

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
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Approved by the Brownfield Redevelopment Authority on _____

Approved by Oshtemo Township on July 8, 2025

Approved by the Kalamazoo County Board of Commissioners on _____

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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 11 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 9th 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 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
TOTAL						\$1,927,464

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
Department Specific Activities Sub-Total	\$ 4,300	Spring 2025
<i>Phase I Environmental Site Assessments</i>	\$ 4,300	
EGLE Eligible Activities Sub-Total	\$ 4,300	
MSDHA Housing Development Activities Costs and Schedule		
MSHDA Eligible Activities	Cost	Completion Season/Year
Demolition Sub-Total	\$ 15,500	Summer 2025
<i>Site Demolition</i>	\$ 15,500	
Lead, Asbestos, Mold Abatement Sub-Total	\$ 10,000	Summer 2025
<i>Lead and Asbestos Abatement</i>	\$ 10,000	
Developer Infrastructure Sub-Total	\$ 1,895,586	Summer 2025
<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	
Township Infrastructure Sub-Total	\$ 300,000	Summer 2026
<i>Non-motorized and pedestrian improvements</i>	\$ 300,000	
Site Preparation Sub-Total	\$ 604,669	Summer 2025
<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	
Affordable Housing Financing Gap	\$ 1,927,464	
Brownfield Plan/Act 381 Work Plan Preparation	\$ 25,000	Summer 2025
Brownfield Plan Implementation - Developer	\$ 50,000	
MSHDA Eligible Activities Sub-Total	\$ 4,828,219	
Contingency (15%)	\$ 378,863	
Interest	\$ 981,416	
Total Brownfield Eligible Activities	\$ 6,192,799	

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	\$ 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

Oshtemo, 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
TOTAL		\$ 7,506,089		\$ 7,506,089
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

DEVELOPER	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	\$ 3,637,306	\$ 3,647,445	\$ 3,472,444	\$ 3,287,426	\$ 3,092,290	\$ 2,886,934	\$ 2,671,256	\$ 2,445,149	\$ 2,208,511
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	\$ 54,056

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	\$ 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	\$ 23,152	
Local Tax Reimbursement		\$ 16,858	\$ 34,849	\$ 53,020	\$ 69,591	\$ 70,296	\$ 71,009	\$ 71,723	\$ 72,455	\$ 73,190	\$ 73,931	\$ 74,680	\$ 75,436	\$ 76,200	\$ 76,972	\$ 77,751	\$ 78,538	\$ 79,333	\$ 80,136	
Total Gap Calc Reimbursement Balance	\$ 30	\$ 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	

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	\$	35,810
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	\$	123,950
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

Developer EGLE Reimbursement	\$	4,300	\$	-																																	
State Tax Reimbursement		\$	7	\$	14	\$	21	\$	27	\$	28	\$	28	\$	28	\$	29	\$	29	\$	29	\$	30	\$	30	\$	30	\$	30	\$	31	\$	31	\$	31		
Local Tax Reimbursement		\$	23	\$	47	\$	72	\$	94	\$	95	\$	96	\$	97	\$	98	\$	99	\$	100	\$	101	\$	102	\$	103	\$	104	\$	105	\$	106	\$	108	\$	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

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	\$	3,603
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	\$	12,473
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	\$	54,056

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	\$ 61,549
State Tax Reimbursement		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tax Reimbursement		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Interest Reimbursement Balance		\$ 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	\$ 61,549
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	\$ 260,551	\$ 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	\$ 15,915	\$ 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:

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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
\$ -	\$ -		\$ 158,380	\$ 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

