

# Neighborhood Improvement Authority

## Development & TIF Plan



November 5, 2025 Draft  
Adopted: XXX, XX, 2025

DRAFT

# Neighborhood Improvement Authority Acknowledgements

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## Chapter 1: Introduction

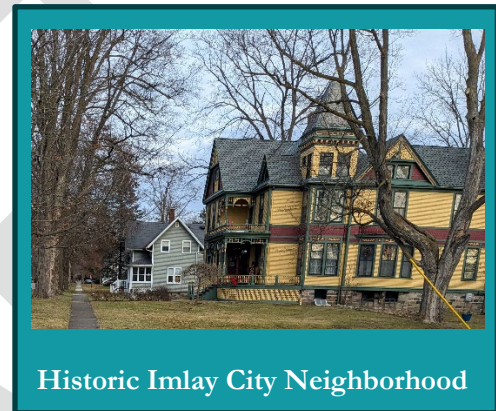


In spring of 2025, the City of Imlay City established the Neighborhood Improvement Authority (NIA). The NIA intends to focus revenue captured from this district to investments to create a viable, attractive environment for business development and residential living within the City. This version of the plan is intended to be implemented over the next 30 years. By using revenue from captured tax increment revenue in accordance with Public Act 57 of 2018 - Part 8 (the act recodified most of Michigan statutes related to tax increment financing authorities including Public 197 of 1975, which governed NIA), the NIA intends to undertake projects that will help facilitate enhancing property values, revitalize neighborhoods, grow residential development, promote economic growth, and foster community engagement in the district.

### Background

Imlay City was established initially as a Village in 1870. The beginnings of the City focus on the development of the railroad connecting Flint to Port Huron, known as the Port Huron and Lake Michigan railway. Residential areas surrounding the downtown and railway are historic dating to the early 1800s. Since then, Imlay City is located along I-69 the interstate connecting the west and east coasts of Michigan into Canada.

Per the 2025 Development Plan, the NIA was established to strengthen the community's identity and to give the area a sense of place.



### Adoption to Establish the NIA District Ordinance

Based on the findings and recommendations of the master plan, the City proceeded with the establishment of the NIA. Following the process outlined in the Act, a public hearing was held on **November 4, 2025**. On **X, 2025**, the City Commission adopted Ordinance **No. ###** and designated the boundaries of the district within which the authority will exercise its power.

### Goals

Some of the overarching goals associated with this development and Tax Increment Financing Plan (TIF) are listed below:

1. **Enhance Property Values:** Encourage investments in residential, commercial, and mixed-use properties to increase property values.
2. **Maintain Neighborhoods:** Foster safe, attractive, and functional residential neighborhoods.
3. **Revitalize Neighborhoods:** Address blight and improve infrastructure to create vibrant, attractive, and sustainable neighborhoods.
4. **Promote Economic Development:** Support the growth of local businesses and the development of underutilized properties. Support targeted commercial and industrial development to create jobs and economic stability. Leverage TIF Plan and long-term incentive programs with developers to fund improvements and spur growth.

5. **Foster Community Engagement:** Encourage public participation and input in planning and development efforts. Collaborate with the Lapeer Development Corporation and other regional partners to advance economic development.

6. **Maintain and Enhance City Infrastructure:** Enhance infrastructure, public services, and amenities to benefit residential, commercial, industrial, and mixed-use areas.

7. **Energy Reliability:** Facilitate the formation, creation, implementation, and legal defense of a municipal electric utility to provide reliable and cost-effective energy to residents and businesses.

The NIA Plan prioritizes flexible, multi-use development to address community needs across all zoning land uses. Key goals include:

#### **Residential Development**

- **Housing Improvements:** Support rehabilitation and modernization of existing homes to improve safety, energy efficiency, and property values.
- **New Housing:** Encourage diverse housing options (e.g., single-family homes, townhouses, and affordable units) to attract new residents.
- **Neighborhood Amenities:** Enhance parks, sidewalks, street lighting, and community spaces to improve quality of life.

#### **Commercial Development**

- **Business Growth:** Support small businesses, retail, and service establishments to enhance local commerce and community vibrancy.
- **Mixed-Use Projects:** Promote developments that integrate residential and commercial uses to create walkable, dynamic neighborhoods.

#### **Industrial Development**

- **Targeted Growth:** Promote industrial and manufacturing facilities in designated zones to create jobs and economic diversification.
- **Infrastructure Support:** Upgrade utilities, roads, and broadband access to attract and retain industrial businesses.

#### **Municipal Electric Utility**

- **Formation and Implementation:** Support the creation and operation of a municipal electric utility to provide reliable, cost-effective, and sustainable energy to the NIA district and broader community.
- **Legal Defense:** Allocate resources to defend the legal authority of the municipal electric utility under Michigan law, ensuring its ability to operate and serve the district's needs.

#### **Community-Wide Benefits**

- **Public Safety:** May fund improvements to police, fire, and emergency services to serve all land uses.
- **Environmental Sustainability:** Support green infrastructure, such as stormwater management, energy-efficient systems, and renewable energy integration through the municipal electric utility.
- **Economic Vitality:** Create synergies among residential, commercial, and industrial growth, supported by long-term developer incentives and a municipal electric utility, to strengthen the local tax base and support local businesses.

## Chapter 2: Development Plan

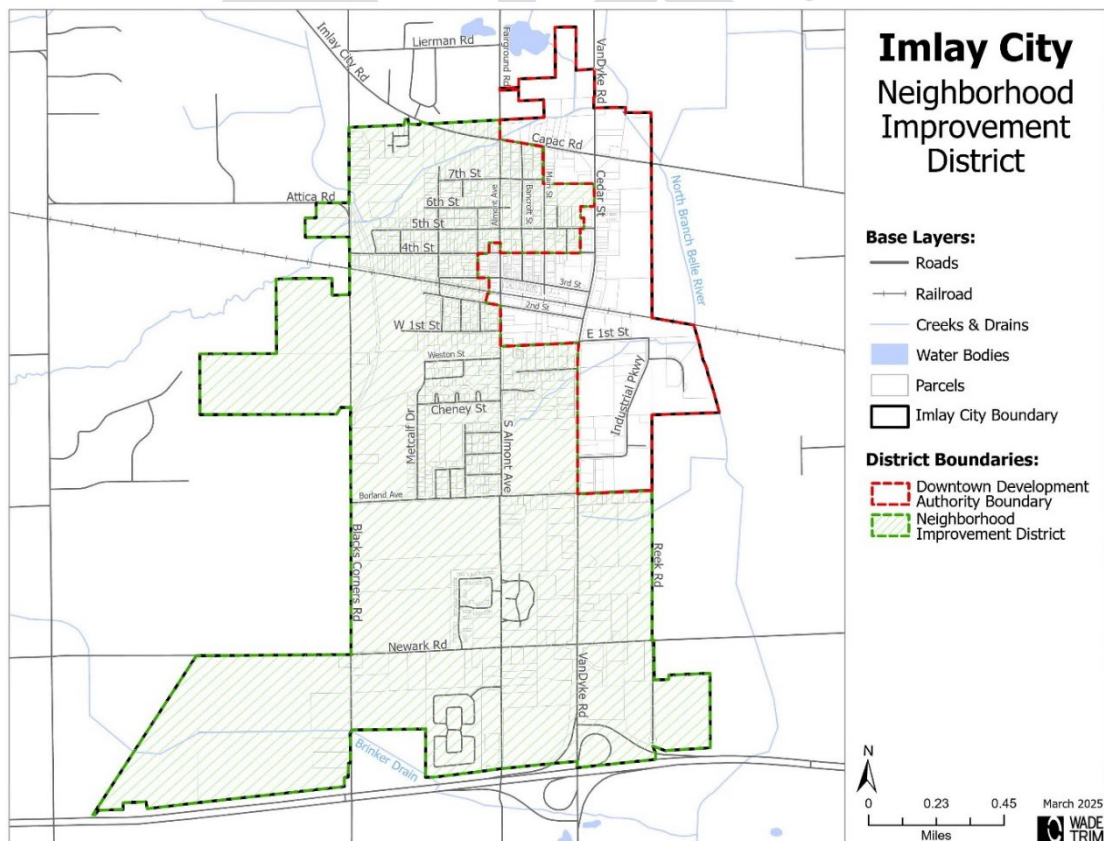


The NIA Development Plan component is organized according to the informational requirements for development plans as outlined in Section 817.(2) of the Recodified Tax Increment Financing Act, Public Act 57 of 2018 – Part 8.

### Section 817.(2)(a)

#### Designation of Boundaries of the Development Area

The Imlay City NIA is wholly contained within the municipal limits of the City of Imlay City, Lapeer County, Michigan. Map 1 shows the individual properties included within the NIA district. The description of the district by streets is: This boundary of the area is described as north of I-69 between properties along Blacks Corner Road and Reek Road. The district includes the east side of M-53 from I-69 until Borland Road. At Borland Road only the west side of M-53 is in the district until First Street. The area continues on the south side of First Street and the west side of Almont Avenue headed north. At Second Street this wraps beside the northwest corner property up Calkins Street. Headed east along Forth Street to the center line of alley after White Street. Headed north along the alley to Fifth Street this includes all property on the east side of Main Street till Seventh Street. From the intersection of Seventh Street and Main Street all properties on the west side of the street headed north are part of the district. From Main Street along old M-21 (Capac Street) the properties on the south side are included in the district to Fairgrounds Road. West of Fairgrounds Roads to Blacks Corners Road is within the district. Properties along most of Blacks Corners Road south of Attica Road to I-69 excluding Yntema Park. In total, the NIA district encompasses approximately 1407 and 61,288,920 square feet of land.



Appendix C includes the narrative legal description of the NIA and the specific property tax identification numbers for all of the properties located within NIA district.

