

Development Plan and Tax Increment Financing Plan for the City of Plymouth Old Village Corridor Improvement Authority

Corridor Improvement Authority

Recommended by the Corridor Improvement Authority
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Adopted by City Commission on: April 20, 2026

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Section 1

Introduction

The City of Plymouth, located in Wayne County, is bordered entirely by Plymouth Township. Per the 2020 Census, the population is 9,356. The Old Village Corridor Improvement Authority (CIA) was created by the City Commission on August 16, 2025. The CIA is governed by a Board of Directors whose primary purpose is to enhance the economic growth within the district by targeted investment in infrastructure and public space enhancement to correct and prevent deterioration in the Old Village Corridor. Other purposes of a CIA include stabilizing, enhancing, and increasing property values, as well as improving the overall business climate and increasing employment opportunities.

The City of Plymouth currently has an active Downtown Development Authority (DDA) which encompasses the city's central business district. The proposed CIA district will not share a border with the current DDA district. Public Act 57 of 2018 allows for municipalities to have more than one Tax Increment Finance entity and district, however no two authorities may include the same parcel(s).

A primary benefit of forming the CIA is the ability to capture the incremental increase in the property taxes that result from improvements in the development area. Local school taxes are not captured by the Authority. The captured revenues are used to finance public improvement projects within the development area, as a means for jump-starting economic growth.

A Corridor Improvement Plan is one tool the CIA relies on for achieving its purposes. The goals, objectives and recommended actions presented in this document are intended to plan and prioritize projects, such that the development, redevelopment and other improvements within the corridor are implemented in an orderly manner. Recommendations also ensure improvements match the available revenues and may enable the CIA to become eligible for other funding sources. The Plan was prepared in accordance with the Recodified Tax Increment Financing Act of 2018, Part 6 Corridor Improvement Authorities, which is the successor act to PA 280 of 2005.

PURPOSE OF CIA ACT

Both Part 6 of PA57 of 2018 (the "Act" or "Act 57") and previous PA 280 of 2005 were enacted to provide a new economic development tool designed specifically for the commercial corridors of Michigan. The Act allows communities to create "Corridor Improvement Authorities" with special powers, conditions, and criteria unique to commercial corridors. One of the chief features of a CIA is the ability to fund infrastructure improvements using tax increment financing, discussed more in depth later in this report.

The Act is intended to combat the deterioration of existing business districts and promote economic development efforts within the development area. Communities are permitted to create as many CIA's as they wish, provided no single parcel is located within more than one CIA development area.

Another distinction of a CIA is the ability for municipalities to develop a single CIA development area for a corridor that is located in more than one community. Such benefits as continuity of appearance, uniformity of improvements and land use regulations, and cooperative traffic management are all potential benefits of multi-jurisdictional CIA's development areas.

The CIA is granted specific powers and duties to empower it to accomplish its mission. These include, but are not limited to, the following:

- Acquire and construct public facilities, and improve public facilities to comply with barrier-free design requirements;
- Conduct analysis of economic changes in the development area along with impacts of metropolitan growth on the development area; and develop long range plans (in coordination with the Economic Development department) to prevent deterioration of property values and promote economic growth;
- Implement any plans of development which achieve the purposes of the Act;
- Make and enter into contracts and acquire, own, convey, dispose of or lease all or part of land, real or personal property, or interests in property, grant or acquire licenses, easements, and options;
- Improve land, construct, re-construct, rehabilitate, restore, and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, of any public or private person or combination thereof;
- Accept grants and donations of property, labor, or other things of value and fix, charge, and collect fees, rents, and charges for the use of any facility, building or property under its control; and,
- Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.

ACTIONS OF THE CITY COMMISSION TO DATE

On April 2, 2025, the City Commission passed a Resolution of Intent to establish the Old Village Corridor Improvement Authority. On August 18, 2025, the City Commission held a public hearing regarding the intent to establish a Corridor Improvement Authority district including the proposed boundaries of the Development Area. On September 2, 2025, the Mayor appointed, and the City Commission approved, a six (6) person Corridor Improvement Authority Board.

The boundaries of the CIA development area are identified in Figure 1 found on Page 11 which follows, the parcel list is in Appendix 1.

CONTENT OF THE PLAN

The CIA Plan consists of two (2) components required by Part 6 of Act 57, as amended: the Development Plan and the Tax Increment Financing Plan. The Development Plan includes specific programs, projects, and strategies the CIA intends to pursue for the revitalization of underutilized properties, improve visual appearance, and encourage new investment in the development area. The Tax Increment Financing (TIF) Plan provides the legal foundation for funding these improvements within the development area.

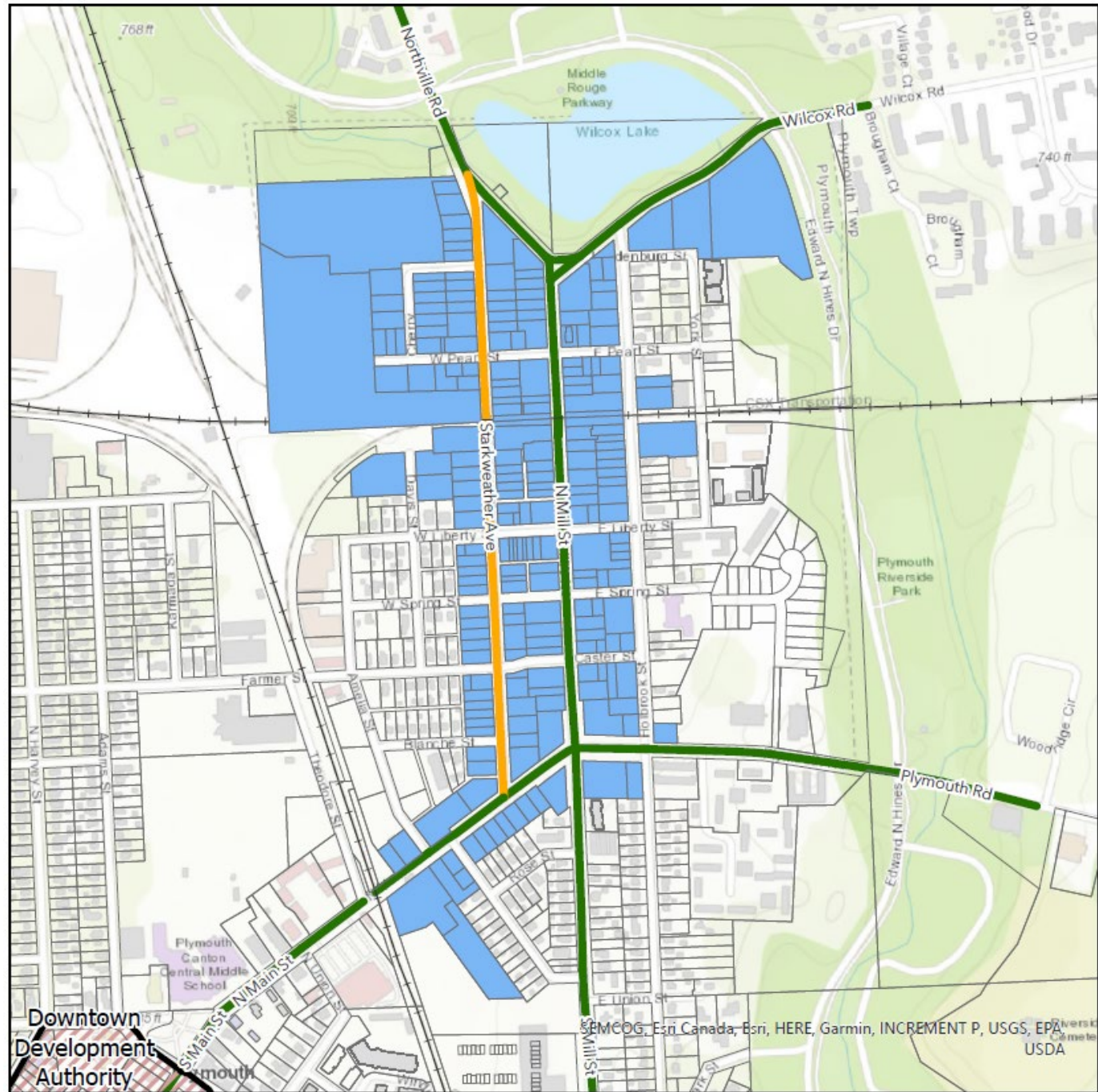
Section 2

Development Plan

DESCRIPTION OF DEVELOPMENT AREA

Designation of Boundaries of the Development Area in Relation to Highways, Streets, Streams, or Otherwise

The Old Village CIA has been given the authority by the City Commission to operate within the boundaries identified in Figure 1. In general, the Corridor District includes all properties with frontage on or within 500 feet of North Mill Street, Starkweather Avenue, and North Main Street. The development area abuts several land use designations and is located within the areas identified in the Plymouth Master Plan as the Old Village Sub Area. These areas are shown in Figure 3. A full legal description can be found in the appendix of this plan.



Old Village CIA District
City of Plymouth
Wayne County, Michigan

Existing Streets and Public Facilities

The predominant roadway within the development area is North Mill Street with prominent intersections at North Main Street/Plymouth Road, Northville Road/Wilcox Road, and Farmer Street/Caster Street. North Mill Street is under the administration of Wayne County. North Mill Street, North Main Street/Plymouth Road, Northville Road/Wilcox Road, and Starkweather Avenue all serve as arterials and or collectors as shown below. No direct Interstate or Highway access is supplied to the CIA district, however nearby access to I-275 and M-14 are provided by Sheldon Road and Ann Arbor Road.

The National Functional Classification System designates major-roads within the development area as:

- North Mill Street - Major Arterial
- North Main Street / Plymouth Road - Major Arterial
- Northville Road / Wilcox Road - Major Arterial
- Starkweather Avenue - Major Collector

Public Facilities include Starkweather Park, Pointe Park, and Knights of Columbus Park. Fire Station #3 is the only city service facility in the district. The nearest major hospital is Trinity Health Livonia Hospital which is approximately four miles northeast of the City's eastern border.

TABLE 1: Major Road Data

Given the limited geography of the district, specific traffic counts for the portions of Mill Street, Starkweather Avenue, North Main Street/Plymouth Road, and Northville Road/Wilcox Road are not available. However, broader average annual visit information is below to provide context of the vehicle and pedestrian traffic experience through the district. A "visit" refers to the total number of times a person enters a location, including repeat visits.

Road	Average Annual Visits (2022 - 2025)
North Mill	29,800
Starkweather	11,500
Plymouth Rd. / Main St.	153,000

Source: 2025 Placer Labs, Inc

Existing and Proposed Land Uses

Historically, uses along the corridor have been commercial office, retail, and single-family and duplex style dwelling. There are no undeveloped sites within the district, however vacant or high turnover retail space is present along the corridor.