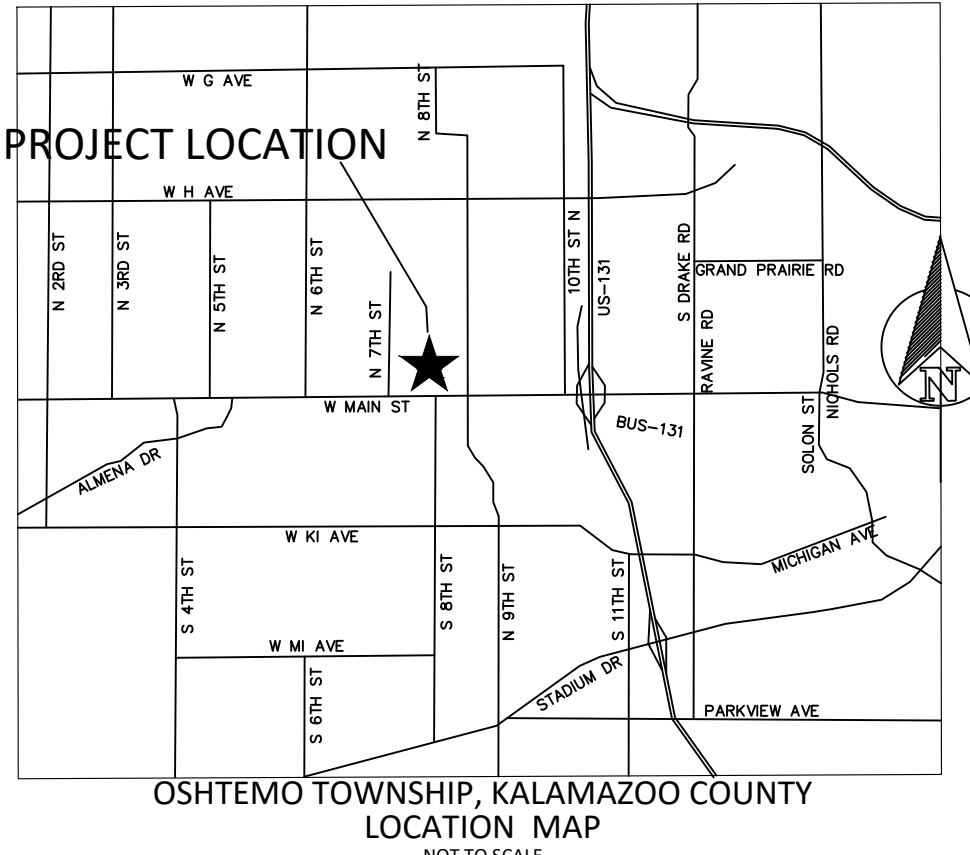
Attachment B

Reimbursement Agreement

Attachment C

Site Plan

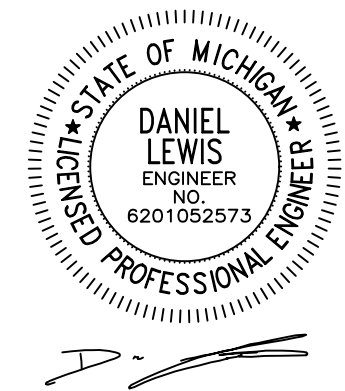
OSHTEMO TOWNSHIP
KALAMAZOO COUNTY, MICHIGAN
WEST RIDGE SITE CONDOMINIUM



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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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 WEST RIDGE SITE CONDOMINIUM TITLE SHEET	 Vriesman & Korhorn www.VKcivil.com	Byron Center, MI (616) 277-2185 Kalamazoo, MI (269) 697-7120	FILE NO.
11	2/28/2024	REVISED STEP 1 TO OSHTEMO	GPW				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. C000
15	7/16/2024	FIFTH MDOT PERMIT SUBMITTAL	NEF				
16	7/26/2024	STEP 2 RESUBMITTAL	NEF				

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

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



Lee Adams, Gerrit Anderson, Dakota McCracken, Emily Petz, Brian Pittelko

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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.