## Section 817.(2)(b)

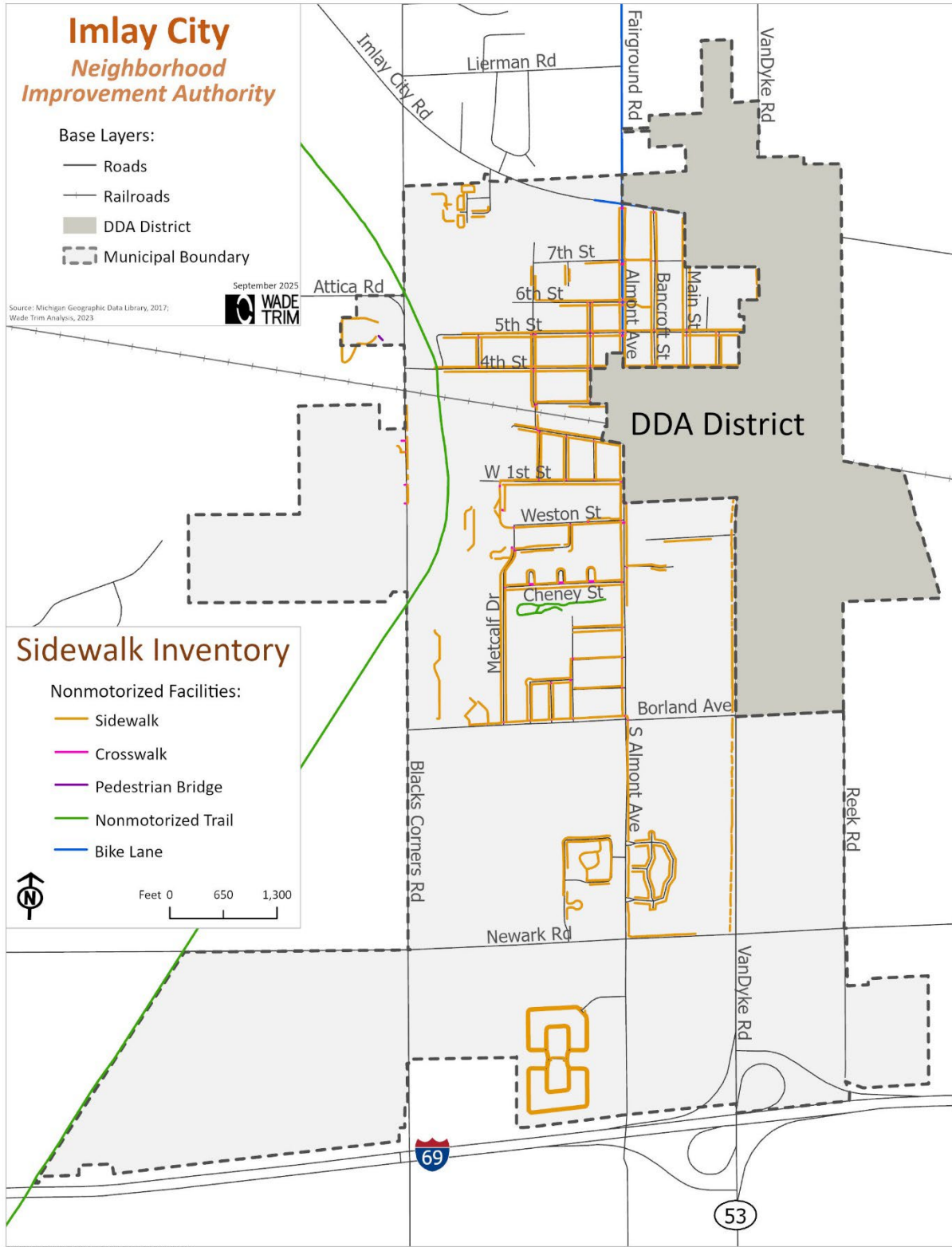
### Location of Public Facilities, Existing Land Uses, and Proposed Land Uses, and Legal Description

The following describes the public facilities located within the NIA boundaries, the existing and proposed land uses, and a general description of the NIA district.

#### *Streets, Sidewalks and Trails*

Map 2 shows the location of streets, sidewalks, and trails within the NIA. The district extends approximately 2.4 miles from I-69 in the south to M-21 to the north and approximately 1.5 miles from M-53 in the east to the Polly Ann Trail to the West. There are various roadway classifications within the City in addition to multiple jurisdictions. MDOT controls Cedar Street also known as Van Dyke Road and M-53.

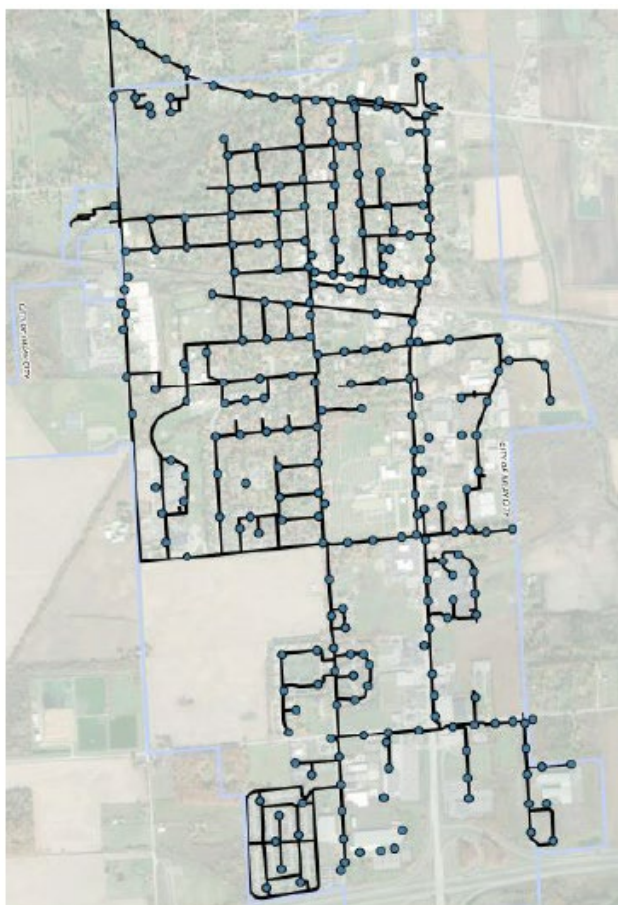
Sidewalks are found along most streets within the district, especially within residential neighborhoods in the community. A portion of the Polly Ann Trail would run through the west side of the district before continuing into Imlay Township. The Polly Ann Trail is a 20-mile former rail corridor from Bordman Road to Kings Mill, passing through Dryden, Imlay City, and Lum. This trail connects to the Polly Ann Trail in Oakland County, which will eventually connect to the Paint Creek, Clinton River, and Macomb-Orchard Trails. There are current plans to extend pathways through MDOT to enhance safe routes to schools throughout the City in addition to plans noted in the Parks and Recreation Plan. Increasing connectivity is essential for development safety and transportation for residents and all those who would enjoy the district.



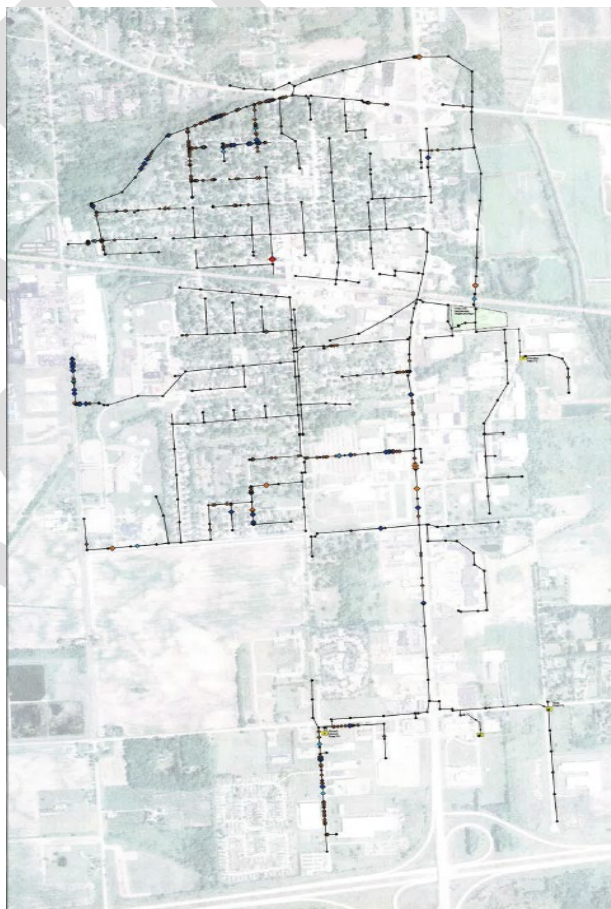
### *Public Utilities*

The City purchases water from the Great Lakes Water Authority and maintains city water service lines and operates a wastewater treatment plant and sewer systems lines, which provide services throughout the entire NIA district. Two 120-125 deep water wells provide backup emergency water to the city, and to maintain supply and system pressure, there is a 1-million-gallon water tower storage tank and a 500,000-gallon elevated tank. Provided is a general map showing the location of the water infrastructure map.

The wastewater treatment plant may treat up to 1.5 million gallons in an emergency but can typically treat up to 750,000 gallons daily and it is located on East First Street. The sanitary sewer system is primarily focused on the northside of the City. South of Borland Road is primarily undeveloped property except for those located along Van Dyke Road and commercial plazas closest to I-69. There are no known residential septic systems remaining in the City limits. Provided is a general map showing the location sewer infrastructure map.



Source: Water Reliability Study, Spicer Group



Source: Wastewater Asset Management Plan, Spicer Group

### *Public Facilities*

Imlay City is home to the Imlay City Community School District. On the west side of the district along Blacks Corners Road, the Imlay City Community School District has their administration buildings, Borland Road Elementary School, Weston Elementary School, Imlay City Middle School, Imlay City High School, and Athletic Complex.

In addition, the City has many City Parks throughout residential neighborhoods. These parks included in the NIA district are Lion's Park, Veteran's Park, Old School Park, and butterfly garden. Some of these parks are located outside of the NIA district, but connections to them are essential for the development of the community.

### *Existing Land Use*

Map 3 illustrates the distribution of existing land uses within the NIA district. The initial existing land use information was derived from the City's previous existing land use map as prepared for the 2025 Imlay City Master Plan.

The NIA land is divided into ten existing land use categories. A description of each land use category and the general distribution of existing land use in the NIA district follows.

### *Single-Family Residential*

The single-family residential category includes single-family detached, single-family attached and manufactured homes. The residential areas in Imlay City are fairly evenly dispersed to the north and south of the downtown area. Single-family dwelling units are the predominant housing type in the City. There are several historic homes located north of the downtown area. This land use category accounts for 316 acres, or 24.1%, of the Neighborhood Improvement Authority area.

