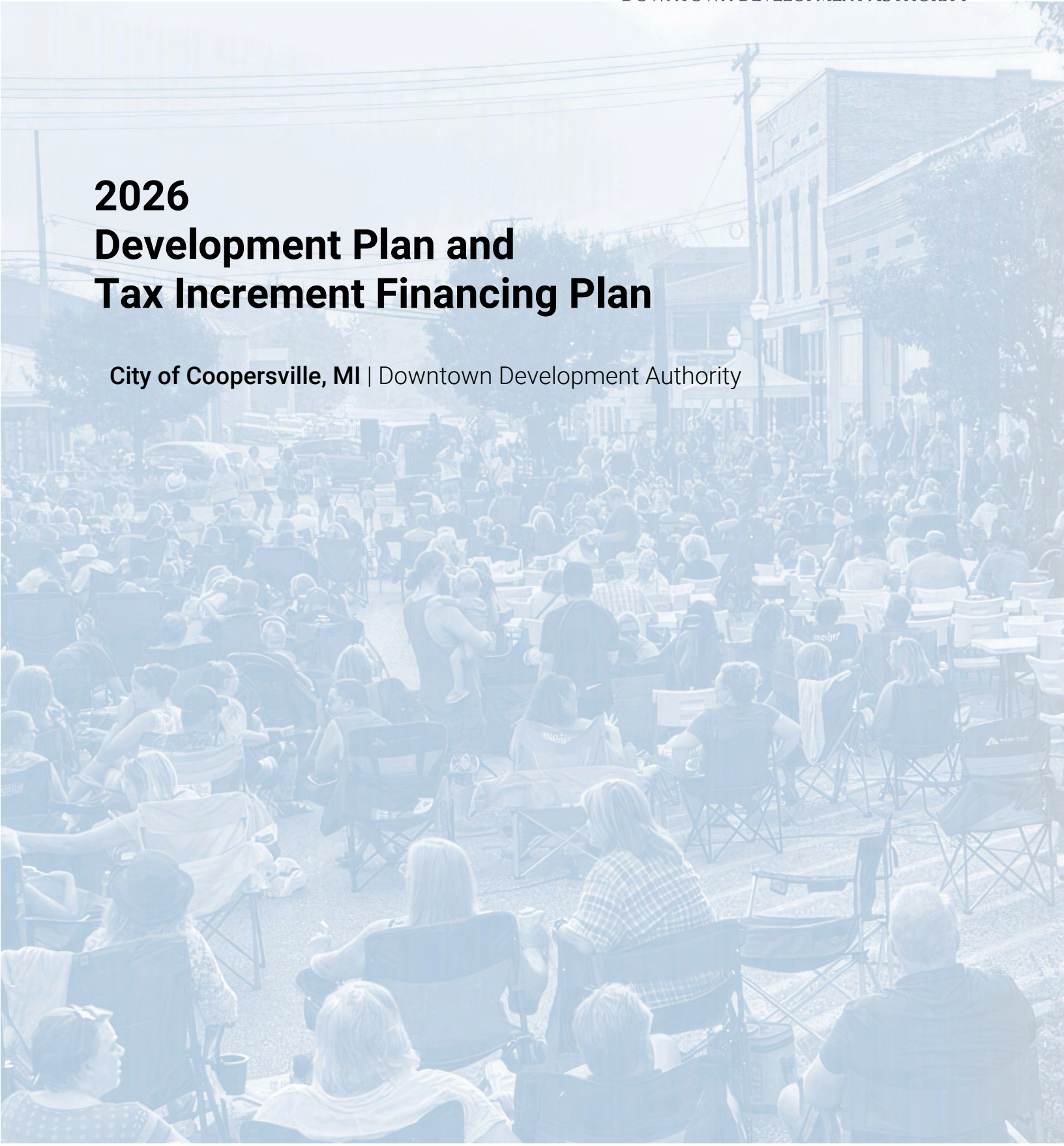


2026 Development Plan and Tax Increment Financing Plan

City of Coopersville, MI | Downtown Development Authority





2026 Development Plan and Tax Increment Financing Plan

City of Coopersville, MI | Downtown Development Authority

August 2, 2026

Approved by the Coopersville DDA:
Public Hearing:
Adopted by the Coopersville City Council:
Effective Date

February 10th 2026
April 13th, 2026
July 13th, 2026
August 7th, 2026

Prepared with the assistance of:



MCKENNA

235 East Main Street, Suite 105
Northville, MI 48167
mcka.com



Acknowledgements

Downtown Development Authority (DDA) Board

Jake Noel	Chair 2024-2027
Travis Datema	Vice Chair 2025-2029
Brodie Orent	2025-2029
Shane Gerard	City Council 2025-2029
Betsy Merkins	2023-2026
Jan Ver Berkmoes	2023-2026
Gregg Slater	2024-2027
JeC Du Pilka	2025-2028
JeC Galbraith	2024-2027

City Council

Brian Mooney	Mayor 2025-2029
Renee Gavin	Mayor Pro-Tem 2024-2027
Daniel Bowman	Member 2024-2027
Shane Gerard	Member 2025-2029
Peter Wiese	Member 2025-2029
Tim Degeus	Member 2024-2027
Jillian Poelman	Member 2025-2029

City Staff

Dennis Luce	City Manager/DDA Director
Kim Borgman	City Clerk
Keribeth Rogers	City Treasurer
Kate Terpstra	DA Administrator

This Development and TIF Plan contains the information required by Sections 125.4214 and 125.4217 of Public Act 57 of 2018, the Recodified Tax Increment Financing Act.

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1. Strategic Plan

The Planning Process



1990-2021

June, 1990

City Council adopts DDA Development and TIF Plan.

September, 1994

City Council Amends DDA.

May, 2000

City Council amends DDA.

April, 2015

DDA Development and TIF plan is amended and extended until 2030.

January 21st, 2021

DDA Development and TIF Plan is Amended and Restated by City Council

2025

January 11, 2025

Community wide survey released in conjunction with the Master Plan update to gather data on current usage and priorities.

June 26, 2025

Stakeholder meeting held to affirm and amend survey results.

2026

April 13th, 2026

Public hearing held

June 8th, 2026

DDA Plan Adopted by City Council



Community Snapshot



Location

The City of Coopersville is a rural-suburban community located roughly halfway between Grand Rapids and Muskegon and is part of the greater Grand Rapids-Muskegon metro area. Coopersville provides a relaxed and safe quality of life, has fine local public schools and is close to many collegiate institutions. Prior to the 1970s, Coopersville was predominately a bedroom community, and residents commuted to Grand Rapids and Muskegon for work. During the 1970s and 1980s, the commercial and industrial base gradually developed. Today, Coopersville is highlighted by several large industrial employers and a mix of commercial uses in different corridors, including small businesses downtown and highway-oriented businesses along Randall Street and 68th Avenue next to the interchange with Interstate 96.

Background

In 1845 Benjamin Cooper from Utica, New York purchased 640 acres in northwest Ottawa County to harvest timber. The area was heavily forested and had close proximity to the Grand River where timber could be transported to Grand Haven, a major shipping port on the Great Lakes. With the help of his two sons, Cooper built a sawmill. In 1859 the prospering lumber settlement was named Coopersville. In 1871 it became a village with a population of 500. Gradually, however, the forests became fields and farming replaced lumbering as the main economic activity.

The primary business district on Main Street was destroyed by the fire in 1893 and again in 1898. The Interurban Building at 363 Main Street was built for the Grand Rapids, Grand Haven, and Muskegon Railway, which began operations in 1902. Its electric interurban service consisted of a main line running from Grand Rapids to Muskegon, with a branch from Fruitport to Grand Haven.

On January 1, 1967, Coopersville became an incorporated city with a population of 1,800. The 2020 US Census counted 4,828 residents. The City operates under a Home Rule Charter with a Council-Manager form of government, with six council members and a mayor elected at-large for four-year terms.



Demographics



Coopersville has grown steadily since 1940. The middle of the 20th century saw large growth spikes in the community, with Coopersville having a population growth rate of 26.5% from 1940 to 1950, 36.1% from 1960 to 1970, and 35.7% from 1970 to 1980. In the 21st century, Coopersville is still growing, but at a slower pace. The City's population grew 9.3% from 2000 to 2010, 12.9% from 2010 to 2020, and 0.3% from 2020 to 2023.

Table 1: Population since 1940

Year	Population	Increase	% Change
1940	1,083	–	–
1950	1,370	287	26.5%
1960	1,564	194	14.2%
1970	2,129	565	36.1%
1980	2,889	760	35.7%
1990	3,421	532	18.4%
2000	3,910	489	14.3%
2010	4,275	365	9.3%
2020	4,828	553	12.9%
2023	4,841	13	0.3%

Source: US Decennial Census and 2023 American Community Survey



Since 1990, Coopersville has experienced a larger rate of growth than many peer communities from the surrounding West Michigan area including Ferrysburg, Fruitport, Hudsonville, Montague, Spring Lake, and Whitehall. Coopersville has several assets that contribute to its ability to grow, including the large amount of land planned for future development, and its location on Interstate 96. Hudsonville, Fruitport, and Montague demonstrated double digit growth rates throughout this period, likely due to characteristics they share with Coopersville, such as a location on a major state thoroughfare such as Interstate 196 or Highway 31.

Looking at future growth projections, Coopersville is projected to grow by 24% from 2015 to 2030 with Hudsonville the only other city in this sample with a projected double digit growth rate over this time. Future growth projections allow the City to understand what resources will be needed in the future and how the City compares to other nearby communities and the region as a whole.

Table 2: Population Growth Comparisons

Community	Population					% Change 1990-2023
	1990	2000	2010	2020	2023	
Coopersville	3,421	3,910	4,275	4,828	4,841	41.5%
Ferrysburg	2,919	3,040	2,892	2,952	2,949	1.0%
Fruitport	1,090	1,124	1,093	1,103	1,269	16.4%
Hudsonville	6,170	7,160	7,116	7,629	7,711	25.0%
Montague	2,276	2,407	2,361	2,417	2,630	15.6%
Spring Lake	2,537	2,514	2,323	2,497	2,530	-0.3%
Whitehall	3,027	2,884	2,706	2,909	2,974	-1.8%
Ottawa County	187,768	239,559	264,114	294,635	303,372	61.6%

Source: US Decennial Census and 2023 American Community Survey

Table 3: Population Projections

Community	Population (Observed or Projected)			% Change 2015-2030	Avg. Annual Growth Rate 2015-2030
	2015	2020	2030		
Coopersville	4,351	4,836	5,396	24.0%	1.6%
Ferrysburg	2,993	2,944	2,996	0.1%	0.0%
Fruitport	1,111	1,105	1,109	-0.2%	-0.0%
Hudsonville	7,324	7,805	8,494	16.0%	1.1%
Montague	2,362	2,366	2,375	0.6%	0.0%
Spring Lake	2,480	2,181	2,039	-17.8%	-1.2%
Whitehall	2,711	2,705	2,715	0.1%	0.0%

Source: Ottawa County, West Michigan Shoreline Regional Development Commission



Regional Comparison

Coopersville grew by approximately 41% from 1990 to 2023. This growth rate was behind the Ottawa County growth rate of 61.6% over this time but was similar to the 47.5% growth rate of the Grand Rapids Metropolitan Statistical Area (MSA) of Barry, Kent, Montcalm, and Ottawa Counties. The City, county, and region are all growing at a much faster rate than Michigan as a whole, which only grew 8.3% from 1990 to 2023 and actually lost population from 2000 to 2010. This trend is indicative of an increasing influence for West Michigan in the overall economy of the state.

Table 4: Population Growth Regional Comparisons

Community	Population					% Change 1990-2023
	1990	2000	2010	2020	2023	
Coopersville	3,421	3,910	4,275	4,828	4,841	41.5%
Ottawa County	187,768	238,314	263,801	294,635	303,372	61.6%
Grand Rapids MSA	791,515	930,630	988,938	1,151,580	1,167,100	47.5%
Michigan	9,295,297	9,938,444	9,883,640	10,077,331	10,037,261	8.0%

Source: US Decennial Census and 2023 American Community Survey

Age of Population

As of the 2023 American Community Survey, the estimated median age in Coopersville was 32.8 years, a slight increase from 31.8 years in 2014. The total population grew by approximately 13% from 2010 to 2023, with growth in all age groups except 55-59 years and 75-84 years, which experienced losses of 6.3% and 50% respectively. The sharp decline in the 75-84 age group is likely due to the COVID-19 pandemic, which had a more pronounced impact on older populations. Age groups that experienced the highest rates of growth in this period consisted of 60 years and up: 85 years and over (66.2%), 60-64 years (53.6%) 65-74 years (31.5%). 25 - 34 year olds, 35-44 year olds, and children under 5 year also experienced growth, with increases of 26.6%, 17.5%, and 23.7% respectively. The largest groups consist of 25-34 years, 35-44 years, and 45-54 years. These trends indicate Coopersville is increasingly home to an aging population as the baby boomer generation reaches retirement age.