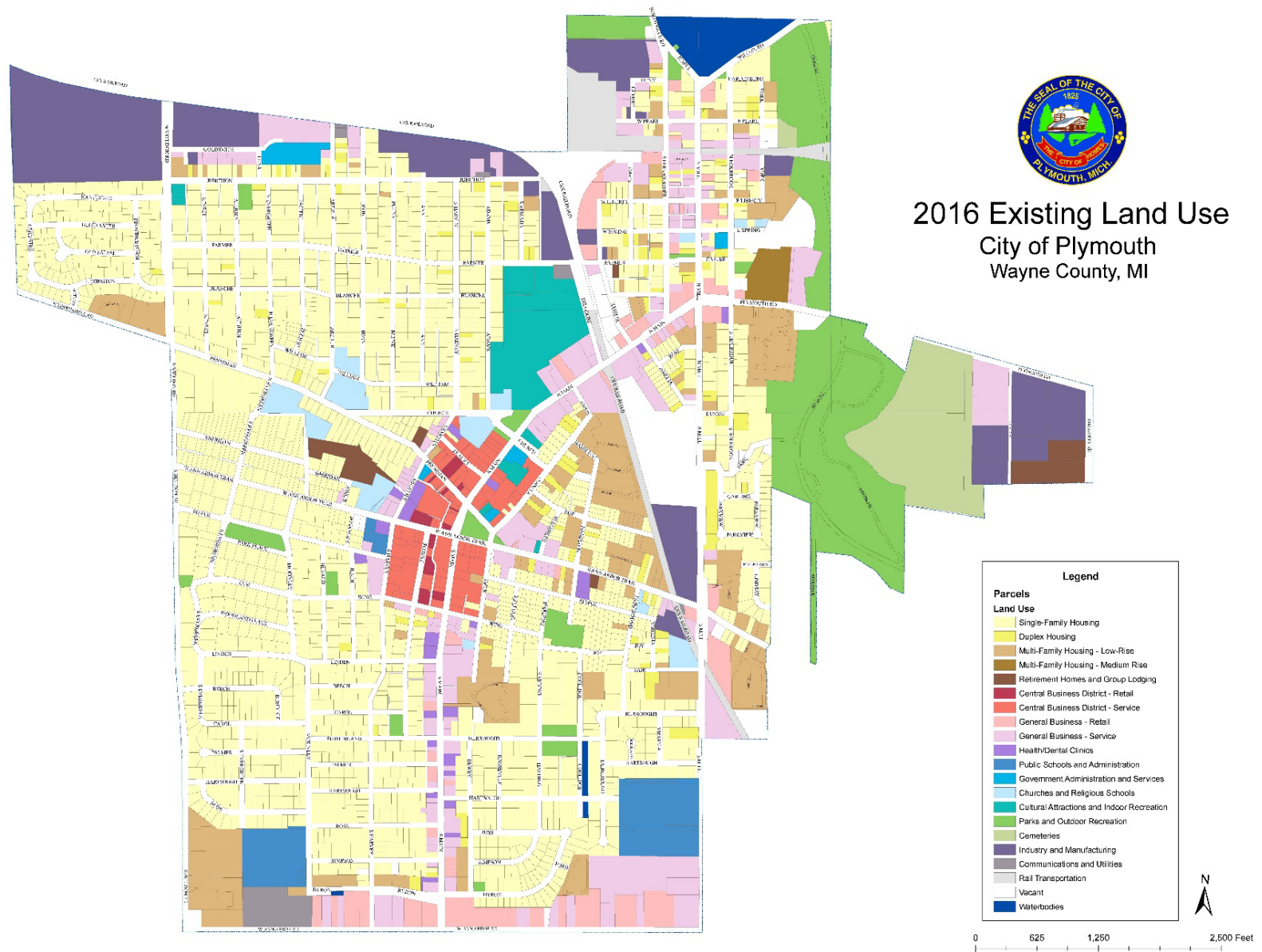
Small scale commercial use varies between small business services and local retail. Residential uses range in the form of single and multiple-family residential duplex style dwellings and second story units. Industrial zoning does exist in a small portion of the district however limited industrial uses currently operate in the district. In general, the condition of all uses along the corridor look to be older/original developments showing signs of age with exception of some one-off redevelopment projects.

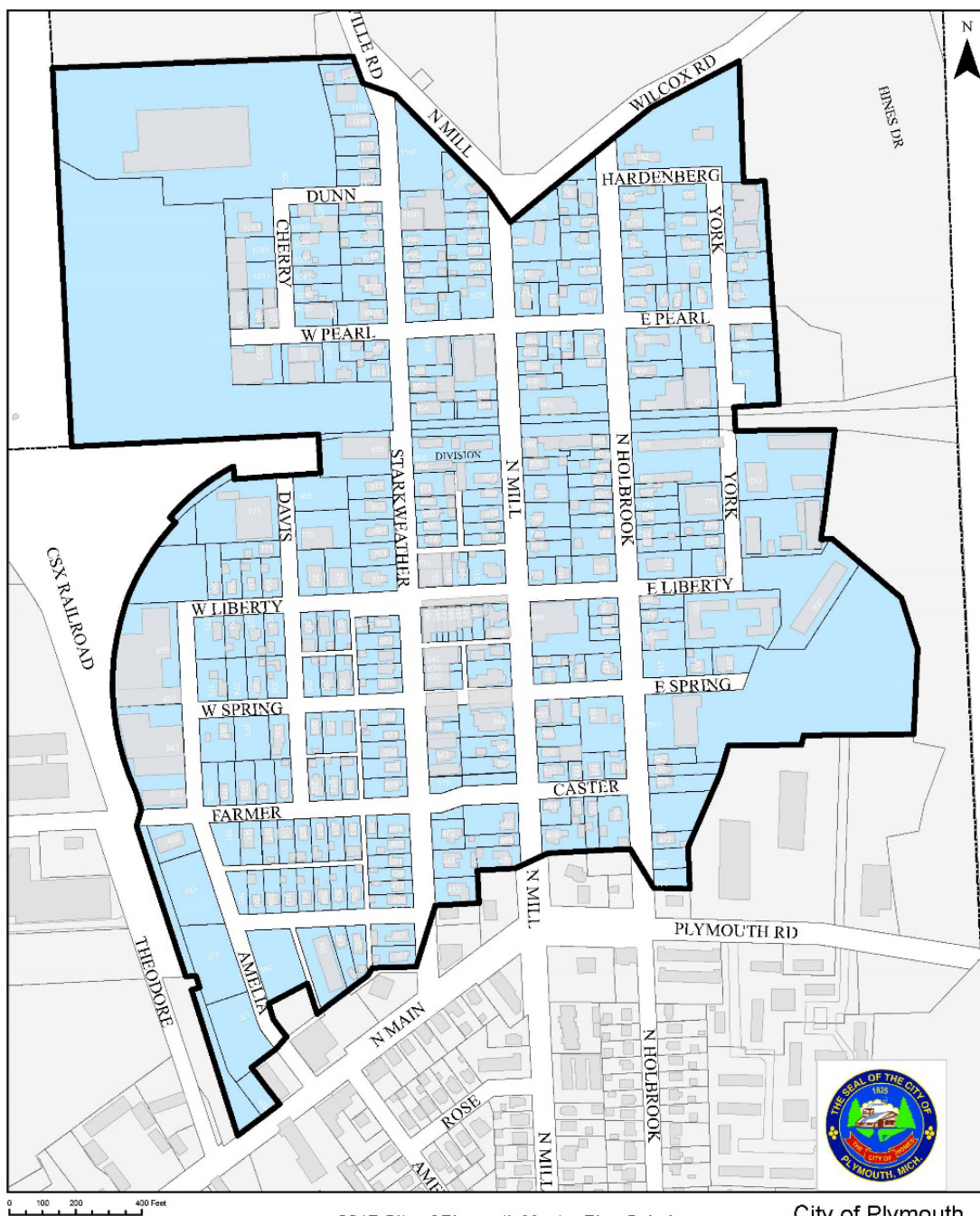
The Plymouth Master Plan places greater emphasis on mixed-uses within the Development Area in an effort to build upon an eclectic variety of existing neighborhood scale residential, commercial, and industrial properties. Consideration is given to the arrangement and location of each land use with the goal of complementing the district's historic character. Intensive uses are discouraged while duplexes, upper level residential, first floor office/retail and outdoor amenities and public space are promoted to provide a vibrant and supportive economic fabric for the corridors. Light industrial development is not discouraged but is guided by buffer and screening preferences to mitigate potential negative effects.

The Master Plan also references the desire to pursue form-based codes to preserve the unique sense of place the Old Village offers to residents, business owners, and visitors. Codes of this nature are meant to place high importance on the design of a development while being flexible on use. This position reinforces the emphasis the City has put on ensuring that while investment in the district is sought, it must fit the character of the corridors as opposed to changing it. Important elements outlined in the Master Plan to be incorporated into any form-based code are the preservation of historic architecture, zero-to-fifteen-foot setbacks, limitation on building height, green space, and flexible parking. Uses desired to utilize these designs are restaurants, taverns, shops, dense residential, and various commercial enterprises.

Regarding the development area, the current Master Plan recognizes the need for more mixed uses and dense residential to accommodate the higher demand for investment within the Development Area and support future and current businesses. Figure 4 presents the future land use concepts within this geography as shown in the Plymouth Master Plan.