### *Multiple Family Residential*

Multiple-Family Residential Multiple-family residential development is characterized as having three or more dwelling units. Imlay City has multiple family dwelling units dispersed throughout the City. Notably, along the eastern city limit, north of the railroad, plans to construct housing for migrants are currently underway. This land use category accounts for 40 acres, or 3.0%, of the NIA area.



### *Manufacturing Housing Residential*

There is one primary manufactured housing residential development located within the City. It is located along Almont Road south of Newark Road. This land use category accounts for 34 acres, or 2.6%, of the NIA area.

### *Public and Institutional*

Public and Institutional Public and Institutional land uses include those parcels owned and operated by the City, utility companies, schools, religious institutions, and other not-for-profit organizations for civic purposes. This includes the primarily Imlay City Community Schools (located along Black Corners Road) and Eastern Michigan State Fairgrounds (located off of Cedar Street (Van Dyke M-53) and Borland Road. This land use category accounts for 204 acres, or 15.5%, of the NIA area.

### *Parks and Recreation*

The City owns several parks including the 9-acre Lion's Park, Old School Park, Rotary Park, and Veteran's Park. Parks, which are described further in Section F below, make up a total of approximately 19 acres in Imlay City. Events held in the City include the Winter Playground, Cinco de Mayo, Polly Ann Trail Walk, Summer Concert Series, Blueberry Parade, Summer Movie Series, Street Scarecrow Decorating Contest, and Merchant Trick or Treat. This land use category accounts for 16 acres, or 1.2%, of the Neighborhood Improvement Authority area.

### *Commercial*

Commercial land uses refer to business retail, offices, and service operations outside of the Central Business District (CBD). Most of the existing commercial uses are located along the Cedar Street (M-53) corridor, with some overflow on Capac Road (M-21) and Newark Road. This land use category accounts for 103 acres, or 7.9%, of the Neighborhood Improvement Authority area.

### *Office*

Office land uses include businesses such as realtors, medical offices, insurance brokers, and financial service providers. Generally, offices are found along the major commercial corridors of M-53 and M-21. This land use category accounts for 6 acres, or 0.5%, of the Neighborhood Improvement Authority area.

### *Industrial*

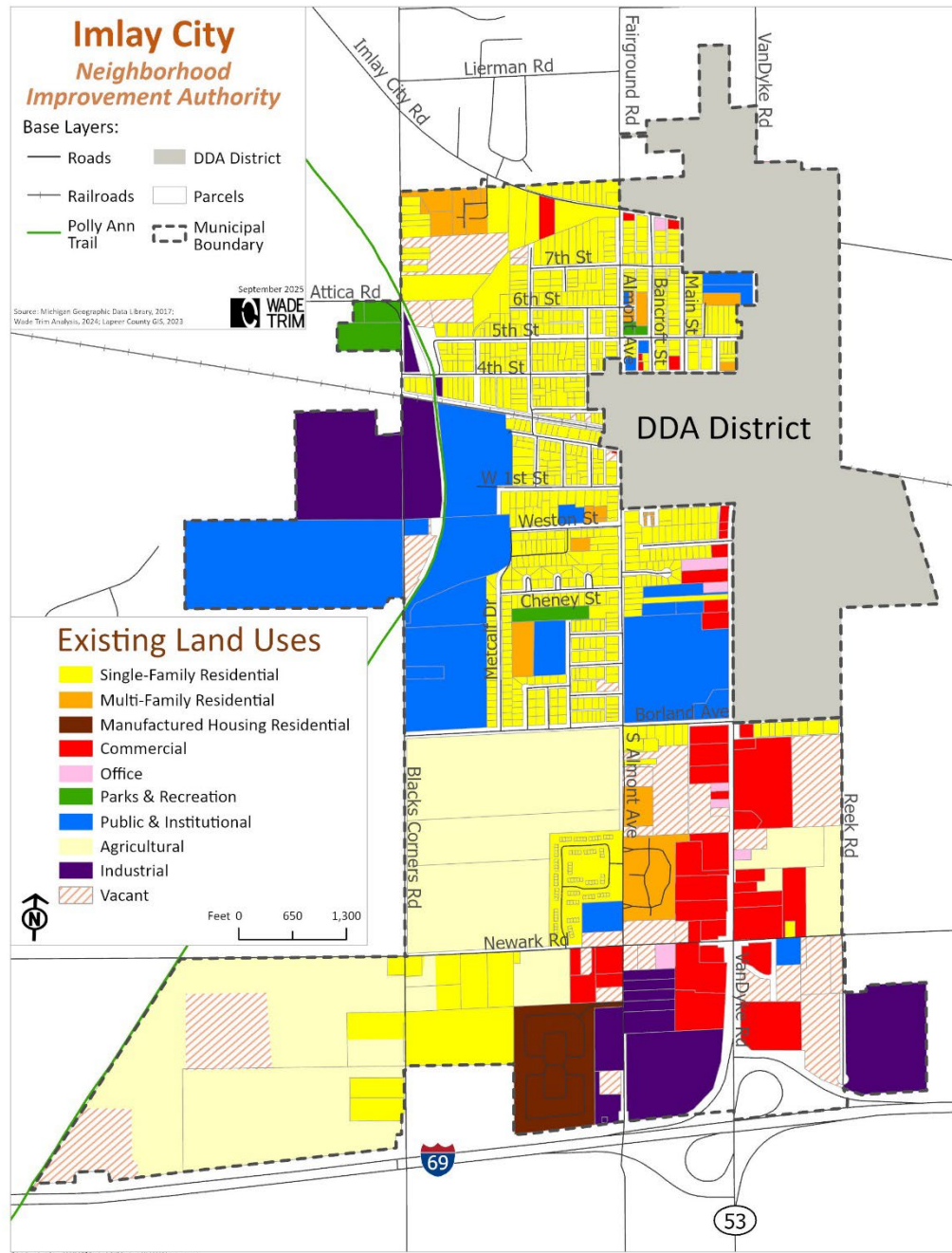
Imlay City's industrial development is concentrated in four primary locations: the industrial park east of Cedar Street; south of downtown along West Second Street; along Blacks Corner Road; and south of Newark Road on both sides of M-53, including the Rubber Enterprises facility. The industrial areas located within the NIA district are located along Blacks Corners Road and adjacent to I-69. This land use category accounts for 134 acres, or 10.2%, of the NIA area.

### *Vacant Land / Fallow*

Imlay City's vacant land is largely located east of M-53 behind the commercial development that fronts the highway and in the industrial park. There are also several key undeveloped parcels along M-53 and along Newark Road. Smaller undeveloped parcels are distributed throughout the City. Some vacant land is located in low-lying areas along streams that are prone to flooding, but most vacant parcels face few constraints and will likely be developed as the market warrants. This land use category accounts for 145 acres, or 11.1%, of the NIA area.

## Agricultural

Imlay City has some active agricultural land located along the boundary of the City limits on the north side (along Van Dyke Road), east side behind properties along Cedar Street (Van Dyke Road) and closer to Reek Road and Newark Road, and on the west side near the intersection of Black Corners Road and Newark Road. These agricultural lands have not received development pressure yet to be a different land use and can remain farmland until property owners and or developers request otherwise. This land use category accounts for 314 acres, or 23.9%, of the NIA area.



### *Legal Description*

Due to the length of the district's legal description, it is included in Appendix C.

## Section 817.(2)(c)

### Existing Improvements to be Demolished, Repaired or Altered and the Time Required for Completion

Estimated timeframes for the implementation of NIA improvements are presented with the proposed projects as outlined in Appendix A. These timeframes are estimates for the completion of each project will be evaluated based upon available funding and the district's needs and priorities at that time.

## Section 817.(2)(d)

### Location, Extent, Character and Estimated Cost of Improvements Contemplated and an Estimate of Time Required for Completion

The Imlay City NIA desires to continue to encourage economic development activities and prevent deterioration of properties within the district. To accomplish this goal, the NIA has outlined a set of proposed improvement projects to occur within the district. These improvement projects are fully described in Appendix A, along with the estimated cost and tentative schedule for the completion of each project.

## Section 817.(2)(e)

### Statement of the Construction or Stages of Construction Planned and the Estimate of Time Required for Completion

The tentative schedule for completion of NIA projects is outlined in Appendix A. Circumstances may warrant that some projects become grouped or separated as funds become available or specific needs arise.

## Section 817.(2)(f)

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

The future land uses planned for the NIA district, as outlined on Map 4, depict that at this time, no land is proposed to be developed significantly differently from the City's master plan. Additionally, open space will be programmed as a part of individual site plans in all Planned Unit Development areas, as well as other development projects.

As previously mentioned, the City has many City Parks throughout residential neighborhoods. These parks included in the NIA district are Lion's Park, Veteran's Park, Old School Park, and butterfly garden. Some of these parks are located outside of the NIA district, but connections to them are essential for the development of the community. These areas would be maintained as open space or recreational areas.

## Section 817.(2)(g)

### Portions of the Development District which the Authority Desires to Sell, Donate, Exchange or Lease to or from the City and the Proposed Terms

The NIA does not currently own any property within the district. Throughout the term of this Development Plan, the NIA does not anticipate selling, donating, exchanging, or leasing to or from the City. Where applicable, the NIA Board will follow established City procedures that address this issue.

## Section 817.(2)(h)

### Desired Changes in Zoning, Streets, Street Levels, Intersections and Utilities

The NIA district is currently zoned for a variety of uses and is primarily residential. The majority of NIA projects proposed in Appendix A will not require zoning district changes. Based on the City's Master Plan, it is anticipated rezoning requests will be request overtime, but nothing in the proposed development plan would require a rezoning that is inconsistent with the master plan.

The NIA Plan aligns with the Imlay City Commission's approved zoning laws and plan. No zoning amendments are proposed at this time, but future amendments will comply with the plan and City Commission processes. All projects, including those related to the utility projects, will undergo a review with the Zoning Administrator to ensure alignment. The NIA Board will make every effort to support the Planning Commission in implementing zoning laws and planning requirements and comply with any conditions or updates imposed by the City Commission to support the district's development, including utility-related infrastructure

Appendix A describes the proposed improvement projects within the district. Many of these projects involve the improvement of streets and utilities.

## Section 817.(2)(i)

### Estimate of the Cost of the Development, Proposed Method of Financing and Ability of the Authority to arrange the Financing

The estimate of costs for the proposed improvement projects within the district are identified in Appendix A. The activities of the NIA and the development of public improvements will be funded primarily through tax increments received pursuant to the TIF Plan. However, other funding options available to the Authority may include a combination of the following:

1. Contributions to the Authority for the performance of its functions.
2. Revenues from any property, building, or facility owned, leased, licensed, or operated by the authority or under its control, subject the limitations imposed upon the authority by trust or other agreements.
3. Revenues from and ad valorem tax levied within the district of not more than two mills.
4. Proceeds from general obligation bonds, tax increment bonds, and revenue bonds.
5. Interest earnings.