Table 5: Population Age Groups

Age Group	2010	2020	2023	% Change 2010-2023
Under 5 years	346	348	428	23.7%
5 to 9 years	380	442	428	12.6%
10 to 14 years	319	393	368	15.4%
15 to 19 years	328	234	366	11.6%
20 to 24 years	294	377	327	11.2%
25 to 34 years	595	753	691	26.6%
35 to 44 years	594	520	698	17.5%
45 to 54 years	551	507	559	1.5%
55 to 59 years	223	219	209	-6.3%
60 to 64 years	168	131	258	53.6%
65 to 74 years	222	259	292	31.5%
75 to 84 years	178	110	89	-50.0%
85 years and over	77	95	128	66.2%
Total	4,250	4,388	4,841	13.9%

Source: US Decennial Census and 2023 American Community Survey



Economy



Coopersville is part of the West Michigan economy due to its location in the Grand Rapids metropolitan area. Residents of Coopersville have a short drive to several population and employment centers such as Grand Rapids, Muskegon, Grand Haven, Holland, and Allendale Charter Township. Because of these options and its relative location, Coopersville commuters disperse in many directions. The table below shows the top 10 municipalities to which Coopersville residents commute.

Table 6: Job Counts by Municipality of Employment – 2021

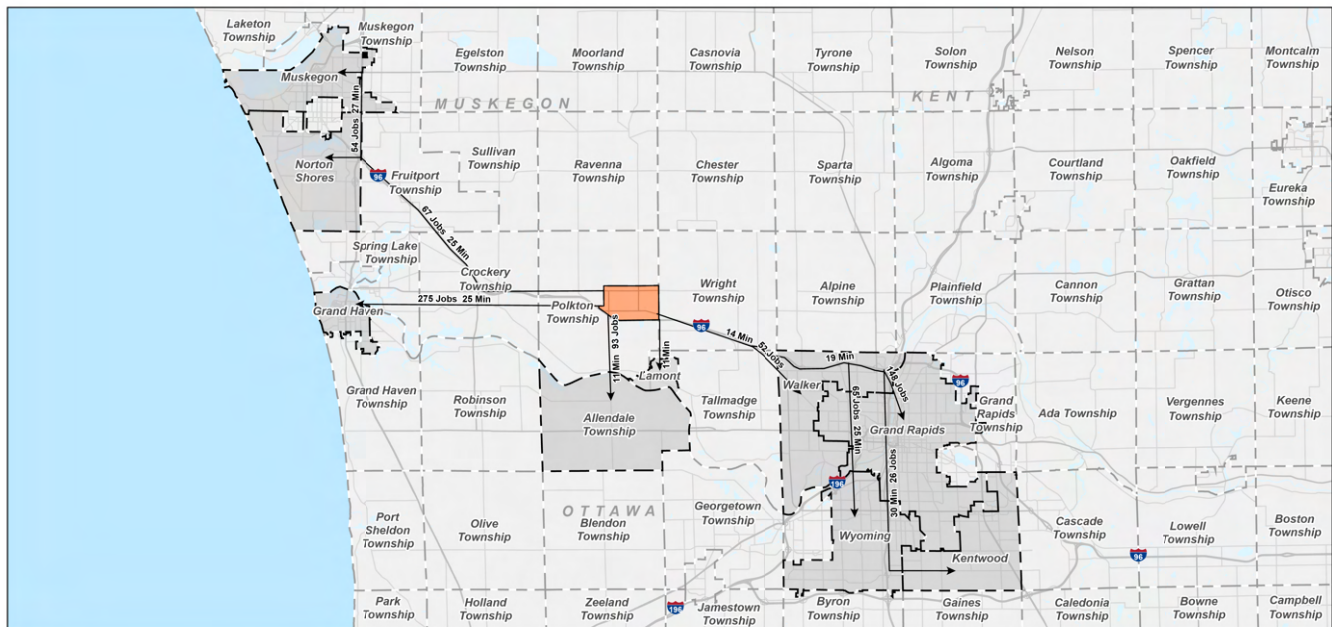
Municipality	Count	Share
Coopersville	275	10.1%
Grand Rapids	148	5.4%
Allendale CDP	93	3.4%
Norton Shores	67	2.5%
Wyoming	65	2.4%
Muskegon	54	2.0%
Walker	52	1.9%
Grand Haven	27	1.0%
Lamont CDP	27	1.0%
Kentwood	26	10.0%
All other municipalities	1,898	69.5%
Total	2,732	100.0%

Source: US Census Bureau "OnTheMap", 2021

The most common places for Coopersville residents to work are Coopersville at about 10% of jobs and Grand Rapids at about 5%. Other key employment centers are Allendale Charter Township (3%), home to Grand Valley State University, and Norton Shores (2.5%), home to Muskegon County Airport. Notably, about 70% commute somewhere beside these municipalities, suggesting Coopersville residents have a variety of employment options in the broader West Michigan region.



Map 1: Top 10 Commuting Destinations from Coopersville



Map1 Top 10 Commuting Destinations

City of Coopersville,
Ottawa County, MI

March 25, 2025

LEGEND
→ Distance
■ Commuting Destinations
■ Coopersville
■ Surrounding Municipalities

0 40,000
Feet

Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: McKenna 2025.

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The tables below show the occupation and classification of the working population in Coopersville. The largest number of workers are employed in the educational services, health care, and social assistance sector (571), followed by manufacturing (442). These two industries have swapped places since 2019, with manufacturing occupations decreasing by 32.6% and educational services occupations increasing by 51.5%, marking the largest increase among all industries in this period.

Coopersville has a strong industrial base with many large and small manufacturing businesses, including Continental Dairy, Midwest Dairy Transport, and Fairlife, which anchor a major industrial area west of 64th Avenue. The City's educational sector is also a significant employer, with all Coopersville Area Public Schools facilities located on the east side of the City, contributing heavily to the community's identity.

Wholesale trade saw the most substantial growth at 85.7%, while professional, scientific, and management services grew by 45.6%. Construction also experienced a notable increase of 43.5%. In contrast, public administration saw the steepest decline, shrinking by 79.2% over the same period.

In terms of job classification, the highest number of workers were employed in management, business, science, and arts occupations (732), followed by sales and office occupations (438). While most job classifications showed moderate growth from 2019 to 2023, service occupations saw a decline of 9.5%.

The occupation and classification trends in Coopersville reflect broader shifts in employment. While manufacturing employment has declined across the Midwest due to the loss of large factories, smaller cities like Coopersville have maintained a strong presence in niche, specialized, or high-tech manufacturing. The continued growth in educational services, health care, and professional services highlights the resilience of these industries. The strength of finance, insurance, and other professional services suggests ongoing demand for data processing and service-oriented industries. Future employment trends will likely continue to reflect these sectoral shifts, with potential rebounds in certain job classifications as economic conditions evolve.



Table 7: Occupation by Industry

Industry	Estimated Employees by Year					% Change 2019-2023
	2019	2020	2021	2022	2023	
Agriculture, forestry, fishing and hunting, and mining	45	42	33	61	43	-4.4%
Construction	131	213	189	148	188	43.5%
Manufacturing	656	497	491	551	442	-32.6%
Wholesale trade	56	82	91	103	104	85.7%
Retail trade	201	187	218	208	234	16.4%
Transportation and warehousing, and utilities	92	90	115	87	77	-16.3%
Information	20	35	42	23	20	0.0%
Finance and insurance, real estate, rental, and leasing	81	85	47	77	81	0.0%
Professional, scientific, and management services	125	143	161	146	182	45.6%
Educational services, health care, and social assistance	377	401	545	596	571	51.5%
Arts and entertainment	164	119	153	147	189	15.2%
Other services, except public administration	111	135	114	108	110	-0.9%
Public administration	53	28	30	19	11	-79.2%
Total employed population (16 years and over)	2,112	2,057	2,229	2,274	2,252	6.6%

Source: American Community Survey 5-Year Estimates

Table 8: Classification of Worker

Classification	Estimated Employees by Year					% Change 2019-2023
	2019	2020	2021	2022	2023	
Management, business, science, and arts occupations	554	544	698	763	732	32.1%
Service occupations	316	305	330	264	286	-9.5%
Sales and office occupations	445	403	395	394	438	-1.6%
Natural resources, construction, and maintenance occupations	165	271	264	209	210	27.3%
Production, transportation, and material moving occupations	632	534	542	644	586	-7.3%
Total employed population (16 years and over)	2,112	2,057	2,229	2,274	2,252	6.6%

Source: 2023 American Community Survey 5-Year Estimates



Vision, Goals, and Objectives

VISION STATEMENT:

To improve the attractiveness, accessibility, and usability of Downtown Coopersville by addressing certain public infrastructure needs and encouraging and facilitating private sector improvements.

Goal 1. Improve vehicular and non-vehicular access into and through the Downtown area.

Infrastructure (Re)Development and Enhancement – Increase opportunities for residents and visitors to visit Downtown Coopersville by:

- A. Facilitating access in Downtown for bikers and walkers who use the North Bank Trail.
- B. Maintaining existing sidewalks and adding additional sidewalks throughout Downtown Coopersville to increase the walkability of the community.
- C. Partnering with Coopersville Public Schools and the Safe Routes for School Coalition to replace the walking bridges on Randall Street.
- D. Maintaining and expanding the public parking facilities in the Downtown area.
- E. Maintaining and expanding the sidewalk network throughout the Downtown.
- F. Partnering with the Coopersville and Marne Railway to develop a new parking lot on the corner of Eastmanville and Danforth Streets.
- G. Adding bike racks throughout Downtown.

Aesthetic Improvements – Create a visually appealing and welcoming atmosphere by:

- A. Supporting façade improvements that promote uniformity but are still unique.
- B. Expanding the wayfinding signage in support of the North Bank Trail around the downtown district.
- C. Adding a digital sign within the Downtown to share community information.
- D. Adding landscaping along the downtown streets including shrubs and bushes.
- E. Adding seating along the streets and in green spaces.
- F. Working with local artists to create public art downtown, including murals, banners, crosswalk art, and more.
- G. Adding and maintaining elements of the streetscape including light poles, flowers, string lights, trees, benches, and more.
- H. Adding Electric Vehicle charging stations.

Culture – Support the growth of Coopersville’s cultural presence through the arts and the promotion of community events by:

- A. Adding public art downtown that relates to the history and culture of Coopersville.
- B. Supporting City sponsored events and consider adding more seasonal themed events.
- C. Supporting new and existing community such as movie nights, food truck events, music in the park and more.
- D. Maintaining the Historic Museum building and parking facilities to support the continued tourism into Coopersville.
- E. Continuing to support a marketing and branding strategy incorporating Coopersville’s history and culture.



Goal 2. Grow Economy.

Encourage new business and ensure retention of existing businesses.

Business Retention – Provide resources and guidance to existing businesses to ensure consistency and uniformity by:

- A. Connecting existing businesses with local resources such as The Right Place.
- B. Providing and promoting grant and loan opportunities including tax abatements, Match on Main grants, DDA grants and loans, and others.

Customers and Tourism – Attract both local consumers and tourists to patronize existing downtown businesses by:

- A. Creating and promoting a City Marketing website that includes City businesses, events, and attractions.
- B. Adding/updating the wayfinding signage within Downtown, along and adjacent to the North Bank Trail, and throughout the City to direct people downtown.
- C. Regularly promoting existing businesses and the Downtown area on all Social Media accounts.
- D. Marketing Downtown Coopersville as an attraction.
- E. Repairing the boarding platform to the Railroad on Eastmanville Street.

Business Attraction – Promote and advertise Downtown Coopersville to attract new businesses by:

- A. Connecting existing businesses with local resources such as The Right Place.
- B. Providing and promoting grant and loan opportunities including tax abatements, Match on Main grants, DDA grants and loans, and others.
- C. Advertising existing commercial properties that are for sale or rent.
- D. Partnering with the State of Michigan Redevelopment Ready Communities program to market priority vacant properties.

Targeted Recruitment – Promote and encourage more retail and dining options for multiple audiences by:

- A. Creating a list of companies that the City wants to recruit and then reaching out to those companies.

Housing Redevelopment – Expand residential development to encourage a diverse and multigenerational population by:

- A. Promoting mixed use, 2nd story apartments and other urban living housing types.
- B. Encouraging conversion of existing non-conforming residential dwellings into true commercial or mixed-use buildings.
- C. Provide incentives for new homeowners that want to move to Coopersville.



Goal 3. Safe and Accessible Infrastructure.

Improve existing infrastructure to create an environment that is safely accessible by vehicle and non-motorized transportation.

Parking Improvements – Analyze and invest in parking improvements to improve accessibility to downtown businesses by:

- A. Completing a parking study and analysis of street parking and existing parking lots.
- B. Maintaining the downtown parking lots.
- C. Repaving large parking lot and adding landscaping islands.
- D. Adding street parking where feasible.
- E. Identifying more parking options.