FIGURE 2. Existing Land Uses





2017 City of Plymouth Master Plan Sub-Area

Old Village



City of Plymouth
Wayne County, MI

Revised Date: Jan. 2012
Print Date: Jan. 22, 2012
City of Plymouth 013

778 N. Main St.
Plymouth, MA 01751
781-439-1234
www.ci.plymo.ma.us

FIGURE 4. City of Plymouth Future Land Use

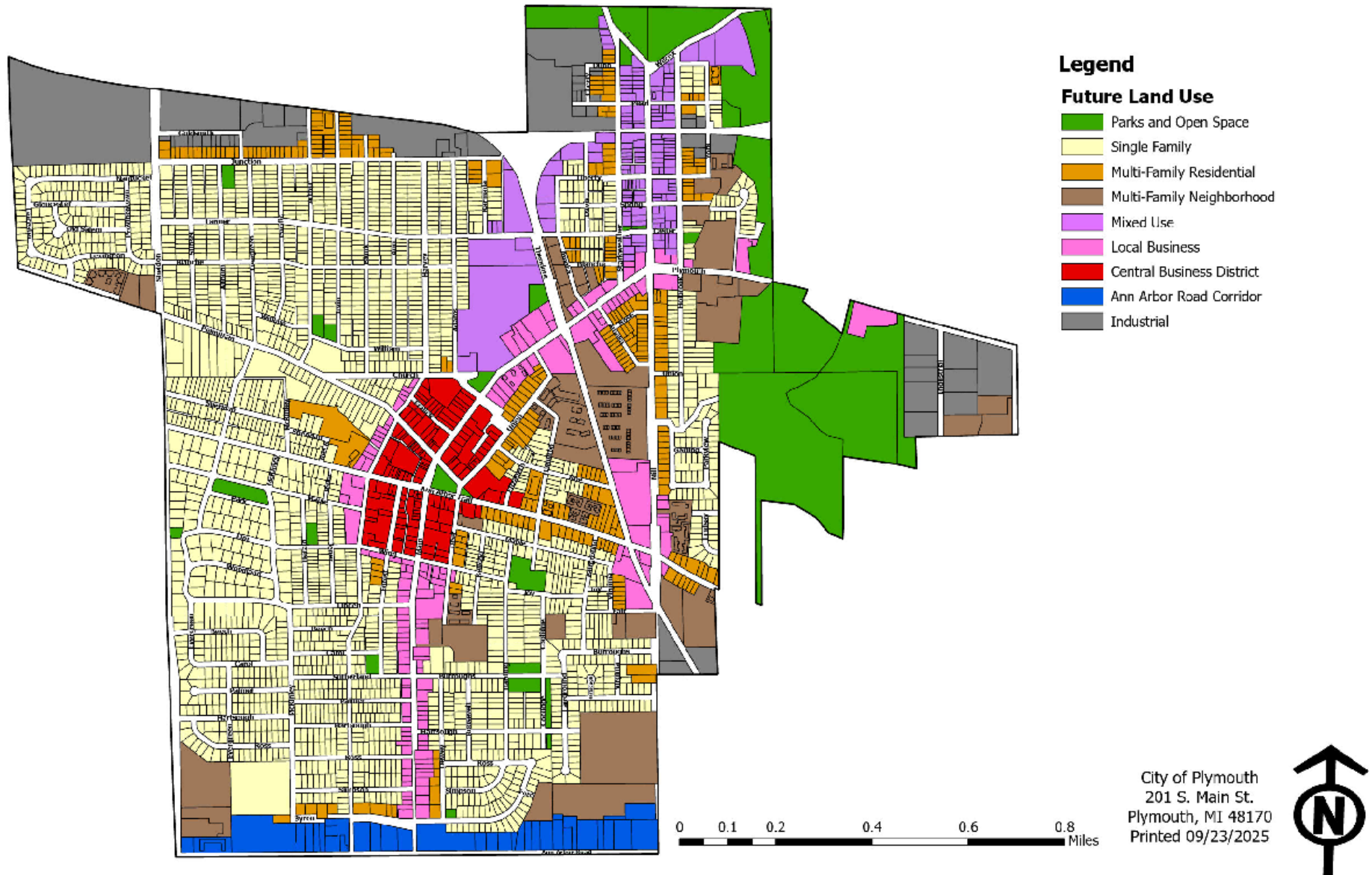
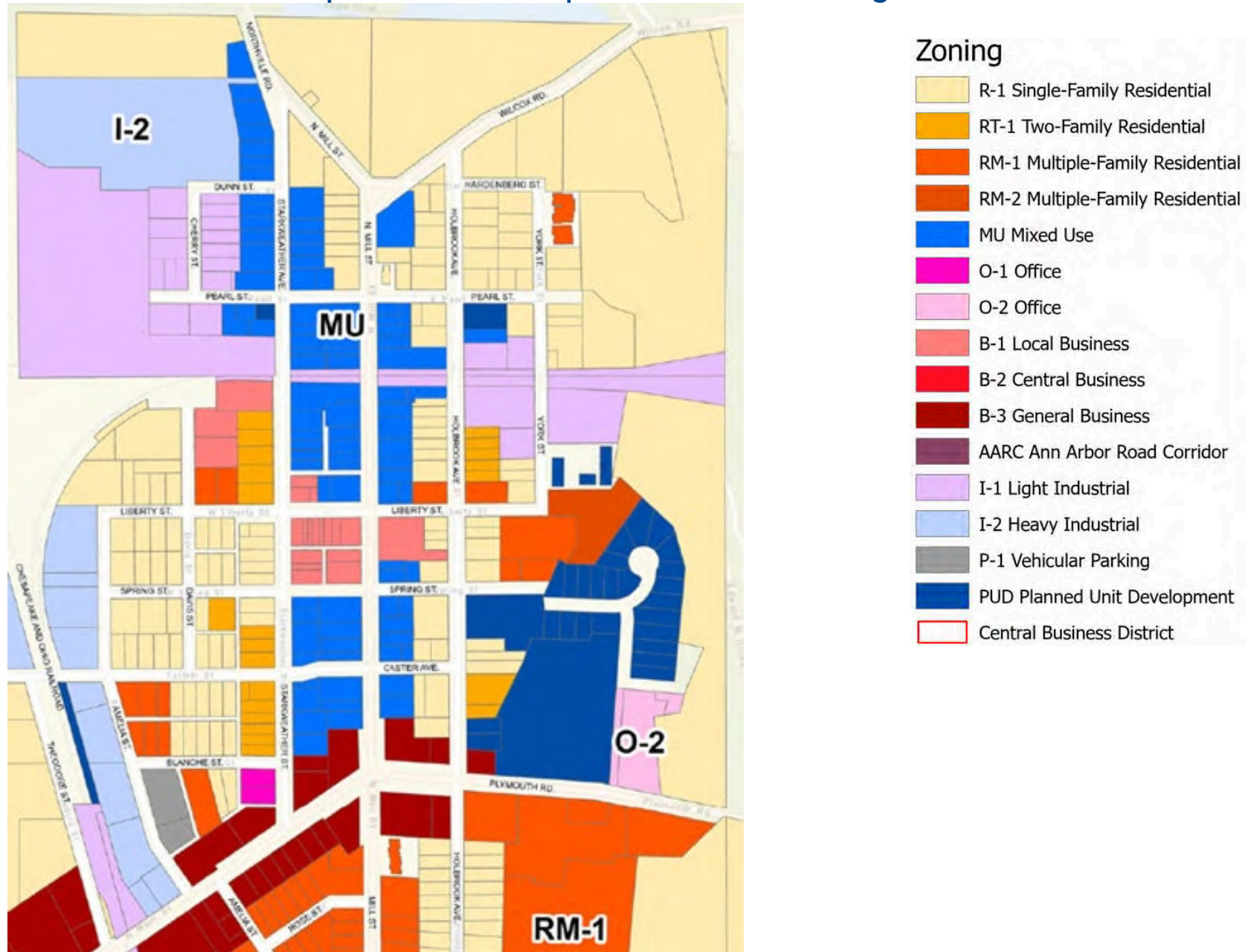


FIGURE 5. Corridor Improvement Development Area 2025 Zoning



Zoning

There are numerous existing zoning districts represented in the Development Area, as illustrated in Figure 5. The following describes the purpose and intent of each designation represented in the Development Area.

- R-1 / Single-Family Residential: The R-1 single-family residential district is designed to be the most restrictive of the residential districts. The intent is to provide for an environment of predominantly low-density, single-family detached dwellings along with other residentially related facilities which serve the residents in the district.
- RT-1 / Two-Family Residential: The RT-1, two-family residential district is designed to provide sites for two-family dwelling structures, and related uses, which will generally serve as zones of transition between the non-residential districts and the lower density single-family residential districts.
- RM-1 / Multiple-Family Residential District: The RM-1 and RM-2 multiple-family residential districts are designed to provide sites for multiple-family dwelling structures, and related uses, which will generally serve as zones of transition between the nonresidential districts and the lower density single-family residential districts. The multiple-family districts are further provided to serve the limited needs for the apartment type of unit in an otherwise low density, single-family community.
- MU / Mixed Use: The MU - Mixed Use District is designed to include a mixture of residential, office and low intensity commercial uses. The MU district is to be limited to the Old Village Section of the city, where over the years a combination of land uses has developed. Industrial uses are not considered compatible within the MU district.
- B-1 / Local Business: The B-1, local business district is designed primarily for the convenience shopping of persons residing in adjacent residential areas, to permit only such uses as are necessary to satisfy those limited basic shopping and/or service needs which by their very nature are not related to the shopping pattern of the central business district or general business district and, where appropriate, allow residential uses as a mixed use.
- B-3/ General Business: The B-3, general business districts are designed to furnish areas for services and goods incompatible with the pedestrian movement in the central business district. The general business districts are characterized by more diversified business types and are often located so as to serve the passerby traffic.
- I-1 / Light Industrial: The I-1, light industrial district is designed so as to accommodate employment centers related to light industrial uses as well as research and development, engineering and testing, office uses, medical facilities, wholesale activities, warehouses, limited manufacturing and industrial operations. The district is intended to permit only those uses whose external, physical effects are restricted to the area of the district and only exert minimal detrimental effects to the surrounding districts. This district is further designed to recognize the growing convergence of office, industrial, and research in terms of functions, location, appearance, and activities.

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- I-2 / Heavy Industrial: The I-2, heavy industrial district is designed primarily for manufacturing, assembling and fabrication activities including large scale or specialized industrial operations, whose external physical effects will be felt to some degree by surrounding districts. The I-2 district is also designed to accommodate research, development, engineering, testing, and office uses. The I-2 district is so structured as to permit the manufacturing, processing, and compounding of semi-finished or finished products from raw materials as well as from previously prepared material. Land uses in this district should generally be separated from residential districts by land uses permitted in the I-1 zoning district.
 - PUD / Planned Unit Development: The planned unit development (PUD) is provided as a design and planning option, intended to permit flexibility in the regulation of land development; to encourage innovation in land use, form of ownership (such as site condominiums) and variety in design, layout, and type of structures constructed; to preserve significant natural, historical, and architectural features and open space; to promote efficient provision of public services and utilities; to minimize adverse traffic impacts; to provide adequate housing and employment; to encourage development of convenient recreational facilities; and to encourage the use and improvement of existing sites or existing buildings when the uniform regulations contained in other zoning districts alone do not provide adequate protection and safeguards for the site or its surrounding areas or flexibility to consider adaptive re-use of existing structures.
 - O-1 / Office Service Districts: The O-1, office service district is designed to accommodate uses such as offices, banks and personal services which can serve as transitional areas between residential and commercial districts and to provide a transition between major thoroughfares and residential districts.

VISION STATEMENT

Public investment brought about by the Corridor Improvement Authority will attract private development and redevelopment that reinforces the Old Village district as a vibrant and unique neighborhood. The continued enhancement of the corridor will provide a subtle but distinctive complement to the City's other retail centers while being nestled within an established residential area. High-quality infrastructure will provide simple yet important amenities to businesses, residents, and visitors to fortify public and private investment in the district. Priority will be carefully placed upon projects that promote the district while ensuring the retention of the area's unique "Off Broadway" character.

GOALS AND PRIORITIES

The overall goal of the Corridor Improvement Authority is to improve and encourage the long-term economic viability of the development area. The projects and improvements outlined in this Development Plan are designed to foster the necessary physical, economic, and social environment which will enable the City of Plymouth to protect existing investment, attract new development, and stimulate the continued revitalization of properties within the development area. Furthermore, the goal is to foster a mix of uses that both serve the surrounding neighborhood and attract regional visitors.