6. Money borrowed and to be repaid via revenue bonds.
7. Proceeds from a special assessment district.
8. Money obtained from other sources approved by the City Commission.
9. Grants from federal, state, or private sources.
10. Donations or Bequests.

The ability of the Authority to arrange financing is not considered to be established on the basis of tax increment revenues currently available to the Authority.

## Section 817.(2)(j)

### Designation of Person or Persons, Natural or Corporate, to Whom all or a Portion of the Development District is to be Leased, Sold or Conveyed in any Manner and for Whose Benefit the Project is Being Undertaken

Throughout the course of this Development Plan, the NIA will seek opportunities for land acquisition as they arise for redevelopment purposes (see **Appendix A**). If property is acquired in the future, the NIA may buy, sell, donate, lease, rent or convey such property for the purpose of encouraging economic development and the prevention of property deterioration for the benefit of the district as a whole. If properties or capital assets are to be leased, sold, or conveyed, the NIA will abide by all City requirements regarding conflicts of interest and requirements for transparency. Examples include:

- Acquiring vacant lots for development or utility infrastructure.
- Leasing land to developers or the municipal utility to spur growth.
- Selling property to developers for affordable housing or commercial projects with long-term incentives.
- Owning and operating the municipal utility and necessary infrastructure on behalf of the City or in partnership, with City Commission approval.

## Section 817.(2)(k)

### Procedures for Bidding for the Leasing, Purchasing or Conveying in any Manner of all or a Portion of the Development Upon its Completion

No specific plans for the leasing, selling or conveying of property have been identified at the time of Development Plan adoption. Where applicable, the Authority will follow established City procedures that address this issue.

### Section 817.(2)(l)

The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.

As time goes on, if an amendment to the NIA development plan arises, its review and approval shall go through the required process by the governing body.

### Section 817.(2)(m)

#### Other Pertinent Information

No other pertinent information has been deemed necessary by the Authority, local public authority, or Imlay City regarding the development of the Development Plan at this time.

## Chapter 3: Tax Increment Financing Plan



The Imlay City NIA has determined that a TIF Plan, prepared under the authority of Part 8 of Public Act 18 of 2018, is necessary for the achievement of the goals of the Authority and the Neighborhood Improvement District.

The City of Imlay City Neighborhood Improvement Authority's (NIA) Tax Increment Financing Plan (TIF) details the expected revenues that will be generated by the NIA over the Plan's 30-year term.

This TIF Plan is designed to encourage economic development within the district through the funding of infrastructure improvement projects, enhancements to public spaces, and the support of economic development initiatives. Without the use of tax increment revenues to fund these improvement activities within the district, the overall economic improvement of the district would be much less likely to occur, or would occur at a far reduced pace.

This section follows the informational requirements for Tax Increment Financing Plans as outlined in Section 814 of Part 8 – Neighborhood Improvement Authorities section of the Recodified Tax Increment Financing Act, PA 57 of 2018.

### Explanation of Tax Increment Procedure

Tax increment financing is a method of funding public investments in an area slated for redevelopment by capturing all or a portion of the increased tax revenue that occurs within the district. The concept of tax increment financing is applied only to the district for which a Development Plan has been prepared by a NIA (Imlay City's Neighborhood Improvement Authority) and adopted by the community's legislative body (Imlay City, City Council).

The Recodified Tax Increment Financing Act treats all increases in valuation resulting from the development plan whether in fact these increases bear any relation to the Authority's activities or not. All taxing jurisdictions that levy ad valorem taxes (taxes levied as a percentage of the taxable value of real or personal property) within the NIA are subject to NIA capture unless they've been specifically exempted under PA 57 of 2018. Ad valorem taxes include City, County, Library, special millages, etc. The amount to be transmitted to the NIA is that portion of the tax levy of all of these applicable taxing bodies paid each year on real and personal property that exceeds the base year valuation.



“Captured value” means the amount in any one year by which the current taxable value of the district, including the value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial value. “Initial value” means the taxable value, of all the property within the boundaries of the district area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality at the time the ordinance is adopted. Property for which a

commercial facilities exemption certificate, an industrial facilities exemption certificate, or a commercial housing facilities exemption certificate, is in effect shall not be considered to be property which is exempt from taxation. Tax dollars accruing from any incremental increase in taxable value above the initial value (base year total) is captured and may be expended by the NIA for any activities that are included within the entity's adopted development plan.

## Maximum Amount of Bonded Indebtedness to be Incurred

Certain State and Federal loans, loan guarantees and grants may be sought for accomplishing projects detailed in this Development Plan and TIF Plan. At the time of adoption of this Development Plan, the NIA estimate of maximum bonded indebtedness, if bonding is to be used or indebtedness incurred, is \$120,000,000. including project cost and issuance expenses.

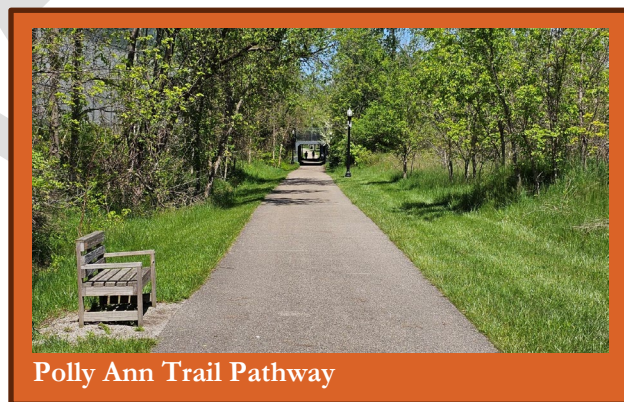
## Duration of the Program

This TIF Plan shall continue from FY 2026-2027 through FY 2055-2056. As infrastructure investments require significant lead time and impacts of these investments will slowly accrue, the program is proposed to extend for the maximum initial term of 30 years. Even if the TIF Plan investments are successful during the initial 30-year funding window in addressing some of the NIA district's underlying economic issues, additional TIF Plan investments may be required to address NIA's underlying economic challenges. However, this Plan shall not be abolished until the principal and interest on all bonded debt has been paid or funds sufficient to make such payments in full have been segregated into a special purpose account.

## Estimate of Captured Taxable Value

The estimated captured taxable value for the NIA are presented in Appendix B as Table 1.

As of the 2025 Board of Review, the taxable value of the district properties totals \$106,159,330, which represents the base year for the NIA district. The City's taxable increases resulting from new development, a growth assumption of 2.5% for inflation is also added for each year. Using these assumptions, the taxable value of the NIA district will increase to \$2,838,872 by the Fiscal Year 2056-2057. This is an increase of \$2,754,080 from the NIA base year - FY 2026-2027. The NIA shall capture all the taxable value (be it greater than or less than the estimates shown in Table 2) in each year of the Plan and utilize captured value in accordance with this Plan.



## Estimate of Tax Increment Revenues

Tax increment revenues are the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy on all taxing jurisdictions upon captured taxable value of real and personal property. The taxable base year is in Appendix B: Table 2

Provided below are the millage rates available that will be captured for application by the NIA as of 2025:

| <i>Taxing Jurisdiction</i> | <i>2025 Millage Rate</i> |
|----------------------------|--------------------------|
| City                       | 16.9637                  |
| <del>City Roads</del>      | <del>2.2930</del>        |
| County                     | 3.5971                   |
| <del>SET</del>             | <del>6.0000</del>        |
| <del>MCF</del>             | <del>0.3170</del>        |
| <del>Lapeer ISD</del>      | <del>2.7781</del>        |

**Totals:** ~~31.9489~~ **20.5608**

The NIA authority will not collect from special voted millages. Examples of special voted millages that will not be collect including ~~There are a variety of millages that will not be collected by the NIA district including the Fire Hall, City Roads, Lapper EMS, Seniors, Veterans, Law, Lapeer ISD and Hughes Library.~~

Table 2 shows the estimate of NIA revenue for the district properties over the next 30 years. TIF Plan revenues (based on captured taxable value multiplied by the above millage rate) over this period are estimated to exceed ~~\$30,526,530~~ **\$47,434,393**.

As is shown, the total estimated TIF Plan revenues over the 30-year time span are estimated at over ~~\$3047~~ million. In terms of TIF Plan revenues received for each disbursement cycle, the NIA may expect to receive approximately ~~\$54,568~~ **\$84,792** starting at the 2026-27 disbursement cycle and steadily increasing to approximately ~~\$411,848~~ **\$600,000** by the 2032 disbursement cycle.

## Estimated Impact on the Taxable Values of All Taxing Jurisdictions in which the Development Area is Located

The impact of tax increment financing on the revenues of all taxing units is shown in Appendix B as Table 3.

## Appendix A: Proposed Projects

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### Project Descriptions, Estimated Costs, and Schedule for Implementation

The NIA has created a list of potential projects that meet the goals and objectives of this Development Plan and Imlay City. The following is a description of each project, the actions required for implementation, and the estimate of general cost.

In terms of the schedule for implementation, the NIA has categorized the projects as either short-term projects or long-term projects, as identified below. Short-term projects are considered to be of immediate importance within the district and are to be implemented as soon as funding is available. Long-term projects are also of great importance within the district, but they are expected to be completed or implemented over a longer time span as opportunities arise, demand necessitates action, or funding becomes available. The NIA from time to time may modify the priority and timing of the projects without changes to the Development Plan.

The following items should be considered when making these prioritizations:

- a) Ability of project to leverage future tax increment growth.
- b) Job growth.
- c) Site redevelopment.
- d) Maintain and enhance residential areas.
- e) Elimination of blight.
- f) Completion of a foundational project/goal of Development Plan.
- g) Impact upon appearance/acceptance of the NIA district.
- h) Improvements to the quality of life of the residents/businesses within the district and City.

An annual budget will be prepared by the NIA staff, reviewed by the NIA Board, and submitted to the City Commission for approval. The budget will outline operating and proposed capital project expenses for the coming fiscal year. The NIA Board shall contribute to the City's five-year capital improvement plan, and these priorities should be shared with the City to align priorities.

