Sub-Area, a specific vision and set of goals developed for the Sub-Area will further guide development in this area.

### **Vision for the Sub-Area**

The 9<sup>th</sup> Street Sub-Area is very much representative of Oshtemo Township. Primarily a rural corridor, much of the corridor is flanked by open spaces, wild flowers, and large trees. An important corridor for transportation in the Township, many residents and visitors pass this area on a daily basis, and it is therefore important that the corridor not only continue to function efficiently in this role, but that it also presents the appropriate image and character for the Township. As market conditions improve and interest in developing the large vacant parcels grows, the form and intensity of the development must be such to maintain the capacity and function of the corridor as well as maintain the existing, rural character of the area.

### **Goals for the Sub-Area**

Goals for this Sub-Area describe how the vision for future development will be accomplished in greater detail. Principles have also been established that will guide future land use and development of the 9<sup>th</sup> Street Sub-Area. The development principles have been sorted and placed under the appropriate goal.

Future market conditions may change, development trends may evolve, and new ideas may emerge that were not anticipated. Regardless, the following goals and objectives will apply irrespective of the type of development that is proposed in the future.

### **GOAL ONE**

**Corridor:** Future development in the 9<sup>th</sup> Street Sub-Area will recognize its location along a significant rural corridor in the Township and shall ensure future development presents the appropriate character for the Township.

- A green corridor with enhanced building and parking setbacks must be provided along 9<sup>th</sup> Street, the north side of KL Avenue and the east side of 8<sup>th</sup> Street to maintain the rural character of these roads and this area as development occurs.
- Uses within the Sub-Area will utilize quality design and materials consistent with the character of the Township and be coordinated throughout the larger development area.

- Form and character standards will be established so that appearance becomes as important as the specific uses established in this area.
- Use of Planned Unit Development will be promoted to ensure development is coordinated and consistent across large parcels, particularly in regards to access, parking, and design.
- Development will incorporate existing landscape and topography into site layout and design to provide screening and natural setbacks and enhance the rural character of the development.
- Low intensity office and commercial developments will be allowed along the frontage of 9<sup>th</sup> Street and along KL Avenue.

## GOAL TWO

**Transportation / Infrastructure:** Future development within the 9<sup>th</sup> Street Sub-Area will maintain the efficiency of the existing transportation system and provide a safe and efficient local transportation network within new development along with other necessary infrastructure and utility improvements.

- Ensure future development complies with the Township's Access Management Plan.
- Require interconnections between developments where reasonable and efficient.
- Coordinate with MDOT and KCRC to ensure future road improvements are consistent with Complete Streets policies, this sub-area plan and other plans of the Township, including the Non-Motorized Facilities Plan.
- Complete or install non-motorized facilities on 9<sup>th</sup> Street and KL Avenue.
- Direct access points for new development to strategic, coordinated locations aligned with existing access points across the street with the potential for a signalized intersection at Buckham Wood Drive.
- As development occurs, provide Sub-Area with public water and sanitary sewer utility service.

## GOAL THREE

**Quality of Life:** Future development in the 9<sup>th</sup> Street Sub-Area will provide for a high quality of life for residents in and around the Sub-Area, including the protection of existing natural features.

- Protect the integrity and quality of life of existing and future neighborhoods and surrounding residential areas through buffers, location of land uses, dedication of open / green space, and incorporation of institutional uses.



- Provide trails and connections within the Sub-Area and with existing networks and activity centers outside the Sub-area, including a connection to the Township Park and the Library.
- Include a natural setback / buffer from 9<sup>th</sup> Street and KL Avenue to match the character of the Township.
- Integrate stormwater best management practices into development to limit off-site impacts of development.

## Future Land Use

The following map illustrates the desired future land use for the 9<sup>th</sup> Street Sub-Area. It is a supplement to the Township-wide Future Land Use Map. Also illustrated on the Sub-Area Map are a variety of transportation improvements that would be consistent with the Plan. These are not mandates, but as development occurs and road networks are developed, these should be used to guide the development and approval of such plans.