Physical Environment

- Support infrastructure improvements necessary to ensure that existing businesses can expand, and new businesses develop in the development area.
- Further encourage mixed use projects within the area to expand commercial opportunities supported by existing and new residents.
- Promote environmental awareness and resilience in the design and implementation of improvements.
- Encourage the use and historic preservation of buildings while requiring appropriate design, architectural compatibility, color coordination, high-quality materials, consistent building orientation, and façade articulation from new construction. This may be facilitated by the creation of district specific design guidelines.
- Promote streetscape improvements, outdoor seating areas, drinking fountains, bike racks and other assets that will make the development area a comfortable, accessible, and safe place to visit and will encourage the neighborhood residents to walk or bike to commercial offerings.
- Create new opportunities for multi-modal transportation connections to and from Downtown, Hines Park, and other prominent locations.

Economic Environment

- Undertake projects and programs which are designed to create a corridor with a competitive advantage that is attractive to owners and investors and offers quality customer environment as well as a healthy business mix.
- Support financing of projects by leveraging TIF dollars with Federal and State grants, State tax incentives, City funds, and private investment.
- Retain economically viable businesses which presently exist and encourage their expansion.
- Invest in public infrastructure to foster private investment in the area and attract new businesses and residents.
- Address parking system for efficiency and include motorcycle and scooter parking areas.

Social Environment

- Promote a positive and welcoming image of the corridor that fosters cooperation between the public and private sector.

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- Distribute promotional materials and maintain online resources and tools for living, working, and doing business in the district.
 - Promote a positive, inclusive, and welcoming environment.

DESCRIPTION OF IMPROVEMENTS

The Development Plan for the Corridor Improvement Authority includes projects and programs which will fulfill the priorities and objectives of this Plan. The following projects directly impact the physical environment to increase investment in the development area, improve the visual image of the development area, and enhance the overall economic and social environment. The programs are intended to create a stable economic environment as well as a welcoming and inclusive atmosphere for sustained investment in the development area.

Projects and Programs

- Branding and Marketing.
- Development of corridor area entryways and wayfinding signage.
- Streetscape improvements including landscaping, trees, flower planters, benches, plazas, trash receptacles, and other amenities.
- Pathways and pedestrian improvements which may include sidewalks, bike racks, lighting, and seating.
- Expansion of multi-modal connections to downtown, neighborhoods, nearby municipalities, and other community amenities including Hines Park.
- Façade grant and public art program.
- Public flex parking development or programs.
- Traffic safety improvement including, but not limited to pedestrian zones, vehicular circulation studies, and social districts.
- Activation of public alleys through improvements and public/private partnerships.
- Economic development assistance including market analysis, façade improvement partnerships, startup business incubators and support services, and investment in communal public spaces for the use of corridor patrons. Programs may also include property / easement acquisition needed to implement anticipated improvements as well as the research and potential utilization of public/private partnerships.

The duration of this program will be for twenty-five (25) years and will conclude with a final capture of tax increment revenues on December 31, 2050, and expenditure of those revenues by December 31, 2051. Projects and programs will be undertaken based on the ability of the CIA to finance each project and program. It is recognized by the CIA that the projects listed may be beyond the scope of the CIA to complete with its own limited resources. Public-private partnerships as well as State and Federal grant assistance may be necessary to implement all of the above-mentioned items.

LOCATION, EXTENT, CHARACTER, ESTIMATED COST, AND TIMELINE OF IMPROVEMENTS

For the purpose of expediting the duration needed to capture funds necessary to commence small-scale projects and pursue bond funding, the CIA's proposed capture is 100%. This will allow the undertaking of initial projects needed to bring awareness to the district and the CIA itself and accumulate necessary funds to pursue bond funding and/or large-scale projects. The means and methods of this process are explained in detail in Section 3 of this plan.

The CIA will be positioned to fund small-scale improvements as well as projects related to marketing, planning, and operations. There are no plans for large-scale construction projects; however, the CIA may provide economic development services and support to private redevelopment, particularly where other funding can be leveraged. The following projects in Table 2 represent the scope of potential projects that will accomplish the objectives of the CIA, the Development Plan, and Tax Increment Financing Plan. A description of each project is provided below as well as the estimated cost and year of completion.

TABLE 2: Proposed CIA Projects

Branding and Marketing	2026 - 2027 / 2038 - 2039	\$75,000 - \$100,000
A branding process creates a distinct identity to be established for the District as the City of Plymouth and CIA promote the area as a community center and an area of regional appeal and business attraction. Branding of the District will also set the themes of other visual improvements, gateway signage, websites, social media, marketing, advertising, and wayfinding so that a consistent message is conveyed. While branding the District should be distinct, it should also be tied into the identity of the Old Village and City of Plymouth. Budget includes branding refresh and updated marketing midterm of the plan.		
Entryway, Wayfinding Signage, Street Signage, and Historical Markers	2027 - 2028 / 2039 - 2040	\$60,000 - \$120,000
This project will include wayfinding signage designed to direct visitors within the district to key destinations such as parks, shops, parking areas, and landmarks. The wayfinding system will reflect the thematic elements established through the district branding process. To further reinforce the identity of the Old Village CIA and the City of Plymouth, identification signage will be installed at primary entry points to the district. The project scope will also incorporate the installation and/or restoration of historical landmark markers, along with coordinated street signage, to celebrate the district's heritage and contribute to a cohesive visual identity. The budget		

includes allocations for signage refresh and maintenance during the midterm of the plan.

Streetscape, Stormwater, and Public Open Space/Park Improvements	2029 - 2051	\$2,000,000- \$4,000,000
This project involves comprehensive streetscape enhancements, including gateway improvements within the Development Area. Proposed improvements may incorporate unifying design elements established through a district-wide streetscape plan, encompassing landscaping of street frontages, planting areas, public plazas, and the installation and maintenance of uniform street furnishings such as trash and recycling receptacles, benches, lighting, and bike racks. A key objective of the streetscape improvements is to establish a cohesive visual and physical connection between Mill Street, Starkweather, and Main Street within the district. The project scope will also include coordination of underground utilities to support infrastructure upgrades and minimize future disruptions, park improvements to enhance public open spaces for the enjoyment of residents, their families, and visitors, and activation and improvement of public alleys to increase pedestrian connectivity and usability. Additionally, a district forestry plan will be developed to guide tree planting, preservation, and long-term canopy management. Stormwater infrastructure improvements will be identified and implemented as standalone projects and/or as integrated support systems for other streetscape initiatives. The budget includes funding for initial design and installation, as well as provisions for long-term maintenance.		
Multimodal Pathway Extensions and Improvements	2031 - 2051	\$750,000 - \$1,500,000
An important objective of the CIA is to enhance pathway and circulation options throughout the District as part of a broader effort to create a safe, accessible, and connected multimodal network. Proposed improvements may include sidewalk repair and expansion, installation of bike racks, uniform pedestrian-scale lighting, and public seating to support comfort and accessibility for all users. A key component of this initiative is the development of a comprehensive multimodal plan to guide future infrastructure, including designated bike lanes, shared-use paths, and other facilities supporting non-motorized travel. Establishing a continuous connection between the District, Edward Hines Drive, and Downtown will be a priority to strengthen mobility and link key community destinations.		

Project implementation may involve partnerships with public and private entities to coordinate design, construction, and long-term maintenance, which may include a partnership with CSX with the goal of improving railroad properties and crossings. The CIA will also pursue grant funding opportunities and leverage available local and regional resources to maximize investment impact. The project budget includes allocations for planning, design, and installation, as well as provisions for long-term maintenance and lifecycle management.

Façade Grant and Public Art Programs	2027 - 2051	\$25,000 - \$30,000 (per year)
Façade improvement grants and public art programs represent high-impact, low-cost strategies to strengthen the visual character and economic vitality of the district. The CIA will develop clear and objective façade grant criteria to guide program implementation, ensuring consistency, design quality, and alignment with district branding and preservation goals. Façade grants may incentivize private investment by providing matching or supplemental funds to support improvements to building exteriors, entrances, and signage, thereby enhancing the overall appearance and cohesion of the commercial corridor. In parallel, public art partnerships will be pursued to create destination attractions that celebrate local culture, activate public spaces, and promote increased foot traffic for area businesses.		

Public Flex Parking / Parking Infrastructure	2030 - 2051	\$75,000 - \$800,000
There are areas within the district that lack sufficient on- and off-street parking to support existing and future development. Funds may be used to develop side-street parking and/or establish flexible parking programs that allow for reduced parking requirements. Programs could include, but are not limited to, shared parking arrangements, fifteen-minute parking, alternate side parking, municipal parking, and adaptive use of existing lots. The project scope may also include accommodations for a wider range of transportation modes, including, but not limited to, EV charging stations, and designated parking areas for mobility aids, scooters, and motorcycles or mopeds, to support accessibility and emerging forms of micromobility. Additionally, funds are budgeted for the potential acquisition of land for the construction of new surface parking facilities to address long-term capacity needs. The budget includes allocations for initial design and installation, as well as provisions for ongoing maintenance and lifecycle management.		

Traffic Safety Improvement Including Crosswalks	2028 - 2051	\$850,000 - \$1,400,000
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Intersection safety improvements are needed along Starkweather and Mill Streets to enhance pedestrian safety and encourage walkability throughout the district. Proposed improvements may include artistic and/or standard crosswalk treatments, curb extensions, sidewalk continuity, automated crossing signals, and other traffic-calming measures. Preliminary assessments indicate a potential need for approximately seven (7) to nine (9) new or improved pedestrian crossings within the district.

In addition to intersection enhancements, the project will include evaluation and planning for dedicated pedestrian zones and ADA-compliant accessibility improvements to ensure safe and inclusive mobility for all users. Vehicular circulation studies may be undertaken to assess current traffic patterns, identify potential congestion points, and recommend design or policy solutions to improve overall circulation and connectivity. The establishment of designated social districts will also be explored to create vibrant public gathering areas that support community activity, local businesses, and placemaking initiatives.

The project budget includes allocations for initial design, engineering, and installation, as well as long-term maintenance and periodic safety review.

Economic Development Assistance	2027 - 2051	\$15,000 - \$30,000 (per year)
Provide economic development incentives to promote investment in underutilized or obsolete properties and to strengthen the overall economic vitality of the district. Efforts will include conducting a detailed market analysis to identify redevelopment opportunities, target industries, and investment trends that can inform strategic decision-making and policy development. Programs may include federal, state, and local grant matching; development of public-private partnerships; expedited review and permitting processes; and the creation of technical assistance programs to support small business growth and property reinvestment. Partnerships with key community and business organizations—such as the Chamber of Commerce, Downtown Development Authority, and other regional economic entities—will be pursued to coordinate outreach, leverage resources, and facilitate networking events that promote local business services and entrepreneurship.		