### Ongoing Projects

#### *Business Enhancement Grants for Businesses*

This new program would assist in improvements to existing building facades and landscaping. City staff would need to establish if matching would be required and maximum funding is available per application.

Estimated Annual Expense: \$200,000

#### *Rehabilitation grants/ low-interest loans for homeowners*

The City Staff will work in conjunction with local property owners to have available rehabilitation grants/low interest loans to assist in home renovations, maintenance, or remodeling. Staff will need to develop criteria for applications, process for approval, and utilization of those funds.

Estimated Annual Expense: \$300,000

### *Power Reliability*

The City with growing demand for reliable energy, is consider diversifying local energy sources. The NIA Board will explore partnerships to facilitate the modernization of electric and internet capacity. Further the NIA Board will explore the use of renewable energy to assist in the local stability of energy. This may include grants or loans for private businesses to have renewable energy onsite.

Estimated Annual Expense: \$2,500,000

|                                   |                                                     |             |           |
|-----------------------------------|-----------------------------------------------------|-------------|-----------|
| <b>Municipal Electric Utility</b> | Grid modernization and renewable energy integration | \$2,500,000 | 2027–2032 |
|-----------------------------------|-----------------------------------------------------|-------------|-----------|

## Short Term Projects

### *Sidewalk and Streeting Improvements*

To enhance safety and useability within the NIA district sidewalks and predominant pedestrian pathways need to be improved. Sidewalks maintenance including grinding, replacement, and widening are necessary long-term expenses. It is anticipated that new sidewalks will be extended within underserved areas where sidewalks are not located on both sides of residential areas, sidewalks to nowhere, and not complete connections to intersections. The existing lighting of sidewalks and intersections could be enhanced especially in the residential areas. This would include increasing connections and usability of the Polly Ann Trail.

Estimated Annual Expense: \$500,000

### *Development Readiness Along M-53*

There is currently an underutilized 10-acre of land located near M-53 that would be ideal for a mixed-use development offering housing and compatible commercial uses. As identified in the City's master plan additional improvements to water, sewer, roads, and sidewalks would be necessary to assist in potential gap funding.

Estimated Annual Expense: \$2,000,000

### *Marketing Plan*

Staff and consultants consider the development of a NIA Economic Development Marketing Plan including development of business attraction materials including web and print materials, and market three prime development sites. This work will include improved web presence, social media, and content development. Hosting regular events to increase the visibility of the district and enhance its attractiveness is another component of the NIA's general marketing efforts.

Estimated Annual Expense: \$25,000 - \$75,000

### *Zoning Audit*

Local zoning regulations and other land development codes must support and allow for new businesses to locate within the NIA district and existing businesses to grow. Additionally, local development regulations should encourage new development or redevelopment through streamlined review processes, as opposed to often cumbersome or lengthy development review processes, which may hinder business investments. Additionally, zoning codes can ensure quality developments through design and landscaping requirements

that enhance the minimal design that many developers will propose. To encourage economic development, the NIA would work with the City's Planning Commission to have an audit of City's zoning regulations/development codes conducted to ensure that business growth and development is actively encouraged through streamlined processes and reasonable design regulations that are easily enforceable. Where deficiencies are identified by the audit, the consultant would assist in the drafting of zoning amendments that address identified issues.

Estimated Fee: Zoning and Development Review Audit - \$8,000

New Zoning Ordinance language depends upon identified issues and level of Planning Commission engagement in its review of draft language - \$7,500 - \$20,000

### *Update Development Guidelines*

The City in May of 2018 developed the City of Imlay City Development Guide which assist in the facilitation of development within the City. Since 2018, the City has updated their zoning ordinance and forms/applications. These should be updated in the plan to assist in development opportunities.

Estimated Expense: \$15,000

### *Streetscaping Improvements*

The Imlay City NIA will seek to beautify the district through various streetscaping improvements, focused along the Cedar Street, Almont Avenue, Capac Road, Blacks Corners, Newark corridors. Streetscaping activities may include: the installation of pedestrian amenities such as benches and trash receptacles; decorative lighting; street tree plantings, and other landscaping elements along with decorative sidewalk treatments where appropriate.

Estimated Fee: To be determined

### *425 Area (Black Corners and Newark at I-69)*

Located on the southwest intersection of Black Corners Road and Newark Road, is a combination of properties with direct frontage along Interstate 69, the privately owned agricultural field and single-family homes could potentially accommodate expanded uses due to its advantageous location. Industrial and commercial uses are all possibilities at this location. The NIA should work with the existing and/or future property owners to facilitate such developments, and the NIA could elect to contribute funds for marketing efforts and infrastructure improvements.

Estimated Fee: To be determined

### *Residential/ Commercial Expansion (Along Black Corners Road between Newark Road and Borland Avenue)*

Located along Black Corners Road between Newark Road and Borland Avenue, it is currently agricultural land within the City. This area neighbors existing single family and multiple family development and would be ideal to continue the grid style development for more residential housing dwelling units, commercial, and/or mixed uses. The NIA should work with the existing and/or future property owners to facilitate such developments, and the NIA could elect to contribute funds for marketing efforts and infrastructure improvements.

Estimated Fee: To be determined

## Long Term Projects

### *Establishment of a Municipal Electric Utility*

To ensure reliable and affordable electrical services to Imlay City, the NIA may fund efforts to establish a municipal electric utility. This may include feasibility studies, legal defense, staffing, purchase of equipment or land for facilities, etc.

Estimated Fee: \$300,000

### *General Plan and Construction of Improvements*

Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of the development plan which, in the opinion of the board, aids in the residential growth and economic growth of the development area.

Estimated Fee: To be determined

### *Public Safety Equipment*

As part of ensuring quality services for residents and property owners within the NIA, City police and fire vehicles/equipment may need to be purchased. Vehicles and/or equipment to be purchased may be related to repairs, replacement of existing, or new equipment as identified by City Officials to protect lives and property.

Estimated Fee: To be determined

### *Public Utility Infrastructure*

The community's existing water and sanitary sewer lines, facilities, and other assets will age overtime. To maintain a quality of life and functional grid maintenance of these will be required to be completed overtime. Maintenance may include repairs, partial replacements, and full replacements in addition to equipment to ensure these tasks are completed.

Estimated Fee: To be determined

### *Public Facilities*

The NIA would support the development of improvements to public facilities. Priority should be given to those facilities that provide services beyond basic municipal services including community/senior center, senior housing, expansion of community park trails and playground, additional green space, and recreational services that improve the resident's quality of life. Unique facilities that would attract visitors from within and beyond the district would be especially beneficial. These investments should leverage the TIF Plan generated dollars to provide facilities and services that are above the basic municipal services and thus enhances the overall attractiveness of the district.

Estimated Fee: Based upon the chosen project

### *Public Art Installations / Art Center Improvements*

As part of its ongoing district beautification efforts, the NIA intends to promote the arts and cultural identity of the local community. The NIA should consider assisting in the funding of public art installations at key locations within the district. To further the community's arts and cultural identity, the NIA would also consider grant support of specific activities and projects of the Imlay City Community Schools that positively impact the aesthetic character of the district.

Estimated Fee: Based upon proposed activity

### *Imlay City Youth Complex*

Outside of the Imlay City Community School District, there is a lack of available space for the youth to have somewhere to go. This potential future development can include public outdoor sporting fields, indoor facilities, meeting space, and programming to provide a productive space for the youth to engage.

Estimated Fee: \$25 million

### *Enhanced Entryways on Cedar Street*

The NIA will work with the MDOT and Lapeer County Road Commission to gain approval of enhanced entryways at the north and south entrances into the NIA district along Cedar Street/M-53 and Imlay City Road or Capac Road. The entryway treatments would include "welcome" signs on permanent structures with landscaping.

Estimated Fee: \$45,000 each

### *425 Area (Black Corners Road and Newark Road at I-69)*

Located on the southwest intersection of Black Corners Road and Newark Road, is a combination of properties with direct frontage along Interstate 69, the privately owned agricultural field and single-family homes could potentially accommodate expanded uses due to its advantageous location. Industrial and commercial uses are all possibilities at this location. The NIA should work with the existing and/or future property owners to facilitate such developments, and the NIA could elect to contribute funds for marketing efforts and infrastructure improvements.

Estimated Fee: To be determined

### *Infrastructure Improvements*

Support a variety of municipal infrastructure improvements within the NIA district that support economic development and business retention activities. All infrastructure projects should be designed to leverage other public and private investment dollars whenever possible. The NIA should be the funder of last resort and should not be expected to be the sole funder. Types of infrastructure projects would include the extension of utilities, burying of utilities, repaving of roads and bike trails, bridge repair, and construction of storm sewers.

Estimated Fee: Depends upon specific project and other sources of available funding

### *Site Preparations for Economic Development*

Completion of site prep activities focused on stimulating new development. Activities may include extending utilities to the site, basic site preparation including grading and storm-water improvements, water taps, sanitary sewer extensions and other activities necessary to support new investment. These activities may be used to assist in new development within the district, and site redevelopment assistance for underutilized or blighting facilities including the old Shopko Plaza, Tractor Supply Plaza, and other sites as appropriate.

Estimated Fee: Depends upon specific project and other sources of available funding

### *Eradication of Blight*

In its efforts to eliminate blight within the district, the NIA intends to eradicate unsightly conditions and promote the redevelopment of obsolete properties. To accomplish, the NIA will actively pursue various beautification, reinvestment and redevelopment endeavors within the district as opportunities arise. These efforts should be done in conjunction with the City where appropriate. The NIA may consider the acquisition of dilapidated or abandoned properties for eventual redevelopment or reuse. However, no occupied residence will be targeted for acquisition or clearance by the Authority that would result in the forced relocation of families. Once purchased by the NIA, existing structures may be demolished, land could be developed for public use, or land could be prepared for new housing and commercial development. To perfect these activities, land may be given to the Lapeer County Land Bank Authority, an organization that actively manages underdeveloped or tax reverted properties, with the purpose of finding a higher and better use for such land.

Estimated Fee: To be determined

Land Acquisition Cost: To be determined

## Regional Initiatives

When appropriate, the NIA staff should support regional efforts that have a direct correlation to providing benefits within NIA district including I-69 international trade corridor, Lapeer Development Corporation, East Michigan Prosperity Region, I-69 Regional Development Corporation, Lapeer County Community Foundation, Four County Community Foundation, Mitten Group, Hispanic Service Center, Eagles, Rotary Club, Lions Club, and Imlay Area Non-Profit Housing Incorporated.