***Note that this Sub-Area map is generalized and the exact location of features on it will not necessarily dictate where development and infrastructure improvements will be implemented. This map is a guideline to be consulted when future development occurs. [PUT THIS PARAGRAPH INTO TEXT BOX.]***

## Opportunities & Constraints

Several characteristics of the Sub-Area and the facilities and properties surrounding the area will ultimately guide the development of the land. The opportunities and constraints identified here summarize several of the important issues that will factor into future development decisions.

- There are several large, vacant parcels in the Sub-Area that create an opportunity for development. These parcels contain a variety of different vegetation along with unique topography, which create an amenity for residential development.
- Future development will require creation of an internal circulation system, including the necessary access points on the adjacent roads.
- The area has limited transit service and there are no pedestrian or non-motorized facilities along the corridor. Non-motorized facilities will be needed in the future, particularly along 9<sup>th</sup> Street, and a transit stop should be added with new development.
- 9<sup>th</sup> Street will be widened to three lanes in 2012 along with improvements to the 9<sup>th</sup> Street / KL Avenue intersections. Western Michigan University (WMU) owns a large, vacant parcel in the Sub-Area with a significant amount of frontage on 9th Street. However, University officials indicate that the future use of this land is undetermined at this time.

## **Sub-Area Plan Designations**

### **9<sup>th</sup> Street Commercial**

The majority of the 9<sup>th</sup> Street and KL Avenue frontage has been designated as 9<sup>th</sup> Street Commercial. This designation reflects a commercial and non-residential vision along 9<sup>th</sup> Street that complements the rural nature of the Township as a whole.

Uses in this land use designation may consist of office buildings and low intensity commercial, similar to the use and intensity of the commercial development existing as part of the Sky King Meadows PUD (Hannapel Home Center). Auto-oriented and big box type retail are not envisioned in this land use designation. The Planned Unit Development tool will be promoted in this land use designation as a means to effectively and efficiently accommodate limited commercial development while keeping with the goals of this Sub-Area Plan.

To maintain the function and capacity of 9<sup>th</sup> Street and KL Avenue, uses will front on and gain access via an internal road network and shared access system. An enhanced setback from 9<sup>th</sup> Street is included as well with existing landscaping protected or other greenbelt plantings provided to further maintain the current rural character of the community.

## **ZONING IMPLEMENTATION**

The 9<sup>th</sup> Street Commercial designation may be implemented in the following ways:

- Creation of a 9<sup>th</sup> Street Commercial zoning district with form based code standards.
- Amendment of existing 9<sup>th</sup> Street overlay district.
- Review and potential amendment of PUD standards, particularly provisions regarding allowance for non-residential uses.
- Compliance with Township Access Management Plan.
- Inclusion of transportation and infrastructure improvements in Township Capital Improvement Plan (CIP).

### **Transitional Residential**

Areas designated Transitional Residential will allow for residential development primarily through PUD or cluster development processes in order to allow for innovative neighborhoods while protecting existing natural resources and open space areas. Where the development is adjacent to the 9<sup>th</sup> Street Commercial designation, medium density residential uses such as condominiums, senior housing, and 2-4 family units would be appropriate. As the development area transitions away from the adjacent commercial use towards existing residential neighborhoods (either along 8<sup>th</sup> Street or to the north), the density and intensity of development shall decrease. Uses here shall include low density, single-family uses as well as parks and institutional uses. Through a coordinated plan, the overall development area shall provide a smooth transition from the non-residential development allowed along 9<sup>th</sup> Street and KL Avenue to the existing rural and low density residential neighborhoods.

Development should incorporate the existing natural resources and elements of the natural landscape (such as the topography and vistas) into the site layout and development design. The existing topography and open spaces create natural areas for development. As this is done, natural corridors will be created throughout the development creating habitat areas for wildlife and providing means for wildlife to navigate through the development. This will also provide trail, pathway, and recreation opportunities for residents.

Clearly, preservation of open space will be important in the Transitional Residential designation. There are a variety of ways open space preservation can be achieved, including:

- Purchase of land by the community, a foundation, or a conservancy.
- Conservation easements placed on the land by the owner limiting development.
- Purchase of development rights from property owners, their transfer to another area where development is intended, and their use to increase the allowable density in the receiving area.
- Clustered development onto a portion of a site with the remainder of the property set aside as permanent open space.