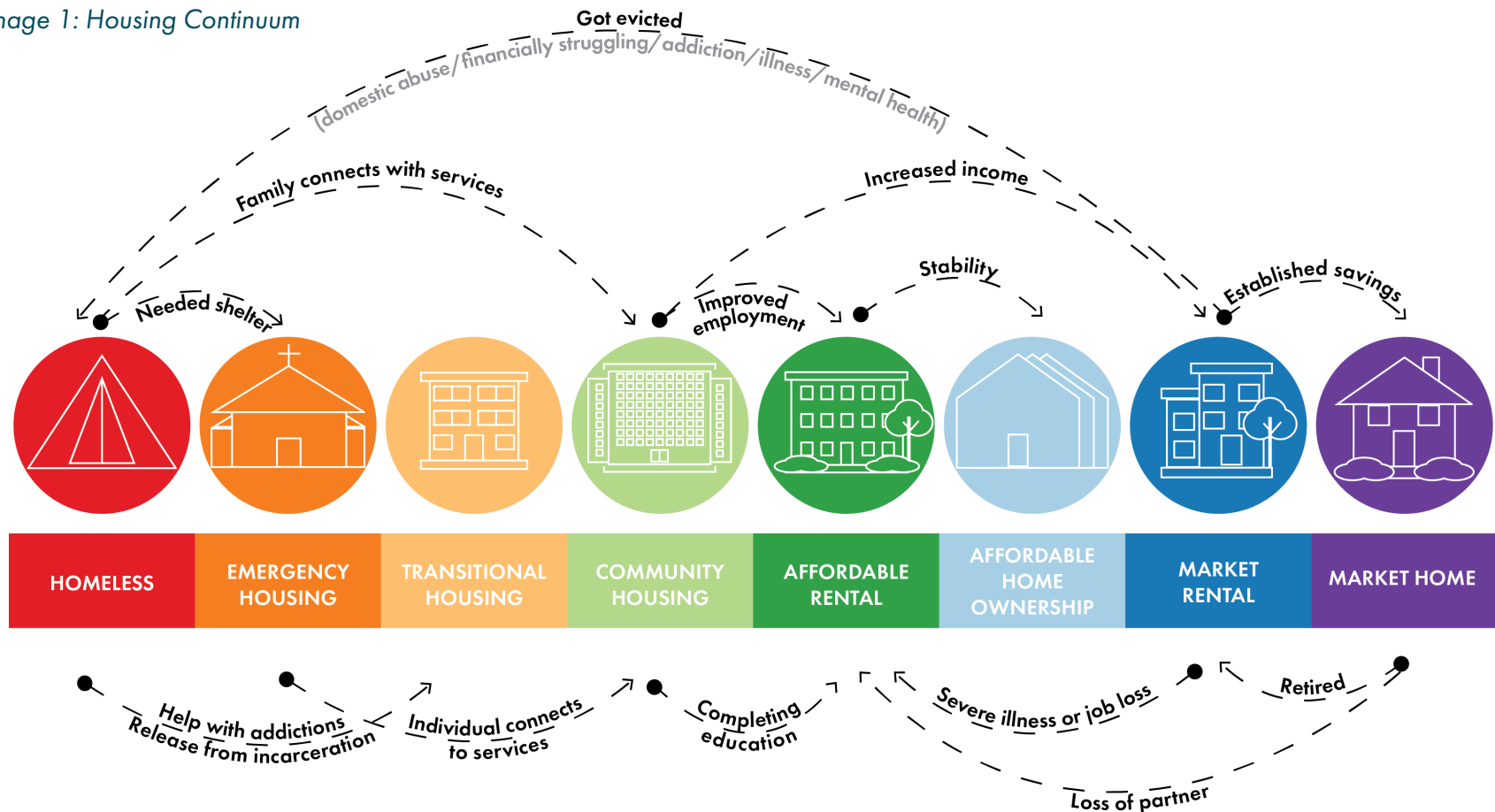
Introduction

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

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

By Emily Petz, Dakota McCracken, Gerrit Anderson, Lee Adams, and Brian Pittelko

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

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Philip Doorlag
Deb Everett
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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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Introduction