Connectivity – Ensure motorized and non-motorized connectivity within Downtown and to other parts of the City by:

- A. Adding bike lanes where appropriate.
- B. Adding and maintaining sidewalks.
- C. Adding wayfinding signage within Downtown and around the City.

Accessibility – Ensure infrastructure is accessible for people of all ages and abilities by:

- A. Ensuring City infrastructure meets ADA requirements.
- B. Working with local organizations such as the Area Agency on Aging and others.

Safety Improvements – Assure safety for pedestrians, bicyclists, and vehicles Downtown by:

- A. Adding bike lanes where feasible and needed.
- B. Adding crosswalk murals.
- C. Pedestrian crossings improvements over the railroad tracks



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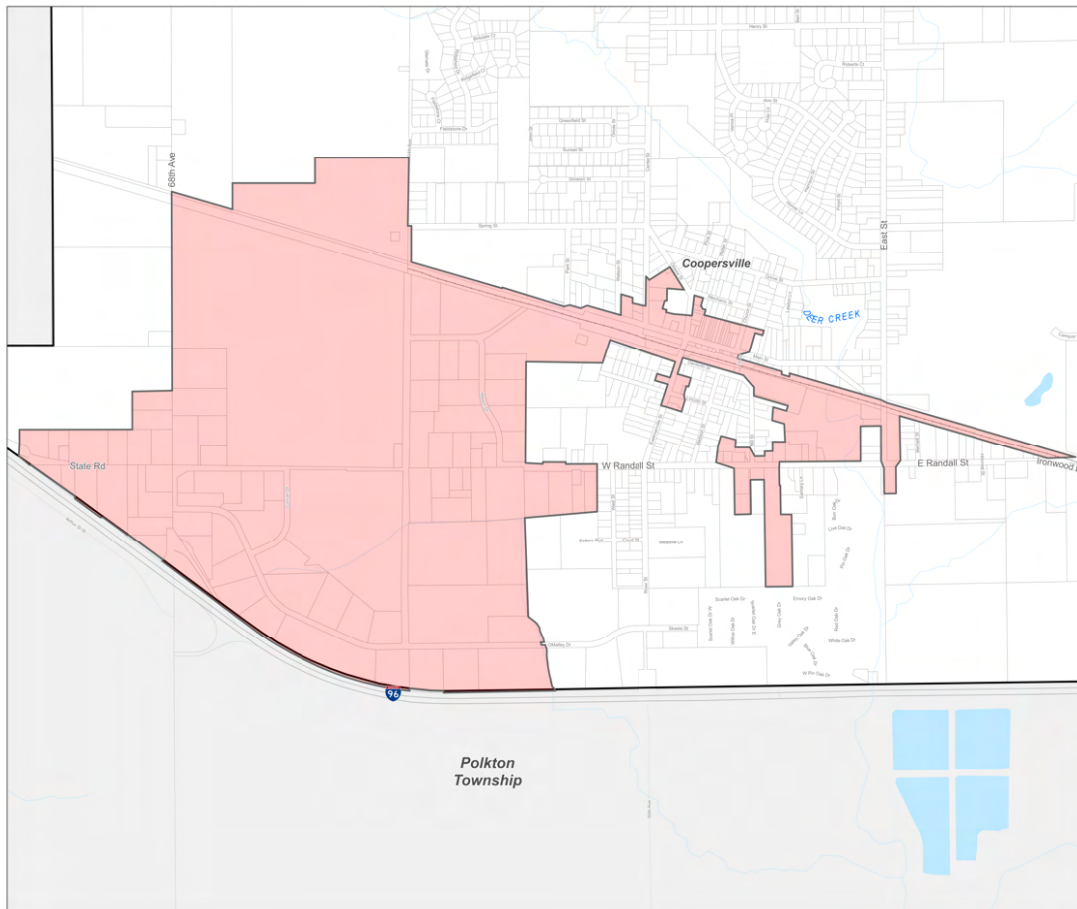
2.

Development Plan

Introduction

Section 17 of P.A. 2018, No. 57 the Downtown Development Authority (DDA) Act describes the required contents of a Development Plan. A Development Plan is necessary when a DDA decides to finance a project with DDA funds. This Development Plan is being prepared because of the City of Coopersville's DDA's desire to use tax increment revenues to finance projects outlined in this document. This Development Plan embraces the same boundaries as the DDA district. The legal description for the combined development plan and area boundaries is included in the appendix. A map of the DDA boundary area is on the following page.

Map 2: DDA Boundary Parcels



DDA Boundary Parcels

City of Coopersville, Michigan

June 23, 2025

LEGEND
 Parcels
 DDA Boundary

0 500 1,000
Feet

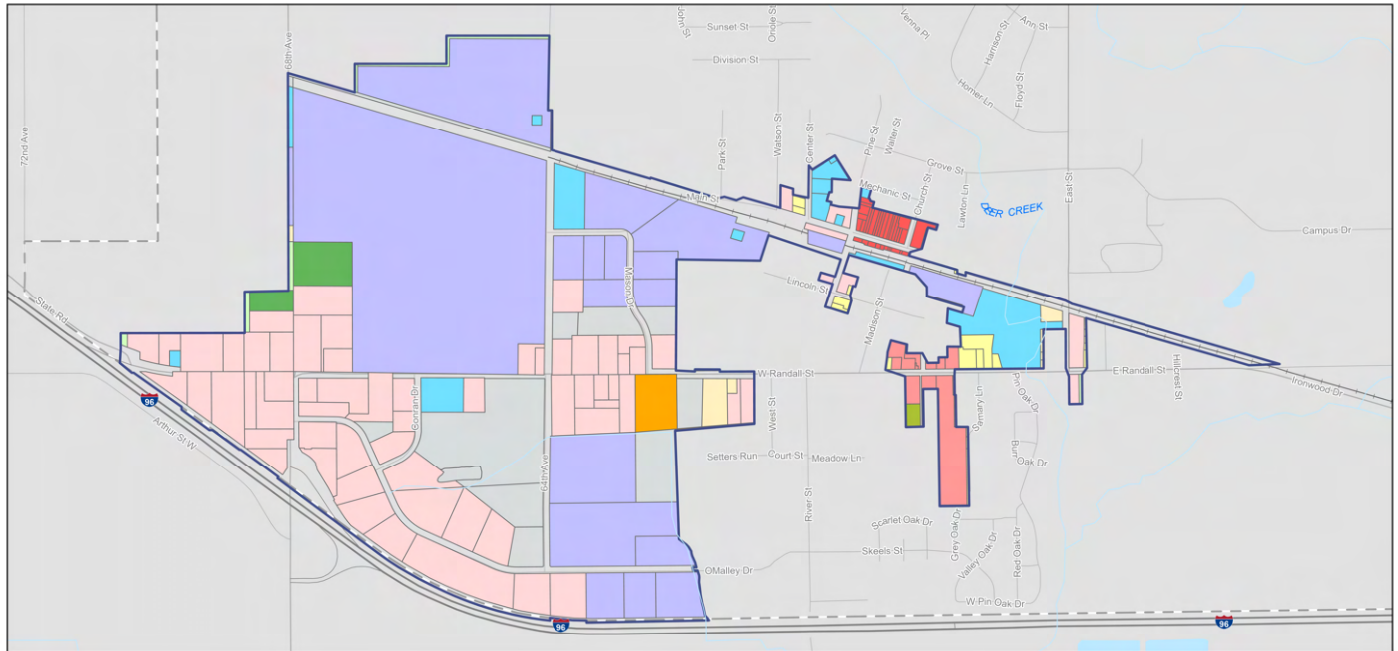
Basemap Source: Michigan Center for Geographic Information, Version 17a.
 Data Source: Ottawa County 2025, McKenna 2025.

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Existing Conditions

Map 3: Existing Land Use



DDA Boundary Existing Land Use

City of Coopersville,
Ottawa County, MI

December 3, 2025

LEGEND

Single Family - Traditional	Large Lot Rural or Agriculture	Church
Single Family - Post War	Downtown Commercial	Park / Open Space
Single Family - Modern Subdivision	Neighborhood Center Commercial	Public
Multiple Family Residential	General Commercial	Vacant/ Non Agriculture
Mobile Home Park	Industrial	DDA Boundary

0 500 1,000
Feet



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Ottawa County 2024, McKenna 2025.



Land Use Descriptions

Existing land uses in the Downtown Development Area are shown in Map 2. These land uses were classified using the Ottawa County GIS database and aerial photography and verified via a windshield survey. Parcels that encompassed various purposes, such as parking and commercial activities, were categorized based on their primary purpose.

The existing land uses within the DDA Boundary are largely commercial uses, both in the Downtown core and extending out to the I-96 and 68th street interchange. The commercial uses include retail, personal service and oCice uses.

There are twenty industrial properties within the DDA boundary; the largest in area and most valuable is the Fairlife factory. Included in this classification is the privately owned railroad and its facilities.

There are only a handful of residential properties within the DDA boundary. The majority of these are single family homes so there will not be a need to have a DACC with this plan development. There are plans for a multi-family housing complex to be developed within the boundary, so future updates will likely require the approval of a Citizens Committee.

This plan has identified thirteen properties that are currently vacant, including the aforementioned multi-family housing property, which are likely to be developed within the time frame of this plan

Within the DDA Boundary, a breakdown of the existing land uses is included in the table below.

Table 9: Existing Land Uses

Land Use	Percentage of Total Area
Residential	7%
Industrial	12%
Commercial	62%
Public	10%
Institutional	2%
Vacant	7%
Total	100.0%

Residential (7%). There are 13 residential properties in the DDA district, 12 of which are single family detached units and home to approximately 36 residents. One is a multiple family care facility. There may also be residential uses within the downtown core in mixed use buildings; however, since the primary use is commercial, the properties were classified as commercial.

Industrial (12%) There are 20 properties in the DDA district that are industrial. Properties zoned industrial but having no structures on them are included in the vacant category.

Commercial (62%). There are 103 Commercial properties in the DDA district which can be classified as private oCices, professional service establishments, gas stations, restaurants, bars and retail businesses. There are 2 distinct commercial areas, a traditional downtown and a highway commercial corridor adjacent to I-96.

Public (10%). There are 16 publicly owned parcels in the DDA district. These parcels include public buildings, parks, parking lots, and water towers.

Institutional (2%). Institutional properties would be those properties identified as a religious facility, educational facility, or similar use. There are two properties within the DDA boundary identified as institutional.

Vacant (7%). There are 20 vacant properties located within the DDA boundary.



Future Projects and Programming

Location, Extent, Character, and Estimated Cost of Improvements and Stages of Construction Planned

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(E)

The Coopersville DDA plans a variety of projects over the next 15 years that will help advance the downtown district as a more special and distinctive place, such as improving public infrastructure, enhancing streetscapes, and placing special emphasis on public gathering spaces and other amenities, as well as implementing projects that more directly lead to new private business investment and tax base increases.

The location, extent, character, and estimated cost of the improvements planned for the Development Area and an estimated timeline for completion are listed in Table 3 below. Generally, the projects described in Table 3 will be undertaken over a period of one (1) to fifteen (15) years and **are flexible**, allowing the DDA to respond to private interests and **as funding and land opportunities become available**.

As anticipated, the implementation projects in Table 3 are grouped into the following three (3) phases:

- » Phase 1: 2026—2030
- » Phase 2: 2031—2035
- » Phase 3: 2036—2041

This phasing is based on several factors, including DDA and staCinput, expected timing of tax increment revenues, opportunities to promote jobs and economic development, the availability of other related investments and funding, the relative speed with which various projects are likely to be accomplished, and potential collaboration and partnerships, along with the benefits and value of each to the community. It should be noted that while each project is assigned a phase and estimated timing for budget and planning purposes, the projects in Phase 1 may be completed in Phase I, may continue into Phases 2 or 3, or may not begin until Phase 2 or 3, and those in Phases 2 or 3 may begin sooner. Overall, the projects within each phase are not mutually exclusive to one phase or another.

Cost estimates for most of the projects in the following tables are preliminary as the scope of many of these projects is not yet known and construction/engineering drawings may not have been completed. As a result, costs are presented as estimates in current 2025 dollars. Actual costs may increase or decrease based on scope changes, opportunities to maximize return, or other unpredictable factors. Specific plans and refined cost estimates will be completed and approved prior to the initiation of each project. However, there are a few projects whose scope, cost, and completion date are known, and those actual numbers have been included in the Plan.

Funding will be obtained from a variety of sources. The amount of potential tax increment revenue generated will increase as property values increase due to development and reinvestment. Important outside funding sources may include federal and state grants (which may include but are not limited to CDBG, MDOT, Michigan Economic Development Corporation, Michigan State Housing Development Authority); private donations; City funds; and additional sources consistent with PA 57 of 2018, to be determined. The DDA intends to leverage its TIF dollars with other funding sources to the maximum extent practicable to achieve its goals. Projects in the Downtown area that are scheduled to be completed in 2026 and 2027 include funding coming from grants or other outside sources and DDA contributions.