Property / Easement Acquisition	2040 - 2051	\$750,000 - \$1,500,000
To implement the specific projects set forth in this plan, it may be necessary to acquire property in either fee simple or by easement. This tool is anticipated to be implemented later in the Authority's twenty-five (25) year plan as needs for property or access procurement evolve. Public/Private partnerships may be utilized to assist with acquisitions. Permits and/or entitlements will be acquired where needed.		

Administrative, auditing, operating & consultation	2026 - 2051	\$30,000 - \$50,000 (per year)
The CIA will incur annual administrative, auditing, and operating costs which may also include planning, legal, engineering, and promotion consultation. These expenses may fluctuate but are not expected to exceed \$50,000 per year and will be reflected in the annual budget of the Authority, as approved by the City of Plymouth.		

STATEMENT OF CONSTRUCTION

Construction of the projects proposed above will be accomplished during construction seasons.

OPEN SPACE

It is anticipated that open space features may be incorporated as part of the entryway and streetscape improvements and at strategic locations within the development area. Where applicable, green infrastructure to manage stormwater will be incorporated in both open space and project design.

DEVELOPMENT AREA OWNERSHIP AND TENURE

It may be necessary for property to be acquired either through fee simple purchase or easement acquisition to implement the overall purpose or specific projects within the plan. If the CIA acquires property for improvements, the necessary rights-of-way will be dedicated to either the City of Plymouth or the appropriate County or State entity.

ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES

The CIA development area contains a mixture of zoning designations including R-1, MU, B-1, RT-1, and I-1. These zones allow for various residential and commercial uses including limited industrial. The Plymouth Master Plan contemplates allowing predominantly mixed use and dense residential within the district.

It is anticipated that public utilities will be improved where possible in the Development Area. It may also be necessary to improve and/or adjust the traffic pattern of busy intersections while implementing pedestrian-oriented infrastructure.

PROPOSED METHOD OF FINANCING THE DEVELOPMENT

Projected improvements and their anticipated costs are shown in Table 3. These projects are set to

occur over a period of approx. twenty-five years. This program will shift as anticipated development comes online and financing is secured where needed. The estimated cost of the specific projects anticipated in this Development Plan is approximately \$6,310,000 to \$12,170,000, as summarized in Table 3. Table 5 anticipates that the CIA will capture approximately \$12,685,033 from TIF sources. While the total capture anticipated over the 25-year span exceeds the total amount anticipated for projects, the average annual capture will be \$507,401.32 per year. Per the scope of several projects, the CIA will require additional funds in any given year to initiate and/or complete projects. Approximately \$5,410,000 to \$11,120,000 is planned to be expended using TIF funds by the CIA towards projects outlined in Table 2 and 3. It should be noted that all expenses and revenues discussed in these sections are estimates that attempt to account for inflation over time and potential changes in the scope of projects. As capture commences and project bids are reviewed, annual CIA budgets will be adjusted accordingly.

Pursuant to Part 6 of Act 57, as amended, the costs of development may be financed by private contributions or donations received by the CIA, Federal and State grants, tax increment financing revenues, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City payable from the anticipated tax increment revenues available for payment of debt service on such bond, tax increment bonds issued by the CIA pledging solely the tax increments, other revenues of the CIA, and other dedicated City funds.

Tables 4 and 5 in the Tax Increment Financing Plan indicate the sources of income available to the CIA to pay the costs of the development and the estimated amounts of each source, based on captured assessed value of property within the District.

It is unlikely that all projects can be financed from revenues received by the CIA. Therefore, the TIF funds should be used to leverage funding from other sources. The various available methods of financing the CIA may seek to use are described in the following text.

TABLE 3: Summary of Proposed Development Activities

Proposed Project	Cost	CIA Share	Year(s)	Anticipated Method of Financing
Branding / Marketing	\$75,000 - \$100,000	\$75,000 - \$100,000	2026-2027 / 2038-2039	1
Entryways / Wayfinding	\$60,000 - \$120,000	\$60,000 - \$120,000	2027-2028 / 2039-2040	1
Streetscape Improvements / Stormwater Infrastructure	\$2,000,000- \$4,000,000	\$1,500,000 - \$3,500,000	2029-2051	1, 3, 4
Multi-Modal Pathway Extension / Improvements	\$750,000 - \$1,500,000	\$600,000 - \$1,250,000	2031-2051	1, 2, 4
Façade Grant and Public Art	\$25,000 - \$30,000 (per year)	\$25,000 - \$30,000 (per year)	2027-2051	1, 5
Public Flex Parking Program	\$75,000 - \$800,000	\$75,000 - \$800,000	2035-2051	1
Traffic Safety Improvements and Crosswalks	\$850,000 - \$1,400,000	\$700,000 - \$1,250,000	2028-2051	1, 2, 3, 4
Economic Development Assistance	\$15,000 - \$30,000 (per year)	\$15,000 - \$30,000 (per year)	2027-2051	1
Property / Easement Acquisition	\$750,000 - \$1,500,000	\$650,000 - \$1,350,000	2040-2051	1, 2
Administrative Services	\$30,000 - \$50,000 (per year)	\$30,000 - \$50,000 (per year)	2026-2051	1
Estimated Totals	\$6,310,000- \$12,170,000	\$5,410,000 - \$11,120,000		
1 = Annual Tax Increment 2 = Tax Increment Bonds 3 = City Funds (either General or Dedicated) 4 = State and Federal Grants 5 = Private donation				

City of Plymouth Limited Tax General Obligation Bonds Issued Pursuant to Section 216 of Act 57, as amended.

Section 216(1) of Act 57 permits the City to issue general obligation bonds, which pledge CIA revenues as additional security. Section 216(2) permits the CIA to issue bonds payable solely from tax increment revenues. Currently, neither the City nor the CIA have outstanding bonds issued under Section 216 of Act 57. It is anticipated the CIA or (jurisdiction) will incur no more than an estimated \$3,000,000 in bonded indebtedness under this Plan.

Special Assessment/General Obligation Bonds

The City may also issue special assessment bonds along or in combination with general obligation bonds to finance all or part of the projects identified in this plan. The size of such bond issues would depend on the project included and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payment of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefitted by the project. Payment of the general obligation bonds would be from the general fund of the City derived from the proceeds of taxes levied upon all property within the City.

State and Federal Grant Programs

The City will also assist the CIA in pursuing relevant State and Federal transportation, environmental, economic development, and community enhancement grants that either are or may become available. Supplemental sources of funding will be necessary to fully complete all the projects outlined in this plan.

Private Contributions

The CIA may also accept private contributions from individuals, corporations, and foundations.

LEASE, SALE, OR CONVEYANCE OF DEVELOPMENT

All public improvement projects undertaken as part of this Plan will remain in public ownership for the public benefit.

Certain lands may be acquired and later sold to commercial developers who are willing to build a project acceptable to the Authority. Public / Private partnerships may be utilized as a mechanism for the purchase of land or easements as well as executing lease agreements. There are no known direct beneficiaries at this time. To the extent that certain projects, such as the provision of public parking facilities, will benefit a set of businesses, efforts will be made to capture such benefit through special assessments and development agreements.

RESIDENTIAL POPULATION AND THE DISPLACEMENT OF PERSONS

There is no anticipated displacement or relocation required for this Plan. However, if there is the need for relocation of any individuals, the CIA, when required, will provide for the cost of relocation and reimbursement of expenses in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The relocation of any families, individuals, or businesses shall also be conducted in accordance with the statutory requirements and provisions of State of Michigan Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.

Section 3

Tax Increment Financing Plan

INTRODUCTION

This Tax Increment Financing Plan is established to make possible the financing of the public improvements necessary or desirable for the Corridor Improvement Authority Development Area in accordance with the Development Plan for that area.

EXPLANATION OF THE TAX INCREMENT PROCEDURES

No. 57 of the Public Acts of 2018, Part 6, Corridor Improvement Authorities, enables a CIA to undertake a broad range of development area improvement activities which will contribute to the economic growth and prevent the decline of property values in the designated development area. These improvement activities include, but are not limited to, the following: plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration or reconstruction of public facilities or buildings; development of long-range plans; and otherwise implement any plan for development in the development area necessary to achieve the purpose of the enabling statute.

To provide the Authority with the means of financing the planning and implementation of development proposals, the statute affords the opportunity to undertake tax increment financing or development programs. These programs must be identified in a Tax Increment Financing Plan which has been approved by the governing body of a municipality.

Simply stated, tax increment financing permits the Authority to capture tax revenues attributable to the increase in value of real and personal property located within an approved development area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions, or to such other factors the assessor may deem appropriate.

At the time the Tax Increment Financing Plan is approved by resolution of the City Commission, the sum of the most recently assessed values, i.e., the values as finally equalized by the State Board of Equalization, of those taxable properties located within the development area, is established as the "Initial Assessed Value." Property exempt from taxation at the time of determination of the Initial Assessed Value shall be included as zero on the date of adoption of this Plan. The local taxing jurisdictions consist of the City of Plymouth, Schoolcraft College, Wayne County, and Huron-Clinton Metropolitan Authority. As a result of Proposal A passed in March 1994, local school districts, intermediate school districts, and the State of Michigan are no longer included as part of the capture.

In each subsequent year, the total assessed value of real and personal property within the district is termed the "Current Assessed Value."

The difference between any one (1) year period between the Current Assessed Value and the Initial Assessed Value is the “Captured Assessed Value.” During that period which the TIF Plan is in place, local taxing jurisdictions continue to receive ad valorem taxes based on the Initial Assessed Value. Taxes paid on the Captured Assessed Value in allotted years after the establishment of the TIF Plan, however, are payable to the CIA for the purposes established in the Tax Increment Financing Plan.

For the Corridor Improvement Authority Tax Increment Financing Plan, the initial assessed value will be the assessed value of all real property and personal property in the Development Area as of December 31, 2024, and equalized by the State in May of 2025. The initial taxable value of the Development Area is estimated to be \$34,753,834. The City Assessor does not anticipate significant growth in personal property due to the characteristics of land use in the City and increased availability of exemptions from the State of Michigan. Personal property tax will not be part of the TIF capture.

The tax levy of all participating taxing jurisdictions, in 2026, is anticipated to be 23.2490 mils. Under the Tax Increment Financing Plan, the tax levy on the entire capture assessed valuation is to be utilized by the CIA in the manner as hereinafter set forth.

PROJECTION OF CAPTURED ASSESSED VALUES AND REVENUES

The Tax Increment Financing Plan is based on the redevelopment or revitalization of desired properties within Development Area.

As noted in the Development Plan, there are areas available for small commercial expansion and the CIA may support these redevelopment projects by providing economic development services or applying for State and Federal grants. However, most projects will focus on supporting existing businesses via branding, gateways, signage improvements, infrastructure investment, safety path extensions and improvements, traffic improvements, and streetscape improvements. CIA projects will also enhance the overall physical and economic environment of the corridor to promote continued revitalization and investment.

The taxing jurisdictions and their respective millages subject to capture are presented in Table 4.