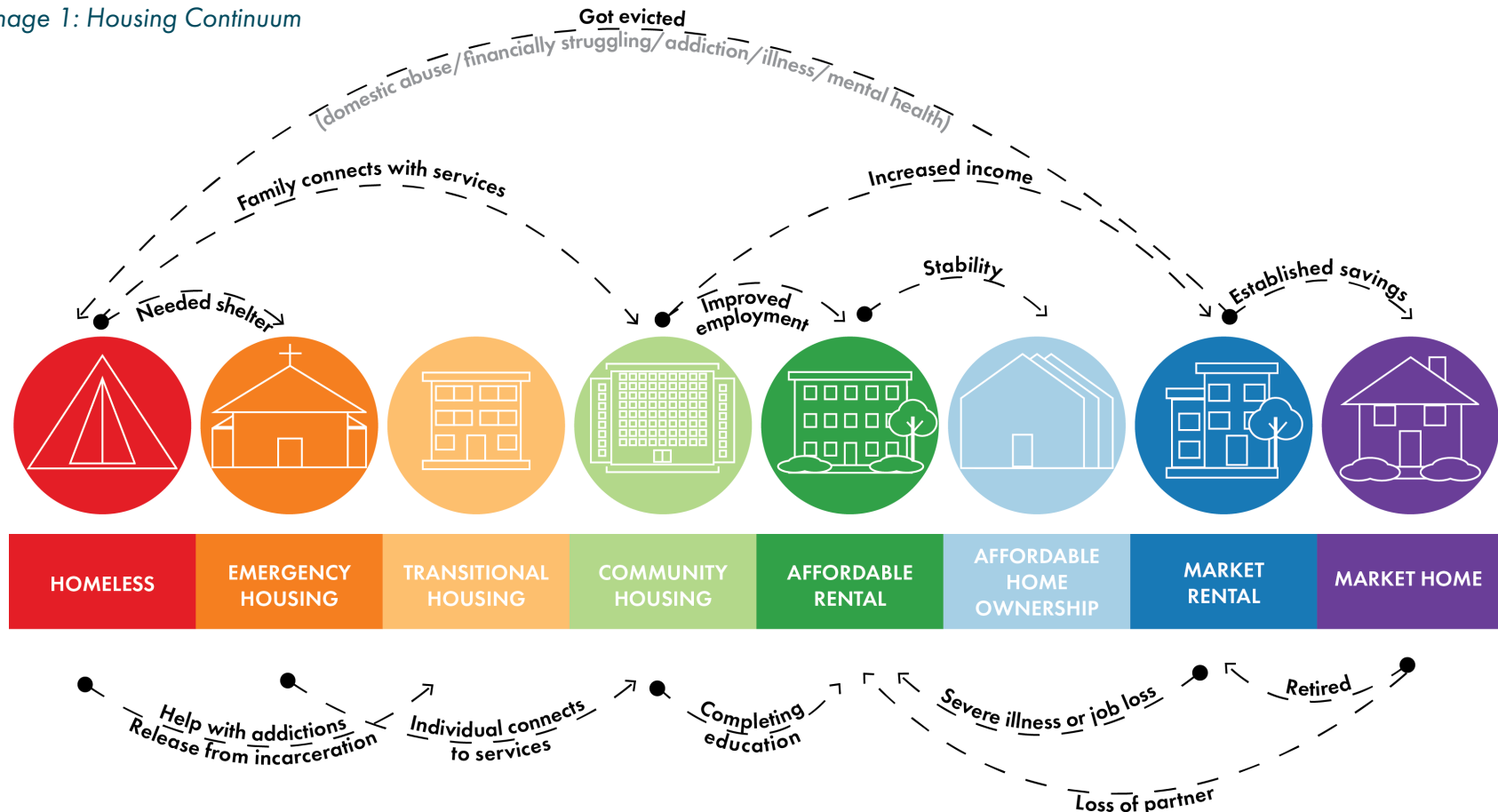
Introduction

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

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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