Project Details

Table 10: Planned Projects within the Development Area

Phase 1: 2026–2030

Goal: Enhance Character		
Objective	Project Name / Brief Details	Estimated Cost
Community Assistance	Contractual Support Support the City by paying the snowplowing contract for Downtown. Support the City by administering the refuse removal contract for Downtown. Support the City's Marketing efforts.	\$350,000
	Facade Improvements (\$20,000/year) » Administer the Façade Improvement Program and encourage high quality design throughout the Downtown Area. » Encourage high quality design that will serve as quality examples and preserve the architectural character of the Downtown.	\$100,000
Streetscape Improvements / Landscaping	» Create and maintain aesthetic enhancements in the Development Area such as hanging baskets, planters, and other similar items. » Create a development and maintenance plan for planter boxes, public landscaping and street trees.	\$15,000
Culture	» Foster Efforts to encourage public art within the development area such as murals, installations, and others. » Utilize the Downtown area for more events and activities. » Sponsor events in Coopersville such as movie nights, food truck events, music in the park, and more.	\$15,000



Goal: Enhance Downtown Amenities

Objective	Project Name / Brief Details	Estimated Cost
Building Improvements	» Re-shingle City Hall roof.	\$68,000
Aesthetic Improvements	» Add digital sign in Downtown » Create enhanced Gateway on Eastmanville Street. » Continued beautification of Downtown District. » Installation of seasonal/holiday décor.	\$55,000
Parks and Open Space	» Depot Park improvements. » City Hall Park improvements. » Weeding and tree planting as needed.	\$110,000

Goal: Safe and Accessible Infrastructure

Connectivity	» Upgrade wayfinding signage to encourage travel into Downtown Coopersville. » Add bike lanes where appropriate. » Install bike racks throughout Downtown.	\$75,000
Parking and Street Improvements	» Develop new parking lot on the corner of Eastmanville Street and Danforth Street. » Reconstruct and repave downtown streets.	\$200,000
Accessibility Improvements	» Repair walking bridge on Randall Street. » Ensure all City infrastructure meets ADA requirements.	\$300,000
North Bank Trail	» Complete and maintain the Coopersville portion of the North Bank Trail.	\$290,000
Total for Phase I		\$1,578,000



Phase 2: 2031–2035

Goal: Enhance Character

Objective	Project Name / Project Brief	Estimated Cost
Community Assistance	» Continue to manage and fund the snowplowing contract for Downtown.	\$200,000
	» Continue to manage and fund the refuse disposal contract for Downtown.	\$150,000
	» Continue to assist the City by helping fund the marketing program.	
Façade Enhancement (\$20,000/year)	» Explore grants and funding for improvement of rear facades.	
	» Encourage historic preservation best practices.	\$100,000
	» Support enhancements with screening and landscaping.	

Goal: Enhance Downtown Amenities

Building Improvements	» Replace the roof on the pavilion.	
	» Replace the DPW pole barn.	\$150,000
	» Continue to work on the City Hall improvements.	
Aesthetic Improvements	» Sidewalk expansion and maintenance.	
	» Lighting improvements in Downtown.	\$210,000
	» Installation of seasonal/holiday décor.	

Goal: Safe and Accessible Infrastructure

Parking and Street Improvements	» Parking lot maintenance and reconstruction as needed.	
	» Sidewalk expansion and maintenance.	\$300,000
Infrastructure	» Maintenance of North Bank Trail	\$150,000
	» Repair the pedestrian crossings over the Railroad Tracks	
Total for Phase II		\$1,260,000



Phase 3: 2036–2041

Goal: Enhance Character		
Objective	Project Name / Brief Project Details	Estimated Cost
Community Assistance	» Façade Improvements(\$20,000/year).	\$370,000
	» Snowplowing management and funding.	
	» Refuse Disposal management and funding.	
	» Marketing program assistance.	
Aesthetic/Streetscape improvements	» Add public art Downtown that relates to the history and culture of Coopersville.	\$105,000
	» Installation of seasonal/holiday décor.	
	» Replace all banners and signs Downtown.	
Parks and Open Space	» Expand and redesign Vets Park.	\$250,000
Goal: Enhance Downtown Amenities		
Building Improvements	» Museum Improvements and Maintenance.	\$650,000
	» Repair the boarding platform to the railroad	
Goal: Safe and Accessible Infrastructure		
Infrastructure improvements	» Reconstruct Main Street.	\$1,550,000
	» Maintenance of all Parking Facilities.	
	» Maintenance of the North Bank Trail	
Total for Phase III		\$2,925,000
Total Amount for all three phases		\$5,763,000



Project Descriptions

The following public improvements, activities, and projects are proposed for implementation in the City of Coopersville Development Plan and TIF Plan through 2041, the life of this Plan. Please note that not every project listed in the Table 3 above is described in detail below.

Phase 1: 2025–2029

The following priority projects will be completed or are proposed to be implemented over the next five years.

Community Assistance. The Coopersville DDA has historically managed and funded the City’s contracts for Snowplowing, Refuse and Waste Removal, and Marketing for The DDA boundary. This plan includes provisions for continuing that service through all three phases of the Development Plan.

Walking Bridge Replacement: One of the highest priorities for the DDA will be to work with the Coopersville Public Schools Safe Routes to School Initiative to complete the Walking Bridge replacement on Randall Street. This project is scheduled to be completed in 2026 and will include the following improvements: replacing the foundational structure, decking with sustainable materials, and new lights.

North Bank Trail Bike Path. The North Bank Trail, which will ultimately connect Spring Lake with the Musketawa Trails, is continuing to be constructed through the combined efforts of the City of Coopersville, Crockery Township, Ottawa County, and other communities in the area. The portion of the Trail that will run through Coopersville is scheduled to be completed in 2027. The DDA contribution for that project will include landscaping and bituminous work as well as maintenance of the Trail. The Maintenance commitment will run through the entirety of the Plan

Parking Lot Development. The City, in coordination with the Railroad and the DDA, will be developing a new parking lot on the SW corner of Danforth Street and Eastmanville Street. Improvements to this new facility will include new concrete and bituminous work, decorative fencing/ barrier landscaping along Danforth Street, and electric charging stations.

Streetscape Improvements. Streetscape updates such as hanging baskets, planters, landscaping, street trees, and other elements will be taken into consideration to simultaneously coordinate streetscape projects.

Connectivity. The DDA will support the intentional guidance of users of the North Bank Trail by evaluating and adding to the wayfinding signage adjacent and near to the trail to encourage travel into Downtown. The DDA will also support the users of the trail by creating biking infrastructure where appropriate and installing bike racks in key locations throughout Downtown.

Façade Improvements. The DDA will dedicate funds for façade improvements on buildings with the DDA area. The DDA may authorize grants or low or no interest loans to promote the program.

City Hall Roof Replacement. Since the City moved City Hall into the former Coopersville/Polkton Fire Department, continuous improvements have been completed on the structure to make it more functional. The next project that will need to be completed is the maintenance of the existing roof by replacing the shingles.

Culture. The DDA will continue to work and form partnerships with local artists and art advocacy groups to implement public art within the Development Area. Some forms of public art may include sculptures, installations, murals, crosswalk and intersection paintings, and other similar projects. The DDA will also support the utilization of Downtown for additional community events and activities.



Phase 2: 2030–2034

The following projects are anticipated to be completed during Phase 2.

Community Support. The DDA will continue to support the City by funding the Snowplowing, Trash Removal, and Marketing program for the Downtown area.

Sidewalks. The DDA will maintain and expand the sidewalk infrastructure throughout Downtown. One area of expansion would be on the South side of Randall Street between 64th Avenue and Eastmanville Street. In addition, the pedestrian crossings over the railroad tracks will be upgraded during this phase.

Pavilion Roof Replacement – The roof on the Pavilion is scheduled to be replaced during Phase 2.

DPW Pole Barn Replacement – The DDA has indicated that the replacement of the DPW pole barn will need to be completed during the life of this plan.

Lighting Improvements. The DDA will conduct a lighting inventory for the Downtown Area and consider implementing new lighting options throughout the area. New lighting will also serve as a streetscape improvement building on the efforts started in Phase 1.

Parking Lot Improvements. Funds will be allocated for the continued maintenance and upkeep of all of the City parking lots in Downtown, especially the City Hall Parking Lot located on Danforth Street.

Façade Improvements. Continue the eCorts initiated in Phase 1. The DDA may work alongside property owners, applicable City Departments, and other necessary organizations to enhance and improve rear building facades within the Development Area. Improvement tasks may include enhancements to dumpster screening and/or enclosures. The DDA may assist Downtown property owners in the improvement and beautification of rear building faces to ensure safety and contiguous architecture throughout the Development Area. This may include re-siding, updated windows or other infrastructure, signage, and more.

Phase 3: 2035–2041

The following long-term projects are intended to continue reinvestment and financially recover from previous phases. However, any of these projects may begin earlier based upon opportunities to partner, strategic timing, availability of funding, or other such determination by the DDA.

Facades. The DDA shall continue to assist Downtown property owners with the improvement and beautification of both their front and rear building faces to ensure safety and consistent architecture throughout the Development Area. This may include recladding, updated windows or other infrastructure, signage, dumpster enclosures, and more.

Main Street Rebuild. The City and the DDA anticipate that Main Street will be completely rebuilt during Phase 3 of this Plan. Improvements will include road replacement, sidewalk repair, curb repair, utility improvements, crosswalk maintenance, and other streetscape improvements.

Museum Maintenance. The City recently took control of the historical museum, and there are several improvements that will need to be addressed including masonry maintenance and replacement and parking lot maintenance.

Railroad Improvements – The Coopersville and Marne Railroad has indicated that there is a need to repair the Boarding Platform and sidewalks from Eastmanville to 1st Street behind City Hall.

Veterans Park Improvements. The DDA will support the City in the acquisition of adjacent properties to expand and redesign Vets Parks. The improvements that will be considered include additional parking, a new soccer/multi-purpose field, and a new entrance.



Methods and Procedures

Parts of the Development Area to be Left as Open Space and Contemplated Future Use

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(F)

Various park and open space projects will be undertaken pursuant to the DDA's established listing of planned projects within the Development Area. These improvements are designed to enhance the walkability and livability of downtown Coopersville, thereby supporting property values within the community. They also support the business environment by strengthening the downtown market.

Portions of the Development Area which the Authority Desires to Sell, Donate, Exchange or Lease to or from the Municipality and the Proposed Terms

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(G)

The DDA has no plans to sell, donate, exchange, or lease to or from the City any land or building in the Development Area. If opportunities arise consistent with the goals and purposes of this Plan, land and/or building purchases may be considered and terms would be determined at that time.

Additional right-of-way and/or easements may be required to accomplish the planned streetscape, connections, utilities and other public improvements. While it is not the intent of the DDA to purchase either right-of-way or easements since considerable benefits will accrue to the abutting parcels from the public improvements, purchase may be required. Any road right-of-way acquired will be transferred to the road agency with jurisdiction.

Desired Zoning, Streets, Intersections and Utility Changes

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(H)

No zoning changes are currently proposed as part of this Plan. Zoning changes on parcels in the Development Area will be coordinated between the DDA, the Planning Commission, and the City Council according to State enabling acts and the adopted procedures of the City. Any change will occur in a manner that ensures appropriate future land uses within the district.

An Estimate of the Cost of the Development, Proposed Method of Financing and Ability of the Authority to Arrange the Financing

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(I)

During the 15-year term of this Development Plan and TIF Plan, the estimated cost of the public improvements to be undertaken by the DDA is approximately **\$5,763,000**. These costs include the cost of associated administration, engineering, planning, and design.

It is anticipated that the proposed projects will be paid for, in part with tax increment revenues generated by annual increases in property valuations from economic growth and new construction within the Development Area, in accordance with this Development and TIF Plan. It is expected that the tax increment revenues will be lower than the total costs of all of the improvements and will have to be supplemented with developer contributions, grant dollars, donations, and other funds as may become available. Projects will not be initiated until such time as sufficient funds have been identified and secured to pay for the project or debt service for project financing. Matching funds, contributions from other funding entities, grants, donations, bonding, special assessments, and other sources available to the DDA pursuant to PA 57 of 2018 may be utilized, consistent with the goals and objectives of this Plan.

It is anticipated that most projects will be financed on a "pay-as-you-go" basis using funds on-hand or accumulated from prior years' captures. However, the DDA may determine that there is a need to sell bonds, obtain loan funds or grants, or receive contributions from any of the other sources permitted under PA 57 of 2018, to facilitate completion of one or more of the improvement projects. Per PA 57 of 2018, City Council approval is required for bonding and other financings.