These tools are anticipated to allow future residential development while protecting the character of the nearby land and natural resources. The density of the future development shall be the same as would be otherwise permitted under conventional low to medium density residential development with provisions made to encourage clustering of these lots or otherwise setting aside open space and natural features. Formal policies implementing these tools and policies will be necessary.

Transportation improvements to support additional vehicles, non-motorized users, and residents will be critical as development occurs. Interconnection of the local street network needs to be established as limited access points will be permitted on 8<sup>th</sup> or 9<sup>th</sup> Streets. With additional residents along the corridor, bicycle and pedestrian amenities are needed on 9<sup>th</sup> Street and KL Avenue to reduce potential for accidents and improve the quality of life for residents and their mobility options.

## ZONING / IMPLEMENTATION

The Transitional Residential designation may be implemented in the following ways:

- Creation of a new Transitional Residential zoning district
- Creation of a Transitional Residential overlay district requiring use of open space preservation development
- Establishment of proper mechanisms and incentives to protect open space and natural features
- Coordination with property owners
- Inclusion of transportation and infrastructure improvements in Township Capital Improvement Plan (CIP)

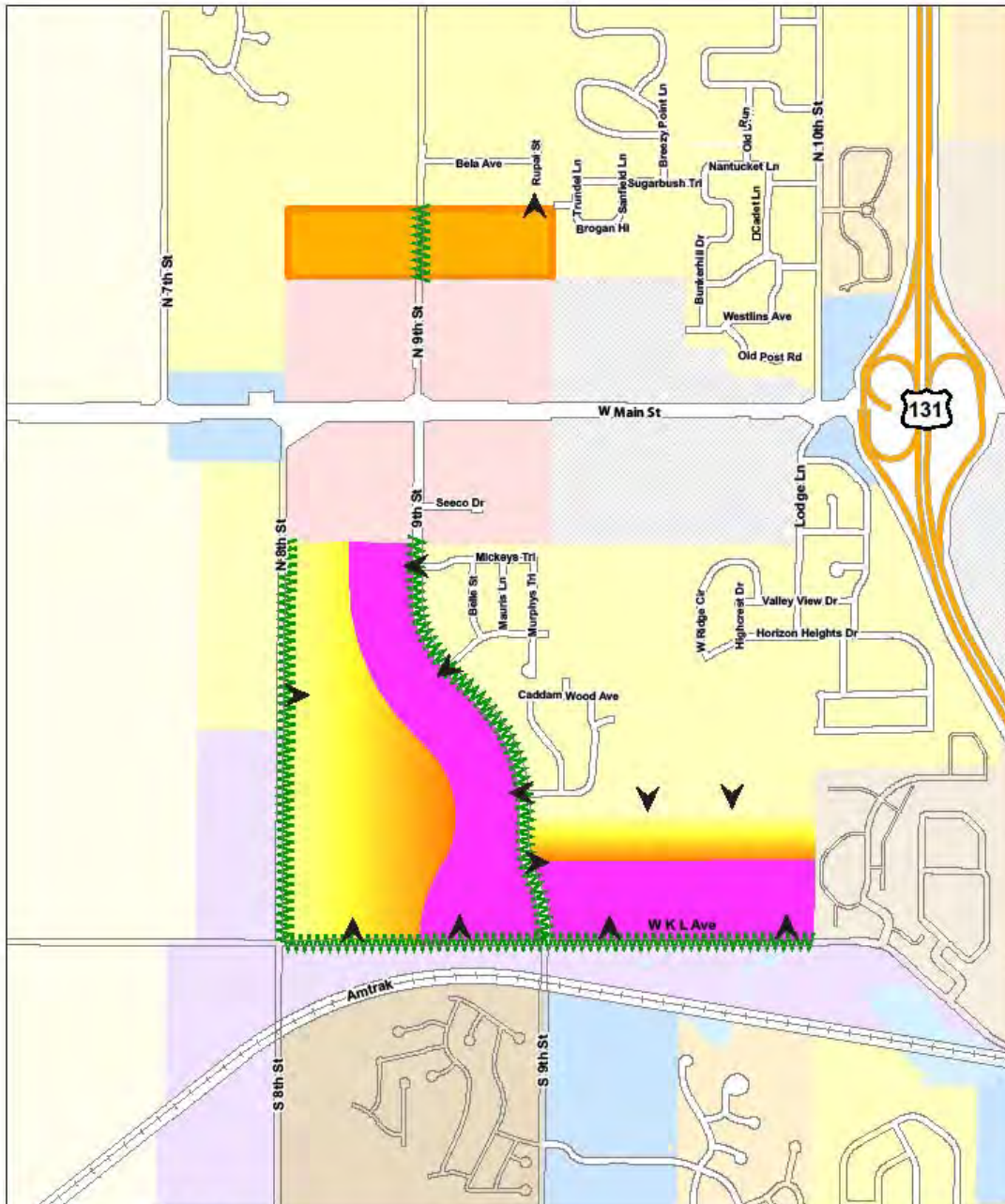
## Medium Density Residential

The northern portion of the Sub-Area quickly changes from a commercial character to a suburban / rural residential character. Nonetheless, the lands immediately to the north of the commercial development are adjacent to the large, unattractive stormwater retention ponds for Meijer and Menards and face the rear of these facilities and their loading docks. This is not a good neighbor for single-family or rural residential development. Water and sewer are available in this area. Therefore, the plan calls for a thin band of a transitional use – medium density residential – to provide a buffer between the intense commercial development to the south and the existing residential development to the north.

The medium density residential category includes single, double, and four-family dwelling units as well as senior-oriented housing. Due to increased density, development should include open space and proper stormwater management techniques. Circulation between adjacent developments must be provided, as applicable.