TABLE 4: Millage Capture

Taxing Jurisdiction	2026 Ad Val Rate
City Operating	13.0677
Schoolcraft College	2.2700
Wayne County Operating	5.5622
Wayne County Voted	0.9743
Wayne County Jail	0.9278
Wayne County Parks	0.2420
Huron-Clinton Metropolitan Authority	0.2050
Total	23.2490

The City is proposing to capture 100% of taxes for the TIF. This approach will allow the CIA to expedite the collection of working funds and implement small scale projects as opposed to being stagnant for the first few years due to a low capture rate. Based on the projected growth outlined in the Development Plan and the existing tax rate of 23.2490 to be captured, the anticipated revenues are summarized in Table 5. Detailed estimates of the impact on tax capture for each taxing jurisdiction are provided in Appendix 3.

This projection is based on current tax rates. Possible factors leading to the deviation from current values are below:

1. If other taxing districts that are subject to capture in the Development Area raise their millage, more revenues will be raised for the CIA Plan.
2. An annual inflation growth rate of 3.5% has been projected for each year and is reflected in Table 5. To develop this estimate, taxable value increases were reviewed over a six-year period beginning in 2017 and ending with assessed values from 2022. The result was a real property taxable value increase of 12% over the six-year span. Using average parameters, 3.5% was chosen to inform the projections. Justification for this calculation is provided in Appendix 2.

Proposal A, adopted in March 1994, limits the annual assessment increase for each property parcel in the State of Michigan to 5% or the inflation rate, whichever is less. When property is sold or transferred, the tax assessment is adjusted to current values.

Below is the estimated capture for each year of the CIA plan.

TABLE 5: Estimated TIF Capture 2026 - 2050

Year	Taxable Value	Base Value	Capture Value	Capture
2026	\$35,834,812	\$34,806,786	\$1,028,026	\$23,901
2027	\$37,089,030	\$34,806,786	\$2,282,244	\$53,055
2028	\$38,387,146	\$34,806,786	\$3,580,360	\$83,223
2029	\$39,730,697	\$34,806,786	\$4,923,911	\$114,442
2030	\$41,121,271	\$34,806,786	\$6,314,485	\$146,747
2031	\$42,560,515	\$34,806,786	\$7,753,729	\$180,176
2032	\$44,050,134	\$34,806,786	\$9,243,348	\$214,770
2033	\$45,591,888	\$34,806,786	\$10,785,102	\$250,567
2034	\$47,187,604	\$34,806,786	\$12,380,818	\$287,611
2035	\$48,839,170	\$34,806,786	\$14,032,384	\$325,945
2036	\$50,548,541	\$34,806,786	\$15,741,755	\$365,614
2037	\$52,317,740	\$34,806,786	\$17,510,954	\$406,665
2038	\$54,148,861	\$34,806,786	\$19,342,075	\$449,145
2039	\$56,044,071	\$34,806,786	\$21,237,285	\$493,104
2040	\$58,005,614	\$34,806,786	\$23,198,828	\$538,595
2041	\$60,035,810	\$34,806,786	\$25,229,024	\$585,670
2042	\$62,137,064	\$34,806,786	\$27,330,278	\$634,386
2043	\$64,311,861	\$34,806,786	\$29,505,075	\$684,798
2044	\$66,562,776	\$34,806,786	\$31,755,990	\$736,967
2045	\$68,892,473	\$34,806,786	\$34,085,687	\$790,954
2046	\$71,303,710	\$34,806,786	\$36,496,924	\$846,822
2047	\$73,799,340	\$34,806,786	\$38,992,554	\$904,636
2048	\$76,382,317	\$34,806,786	\$41,575,531	\$964,465
2049	\$79,055,698	\$34,806,786	\$44,248,912	\$1,026,379
2050	\$81,822,647	\$34,806,786	\$47,015,861	\$1,090,451
			Estimated Total	\$12,199,089
Capture = (taxable value-Base value)/1000 x Millage Rate				

USE OF TAX INCREMENT REVENUES

The tax increment revenues generated within the development area, pursuant to the Development Plan as it now exists or is hereafter amended, shall be used according to the budget of the Authority as approved by City Commission in accordance with the following:

- First, to pay the administrative, auditing, and operating expenses of the CIA and the City for the development area, including planning, legal, engineering and promotion to the extent

provided in the annual budget of the Authority, as approved by the City Commission. Initial funds will be used to reimburse the City for the administrative and consulting resources used to create the CIA.

- Second, to pay for projects and ongoing programs identified in the Development Plan.
- Third, any tax increment receipts more than those needed under the preceding paragraphs would be used for future development activities within the development area, as defined in the Development Plan. Expansion or contraction of the development area is possible pursuant to an amendment or modification of the Development Plan and Tax Increment Financing Plan via applicable provisions of Act 57 and other laws.

STATEMENT OF THE ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS

The primary overall impact of the Plan is anticipated increased economic activity within the development area. This increase in activity will, in turn, generate additional tax revenue to local taxing jurisdictions through increases in assessed valuation of real and personal property, improved residential neighborhoods, and increase personal local income from new employment within the development area.

To the extent the current assessed value equals the initial assessed value, the taxing jurisdictions would always receive the tax revenues they would have received prior to the adoption of this Plan. The local taxing jurisdictions shall, therefore, suffer no loss of current tax revenues.

The debt retirement millages for any local taxing jurisdiction within the development area will also remain with those taxing jurisdictions.

It is anticipated the development activities of the Corridor Improvement Authority, financed in whole or in part by tax increment revenues, will produce a positive, material effect on the assessed values of property within, and in, the proximity of the development area and will ultimately result in the eventual collection of greater real and personal property tax revenues than would otherwise have been available.

The CIA proposed all the eligible taxes, minus those presently collected for debt service retirement, subject to any agreements with the various taxing units, levied on the captured assessed value within the district, be used by the Authority to the extent needed from year-to-year to accomplish the purpose of this Plan.

JUSTIFICATION OF THE TAX INCREMENT FINANCING PLAN

This Tax Increment Financing Plan is based upon the premise that the anticipated increase in development would not occur without the public improvements projected in the Development Plan. In the past decade, private investment within the development area has occurred. However, public investment has not been able to keep pace with interest in the corridor. Various commercial properties are underutilized with moderate to high rates of business turnover. The benefits from implementation of the Development Plan will be the fostering of continued interest

in the district and prevent the stagnation or decline of property values.

The basic premise of this Plan is that private development would not take place without public investment. Therefore, the short-term investment made by the taxing units in foregoing initial growth in tax revenues is repaid by the long-term benefit of substantially greater taxes, improved neighborhoods, and increased employment realized from a significantly stronger commercial tax base.

Appendices

Appendix 1 Legal Desc and Parcel List of CIA

Development Area

Appendix 2 Historical Percent Change Real

Property and TIF Revenue

Appendix 3 Estimates of TIF Capture

Appendix 1: Parcel List of CIA Development Area

005-03-0076-000	002-01-0590-000
005-03-0075-000	002-01-0602-006
005-03-0074-000	002-01-0606-000
005-03-0073-000	002-01-0611-000
005-03-0077-000	002-01-0601-001
005-03-0068-000	002-01-0607-000
005-03-0067-000	002-01-0609-000
005-03-0066-000	002-01-0610-000
005-03-0065-000	002-01-0612-000
005-03-0064-001	002-01-0603-000
005-04-0019-001	002-01-0605-000
005-04-0011-001	002-01-0600-000
005-04-0027-000	002-01-0599-000
005-04-0012-000	002-01-0597-000
005-04-0026-000	002-01-0595-301
005-04-0025-000	002-01-0593-000
005-04-0013-001	002-01-0591-000
005-04-0015-000	002-01-0592-000
005-04-0023-000	002-01-0613-000
005-04-0022-000	002-01-0614-000
005-04-0016-000	002-01-0615-001
005-04-0017-000	002-01-0577-001
005-04-0021-000	002-01-0583-000
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005-04-0014-001	002-01-0582-000
005-04-0018-001	002-01-0581-000

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005-01-0379-000	002-01-0572-000
005-01-0380-000	002-01-0573-000
005-01-0381-000	002-01-0574-001
005-01-0382-000	002-01-0574-002
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005-02-0009-004

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004-01-0482-000	005-07-0036-000
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004-01-0497-000	005-07-0038-002
004-01-0499-000	005-07-0010-000
004-01-0495-000	005-07-0007-000
004-01-0496-000	005-07-0003-303
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005-03-0064-002	005-03-0053-301
004-01-0464-000	003-03-0002-000
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004-01-0487-000	003-01-0506-301
004-01-0489-301	003-01-0509-301
004-01-0486-000	003-01-0509-302
004-01-0494-000	004-01-0429-312
004-01-0491-000	
004-01-0492-000	

Old Village CIA District

Legal Description

Basis of bearing of this description is ASSESSOR'S PLYMOUTH PLAT NO. 17 of part of Hardenberg's Addition to Plymouth Village and of part of the Southeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 23, T. 1 S., R. 8 E., City of Plymouth, Wayne County, Michigan as recorded in Liber 66 of Plats, Page 79, Wayne County Records.