9th Street Sub-Area Plan

9th Street Sub-Area Plan

In the 1990's, when the Township prepared the last Master Plan, the 9th Street corridor was studied as part of a larger 9th Street Focus Area that included the West Main Street Sub-Area. Since that time, significant development has occurred along 9th Street. The intersection of West Main Street and 9th Street has become a major commercial node for the western Kalamazoo market, and new residential neighborhoods have been developed along 9th 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 9th 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 9th 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 9th 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 9th Street Sub-Area is located in the eastern portion of the Township. The Sub-Area is located along 9th Street extending from just north of Meijer and Menards south to KL Avenue. The Sub-Area extends from 8th Street to the parcels east of 9th Street but also includes parcels fronting on KL Avenue from 9th Street to the existing apartment developments.

The 9th 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 9th 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 9th 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.

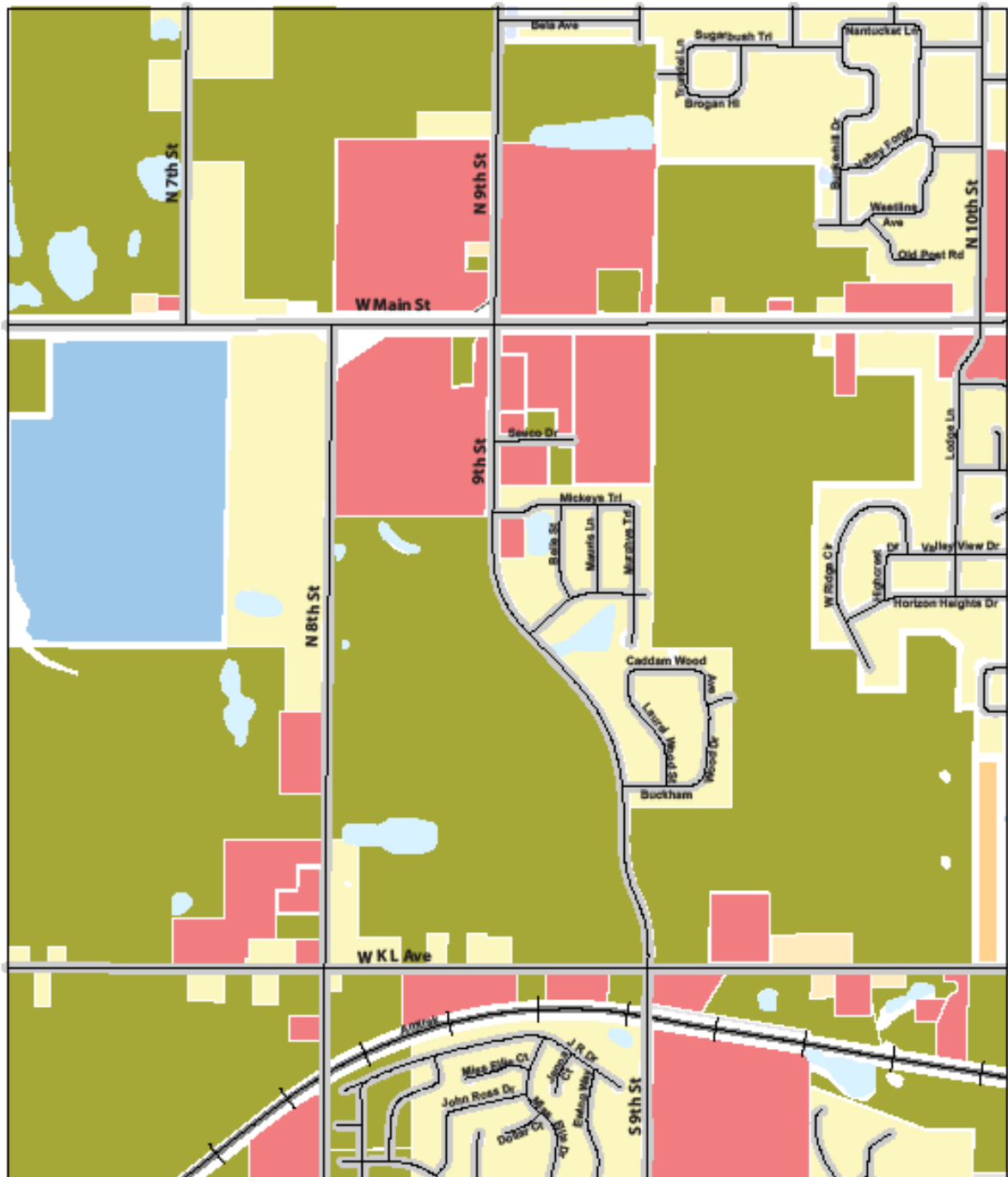
In the past decade, Oshtemo Township and Texas Township have seen the highest levels of growth in the County showing that the centers of population growth and development are in the west side of the region. With the new commercial development and the infrastructure improvements that have been made, 9th 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 9th Street Sub-Area contains a significant amount of development in addition to large undeveloped areas.