#### ZONING / IMPLEMENTATION

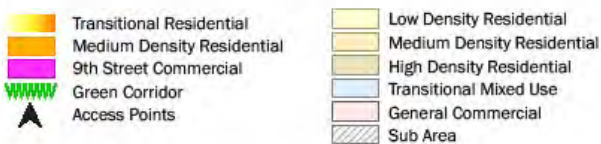
- Review and update / amendment of current R-3 zoning district standards
- Establishment of overlay standards consistent with the intent of this area
- Compliance with Township Access Management Plan



**DRAFT** November 01, 2011

## 9th Street Sub Area Plan

Oshtemo Charter Township, Kalamazoo County, Michigan



Data Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 10a.  
Aerial Source: Kalamazoo County, 2010  
Data Source: Oshtemo Township, 2008; McKenna Associates, 2011

**CHARTER TOWNSHIP OF OSHTEMO  
KALAMAZOO COUNTY, MICHIGAN**

**RESOLUTION**

**IN SUPPORT OF BROWNFIELD PLAN PURSUANT TO AND IN ACCORDANCE  
WITH THE PROVISIONS OF ACT 381 OF THE PUBLIC ACTS OF THE STATE OF  
MICHIGAN OF 1996, AS AMENDED.**

**July 8, 2025**

WHEREAS, the Township Board of Oshtemo Charter Township, pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, being Act 381 of the Public Acts of the State of Michigan of 1996, as amended (the “Act”), have formally resolved to participate in the Brownfield Redevelopment Authority (BRA) of Kalamazoo County (the “Authority”) and have designated that all related activities shall proceed through the BRA; and

WHEREAS, the Authority, pursuant to and in accordance with Section 13 of the Act, has reviewed, adopted and recommended for approval by the Oshtemo Township Board, the Brownfield plan (the “Plan”) attached hereto, to be carried out within the Township, relating to the development of a 39 single family housing development by Green Development Ventures LLC (Allen Edwin Homes) on approximately 20.33 acres, located at 7110 West Main St., Kalamazoo, MI 49009, in Kalamazoo County, Michigan, (the “Site”), as more particularly described and shown within the attached Plan; and

WHEREAS, the Township Board of Oshtemo Charter Township has reviewed the Plan, and has been provided a reasonable opportunity to express their views and recommendations regarding the Plan and in accordance with Section 14 of the Act; and

WHEREAS, the Kalamazoo County Board of Commissioners have noticed and held a public hearing in accordance with Section 14 (1,2,3,4 and 5) of the Act, and

WHEREAS, as a result of its review of the Plan, the Township Board of Oshtemo Charter Township concurs with approval of the Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. **Plan Support.** Pursuant to the authority vested in the Township Board of Oshtemo, by the Act, the Plan is hereby supported in the form attached to this Resolution.