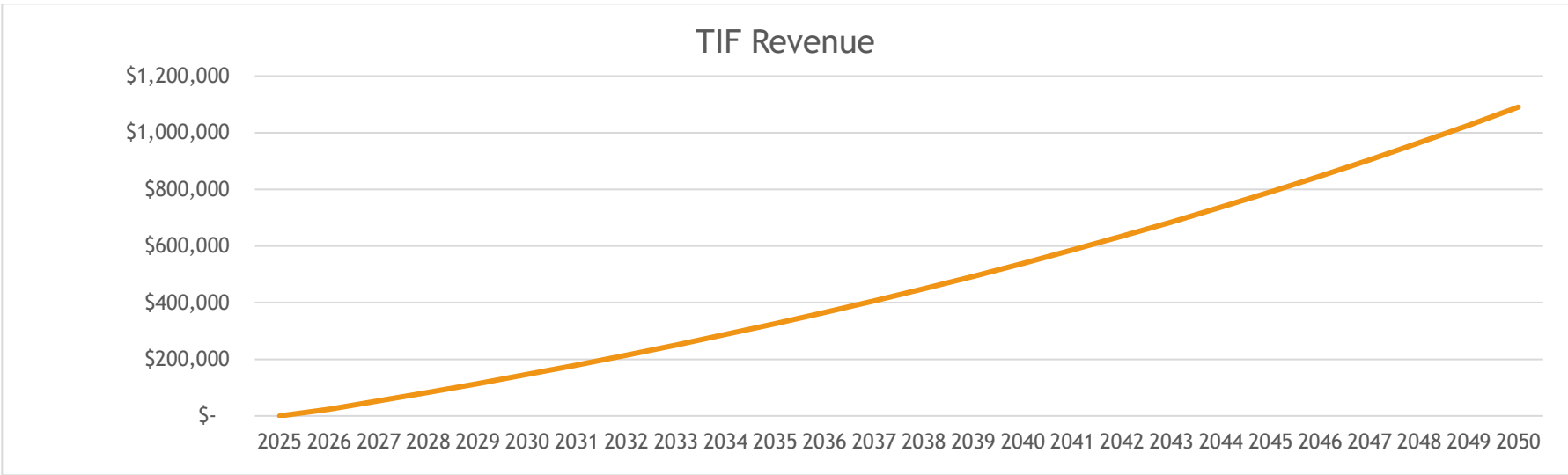
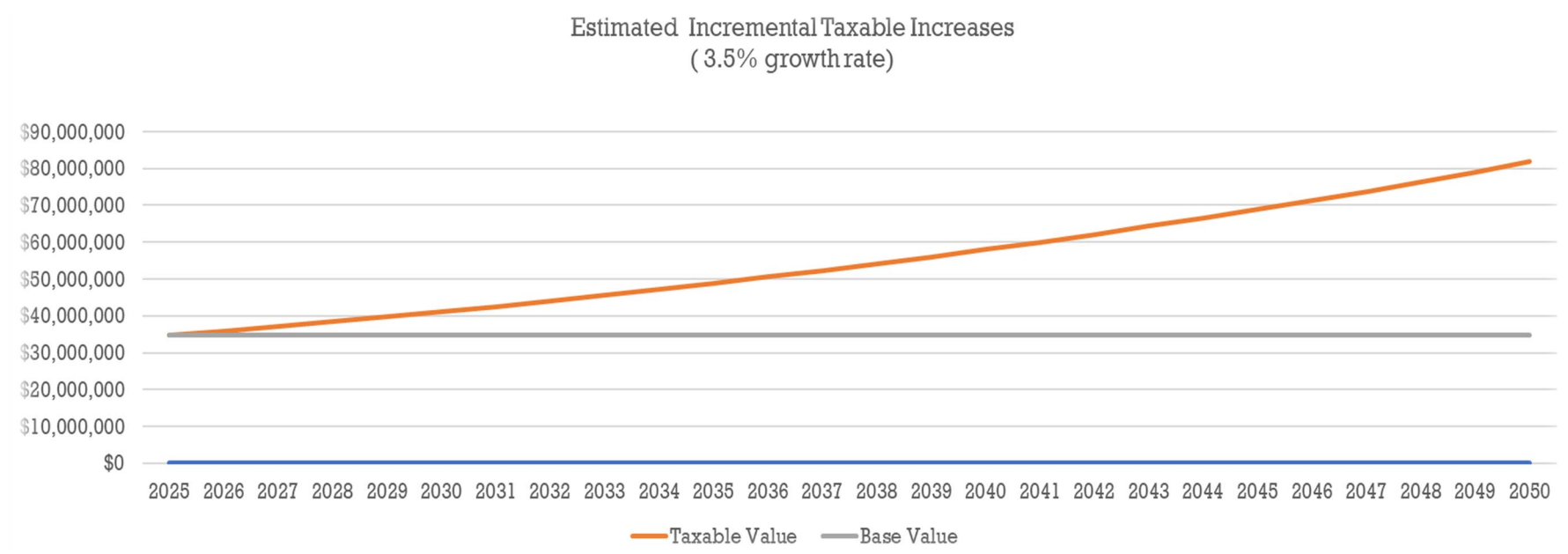
Part of the South $\frac{1}{2}$ of Section 23 and the North $\frac{1}{2}$ of Section 26, T. 1 S., R. 8 E., City of Plymouth, Wayne County, Michigan, described as:

BEGINNING at the Northwest corner of Lot 622 of said ASSESSOR'S PLYMOUTH PLAT NO. 17; thence N. $88^{\circ} 18' 04''$ E. 907.64 feet along the North line of said Lot 622 to a point on the Westerly right of way line of Northville Road (66 feet wide); thence S. $19^{\circ} 50' 31''$ E. 153.00 feet along said right of way line of said Northville Road; thence N. $70^{\circ} 09' 29''$ E. 77.84 feet to a point on the Southwesterly right of way line of North Mill Street (66 feet wide) said point also being the Northerly corner of Lot 617 of said ASSESSOR'S PLYMOUTH PLAT NO. 17; thence S. $43^{\circ} 47' 30''$ E. 397.90 feet along the said Southwesterly right of way of said North Mill Street to a point on the Westerly right of way line of said North Mill Street (66 feet wide); thence S. $02^{\circ} 13' 30''$ E. 15.81 feet along said West right of way of line said North Mill Street to the Southeast corner of Lot 575 of said ASSESSOR'S PLYMOUTH PLAT NO. 17; thence S. $42^{\circ} 10' 22''$ E. 102.79 feet to a point on the East right of way line of said North Mill Street said point also being on the Southerly right of way line of Wilcox Road (66 feet wide) and said point being the Northwesterly corner of Lot 551 of ASSESSOR'S PLYMOUTH PLAT NO. 16 of that part of Bradner and Holbrook's Subdivision lying in Section 23 and of part of the Southwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 23, T. 1 S., R. 8 E., City of Plymouth, Wayne County, Michigan as recorded in Liber 66 of Plats, Page 82, Wayne County Records; thence N. $51^{\circ} 35' 10''$ E. 548.04 feet along said Southerly right of way line of said Wilcox Road; thence N. $62^{\circ} 53' 45''$ E. 297.86 feet along said Southerly right of way line of said Wilcox Road to the Northwest corner of Lot 508 of said ASSESSOR'S PLYMOUTH PLAT NO. 16; thence N. $52^{\circ} 25' 15''$ E. 310.61 feet along said Southerly right of way line of said Wilcox Road; thence S. $34^{\circ} 42' 56''$ E. 65.15 feet; thence along the arc of a curve to the right 96.63 feet with a radius of 456.91 feet, a central angle of $12^{\circ} 33' 54''$ a chord bearing of S. $27^{\circ} 04' 08''$ W. and a distance of 96.45 feet; thence S. $19^{\circ} 47' 11''$ E. 103.60 feet; thence along the arc of a curve to the right 421.09 feet with a radius of 6197.57 feet, a central angle of $03^{\circ} 53' 35''$ a chord bearing of S. $14^{\circ} 48' 45''$ E. and a distance of 421.01 feet; thence S. $77^{\circ} 14' 51''$ W. 50.26 feet; thence N. $49^{\circ} 42' 02''$ W. 127.33 feet; thence N. $18^{\circ} 20' 00''$ W. 28.71 feet to a point on the South line of Lot 508 of said ASSESSOR'S PLYMOUTH PLAT NO. 16; thence along said South line S. $88^{\circ} 36' 52''$ W. 369.68 feet to a point on the East right of way line of York Street (49.50 feet wide) as platted said point also being the Northwest corner of Lot 510 of said ASSESSOR'S PLYMOUTH PLAT NO. 16; thence N. $02^{\circ} 27' 55''$ W. 49.17 feet along said East right of way line of said York Street; thence S. $88^{\circ} 24' 10''$ W. 379.49 feet to a point on the West right of way line of Holbrook Avenue (66 feet wide); thence S. $02^{\circ} 23' 13''$ E. 587.93 feet along said West right of way line of said Holbrook Avenue; thence N. $87^{\circ} 36' 47''$ E. 66.00 feet to a point on the East right of way line of said Holbrook Avenue said point also being the Northwest corner of Lot 536 of said ASSESSOR'S PLYMOUTH PLAT NO. 16; thence N. $87^{\circ} 41' 47''$ E. 163.21 feet along the North line of said Lot 536 to the Northeast corner of said Lot 536; thence S. $04^{\circ} 18' 14''$ E. 50.99 feet to the Southeast corner of said Lot 536; thence N. $88^{\circ} 01' 50''$ E. 16.86 feet to the Northeast corner of Lot 537 of said ASSESSOR'S PLYMOUTH PLAT NO. 16; thence S. $02^{\circ} 22' 58''$ E. 99.99 feet to the Southeast corner of said Lot 537; thence S. $88^{\circ} 16' 16''$ W. 181.78 feet along the South line of said Lot 537 to a point on said East right of way line of said Holbrook Avenue said point also being the Southwest corner of said Lot 537; thence S. $02^{\circ} 21' 41''$ E. 64.45 feet along said East right of way line to the Northwest corner of Lot 451 of ASSESSOR'S PLYMOUTH PLAT NO. 15 of that part of Bradner and Holbrook's Subdivision lying in Section 26 and of part of the West $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 26, T. 1 S., R. 8 E., City of Plymouth, Wayne County, Michigan as recorded in Liber 66 of Plats, Page 81, Wayne County Records; thence N. $88^{\circ} 13' 22''$ E. 264.92 feet along the North line of said Lot 451 of said ASSESSOR'S PLYMOUTH PLAT NO. 15 to a point on the West right