Estimated Fee: To Be Determined

## Appendix B: Tax Increment Finance Tables

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**Table 1**  
**Estimate of Captured Taxable Value**  
**Proposed City of Imlay City NIA District**

| Year                | Taxable Value (a) | Estimated Taxable Value Increase (b) | Total Taxable Value (c) | Captured Taxable Value (d) |
|---------------------|-------------------|--------------------------------------|-------------------------|----------------------------|
| Base Value 2026 (e) | \$106,159,330     | \$2,653,983                          | \$108,813,313           | \$2,653,983                |
| 2027                | \$108,813,313     | \$2,720,333                          | \$111,533,646           | \$5,374,316                |
| 2028                | \$111,533,646     | \$2,788,341                          | \$114,321,987           | \$8,162,657                |
| 2029                | \$114,321,987     | \$2,858,050                          | \$117,180,037           | \$11,020,707               |
| 2030                | \$117,180,037     | \$2,929,501                          | \$120,109,538           | \$13,950,208               |
| 2031                | \$120,109,538     | \$3,002,738                          | \$123,112,276           | \$16,952,946               |
| 2032                | \$123,112,276     | \$3,077,807                          | \$126,190,083           | \$20,030,753               |
| 2033                | \$126,190,083     | \$3,154,752                          | \$129,344,835           | \$23,185,505               |
| 2034                | \$129,344,835     | \$3,233,621                          | \$132,578,456           | \$26,419,126               |
| 2035                | \$132,578,456     | \$3,314,461                          | \$135,892,918           | \$29,733,588               |
| 2036                | \$135,892,918     | \$3,397,323                          | \$139,290,240           | \$33,130,910               |
| 2037                | \$139,290,240     | \$3,482,256                          | \$142,772,497           | \$36,613,167               |
| 2038                | \$142,772,497     | \$3,569,312                          | \$146,341,809           | \$40,182,479               |
| 2039                | \$146,341,809     | \$3,658,545                          | \$150,000,354           | \$43,841,024               |
| 2040                | \$150,000,354     | \$3,750,009                          | \$153,750,363           | \$47,591,033               |
| 2041                | \$153,750,363     | \$3,843,759                          | \$157,594,122           | \$51,434,792               |
| 2042                | \$157,594,122     | \$3,939,853                          | \$161,533,975           | \$55,374,645               |
| 2043                | \$161,533,975     | \$2,188,079                          | \$163,722,055           | \$57,562,725               |
| 2044                | \$163,722,055     | \$2,217,718                          | \$165,939,773           | \$59,780,443               |
| 2045                | \$165,939,773     | \$2,247,759                          | \$168,187,532           | \$62,028,202               |
| 2046                | \$168,187,532     | \$2,278,206                          | \$170,465,738           | \$64,306,408               |
| 2047                | \$170,465,738     | \$2,309,066                          | \$172,774,804           | \$66,615,474               |
| 2048                | \$172,774,804     | \$2,340,344                          | \$175,115,147           | \$68,955,817               |
| 2049                | \$175,115,147     | \$2,372,045                          | \$177,487,192           | \$71,327,862               |
| 2050                | \$177,487,192     | \$2,404,176                          | \$179,891,368           | \$73,732,038               |
| 2051                | \$179,891,368     | \$2,436,742                          | \$182,328,110           | \$76,168,780               |
| 2052                | \$182,328,110     | \$2,469,749                          | \$184,797,859           | \$78,638,529               |
| 2053                | \$184,797,859     | \$2,503,203                          | \$187,301,062           | \$81,141,732               |
| 2054                | \$187,301,062     | \$2,537,111                          | \$189,838,173           | \$83,678,843               |
| 2055                | \$189,838,173     | \$2,571,478                          | \$192,409,651           | \$86,250,321               |
| 2056                | \$192,409,651     | \$2,606,310                          | \$195,015,961           | \$88,856,631               |

**Notes:**

(a) Taxable value estimates for the TIF District, starting in 2025 based on assumptions for growth resulting from new development and inflation.

(b) Taxable value increase from new construction, renovation of existing structures, demolition and inflation. The 2025 actual taxable value increase was \$956,634. The short-term growth (2026-2031) has been estimated at 2.5% per year. By 2042, it is estimated that the total taxable value of the district will have increased by 50% from the base value of the district. Extrapolated over the 30-year span of 2026 through 2056, this results in an annual increase of approximately 1.355%.

(c) Figure represents the sum of taxable value and taxable value increase.

(d) Difference between the total taxable value and the base value.

(e) This figure is the base year value for the District - the 2025 taxable value.

Base taxable value source and future growth estimates source: City of Imlay City Assessor, July 1, 2025.

**Table 2**  
**Anticipated Revenue Stream**  
**Proposed City of Imlay City NIA District**

| Year Producing<br>Captured Revenue | Captured Taxable<br>Value (a) | Tax Increment<br>Revenues (b) | Disbursement<br>Cycle (c) |
|------------------------------------|-------------------------------|-------------------------------|---------------------------|
| 2026                               | \$2,653,983                   | \$54,568                      | 2026-2027                 |
| 2027                               | \$5,374,316                   | \$110,500                     | 2027-2028                 |
| 2028                               | \$8,162,657                   | \$167,831                     | 2028-2029                 |
| 2029                               | \$11,020,707                  | \$226,595                     | 2029-2030                 |
| 2030                               | \$13,950,208                  | \$286,827                     | 2030-2031                 |
| 2031                               | \$16,952,946                  | \$348,566                     | 2031-2032                 |
| 2032                               | \$20,030,753                  | \$411,848                     | 2032-2033                 |
| 2033                               | \$23,185,505                  | \$476,713                     | 2033-2034                 |
| 2034                               | \$26,419,126                  | \$543,198                     | 2034-2035                 |
| 2035                               | \$29,733,588                  | \$611,346                     | 2035-2036                 |
| 2036                               | \$33,130,910                  | \$681,198                     | 2036-2037                 |
| 2037                               | \$36,613,167                  | \$752,796                     | 2037-2038                 |
| 2038                               | \$40,182,479                  | \$826,184                     | 2038-2039                 |
| 2039                               | \$43,841,024                  | \$901,407                     | 2039-2040                 |
| 2040                               | \$47,591,033                  | \$978,510                     | 2040-2041                 |
| 2041                               | \$51,434,792                  | \$1,057,540                   | 2041-2042                 |
| 2042                               | \$55,374,645                  | \$1,138,547                   | 2042-2043                 |
| 2043                               | \$57,562,725                  | \$1,183,536                   | 2043-2044                 |
| 2044                               | \$59,780,443                  | \$1,229,134                   | 2044-2045                 |
| 2045                               | \$62,028,202                  | \$1,275,349                   | 2045-2046                 |
| 2046                               | \$64,306,408                  | \$1,322,191                   | 2046-2047                 |
| 2047                               | \$66,615,474                  | \$1,369,667                   | 2047-2048                 |
| 2048                               | \$68,955,817                  | \$1,417,787                   | 2048-2049                 |
| 2049                               | \$71,327,862                  | \$1,466,558                   | 2049-2050                 |
| 2050                               | \$73,732,038                  | \$1,515,990                   | 2050-2051                 |
| 2051                               | \$76,168,780                  | \$1,566,091                   | 2051-2052                 |
| 2052                               | \$78,638,529                  | \$1,616,871                   | 2052-2053                 |
| 2053                               | \$81,141,732                  | \$1,668,339                   | 2053-2054                 |
| 2054                               | \$83,678,843                  | \$1,720,504                   | 2054-2055                 |
| 2055                               | \$86,250,321                  | \$1,773,376                   | 2055-2056                 |
| 2056                               | \$88,856,631                  | \$1,826,963                   | 2056-2057                 |
| <b>Total</b>                       | -                             | \$30,526,530                  | -                         |

**Notes:**

- (a) Data from Table 3.
- (b) Figure calculated by applying millage rate to the captured assessed values as follows: 14.4363 mills annually.
- (c) This is the fiscal year in which tax increment revenues will be available for expenditure.

**Table 3**  
**Estimated Revenue Reallocation by Taxing Jurisdiction**

| Year  | Captured<br>Taxable Value<br>Estimate (a) | City<br>16.9637 | County<br>3.5971 | Total Millage<br>(b)<br>20.5608 |
|-------|-------------------------------------------|-----------------|------------------|---------------------------------|
| 2026  | \$2,653,983                               | 45,021          | 9,547            | 54,568                          |
| 2027  | \$5,374,316                               | 91,168          | 19,332           | 110,500                         |
| 2028  | \$8,162,657                               | 138,469         | 29,362           | 167,831                         |
| 2029  | \$11,020,707                              | 186,952         | 39,643           | 226,595                         |
| 2030  | \$13,950,208                              | 236,647         | 50,180           | 286,827                         |
| 2031  | \$16,952,946                              | 287,585         | 60,981           | 348,566                         |
| 2032  | \$20,030,753                              | 339,796         | 72,053           | 411,848                         |
| 2033  | \$23,185,505                              | 393,312         | 83,401           | 476,713                         |
| 2034  | \$26,419,126                              | 448,166         | 95,032           | 543,198                         |
| 2035  | \$29,733,588                              | 504,392         | 106,955          | 611,346                         |
| 2036  | \$33,130,910                              | 562,023         | 119,175          | 681,198                         |
| 2037  | \$36,613,167                              | 621,095         | 131,701          | 752,796                         |
| 2038  | \$40,182,479                              | 681,644         | 144,540          | 826,184                         |
| 2039  | \$43,841,024                              | 743,706         | 157,701          | 901,407                         |
| 2040  | \$47,591,033                              | 807,320         | 171,190          | 978,510                         |
| 2041  | \$51,434,792                              | 872,524         | 185,016          | 1,057,540                       |
| 2042  | \$55,374,645                              | 939,359         | 199,188          | 1,138,547                       |
| 2043  | \$57,562,725                              | 976,477         | 207,059          | 1,183,536                       |
| 2044  | \$59,780,443                              | 1,014,098       | 215,036          | 1,229,134                       |
| 2045  | \$62,028,202                              | 1,052,228       | 223,122          | 1,275,349                       |
| 2046  | \$64,306,408                              | 1,090,875       | 231,317          | 1,322,191                       |
| 2047  | \$66,615,474                              | 1,130,045       | 239,623          | 1,369,667                       |
| 2048  | \$68,955,817                              | 1,169,746       | 248,041          | 1,417,787                       |
| 2049  | \$71,327,862                              | 1,209,984       | 256,573          | 1,466,558                       |
| 2050  | \$73,732,038                              | 1,250,768       | 265,222          | 1,515,990                       |
| 2051  | \$76,168,780                              | 1,292,104       | 273,987          | 1,566,091                       |
| 2052  | \$78,638,529                              | 1,334,000       | 282,871          | 1,616,871                       |
| 2053  | \$81,141,732                              | 1,376,464       | 291,875          | 1,668,339                       |
| 2054  | \$83,678,843                              | 1,419,503       | 301,001          | 1,720,504                       |
| 2055  | \$86,250,321                              | 1,463,125       | 310,251          | 1,773,376                       |
| 2056  | \$88,856,631                              | 1,507,337       | 319,626          | 1,826,963                       |
| Total | -                                         | 25,185,932      | 5,340,599        | 30,526,530                      |

**Notes:**

(a) Data from Table 3.