2. **Severability.** Should any section, clause or phrase of this Resolution be declared by the courts to be invalid, the same shall not affect the validity of this Resolution as a whole nor any part thereof other than the part so declared to be invalid.

3. **Repeals.** All resolutions or parts of resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

At a regular meeting of the Oshtemo Township Board, held in the Township Hall, located at 7275 West Main Street, Oshtemo Township, Michigan, on the 8<sup>th</sup> day of July, 2025 at 5:30 p.m.

Adopted:

**Moved**

**Seconded**

**Carried**

**Roll Call Vote:**

The Supervisor declared that the Resolution has been adopted.

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Dusty Farmer , Clerk

Oshtemo Charter Township

I, the undersigned, the fully qualified Clerk of Oshtemo Charter Township, Kalamazoo County, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board of Oshtemo Township at a regular meeting held on the 8th day of July, the original of which resolution is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature this 8th day of July,  
2025.

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Dusty Farmer, Township Clerk



Date of Request and Description:					
5/12/25: New service line for Public Works iPad for GPS unit. \$39.99/month					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
101-228-90000	Cell Phone	\$279.93	101-000-40000	Carryover	\$279.93
	Total			Total	
Date of Request and Description:					
5/14/2025 Building Department Computer Operations Funding					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
249-371-80900	Computer Operations	\$2,000.00	249-000-40000	Carryover	\$2,000.00
	Total	\$2,000.00		Total	\$2,000.00
Date of Request and Description:					
6/5/2025 correct duplication of legal fees - DDA budget _ take GL to \$0					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
			248-728-82600	Legal Fees	\$500.00
	Total	\$		Total	\$500.00
Date of Request and Description:					
6/17/25 1-year subscription to AutoCAD					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
204-441-75700	Tools & Supplies	\$1,700.00	204-000-40000	Carryover	\$1,700.00
	Total	\$1,700.00		Total	\$1,700.00

Date of Request and Description:					
6/9/25 Increased design costs for phase 2 of KL Ave shared use path to meet RCKC standards					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
101-441-97600.NMKLAV	KL Ave NM Path	\$20,000.00	101-000-40000	Carryover	\$20,000.00
	Total	\$20,000.00		Total	\$20,000.00
Date of Request and Description:					
6/10/25 Overage due to shipping costs exceeding estimate.					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
486-536-75700	Tools & Supplies	\$17.61	485-536-80900	IT Tools and Supplies	\$17.61
	Total	\$17.61		Total	\$17.61
Date of Request and Description:					
7/3/2025: Building Department Consulting Support for Media & Communications, Permit Processing, Website					
Funds Requested To		Amount	Funds Requested From		Amount
GL Number	Description		GL Number	Description	
249-371-96300	Consulting	\$15,000.00	249-000-40000	Carryover	\$15,000.00
		\$15,000.00			\$15,000.00

# Memorandum & Request



**Date:** 6/19/2025  
**To:** Township Board  
**From:** Jon Gibson I.T. Director  
**Subject:** Dell 2024 Invoices

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## **Objective**

Requesting the Board approve a budget amendment in the amount of \$3,000.00 to pay 3 Dell invoices from 2024.

From: GL 101-000-40000 General Fund Carry Over  
To: GL 101-228-97000 Information Technology Capital Outlay

## **Proposed Motion**

I would like to make a motion to approve a budget amendment in the amount of \$3,000.00 from General Fund Carry Over to Information Technology Capital Outlay to pay 3 Dell invoices from 2024.

## **Background**

Dell has struggled to get invoices sent to the correct Township email address to get invoices paid. The Township has received from Dell a late payment reminder on 3 Dell invoices from 2024. These invoices have approved purchase orders, and the money was in the 2024 budget, however the Township did not receive the invoices requesting payment.

## **Core Values**

Innovation; Professionalism; Fiscal Stewardship