of way line of York Street (49.50 feet wide); thence S. 02° 11' 00" E. 157.25 feet along said West right of way line; thence S. 86° 48' 40" W. 132.59 feet; thence N. 02° 18' 58" W. 9.42 feet to the Northeast corner of Lot 459 of said ASSESSOR'S PLYMOUTH PLAT NO. 15; thence S. 86° 40' 20" W. 132.00 feet along the North line of Lot 459 to the East right of way line of said Holbrook Avenue; thence S. 87° 41' 10" W. 66.00 feet to a point on the West right of way line of said Holbrook Avenue; thence S. 02° 18' 50" E. 1220.41 feet along the West right of way line of said Holbrook Avenue; thence N. 87° 41' 10" E. 66.00 feet to a point on the East right of way line of said Holbrook Avenue; thence S. 87° 43' 28" E. 108.58 feet to a point on the East line of Lot 430 of said ASSESSOR'S PLYMOUTH PLAT NO. 15; thence S. 01° 50' 00" E. 90.00 feet along said East line of said Lot 430 to the North right of way line of Plymouth Road (66 feet wide) as platted; thence N. 87° 41' 38" W. 107.83 feet along said North right of way line of said Plymouth Road as platted to the Southwest corner of said Lot 430 of said ASSESSOR'S PLYMOUTH PLAT NO. 15; thence N. 02° 18' 50" W. 32.33 feet along said East right of way line of Holbrook Avenue; thence S. 87° 41' 10" W. 66.00 feet to the West right of way line of said Holbrook Avenue; thence S. 02° 18' 50" E. 27.00 feet along said West right of way line of said Holbrook Avenue to a point on said North right of way line of said Plymouth Road as platted; thence S. 87° 41' 38" E. 4.36 feet along said North right of way line of Plymouth Road as platted; thence S. 02° 05' 34" E. 259.09 feet to the Southwest corner of Lot 268 of ASSESSOR'S PLYMOUTH PLAT NO. 11 of part of the Southwest ¼ of the Northeast ¼ of Section 26, T. 1 S., R. 8 E., City of Plymouth, Wayne County, Michigan as recorded in Liber 65 of Plats, Page 9, Wayne County Records; thence N. 88° 31' 13" W. 270.86 feet to a point on the East right of way line of Mill Street (66 feet wide); thence S. 87° 54' 26" W. 78.04 feet; thence S. 02° 05' 34" E. 43.81 feet to the Southwest corner of Lot 385 of ASSESSOR'S PLYMOUTH PLAT NO. 14 of part of the Southeast ¼ of the Northwest ¼ and the Southwest ¼ of Northeast ¼ of Section 26, T. 1 S., R. 8 E., City of Plymouth, Wayne County, Michigan as recorded in Liber 66 of Plats, Page 80, Wayne County Records; thence N. 35° 54' 42" W. 53.46 feet to the Southeast corner of Lot 384 of said ASSESSOR'S PLYMOUTH PLAT NO. 14; thence S. 53° 35' 18" W. 436.18 feet to a point on the East right of way line of Amelia Street (50 feet wide) said point being the Southwest corner of Lot 378 of said ASSESSOR'S PLYMOUTH PLAT NO. 14; thence S. 53° 35' 18" W. 50.00 feet to the West right of way line of said Amelia Street; thence S. 35° 19' 54" E. 104.66 feet along said West line of said Amelia Street to the Southeast corner of Lot 375 of said ASSESSOR'S PLYMOUTH PLAT NO. 14; thence S. 53° 35' 18" W. 132.00 feet along the South line of said Lot 375 to the Southwest corner of said Lot 375; thence S. 35° 19' 54" E. 521.58 feet; thence S. 88° 23' 26" W. 159.88 feet to a point on the Westerly line of Lot 363 of said ASSESSOR'S PLYMOUTH PLAT NO. 14; thence N. 35° 19' 54" W. 437.98 feet; thence S. 53° 35' 18" W. 40.00 feet; thence S. 72° 22' 16" W. 128.26 feet; thence N. 17° 37' 44" W. 182.20 feet to a point on the Southerly right of way line of North Main Street (66 feet wide); thence N. 53° 35' 18" E. 89.62 feet along said Southerly right of way line of said North Main Street; thence N. 36° 24' 50" W. 65.96 feet to a point on the Northerly right of way line of said North Main Street said point also being the Southwest corner of Lot 11 in GRAVEL HILL subdivision of the Northwest ¼ of Section 26, Plymouth Village (now the City of Plymouth), T. 1 S., R. 8 E., Wayne County, Michigan as recorded in Liber 21 of Plats Page 54, Wayne County Records; thence N. 36° 24' 50" W. 133.00 feet to the Northwest corner of said Lot 11 of said GRAVEL HILL subdivision; thence N. 53° 35' 10" E. 519.24 feet; thence N. 02° 12' 50" W. 163.20 feet to a point on the South right of way line of Blanche Street (50 feet wide) said point also being the Northwest corner of Lot 32 of said GRAVEL HILL subdivision; thence continuing N. 02° 12' 50" W. 50.00 feet to a point on the North right of way line of said Blanche Street said point also being the Southwest corner of Lot 33 of said GRAVEL HILL subdivision; thence continuing N. 02° 12' 50" W. 280.00 feet to a point on the South right of way line of Farmer Street (50 feet wide) said point also being the Northwest corner of Lot 19 of said GRAVEL HILL subdivision; thence continuing N. 02° 12' 50" W. 50.00 feet to a point on the North right of way line of said Farmer Street said point also being the Southwest corner of Lot 18 in ASSESSOR'S PLYMOUTH PLAT NO. 4 of part of the Northwest ¼ of Section 26, T. 1 S., R. 8 E., Plymouth Village (now the City of Plymouth), Wayne County, Michigan, as recorded in Liber 63 of Plats, Page 90, Wayne County Records; thence continuing N. 02° 14' 55" W. 549.04 feet to a point on the

South right of way line of Liberty Street (variable width) said point also being the Northwest corner of Lot 64 of said ASSESSOR'S PLYMOUTH PLAT NO. 4; thence N. 02° 14' 50" W. 71.60 feet to a point on the North right of way line of said Liberty Street; thence S. 87° 47' 10" W. 3.00 feet along said North right of way line to the Southwest corner of Lot 63 of said ASSESSOR'S PLYMOUTH PLAT NO. 4; thence N. 02° 14' 50" W. 139.00 feet to the Southeast corner of Lot 10 of THE AMELIA STARKWEATHER ADDITION TO PLYMOUTH VILLAGE subdivision of part of the Northwest ¼ of Section 26, T. 1 S., R. 8 E., Plymouth Village (now the City of Plymouth), Wayne County, Michigan as recorded in Liber 89 of Plats, Page 65, Wayne County Records; thence S. 87° 46' 55" E. 164.14 feet along the South line of said Lot 10 of said THE AMELIA STARKWEATHER ADDITION TO PLYMOUTH VILLAGE subdivision to a point on the East right of way line of Davis Avenue (50 feet wide) said point also being the Southwest corner of said Lot 10 of said THE AMELIA STARKWEATHER ADDITION TO PLYMOUTH VILLAGE subdivision; thence N. 01° 26' 39" W. 33.80 feet along said East right of way line of said Davis Avenue; thence S. 88° 36' 20" W. 423.50 feet; thence 303.94 feet along the curve of an arc to the right with a radius of 714.50 feet, a central angle of 24° 22' 22" a chord bearing of N. 49° 24' 44" E. and a distance of 301.65 feet; thence N. 87° 43' 20" E. 139.56 feet to a point on the West right of way line of Davis Street (50 feet wide) said point also being the Northwest corner of Lot 14 of said THE AMELIA STARKWEATHER ADDITION TO PLYMOUTH VILLAGE subdivision; thence continuing N. 87° 43' 20" E. 50.00 feet to a point on the East right of way line of said Davis Avenue said point also being the Northeast corner of Lot 13 of said THE AMELIA STARKWEATHER ADDITION TO PLYMOUTH VILLAGE subdivision; thence N. 87° 43' 20" E. 80.95 feet to the Northeast corner of Lot 13 of said THE AMELIA STARKWEATHER ADDITION TO PLYMOUTH VILLAGE subdivision said point also being the Southwest corner of Lot 56 of said ASSESSOR'S PLYMOUTH PLAT NO. 4; thence N. 02° 14' 50" W. 83.31 feet along the West line of said Lot 56 of said ASSESSOR'S PLYMOUTH PLAT NO. 4; thence 91.41 feet along the arc of a curve to the right with a radius of 362.43 feet, a central angle of 14° 27' 02", a chord bearing N. 75° 04' 05" W. and a distance of 91.17 feet; thence N. 88° 57' 20" E. 126.09 feet to a point on the West right of way line of Starkweather Avenue (66 feet wide); thence N. 02° 14' 50" W. 17.09 feet along said West right of way line of said Starkweather Avenue to a point on the South line of said Section 23; thence S. 87° 43' 20" W. 960.40 feet along said South line of said Section 23 to a point on the West line of the City of Plymouth said point also being the Southwest corner of said ASSESSOR'S PLYMOUTH PLAT NO. 17; and thence N. 02° 18' 35" W. 1143.00 feet along the West line of said ASSESSOR'S PLYMOUTH PLAT NO. 17 to the Northwest corner of said Lot 622 of said ASSESSOR'S PLYMOUTH PLAT NO. 17 said point also being the POINT OF BEGINNING. Containing 87.28 acres of land, more or less.

Appendix 2: Historical Percent Change Real Property and Anticipated Revenue



Appendix 3: City of Plymouth Estimated Tax Capture of Corridor Improvement Authority

Assumed Percent of Growth:	3.5%						
TIF Capture	100% from all Jurisdictions						
Tax Year	Taxable Value of Real Property	Base Value of Real Property	Captured TV Over Base Year	County Millage Rate	County Estimated Annual TIF Revenue	Taxing Jurisdiction	2026 Est. Millage Rate
2025	\$ 34,806,786	\$ 34,806,786	\$ 0	23.8777	\$ 0	City Operating	13.0677
2026	\$ 35,834,812	\$ 34,806,786	\$ 1,028,026	23.2490	\$ 23,901	Schoolcraft College	2.2700
2027	\$ 37,089,030	\$ 34,806,786	\$ 2,282,244	23.2467	\$ 53,055	Wayne County Operating	5.5622
2028	\$ 38,387,146	\$ 34,806,786	\$ 3,580,360	23.2444	\$ 83,223	Wayne County Voted	0.9743
2029	\$ 39,730,697	\$ 34,806,786	\$ 4,923,911	23.2420	\$ 114,442	Wayne County Jail	0.9278
2030	\$ 41,121,271	\$ 34,806,786	\$ 6,314,485	23.2397	\$ 146,747	Wayne County Parks	0.2420
2031	\$ 42,560,515	\$ 34,806,786	\$ 7,753,729	23.2374	\$ 180,176	Huron-Clinton Metropolitan Authority	0.2050
2032	\$ 44,050,134	\$ 34,806,786	\$ 9,243,348	23.2351	\$ 214,770		
2033	\$ 45,591,888	\$ 34,806,786	\$ 10,785,102	23.2327	\$ 250,567	TOTAL	23.2490
2034	\$ 47,187,604	\$ 34,806,786	\$ 12,380,818	23.2304	\$ 287,611		
2035	\$ 48,839,170	\$ 34,806,786	\$ 14,032,384	23.2281	\$ 325,945		
2036	\$ 50,548,541	\$ 34,806,786	\$ 15,741,755	23.2258	\$ 365,614		
2037	\$ 52,317,740	\$ 34,806,786	\$ 17,510,954	23.2234	\$ 406,665		
2038	\$ 54,148,861	\$ 34,806,786	\$ 19,342,075	23.2211	\$ 449,145		
2039	\$ 56,044,071	\$ 34,806,786	\$ 21,237,285	23.2188	\$ 493,104		
2040	\$ 58,005,614	\$ 34,806,786	\$ 23,198,828	23.2165	\$ 538,595		
2041	\$ 60,035,810	\$ 34,806,786	\$ 25,229,024	23.2142	\$ 585,670		
2042	\$ 62,137,064	\$ 34,806,786	\$ 27,330,278	23.2118	\$ 634,386		
2043	\$ 64,311,861	\$ 34,806,786	\$ 29,505,075	23.2095	\$ 684,798		
2044	\$ 66,562,776	\$ 34,806,786	\$ 31,755,990	23.2072	\$ 736,967		
2045	\$ 68,892,473	\$ 34,806,786	\$ 34,085,687	23.2049	\$ 790,954		
2046	\$ 71,303,710	\$ 34,806,786	\$ 36,496,924	23.2025	\$ 846,822		
2047	\$ 73,799,340	\$ 34,806,786	\$ 38,992,554	23.2002	\$ 904,636		
2048	\$ 76,382,317	\$ 34,806,786	\$ 41,575,531	23.1979	\$ 964,465		
2049	\$ 79,055,698	\$ 34,806,786	\$ 44,248,912	23.1956	\$ 1,026,379		
2050	\$ 81,822,647	\$ 34,806,786	\$ 47,015,861	23.1933	\$ 1,090,451		
				TOTAL	\$ 12,199,089		