Designation of Person or Persons, Natural or Corporate, to Whom All or a Portion of the Development Is to Be Leased, Sold, or Conveyed in Any Manner and for Whose Benefit the Project Is Being Undertaken if that Information Is Available to the Authority

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(J)

All public improvement projects undertaken as part of this plan will remain in public ownership for the public benefit. The DDA may participate in and/or facilitate a purchase of other land for use or redevelopment in accordance with the City Master Plan and the goals of this Development Plan. The Authority may convey any such property to another entity, yet unknown. Further, the Authority may consider other property acquisition, lease, or sale, as appropriate, in furtherance of the goals of this Plan. The person or persons to whom such property may be leased or conveyed is unknown at this time.

Procedures for Bidding for the Leasing, Purchasing, or Conveying of All or a Portion of the Development Upon its Completion, if There Is No Expressed or Implied Agreement Between the Authority and Persons, Natural or Corporate, that All or a Portion of the Development Will Be Leased, Sold, or Conveyed to Those Persons

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(K)

In the event the DDA purchases, receives a donation of, or otherwise comes to own property in the Development Area, it will conform with any bidding or land disposition process adopted by the City or, in the absence of such procedures, the DDA will adopt suitable procedures to govern the management and disposition of property in conformance with all applicable Federal, State, and local regulations. The DDA currently has no express or implied agreement between the DDA and any persons, natural or corporate, that all or a portion of the development area will be leased, sold, or conveyed to those persons.

Estimated Number of Persons Residing in the Development Area

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(L)

No families or individuals are planned to be displaced, and no occupied residences are designated for acquisition and clearance by this Plan. Since it is estimated that approximately 50 people reside in the Development Area, a Development Area Citizens Council (DACC) will not be required.

Plan For Establishing Priority for Relocation of Persons Displaced and Provision for Costs of Relocation of Displaced Persons

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(M)

Not applicable. The DDA does not intend to acquire any residential property in conjunction with this Plan. Any residential properties that are redeveloped under this Plan are intended to be acquired by the private sector for private development and ownership. However, in the future, if the condemnation of property is necessary to meet the objectives of this Plan and would result in persons being displaced, the DDA will submit to the City Council an acquisition and relocation plan, consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. As dictated by that Act, provision for the costs of relocation of displaced persons, including financial assistance and reimbursement of expenses, will be made.

Compliance with Act 227 of the Public Acts of 1972, Sections 213.321 - 213.332 of the Michigan Compiled Laws

REFERENCE TO P.A. 57 OF 2018: SECTION 125.4217(2)(O)

The DDA does not intend to condemn property in conjunction with this plan. However, in the future if the condemnation of property is necessary to meet the objective of this plan, the DDA will submit to the City Council a plan and will comply with Act No. 227 of the Public Acts of 1972, as amended, Sections 213.321 to 213.332 of the Michigan Compiled Laws.



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Tax Increment Financing Plan

Introduction

The TIF Plan includes the preceding Development Plan, along with a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured assessed value to be used by the DDA.

The City of Coopersville DDA includes one operating TIF, which was established in 1990.

Procedures

Explanation of the Tax Increment Procedure

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

As provided in Public Act 57 of 2018, tax increment financing is a tool that can be used to assist redevelopment within a DDA Development Area. Tax increment financing is the process of expending new property tax dollars for improvements that generally benefit the parcels that pay the taxes. Tax dollars generated from new private property developments and from improvements to existing private property within a designated Development Area are “captured” and utilized by the DDA to finance public improvements within that Development Area, which supports and encourages continued private investment.

To utilize tax increment financing, the DDA must prepare and adopt a Development Plan and a Tax Increment Financing Plan. Both plans are submitted to the City Council, are subject to public hearing, and the City Council must approve the plans by ordinance. The plans specify the initial assessed value, estimate the captured assessed value, and provide for the expenditure of the funds. These plans may be amended in the future to reflect changes desired by the DDA, subject to approval by Council. All amendments must follow the procedures of PA 57 of 2018.

Captured assessed value is defined in PA 57 of 2018 as the amount, in any one year, by which the current assessed value of the Development Area exceeds the initial assessed value. Initial assessed value is defined as the assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time the ordinance establishing the tax increment financing (TIF) plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted. Tax increment revenue is generated when the current assessed value of all properties within a Development Area in each year subsequent to the adoption of the TIF Plan, exceeds the initial assessed value of those properties.

Such funds transmitted to the DDA are termed “tax increment revenues”. Tax increment revenues are the amount of ad valorem and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state education tax, local or intermediate school districts, and several other entities specifically exempted under PA 57 of 2018, upon the captured assessed value of real property in the Development Area. The DDA is eligible to collect on personal property tax increment revenue within the Development Area as well. Personal property capture is not reflected in this TIF Plan due to the rapid depreciation of personal property values and other contributing factors.



Initial Assessed Value and Applicable Millage

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The initial assessed value under this 2025 Plan is established as the total taxable value for all real property in the Development Area which is the most recent assessment roll of the City for which equalization has been completed at the time of adoption of this Plan. The initial assessed value of the Development Area in 1990 was \$7,873,026.00

The applicable tax levy for tax increment purposes in the Development Area will be the total millage levied by the eligible taxing jurisdictions. The current millage subject to capture (rates per \$1,000 of taxable value) is shown on the next page below.

The applicable millages eligible for capture for **TIF** include the following:

- » City Operating
- » County Operating
- » County 911
- » County Parks
- » County Roads
- » County CMH

Table 11: Applicable Millage Summary

Taxing Jurisdiction	Projected Captured Millage Rate
Total Applicable Millage for TIF	18.3685
City Operating	13.00
County Operating	3.900
County 911	.4111
County Parks	.3100
County Roads	.4672
County CMH	.2802

Source: City of Coopersville, 2025

Duration of the Program

REFERENCE TO PA 157 OF 2018: SECTION 125.4214(1)

DDA Authority maintenance and administration may utilize a reasonable portion of the annual TIF revenues. Additionally, architectural and rehabilitation assistance for facades, blight improvements to commercial buildings, signs, and interior landscaping may be funded by a portion of annual TIF revenues.

TIF revenues may be used on an as-needed basis for development projects that cannot yet be estimated for budgeting purposes, such as parcel assemblage and the acquisition of blighted parcels. Other examples of as-needed projects include right-of-way acquisition for greenways/non-motorized improvements, marketing, public/private opportunities, or other similar projects.

Annually and in accordance with Public Act 57 of 2018, the DDA shall submit to the City Council and the State Tax Commission a report on the status of the tax increment financing account. The report shall be published annually in the official City newspaper, or other paper, as available.



Revenues and Impact

Estimate of Tax Increment Revenues

REFERENCE TO PA 157 OF 2018: SECTION 125.4214(1)

Under this TIF Plan, the tax levy on the entire captured assessed valuation is planned to be utilized by the DDA. The tax increment revenues will be expended in the manner set forth in this Plan. Estimates of the projected growth in taxable value and projected captured revenue for the duration of this Plan are in Table 12. Real property assessments are included in the taxable value projections. Personal property is subject to capture by the DDA but is not included in the following TIF projections.

The projected annual growth in taxable value is estimated at the current equalized value for FY 2025-26, the Assessor's estimated taxable value for FY 2025-26, and thereafter at 3% increase per year. Over the life of this 15-year Plan, the total potential tax increment revenue captured is estimated at **\$23,045,559**. However, The City of Coopersville and the DDA have agreed to a cap on the capture of \$475,000/year; therefore, the actual capture will be **\$7,600,000**.

It is the intention of the DDA to use the entire captured assessed value in the Development Area for the purposes defined in the Development Plan and period hereinafter set forth, and to not exclude assessed value growth in property resulting solely from inflation.

Estimated Impact on Taxing Jurisdictions

REFERENCE TO PA 157 OF 2018: SECTION 125.4214(1)

The maximum effect of this Plan on the taxing jurisdictions in which the Development Area is located is the taxable value upon which taxes are now levied will remain constant over the life of the Plan. If private development occurs and values increase as anticipated in this Plan, potential taxes captured from each taxing jurisdiction over the duration of the Plan are estimated in Table 12.

It is anticipated that the public improvements proposed for the Development Area in this Plan and the private improvements they induce will provide long-term stability and growth in the Development Area and the City as a whole. This will benefit all taxing jurisdictions. Benefits will result from increases in property values surrounding the Development Area, increased property values in the Development Area at the time the TIF Plan is completed, and from increases in property values throughout the entire community which are, to some degree, dependent upon the well-being of the downtown district for stability and growth. All taxing jurisdictions will benefit substantially from a tax base that has been stabilized and enhanced as a result of the public improvement program.



Table 12: TIF#1: Future Capture Projections

Fiscal Year	Ad Valorem Taxable Growth 3% Growth	Personal Taxable	IFT/CFT - 5% decline per year in value	Total Taxable	Captured Taxable	City Operating 13 mills	Ottawa County Operating 3.900 mills	Ottawa County 911 0.4111 mills	Ottawa County Parks .3100 mills	Ottawa County Roads .4672 mills	Ottawa County CMH .2802 mills	Total Potential Capture	Capped Capture
1990 base year	\$7,873,026	6225800	26373000	40,471,826	0.000000	0.013	0.003900000	0.0004111	0.00031	0.0004672	0.0002802		
2025	\$69,529,429	\$0	\$43,997,515	\$113,526,944	\$73,055,118	\$949,717	\$284,915	\$30,026	\$22,647	\$34,131.35	\$20,470.04	\$1,341,906	\$475,000
2026	\$71,615,312	\$0	\$41,902,395	\$113,517,707	\$73,045,881	\$949,596	\$284,879	\$30,029	\$22,644	\$34,127.04	\$20,467.46	\$1,341,743	\$475,000
2027	\$73,763,771	\$0	\$39,907,043	\$113,670,814	\$73,198,988	\$951,587	\$285,476	\$30,092	\$22,692	\$34,198.57	\$20,510.36	\$1,344,556	\$475,000
2028	\$75,976,684	\$0	\$38,006,708	\$113,983,392	\$73,511,566	\$955,650	\$286,695	\$30,221	\$22,789	\$34,344.60	\$20,597.94	\$1,350,297	\$475,000
2029	\$78,255,985	\$0	\$36,196,864	\$114,452,849	\$73,981,023	\$961,753	\$288,526	\$30,414	\$22,934	\$34,563.93	\$20,729.48	\$1,358,920	\$475,000
2030	\$80,603,664	\$0	\$34,473,204	\$115,076,869	\$74,605,043	\$969,866	\$290,960	\$30,670	\$23,128	\$34,855.48	\$20,904.33	\$1,370,383	\$475,000
2031	\$83,021,774	\$0	\$32,831,623	\$115,853,397	\$75,381,571	\$979,960	\$293,988	\$30,989	\$23,368	\$35,218.27	\$21,121.92	\$1,384,646	\$475,000
2032	\$85,512,428	\$0	\$31,268,212	\$116,780,640	\$76,308,814	\$992,015	\$297,604	\$31,371	\$23,656	\$35,651.48	\$21,381.73	\$1,401,678	\$475,000
2033	\$88,077,800	\$0	\$29,779,250	\$117,857,050	\$77,385,224	\$1,006,008	\$301,802	\$31,813	\$23,989	\$36,154.38	\$21,683.34	\$1,421,450	\$475,000
2034	\$90,720,134	\$0	\$28,361,190	\$119,081,325	\$78,609,499	\$1,021,923	\$306,577	\$32,316	\$24,369	\$36,726.36	\$22,026.38	\$1,443,939	\$475,000
2035	\$93,441,738	\$0	\$27,010,658	\$120,452,396	\$79,980,570	\$1,039,747	\$311,924	\$32,880	\$24,794	\$37,366.92	\$22,410.56	\$1,469,123	\$475,000
2036	\$96,244,991	\$0	\$25,724,436	\$121,969,426	\$81,497,600	\$1,059,469	\$317,841	\$33,504	\$25,264	\$38,075.68	\$22,835.63	\$1,496,989	\$475,000
2037	\$99,132,340	\$0	\$24,499,463	\$123,631,803	\$83,159,977	\$1,081,080	\$324,324	\$34,187	\$25,780	\$38,852.34	\$23,301.43	\$1,527,524	\$475,000
2038	\$102,106,311	\$0	\$23,332,822	\$125,439,132	\$84,967,306	\$1,104,575	\$331,372	\$34,930	\$26,340	\$39,696.73	\$23,807.84	\$1,560,722	\$475,000
2039	\$105,169,500	\$0	\$22,221,735	\$127,391,235	\$86,919,409	\$1,129,952	\$338,986	\$35,733	\$26,945	\$40,608.75	\$24,354.82	\$1,596,579	\$475,000
2040	\$108,324,585	\$0	\$21,163,557	\$129,488,142	\$89,016,316	\$1,157,212	\$347,164	\$36,595	\$27,595	\$41,588.42	\$24,942.37	\$1,635,096	\$475,000
													\$7,600,000

Source: City of Coopersville, 2025

Footnotes to Table 5:
Tax increment projected using real property values and current millage rates.
DDA base year per Coopersville DDA Development and TIF Plan.
Annual change in taxable values estimated at 3% increase per year.