- The commercial development at West Main Street and 9th 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 9th 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 9th 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 8th Street and KL Avenue.
- There are a few rural residential homes fronting on KL Avenue east of 8th Street.
- The character on 8th 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 8th Street and 9th 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

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Low Density Residential | Public/Semi Public |
| High Density Residential | Infrastructure |
| Commercial/Industrial | 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 9th Street Focus Area Overlay Zone is also within the sub-area. The C district is located at the corner of 9th 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 8th Street.) The I-1 district is located on the south side of KL Avenue extending from west of 8th Street east to 11th Street. It also includes several parcels on the west side of 8th 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 9th 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 9th Street are also included in the 9th 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 9th 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 9th Street (based at the commercial centers). There are no sidewalks or non-motorized facilities along 9th 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 9th Street in this area. It is unlikely that this will be installed at this time during this project due to lack of funding.

Both 8th 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. 8th 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 9th 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 9th 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 9th Street corridor. Concerns included the speed and amount of traffic on 9th 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 9th Street (as well as KL Avenue and 8th 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 9th Street and provides public sewer service to the development along 9th Street. The sewer extends east of 9th Street south of KL Avenue along the existing Amtrak right of way.

There is currently no public sewer service west of 9th Street (other than at the intersection of West Main Street). As development occurs, it can be extended from 9th 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 9th 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 9th 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 9th 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 9th Street” (44.4%) and “9th Street, South of West Main Street” (34.4%) were two of the top three choices.

Design Workshop

To focus on the vision for the 9th 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 9th 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 9th 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 9th 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 9th 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 9th Street, the north side of KL Avenue and the east side of 8th 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 9th Street and along KL Avenue.

GOAL TWO

Transportation / Infrastructure: Future development within the 9th 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 9th 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 9th 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 9th 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 9th 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 9th Street, and a transit stop should be added with new development.
- 9th Street will be widened to three lanes in 2012 along with improvements to the 9th 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

9th Street Commercial

The majority of the 9th Street and KL Avenue frontage has been designated as 9th Street Commercial. This designation reflects a commercial and non-residential vision along 9th 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 9th Street and KL Avenue, uses will front on and gain access via an internal road network and shared access system. An enhanced setback from 9th 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 9th Street Commercial designation may be implemented in the following ways:

- Creation of a 9th Street Commercial zoning district with form based code standards.
- Amendment of existing 9th 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 9th 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 8th 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 9th 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 8th or 9th Streets. With additional residents along the corridor, bicycle and pedestrian amenities are needed on 9th 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)