(b) Total millage, including all reallocations by taxing jurisdictions.

## Appendix C: Legal Description

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The City of Imlay City NIA boundaries lie between the I-69 and old M-21 (Capac Road) between generally Blacks Corners Road and M-53 (Van Dyke). The NIA shall consist of the entire City of Imlay City excluding the area located in NIA. See maps in Appendix D for specific NIA Area boundary and illustrating those properties not included within the NIA Area district.

On June 3, 2025, the City adopted an ordinance to establish the NIA. The Legal Description of the NIA district is as follows:

### LEGAL DESCRIPTION FOR IMLAY CITY NEIGHBORHOOD IMPROVEMENT DISTRICT INCLUDING PROPOSED 425 AND LESS THE DDA DISTRICT

Land located in part of Sections 17, 18, 19, 20, 28, 29, and 30, Town 7 North, Range 12 East, City of Imlay City and Imlay Township, Lapeer County, State of Michigan is described as: Commencing at the intersection of the centerline of Cedar Street (State Trunkline 53) and the centerline of Borland Road; thence N.85°14'26"E., along the centerline of Borland Road to the East 1/4 Corner of said Section 20 as marked with a 1/2" bar that is 10.26 feet Northeast of a 1" galvanized pipe; thence S.02°10'17"E., 2653.31 feet along the East line of said Section 20 and the centerline of Reek Road to the Southeast 1/4 of said Section 20 and the Northwest Corner of said Section 28, said point is marked with a 1/2" bar in a monument box at the intersection of Newark and Reek Roads; thence entering said Section 28, N.85°29'38"E., 33.02 feet along the North line of said Section 28 and the centerline of Newark Road to the East line of Reek Road (66 feet wide); thence S.02°27'41"E., 700.00 feet along the East line of Reek Road to the North line of the former Rubber Enterprises Factory Property; thence N.85°29'38"E., 981.09 feet parallel to the North line of said Section 28; thence S.02°21'22"E., 1217.37 feet along the east line of said factory property to the North Right of Way line of Interstate 69; thence along said North line of I-69, 792.92 feet along the arc of a non-tangent curve concave to the South having a radius of 11747.16 feet, a central angle of 03°52'03", and a chord bearing and distance of S.84°21'24"W., 792.77 feet; thence continuing along said North line of I-69, N.72°02'59"W., 234.40 feet to a point on the West line of said Section 28 and the East line of said Section 29, (said point is N.02°27'41"W., 795.77 feet from the East 1/4 Corner of said Section 29 that is marked with an iron rod with cap #41101 that is 12.82 feet East-Northeast from a carriage bolt at a fence intersection); thence entering said Section 29 and continuing N.72°02'59"W., 275.35 feet along the north line of I-69; thence N.58°19'43"W., 244.11 feet; thence N.02°03'33"W., 220.66 feet; thence S.87°56'59"W., 645.04 feet along the north line of the I-69 West bound off ramp to State Trunkline 53 to a concrete right of way monument lying 1 foot north of a right of way fence; thence N.47°03'01"W., 178.19 feet to a concrete right of way monument lying 1 foot east of a fence corner; thence crossing State Trunkline 53, Due West, 230.98 feet to a point on the West line of State Trunkline 53 and on the East line of a survey recorded in Liber 7, Page 69 of the Lapeer County Records; thence along said survey line and the Northerly and Easterly line of I-69 the following 5 courses; 1) S.00°48'34"W., 258.12 feet; 2) S.14°04'06"W., 343.28 feet; 3) S.40°45'29"W., 343.17 feet; 4) S.59°39'18"W., 143.93 feet; 5) S.81°28'57"W., 723.90 feet to a point on the North-South 1/4 line of said Section 29, (said point is N.02°20'30"W., 516.82 feet along the North-South 1/4 line from the Center Post of said Section 29 that is marked with a carriage bolt 0.5 feet south of a right of way fence for I-69 at the North end of Fairgrounds Road lying South of I-69); thence S.81°29'01"W., 1330.34 feet along the North Right of Way line of I-69 to the West 1/16th line of said Section 29, said point is the Southwest Corner of Maple Grove Communities Trailer Park; thence N.02°20'36"W., 888.76 feet along said West 1/16th line and the West line of said Trailer Park to the South line of the Northwest 1/4 of the Northwest 1/4 of said Section 29; thence along said South line, S.85°04'47"W., 1323.99 feet to a point on the West line of said Section 29, the East line

of said Section 30, and the centerline of Blacks Corners Road, said point is S.02°20' 42"E., 1324.01 feet South of the Northwest Corner of said Section 29 and said point is the Northeast Corner of the South 1/2 of the Northeast 1/4 of Section 30; thence along said East line and the centerline of Blacks Corners Road, S.02°20'42"E., 42.02 feet; thence S.87°39'18"W., 50.00 feet perpendicular to the East line of said Section 30; thence S.02°20'42"E., 500.00 feet; thence S.87°39'18"W., 30.00 feet perpendicular to and 80 feet west of the East Section line; thence S.02°20'42"E., 120.00 feet to a point on the West 80 foot right of way line of Blacks Corners Road, said point is marked with a concrete monument; thence S.87°39'18"W., 30.00 feet to a point on the 110 foot right of way line of Blacks Corners Road, said point is marked with a concrete right of way monument; thence along said 110 foot right of way line, S.02°20'42"E., 242.18 feet parallel with the East line of said Section 30 to a point on the North right of way line of the 1-69 freeway; thence along said North right of way line, 5.81 °28'09"W ., 2551.20 feet to point on the North-South 1/4 line that is N.02°22'00"W., 58.17 feet from the Center Post of said Section 30; thence continuing S.81 °28'09"W., 584.88 feet to a found concrete right of way monument, said monument is 4.50 feet South of the East-West 1/4 line of said Section 30; thence continuing along said right of way line, N.08°31'51"W., 149.97 feet to a found concrete right of way monument; thence continuing along said right of way line, S.81 °29'04"W., 125.32 feet to a found concrete right of way monument; thence 617.95 feet along a curve to the right, concave to the North, having a radius of 7221.47 feet, a central angle of 04°54'10", whose chord bears S.83°56'09"W., 617.76 feet to a found concrete monument; thence continuing along said right of way line, S.03°37'26"E., 150.00 feet; thence 57.30 feet along a non-tangent curve to the right having a radius of 7371.44 feet, a central angle of 00°26'43", whose chord bears S.86°36'35"W., 57.30 to a point marked with a concrete monument; thence along the North line of 1-69, S.86°49'56"W., 431.02 feet to a point on the East line of the former P.O. & N. Railroad (50 feet wide), said point is marked with a concrete right of way monument; thence along said railroad right of way line, N.30°52'33"E., 3236.40 feet to a point on the North line of said Section 30 and the centerline of Newark Road; thence N.87°45'07"E., 49.52 feet along the North line of said Section 30 and the centerline of Newark Road to the North 1/4 Corner of said Section 30, said point is marked with a 1/2" iron rod in a monument box; thence continuing along said North line and the centerline of Blacks Corners Road, N.87°40'05"E., 2647.40 feet to the Northeast Corner of said Section 30 and the Southwest Corner of said Section 20, said point is marked with a monument box; thence along the west line of said Section 20 and the centerline of Blacks Corners Road, N.02°02'32"W., 2641.68 feet to the West 1/4 Corner of said Section 20, said point is marked with a pipe in a monument box in the centerline of Blacks Corners Road and on the south line of Borland Road; thence continuing along the West line of said Section 20 and the centerline of Blacks Corners Road, N.02°18'01"W., 1690.60 feet to a point on the south line of the Imlay City Schools West Athletic Complex located in the Northeast 1/4 of said Section 19; thence along said south line the following 3 courses, 1) S.87°41'59"W., 173.57 feet to a concrete monument; 2) S.30°51'20"W., 142.03 feet parallel with the north line of the Former Pontiac, Oxford, and Northern Railroad as shown on Val Map #V14/9 to a concrete monument; 3) S.87°38'48"W., 2398.40 feet to concrete monument on the North-South 1/4 line of said Section 19; thence N.02°08'26"W., 1078.76 feet to a concrete monument at the North 1/4 Corner of said Section 19; thence along the North line of said Section 19, N.87°38'48"E., 1323.33 feet to an iron rod on the West line of the East 1/2 of the Southeast 1/4 of said Section 18; thence entering Section 18 along said West line, N.02°36'39"W., 1321.35 feet to an iron rod with cap #18986 43.S feet south of a power pole on the South 1/16th line of said Section 18; thence along said south line, N.87°32'43"E., 1026.21 feet to a bent iron rod; thence S.02°41'20"E., 295.20 feet parallel to the East line of said Section 18 to an iron rod with cap #18986; thence N.87°32' 43"E., 295.20 feet parallel to the South 1/16th line of said Section 18 to the East line of said Section 18 and the centerline of Blacks Corners Road; thence along said East line, N.02°41'20"W., 993.93 feet to a line established in a Warranty Deed recorded in Liber 3351, Page 3, Lapeer County Records, said point is on the south line of Lyons Park; thence along said Deed line and said South Park line, S.87°10' 40"W ., 314.17 feet to an iron rod with cap #47200; thence S.34°27'05"W.,