Expenditure and Indebtedness

Expenditure of Tax Increment Revenues

REFERENCE TO PA 157 OF 2018: SECTION 125.4214 (1)

The program and schedule for the expenditure of tax increment revenues to accomplish the proposed public improvements for the Development Area is outlined in the Development Plan. As described elsewhere, the cost estimates are approximations and very preliminary. These cost estimates are based solely upon concepts and have not been developed from construction drawings. Specific plans and refined cost estimates for the Development Area improvements will be completed upon initiation of each project.

As can be seen from the projections, the amount of TIF revenues will be very limited until such time as one or more of the larger redevelopments occur. Leveraging of funds will be very important for success. It is intended that outside grants and other sources of funding will be pursued, as permitted under PA 57 of 2018. Other private funds, in kind contributions, public-private partnerships, and non-tax increment sources will also be considered to maximize the success of this Development and TIF Plan.

Any additional tax increment revenues beyond those projected in this Plan will:

1. Be used to further the implementation of the public improvement program, projects, priorities, and objectives of this Plan,
2. Be used to expedite any debt service to the extent possible, or
3. Be returned, pro-rata, to the taxing units as provided by law.

If the tax increment revenues are less than projected, the DDA may choose to:

1. Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements.
2. Implement public improvement projects based upon the ability to match existing funds with expenditures, while seeking out additional funding sources.
3. Amend the development plan and/or tax increment financing plan to allow for alternative projects and funding.

The DDA shall annually review its proposed increment expenditures and revenues to prioritize the use of any additional funds, or to reduce expenditures if necessary. Other projects that arise and are consistent with the objectives and priorities of the Plan may also be funded consistent with the financing methods described in this Plan.

Maximum Amount of Bonded Indebtedness

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The DDA has no bonded indebtedness. Most of the DDA's proposed improvements are planned to be implemented on a "pay-as-you-go" basis as tax increment revenues are transmitted to the DDA, or as may be accumulated over more than one year and held in reserve to allocate for projects. However, bonded indebtedness may be undertaken if the DDA determines, subject to City Council approval, that it would be advantageous to complete all or portions of the improvement program.

Alternately, or in combination with bond proceeds, with the approval of City Council, the DDA may borrow funds from other sources as permitted under PA 57 of 2018. Loans from other sources may be used, depending upon the favorability of terms, availability of other funds, and suitability for the size and type of project involved.

The maximum amount of bonded indebtedness to be incurred under this TIF Plan shall be \$2.5 million dollars. Bonds issued under this TIF Plan may be issued in any form authorized under PA 57 of 2018.



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4. Appendix

Legal Description

Public Participation

Adoption Documentation

Legal Description of the DDA Boundary

Comm at a point 1379.55 ft W and 76.03 ft N of the SW $\frac{1}{4}$, Sec 22, T8N, R14, thn NWly alg the N line of the I-96 ROW 199.21 ft for POB, Thn N 76.1 ft, thn NWly 138 ft, thn N 152.96 ft, thn E 1035 ft, thn N 270 ft, Thn E 222 ft, thn N 160 ft, thn E 417 ft to the East ROW line of 68th Ave., thn N 2235 ft alg said ROW to the North line of the C & M Railroad, thn Sely alg said ROW 735 ft, thn N 290 ft, thn E 941.45 ft, thn N 285 ft, thn E 1012 ft to the East ROW line of 64th Ave, thn S 1050 ft alg said ROW, thn SEly parallel with the N ROW line of the railroad 1109 ft, thn Nely 10 ft, thn SEly parallel with RR ROW 712 ft to the East ROW of Park St, thn N 24 ft to the South line of the Reynolds Add and the North ROW of Main St., then Ely alg said ROW line to the East ROW line of Watson St., thn N 231 ft to the N line of lot 11 blk 1, Watson's Add, thn SEly to the NE corner of Lot 11, thn S 62 ft to the NW corner of parcel number 70-05-23-328-012, thn SEly to the NE corner of said parcel and the West ROW line of Center St., thn N 324 ft alg said ROW, thn SEly 77 ft to the SW corner of lot 4 Blk D Ellis Add, thn S 6 ft, then NEly 141 ft, thn NW 6 ft to the South line of Lot 4, Blk D, Ellis Add, thn Nely 133 alg the south line to the SE corner of Lot 4 and the West ROW line of Ottawa St., thn SEly 298 along said ROW line to the SE corner of Lot 1, Blk D, Ellis Add, thn W 195.34 ft, thn S 136 ft to the N line of Darams's Reserve, the W 26.29 ft alg said N line, the S 13D, 59M, 54S W 86.83 ft, thn S 78D, 24M, 04S east 51.53 ft, thn S 13D, 59M, 54S W 272 ft, thn S 76D, 58M 20S E 87 ft, thn S 86D 29M 25S E 143.24 ft to the West ROW line of Ottawa St., thn continuing S 86D 29M 25S E 64 ft to the East ROW line of Ottawa St., thn Nly along said ROW 224 ft to the NW corner of Lot 9, Blk A Ellis Add, the SEly alg the N line of lot 9 101.47 ft, the Sly parallel with the East line of said lot 92.3 ft, thn SEly parallel with the North Line of said lot 7.96 ft, then SEly 26.47 ft to a point 92.3 ft South of the NE corner of Lot 9, the Ely 36.22 ft parallel with the South ROW line of Mechanic St., thn Sly 59.29 ft to a point 5 ft West of the SW corner of Lot 8 Blk A Ellis Add, the SEly 424 ft alg the South line of lots 1-8, Blk A Ellis Add, the Ely across Church St. thn SEly 201 ft to a point 55 ft N of the NE corner of Lot 95, Laug's Assr's Plat 1, thn SWly 55 ft, thn NWly 88 t to the NE corner of Lot 95, thn SWly 223.3 ft to the SE corner of Lot 93 of Laug's Assr's Plat #1, thn Swly 124 ft to the NE corner of lot 6 Blk 2 Hosmer and Pearl's Add, the Swly 40 ft to the SE corner of Lot 6, thn SEly 508 ft along the North ROW of the C & M railroad, thn S 37 ft, thn 89.87 ft, thn N 36.28 ft to the North line of the Railroad, thn SEly alg the North line of the Railroad 1056 ft to the West ROW of East St., thn SEly alg the North line of the RR 73 ft, thn continuing alg the North line of the Railroad SEly to the North ROW line of E Randall St., thn W to the South line of the C & M Railroad, thn NWly alg the South Line 89 ft, thn NE 2 ft, then NWly 40 ft, then SW 2 ft, thn NWly alg the South line of the Railroad 1598 ft, thn S 503 ft to the North ROW of E Randall St., thn SWly 83 ft across Randall St to the NE Corner of Lot 32, Laug's Assr's Plat #3, thn S 297 ft, thn W 132 ft, thn N 297 ft to the NW corner of Lot 32, thn NWly across Randall St., to the SE corner of Lot 53, Laug's Assr's Plat #1, thn N 395 ft alg the West ROW of East St. to the NE corner of Lot 54, Laug's Assr's Plat #1, thn W 226 ft, thn S 460 ft to the South ROW line of East Randall St., thn W 906 ft, thn S 200 ft, thn E 10 ft, thn S 323 ft, thn E 120 ft, thn S 803 ft, thn W 300 ft, thn N 1183 ft, thn W 150 ft to the East ROW line of a public alley, thn S 363.6 ft, thn W 182.8 ft, thn N 510.6 ft to the South ROW line of E Randall St., thn NWly across Randall St to a point 63.7 ft east of the SW corner of Lot 26 Laug's Assr's Plat #1, thn N 2D 52M 30S E 120 ft, thn N 14D 48M 50S E 181 Ft to a point S 74D 37M E 198 ft from the SW cor of Lot 23 Laug's Assr's Plat #1, thn S 74D 36M E 169 ft, thn S 90 ft to the SW corner of Lot 30, Laug's Assr's Plat #1, thn E 161.9 ft to the SE Corner of Lot 30, then SEly across Mill St to the NW corner of Lot 47, Laug's Assr's Plat #1, thn E 112 ft to the NE corner of Lot 47, thn N 54 ft, thn E 90 ft, thn N 107.3 ft, thn E 131 ft, thn N 206 ft to the NE corner of Lot 43, Laug's Assr's Plat #1, thn NWly alg the North line of Lot 43 138 ft, thn Nly 150.5 ft, thn SEly 156 ft, thn NEly 79.95 ft, thn NWly 378.39 ft to the East ROW line of Mill St., thn N 76 ft alg said ROW, thn NWly alg said ROW 79.85 ft to the North ROW line of Danforth St., thn SWly 66 ft to the South ROW line of Danforth St., thn NWly alg said ROW 655 ft to the NE corner of Lot 1, Blk A, Danforth Add, thn SWly 125 ft to the SE corner of Lot 1, thn SEly 100 ft to the SE corner pf Lot 14, Blk A, Danforth Add, thn SWly 100 ft, thn NWly 62 ft, thn SWly 100 ft to a point 12 ft NW of the SE corner of Lot 15, Blk A, Danforth Add an don the North ROW line of Lincoln St., the SEly across Lincoln St to a point 50 ft NW of NE corner of Lot 3, Blk D, Danforth Add, thn SWly 75 ft, thn NWly 187 ft alg the South in of Lot 2, Blk D, Danforth Add to the West ROW of Eastmanville St., thn NEly alg said ROW 186 ft to a point 5 ft NE of the NE corner of Lot 4, Blk 3, Hosmer and Pearls Add, thn NWly 150 ft to the NW corner of Lot 4, thn Nely 78 ft to a point 6.5 ft NE of the SW corner of Lot 2, Blk 3, Hosmer and Pearls Add, thn SEly parallel with the South line of Lot 2 150 ft to the West ROW line of Eastmanville St, thn Nely alg said ROW 185 ft to the South ROW line of Danforth St., thn NWly alg said ROW 773 ft to the NW corner of Lot 23 Blk 3, Hosmer and Pearls Add, thn SWly 239.7 ft alg the west line of Lots 23 and 24, thn W 844 ft, thn S 1119 ft to the North ROW line of Randall St., the Ely alg said ROW 791.8 ft thn S 83 ft across Randall St to appoint 150 ft W of the NE corner of Lot 1, Laug's Assr's Plat #4, thn S 444.61 ft, thn SWly 796.5 ft to the NW corner of parcel number 70-05-26-126-11, thn S 1096 ft to the Laug Drain, the Sly 100- ft alg the centerline of the Laug Drain to the North ROW of I-96, thn NWly alg said ROW to POB.