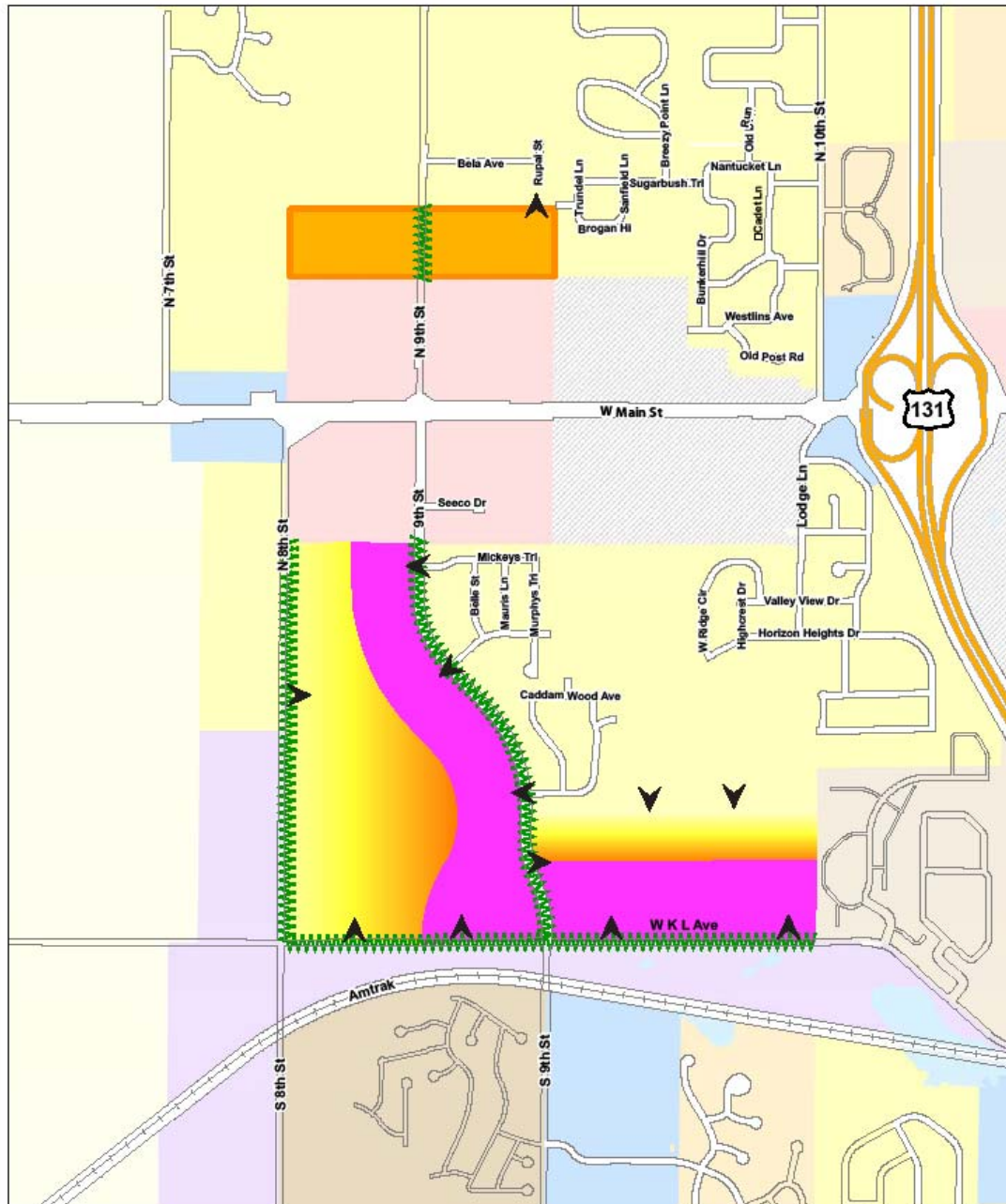
Medium Density Residential

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



- | | |
|----------------------------|----------------------------|
| Transitional Residential | Low Density Residential |
| Medium Density Residential | Medium Density Residential |
| 9th Street Commercial | High Density Residential |
| Green Corridor | Transitional Mixed Use |
| Access Points | General Commercial |
| | Sub Area |

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