List of Parcels in the DDA Boundary

70-05-22-200-004	70-05-23-408-011	70-05-23-477-056	70-05-27-240-006
70-05-22-300-011	70-05-23-408-012	70-05-23-477-057	70-05-27-240-007
70-05-22-300-012	70-05-23-408-013	70-05-23-477-058	70-05-27-240-009
70-05-22-300-016	70-05-23-408-014	70-05-23-477-062	70-05-27-240-012
70-05-22-300-026	70-05-23-408-015	70-05-24-300-007	70-05-27-240-013
70-05-22-300-031	70-05-23-408-018	70-05-24-370-001	70-05-27-240-014
70-05-22-300-032	70-05-23-408-019	70-05-25-101-001	70-05-27-240-015
70-05-22-300-035	70-05-23-408-020	70-05-26-100-011	70-05-27-260-001
70-05-22-300-038	70-05-23-408-021	70-05-26-100-012	70-05-27-260-003
70-05-22-300-039	70-05-23-408-022	70-05-26-100-013	70-05-27-260-004
70-05-22-400-002	70-05-23-408-023	70-05-26-100-016	70-05-27-260-008
70-05-22-400-009	70-05-23-408-024	70-05-26-100-019	70-05-27-260-009
70-05-22-400-019	70-05-23-408-025	70-05-26-100-032	70-05-27-260-010
70-05-22-400-022	70-05-23-408-026	70-05-26-100-043	70-05-350-006-0
70-05-22-400-023	70-05-23-408-027	70-05-26-100-044	
70-05-22-400-024	70-05-23-408-028	70-05-26-100-047	
70-05-22-400-025	70-05-23-408-029	70-05-26-100-048	
70-05-22-400-027	70-05-23-408-034	70-05-26-126-002	
70-05-22-400-028	70-05-23-408-037	70-05-26-126-005	
70-05-22-400-029	70-05-23-408-038	70-05-26-126-006	
70-05-23-300-012	70-05-23-408-041	70-05-26-126-009	
70-05-23-300-014	70-05-23-410-001	70-05-26-126-010	
70-05-23-300-019	70-05-23-410-002	70-05-26-160-003	
70-05-23-300-023	70-05-23-450-068	70-05-26-160-005	
70-05-23-300-030	70-05-23-451-001	70-05-26-161-001	
70-05-23-300-031	70-05-23-451-023	70-05-26-161-002	
70-05-23-300-034	70-05-23-451-026	70-05-26-161-006	
70-05-23-300-035	70-05-23-453-041	70-05-26-161-007	
70-05-23-328-012	70-05-23-453-042	70-05-26-201-031	
70-05-23-328-014	70-05-23-454-021	70-05-26-201-035	
70-05-23-328-028	70-05-23-454-022	70-05-26-201-036	
70-05-23-350-001	70-05-23-454-028	70-05-26-226-025	
70-05-23-350-002	70-05-23-454-029	70-05-27-100-007	
70-05-23-350-003	70-05-23-454-034	70-05-27-100-011	
70-05-23-350-004	70-05-23-476-002	70-05-27-100-017	
70-05-23-350-005	70-05-23-476-003	70-05-27-100-021	
70-05-23-351-002	70-05-23-476-004	70-05-27-100-022	
70-05-23-351-004	70-05-23-476-005	70-05-27-100-029	
70-05-23-351-005	70-05-23-476-006	70-05-27-100-033	
70-05-23-351-006	70-05-23-476-007	70-05-27-100-037	
70-05-23-351-007	70-05-23-476-041	70-05-27-200-044	
70-05-23-351-008	70-05-23-476-048	70-05-27-200-060	
70-05-23-380-003	70-05-23-476-050	70-05-27-200-061	
70-05-23-380-058	70-05-23-476-051	70-05-27-200-063	
70-05-23-381-028	70-05-23-476-052	70-05-27-200-067	
70-05-23-400-040	70-05-23-477-009	70-05-27-200-068	
70-05-23-405-007	70-05-23-477-021	70-05-27-220-001	
70-05-23-405-032	70-05-23-477-026	70-05-27-220-005	
70-05-23-405-035	70-05-23-477-027	70-05-27-220-007	
70-05-23-405-038	70-05-23-477-046	70-05-27-220-008	
70-05-23-405-039	70-05-23-477-047	70-05-27-240-003	
70-05-23-405-040	70-05-23-477-051	70-05-27-240-004	
70-05-23-408-010	70-05-23-477-055	70-05-27-240-005	



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Public Participation

City of Coopersville

Notice of Public Hearing

*Approval of the 2026 Downtown Development Authority 2026
Development Plan and Tax Increment Financing Plan*

Monday, April 13th, 2026 at 7:00 pm

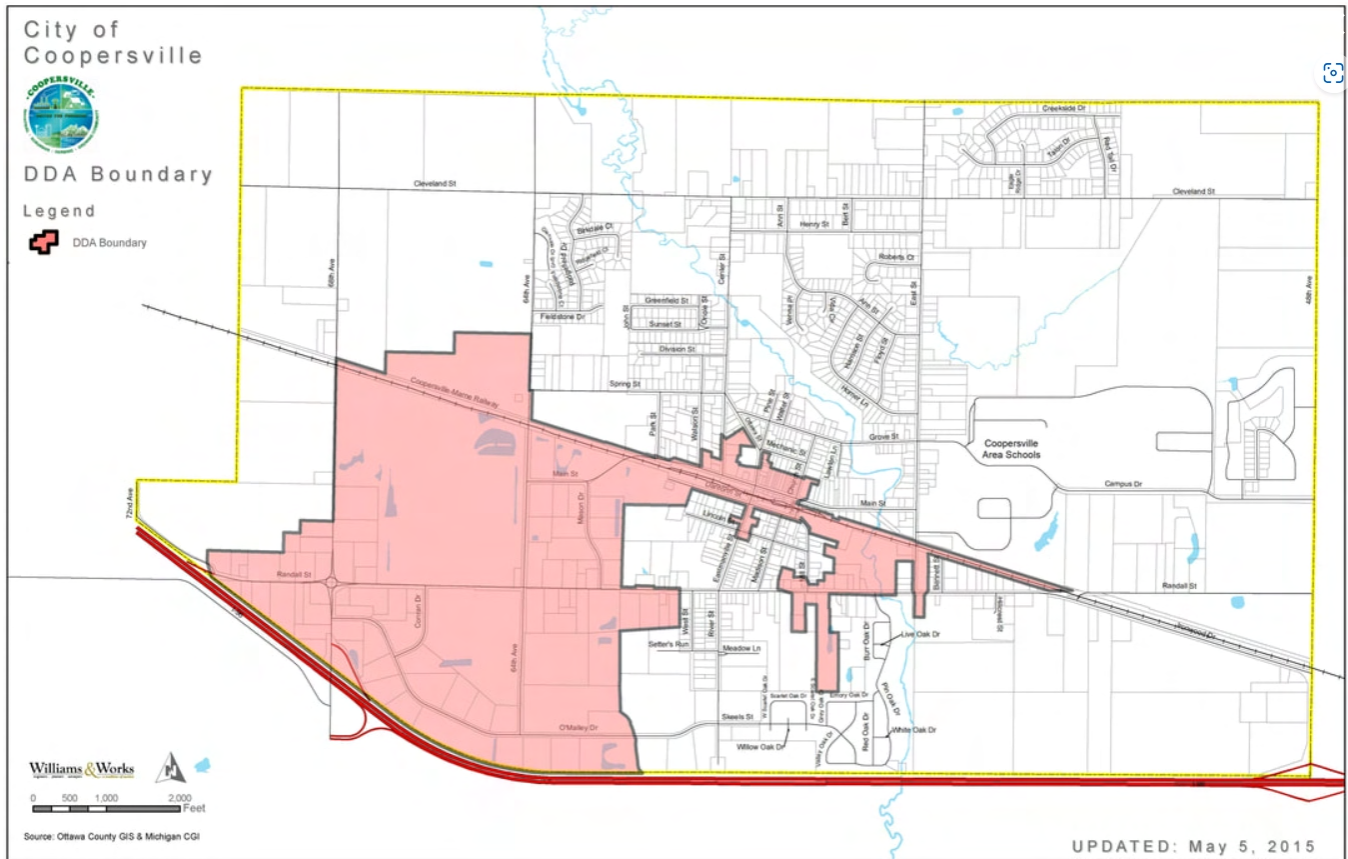
City Hall
289 Danforth Street
Coopersville, MI 49404

Notice is hereby given, pursuant to the provisions of the Recodified Tax Increment Financing Act, Act 57, of the Michigan Public Acts of 2018, that the Coopersville City Council shall hold a public hearing on Monday, April 13th, 2025, at 7:00 pm at the Coopersville City Hall, 289 Danforth Street, Coopersville, Mi., 49404.

The purpose of the Public Hearing is to hear and consider public comments on the Coopersville Downtown Development Authority's proposed 2026 Development Plan and Tax Increment Financing Plan (the "Plan"), prior to City Council approval. The Plan establishes the boundaries of a Development Area, establishes the initial assessed value for capturing tax increment revenues, describes proposed projects within the Development Area, provides cost estimates for those projects, and includes maps and text. The Plan does not intend to require displacement and/or relocation of families or individuals from the area. All aspects of the Plan will be open for discussion at the Public Hearing.

The Development Area to which the Plan applies to generally includes the City's Downtown Core and immediately adjacent areas extending out to the interchange of I-96 and 68th Avenue. The general boundaries of the Development Area range from I-96 on the South, the exit ramp to I-96 westbound on the west, East Street to the east and Main Street/Spring Street to the north. A map of the boundary is as follows:

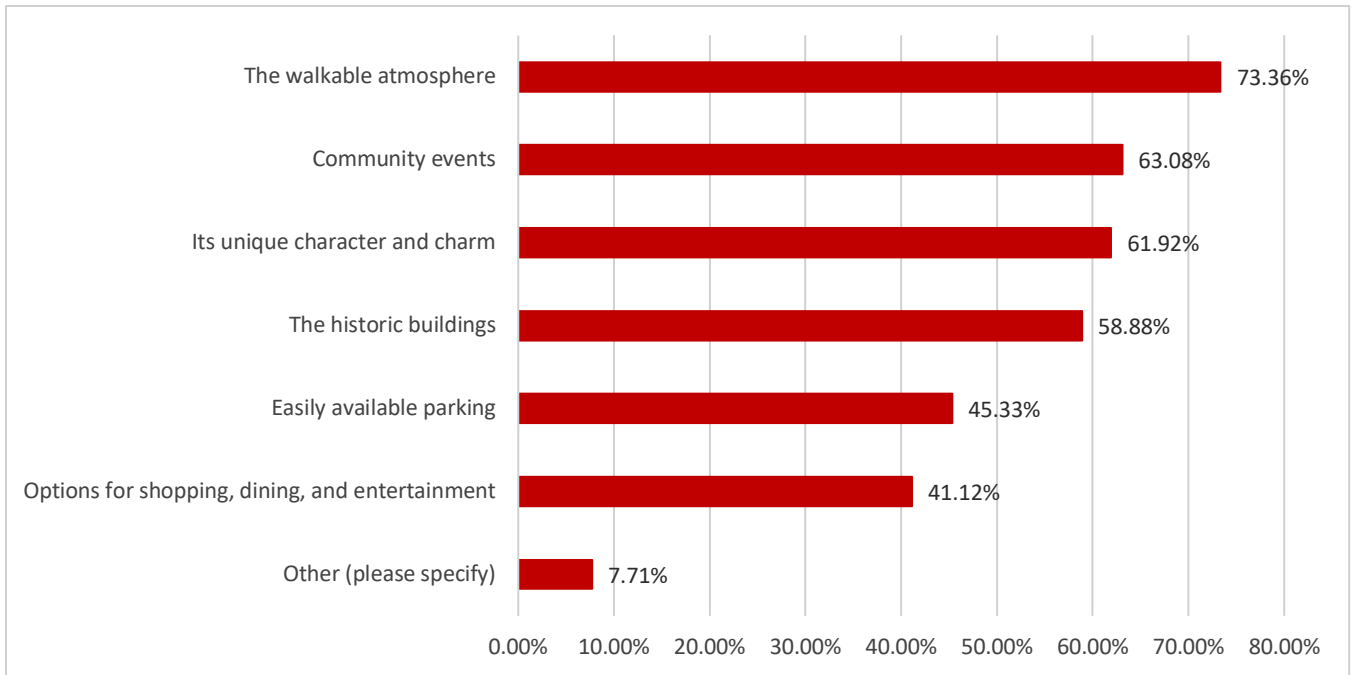




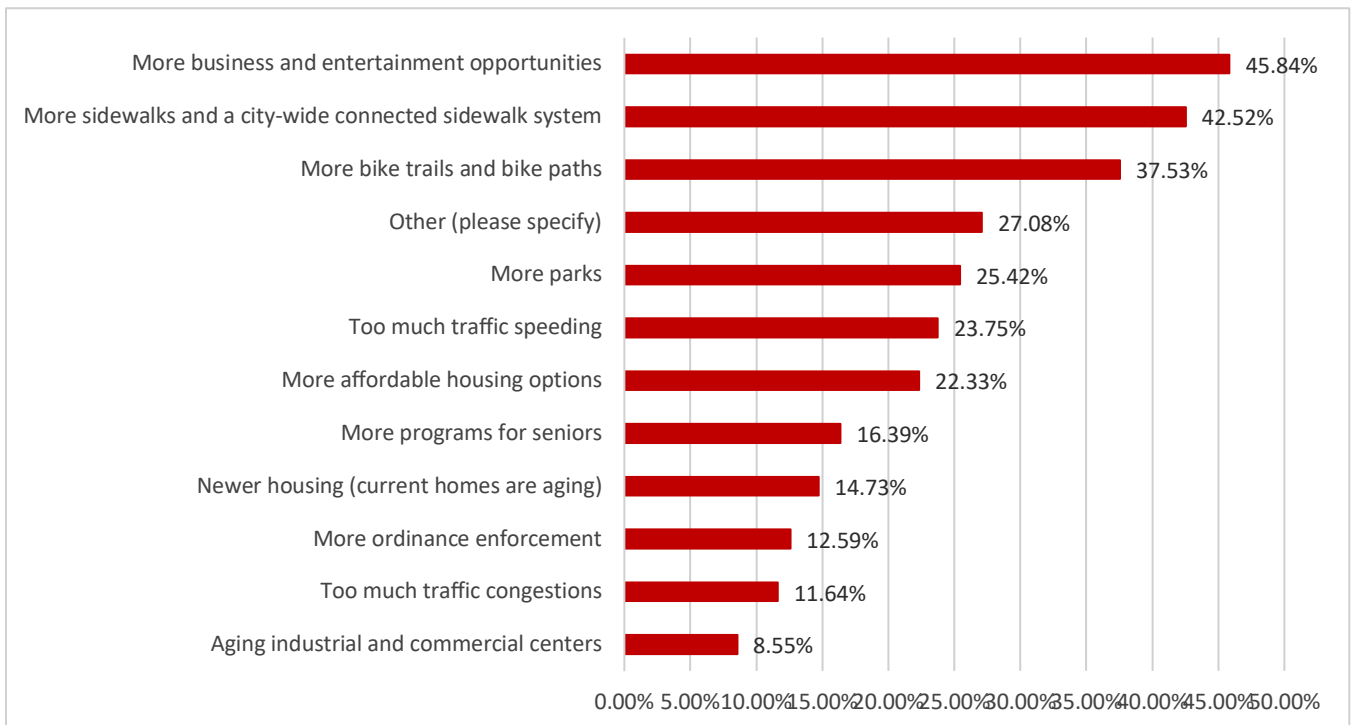
On Monday, April 13th, The Coopersville City Council held a Public Hearing for the DDA Development and TIF Plan. McKenna provided a synopsis of the Plan document to Council. There were no other public comments.

Survey Questions

- What do you like the most about Downtown Coopersville? (Select all that apply)



- In general, what do you think needs to change from its current condition in Coopersville? (Select all that apply)



Stakeholder Meeting

A mix of City staff, business owners, and DDA members attended a Stakeholder Engagement Call on June 27, 2025. The following are the questions asked and general remarks regarding Downtown Coopersville.

1. What is your overall vision for the Downtown area in the next 10 years?

- » More Retail Shops – places to shop, boutiques, bicycle repair, ice cream store, improved hours of operation.
- » Walkability Improvements – sidewalk repairs.
- » North Bank Trailhead Development - development of a trailhead area for the new bike trail.
- » Beautification, Wayfinding, and Advertisement Improvements
- » Improve Multi-Generational Appeal – areas for young children to enjoy
- » Coordination with Coopersville and Marne Railway

2. What specific projects or issues should be prioritized to help achieve that vision?

- » Marketing and Economic Development Support – Chamber of Commerce, economic development advocate, business support strategies, partnerships, splash pad, late night places for students after athletic events.
- » Improvement of Downtown Streetscape Appeal – Façade improvements, change tinted windows.

3. What are the perceptions about transportation and parking in the downtown?

- » Plenty of Parking
- » Main Street One-Way – people go the wrong way often, they would like the two-way restored.

4. What about non-motorized options such as walking and biking?

- » North Bank Trail – route through Main Street to bring people into the community, potential for bike kiosk along the path, Coopersville will be the only downtown area on the trail, signage will be needed to guide people towards the downtown.
- » Sidewalks – consistent sidewalk clearing needed.

5. Should additional housing options be added to the DDA area?

- » Not many vacant apartments downtown, which is good, but there's an opportunity to make more housing downtown
- » Businesses owners need to know that there are grant options to put housing units above their businesses
- » Participants perceive the tax rate to be very high, comparable to EGR
- » Lots of interest in small footprint housing
- » Need to provide downsizing options for aging in place which will free up starter homes for families

6. What types of businesses are missing downtown?

- » Restaurants – healthy food or deli, breakfast
- » Retail opportunities
- » A meat market
- » A Fairlife outlet downtown
- » Secondhand retail is missing
- » Downtown rents are high compared to surrounding communities
- » The City and DDA no longer own any buildings downtown, which limits their ability to influence tenancy or programming
- » Food trucks were previously brought in and well received, but there is currently no one organizing them
- » Music on Main is the only time the social district sees strong use; needs to be marketed
- » Missed Economic Potential from Train Tourism



7. Are there any businesses that would not be desired downtown?

- » Strong interest in limiting or avoiding vape and marijuana shops, though some acknowledge the potential for significant tax revenue if they are restricted to carefully selected locations
- » No support for large, big-box retail

8. Are there any public spaces in the downtown core that could be improved? How?

- » Improving existing facilities to be more inclusive for all ages and abilities is a key priority
- » Need for walkable parks and community spaces
- » There is some interest in adding pickleball courts downtown
- » A walking path along the river from Center Street to Randall Street is seen as a potential long-term opportunity, though it would require the acquisition of easements
- » Past trail proposals in the industrial park may still be worth revisiting



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Adoption Documentation

[Coopersville-DDA_Amended_Adoption_Ordinance](#)

[545-DDA_Tax_Increment_2026_Adoption](#)



**CITY OF COOPERSVILLE
OTTAWA COUNTY, MICHIGAN**

COPY

Council Member Bowman, seconded by Council Member Degeus moved adoption of the following ordinance:

ORDINANCE NO. 545

**AN ORDINANCE TO AMEND ORDINANCE NO. 191, AS AMENDED, TO APPROVE A
CITY OF COOPERSVILLE DOWNTOWN DEVELOPMENT AUTHORITY AMENDED
AND RESTATED TAX INCREMENT FINANCING AND DEVELOPMENT PLAN**

THE CITY OF COOPERSVILLE ORDAINS:

Section 1. Purposes. Upon the recommendation of the City of Coopersville ("City") Downtown Development Authority ("DDA") on June 11, 1990, the City Council, following a public hearing and in accordance with the provisions of the Downtown Development Authority Act, Act 197 of the Public Acts of 1975, as amended (and subsequently repealed and replaced by the Recodified Tax Increment Financing Act, Act 57 of the Public Acts of 2018, as amended) ("Act"), adopted Ordinance 197 which approved and adopted a Tax Increment Finance Plan and Development Plan ("Plan") for the DDA. The City Council has amended the Plan on several occasions in accordance with the Act.

Many of the projects provided for in the Plan have been completed and new needs within the development area and downtown district have developed. Accordingly, the DDA's Board has prepared and submitted a proposed amendment to the Plan, dated February 10, 2026 ("Amended Plan") to the City Council in accordance with the Act. Following a public hearing and upon due consideration, the City Council has determined to adopt this Ordinance which will amend and restate the Plan as authorized by the Act and consistent with the Amended Plan.

Section 2. Findings.

Pursuant to Section 219 of the Act, the City Council hereby finds and determines the following:

- A. The Amended Plan update for fiscal years 2026 through 2041 constitutes and embodies a public purpose of the City;
- B. The Amended Plan meets the requirements set forth in Section 217 (2) of the Act;
- C. The proposed method of financing the development activities as described in the Amended Plan is feasible, and the DDA has the ability, to arrange the financing;
- D. The development activities described in the Amended Plan are reasonable and necessary to carry out the purposes of the Act;
- E. Any land to be acquired within the development area is reasonably necessary to carry out the purposes of the Amended Plan and the purposes of the Act;
- F. The Amended Plan is in reasonable accord with the approved Master Plan of the City;
- G. Public services such as fire and police protection and utilities are or will be adequate to service the development area; and

H. Such changes in zoning, street levels, intersections and utilities as are contemplated by the Amended Plan are reasonably necessary for the project and the City.

Section 3. Amendment to Plan.

The Plan is hereby amended and restated as set forth in the Amended Plan, which is on file with the City Clerk and which Amended Plan was presented at the required public hearing, which shall include without limitation the Strategic Plan, Development Plan, Tax Increment Financing Plan, and Appendix as presented in the Amended Plan.

Section 4. Approval and Adoption of the Amended Plan.

The Amended Plan as set forth herein is approved and adopted. The duration of the Plan shall not be extended or changed by the adoption of this Ordinance.

Section 5. Publishing.

The City Clerk shall publish this Ordinance or a synopsis of the same in the manner required by law and shall publish, at the same time, a notice stating the purpose and the fact that a complete copy of the code is available to the public at the office of the clerk for inspection.

Section 6. Severability.

Sections of this Ordinance shall be deemed severable and should any section, clause, or provision of this Ordinance be declared to be invalid, the same shall not affect the validity of the Ordinance as a whole or any part thereof.

Section 7. Repeal.

Section 8. Effective Date.

This Ordinance shall be published in one newspaper of general circulation in the city, as required by the City Charter, and become effective ten (10) days thereafter.

YEAS: Council Members Bowman, Degeus, Gerard, Poelma, Mayor Mooney

NAYS: Council Member Gavin

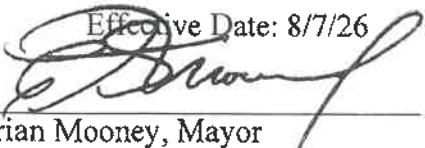
ABSENT: Council Member Weise

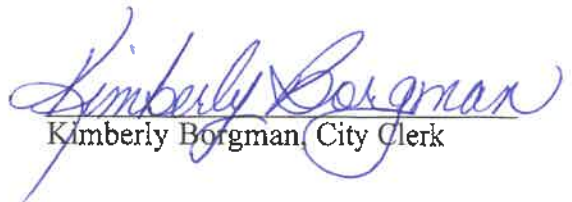
ABSTAINED: NONE

ORDINANCE NO. 545

Published: 7/27/26

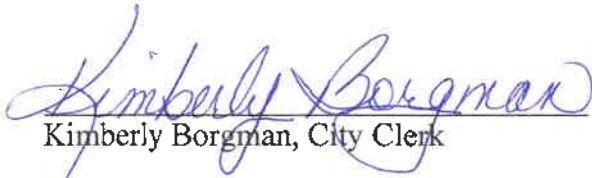
Effective Date: 8/7/26


Brian Mooney, Mayor


Kimberly Borgman, City Clerk

CERTIFICATION

I certify that the foregoing is a true and complete copy of an ordinance that was duly passed by the affirmative vote of at least four (4) council members of the City Council of the City of Coopersville at a regular meeting held on July 13, 2026 which was conducted in accordance with the Open Meetings Act 267 of the Public Acts of Michigan of 1976, as amended.


Kimberly Borgman, City Clerk


Date

**CITY OF COOPERSVILLE
OTTAWA COUNTY, MICHIGAN**

Council Member Bowman, seconded by Council Member Degeus moved adoption of the following ordinance:

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Section 1. Purposes. Upon the recommendation of the City of Coopersville ("City") Downtown Development Authority ("DDA") on June 11, 1990, the City Council, following a public hearing and in accordance with the provisions of the Downtown Development Authority Act, Act 197 of the Public Acts of 1975, as amended (and subsequently repealed and replaced by the Recodified Tax Increment Financing Act, Act 57 of the Public Acts of 2018, as amended) ("Act"), adopted Ordinance 197 which approved and adopted a Tax Increment Finance Plan and Development Plan ("Plan") for the DDA. The City Council has amended the Plan on several occasions in accordance with the Act.

Many of the projects provided for in the Plan have been completed and new needs within the development area and downtown district have developed. Accordingly, the DDA's Board has prepared and submitted a proposed amendment to the Plan, dated **February 10, 2026** ("Amended Plan") to the City Council in accordance with the Act. Following a public hearing and upon due consideration, the City Council has determined to adopt this Ordinance which will amend and restate the Plan as authorized by the Act and consistent with the Amended Plan.

Section 2. Findings.

Pursuant to Section 219 of the Act, the City Council hereby finds and determines the following:

- A. The Amended Plan update for fiscal years 2026 through 2041 constitutes and embodies a public purpose of the City;
- B. The Amended Plan meets the requirements set forth in Section 217 (2) of the Act;
- C. The proposed method of financing the development activities as described in the Amended Plan is feasible, and the DDA has the ability, to arrange the financing;
- D. The development activities described in the Amended Plan are reasonable and necessary to carry out the purposes of the Act;
- E. Any land to be acquired within the development area is reasonably necessary to carry out the purposes of the Amended Plan and the purposes of the Act;
- F. The Amended Plan is in reasonable accord with the approved Master Plan of the City;
- G. Public services such as fire and police protection and utilities are or will be adequate to service the development area and
- H. Such changes in zoning, street levels, intersections and utilities as are contemplated by the Amended Plan are reasonably necessary for the project and the City.

Section 3. Amendment to Plan.

The Plan is hereby amended and restated as set forth in the Amended Plan, which is on file with the City Clerk and which Amended Plan was presented at the required public hearing, which shall include without limitation the Strategic Plan, Development Plan, Tax Increment Financing Plan, and Appendix as presented in the Amended Plan.

Section 4. Approval and Adoption of the Amended Plan.

The Amended Plan as set forth herein is approved and adopted. The duration of the Plan shall not be extended or changed by the adoption of this Ordinance.

Section 5. Publishing.

The City Clerk shall publish this Ordinance or a synopsis of the same in the manner required by law and shall publish, at the same time, a notice stating the purpose and the fact that a complete copy of the code is available to the public at the office of the clerk for inspection.

Section 6. Severability.

Sections of this Ordinance shall be deemed severable and should any section, clause, or provision of this Ordinance be declared to be invalid, the same shall not affect the validity of the Ordinance as a whole or any part thereof.

Section 7. Repeal.

Section 8. Effective Date.

This Ordinance shall be published in one newspaper of general circulation in the city, as required by the City Charter, and become effective ten (10) days thereafter.

ORDINANCE NO. 545

Published: 7/27/26

Effective Date: 8/7/26

**Respectfully Submitted by,
Kimberly Borgman, City Clerk**