388.94 feet along a line as Deeded and Taxed to an iron rod with cap #47200; thence S.02°41'20"E., 54.04 feet parallel with the East line of said Section 18 to the North right of way line of the CN Railroad as fenced to an iron rod with cap #47200; thence along said North line, N.82°46'59"W., 223.82 feet to a found iron rod on the East line of a Survey recorded in Liber 517, Page 587, Lapeer County Records; thence along said East line, N.02°41'20"W., 698.25 feet parallel with the East line of said Section 18 to an iron rod; thence N.87°26'48"E., 331.73 feet (Due East record) parallel with the East-West 1/4 line of said Section 18 to an iron rod; thence N.02°41'20"W., 254.75 feet parallel with the East line of said Section 18 to the East-West 1/4 line of said Section 18; thence along said East-West 1/4 line and the centerline of Attica Road, N.87°26'48"E., 437.75 feet to the East 1/4 Corner of said Section 18 and the West 1/4 Corner of said Section 17, said point is marked with a capped iron rod in a monument box; thence along the West line of said Section 17 and the centerline of Blacks Corners Road, N.02°16'50"W., 1316.48 feet to a point on the south line of a survey by R.A. Outhier #200917; thence along said South Survey line, N.85°17'03"E., 636.60 feet to the Northwest Corner of Townsend Manor Apartments Property; thence continuing along the North line of Townsend Manor Apartments Property, to the west side of the entrance to Townsend Manor Apartments; thence North along the West line of Townsend Manor Apartments entrance to the South line of old M-21 Imlay City Road; thence southeasterly along said south line to the East side of the entrance to Townsend Manor Apartment Property; thence southerly along the East line of said Apartment Property to its intersection with the North 1/161h line of the Northwest 1/4 of Section 17; thence Easterly along said 1/161h line to the South line of Westwood Subdivision as recorded in Liber 2, Page 2 of the Lapeer County Plats; thence along the South line of said Subdivision to the Southeast Corner of said Subdivision, said corner has a power pole on it; thence N.84°46'38"E., 491.72 feet to an iron rod with cap #47200; thence N.84°56'49"E., 435.50 feet to a point on the North-South 1/4 line of said Section 17 and on the centerline of Fairgrounds Road; thence Southerly along said 1/4 line as used in previous surveys to a 1/2" bar in a monument box at the intersection of the centerline of Old M-21 and Fairgrounds Road, said 1/2" bar is 3.62 feet West of the true North-South 1/4 line; thence S.83°48'57"E., 782.76 feet to a found 1/2" bar in a monument box at the intersection of the centerline of Old M-21 and the centerline of Main Street; thence Southerly along the centerline of Main Street to its intersection with the North line extension of Palmer's Second Addition to the Original Plat of Imlay City; thence East along said North Plat line and its extension to its intersection with the centerline of Cedar Street (State Trunkline 53); thence South Southwesterly along the centerline of Cedar Street to the intersection with the North line of Palmer's First Addition to the City of Imlay City extended; thence Westerly along said North Plat line to a point that is 5 feet west of the Northeast Corner of Lot 7 of said Plat; thence southerly parallel to the East line of said Lot 7, 200 feet more or less; thence Easterly to a point that is 3 feet more or less easterly of the East line of Lot 8 of said Plat; thence Southerly to the centerline of Fifth Street; thence Westerly along the centerline of Fifth Street to the intersection with the centerline of a 20 foot wide alley between Cedar Street and White Street; thence Southerly along said Alley centerline to the intersection with the centerline of Fourth Street; thence Westerly along the centerline of Fourth Street to the intersection with the centerline of Almont Avenue; thence Northerly along the centerline of Almont Avenue to the intersection with the North line of Lot 8, Block 4 of "E. & L. Calkin's Subdivision" as recorded in Uber 9 of Deeds, Page 257 of the Lapeer County Records if extended; thence Westerly along the North line of said Lot 8 to the intersection with the centerline of the 20 foot wide alley West of Lots 8, 9, and 10 of said Block 4 of said Plat; thence Southerly along the centerline of said alley to the intersection with the centerline of Fourth Street; thence Westerly along the centerline of Fourth Street to the intersection with the centerline of Calkins Street; thence Southerly along the centerline of Calkins Street to the intersection with the centerline of Third Street; thence Easterly along the centerline of Third Street to the intersection with the 20 foot alley on the West side of Lots 8, 9, and 10, Block 1 of said "E. & L. Calkin's Subdivision"; thence Southerly along said centerline of alley and its extension to a point on the South Right of way line of the Grand Trunk Western Railroad, AKA Canadian National Railroad, (99 feet

wide); thence West Northwesterly along said right of way line and the North line of the Railroad Block of the "Plat of Hunt's Addition" to the Northwest Corner of Lot 4 of the Railroad Block of said "Hunt's Addition"; thence Southerly along the West line of said Lot 4 to a point on the centerline of Second Street; thence Easterly along the centerline of Second Street to the intersection with the centerline of Almont Avenue; thence Southerly along the centerline of Almont Avenue to the South 1/4 Corner of said Section 17 as marked with a MAG nail and washer; thence N.84°56'14"E., along the South line of Section 17 and the centerline of First Street to the intersection with the centerline of Cedar Street (State Trunkline 53); thence entering Section 20, Southerly along said centerline of Cedar Street to the East-West 1/4 line of said Section 20 and the Point of Beginning and containing approximately 1,407 acres more or less.



Richard Duthler P.S. #47200



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## Appendix D: Maps

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### Maps

The following maps were prepared to assist in illustrating the Neighborhood Improvement Authority (NIA) service area and the concepts included within this Development Plan:

1. Map 1 – Neighborhood Improvement Authority District – 2025 Area
2. Map 2 – Streets, Sidewalks, and Trails
3. Map 3 – Existing Land Use
4. Map 4 – Future Land Use

DRAFT

# Imlay City

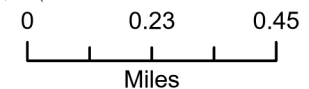
## Neighborhood Improvement District

### Base Layers:

-  Roads
-  Railroad
-  Creeks & Drains
-  Water Bodies
-  Parcels
-  Imlay City Boundary

### District Boundaries:

-  Downtown Development Authority Boundary
-  Neighborhood Improvement District



March 2025



# Imlay City

## Neighborhood Improvement Authority

### Base Layers:

- Roads
- Railroads
- DDA District
- - - Municipal Boundary

September 2025



Source: Michigan Geographic Data Library, 2017;  
Wade Trim Analysis, 2023

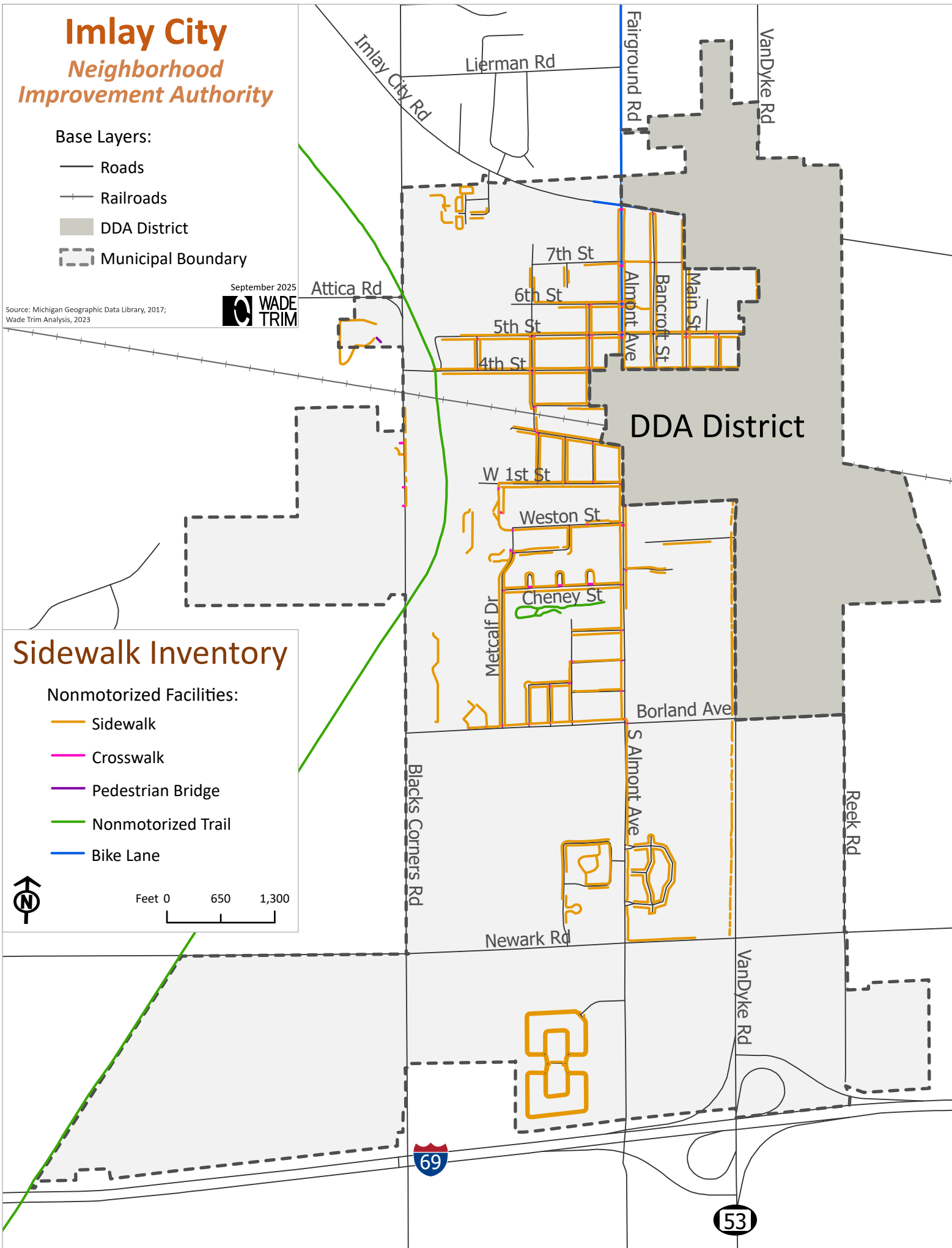
## Sidewalk Inventory

### Nonmotorized Facilities:

- Sidewalk
- Crosswalk
- Pedestrian Bridge
- Nonmotorized Trail
- Bike Lane



Feet 0 650 1,300



# Imlay City

## Neighborhood Improvement Authority

Base Layers:

- Roads
- Railroads
- Polly Ann Trail
- DDA District
- Parcels
- Municipal Boundary

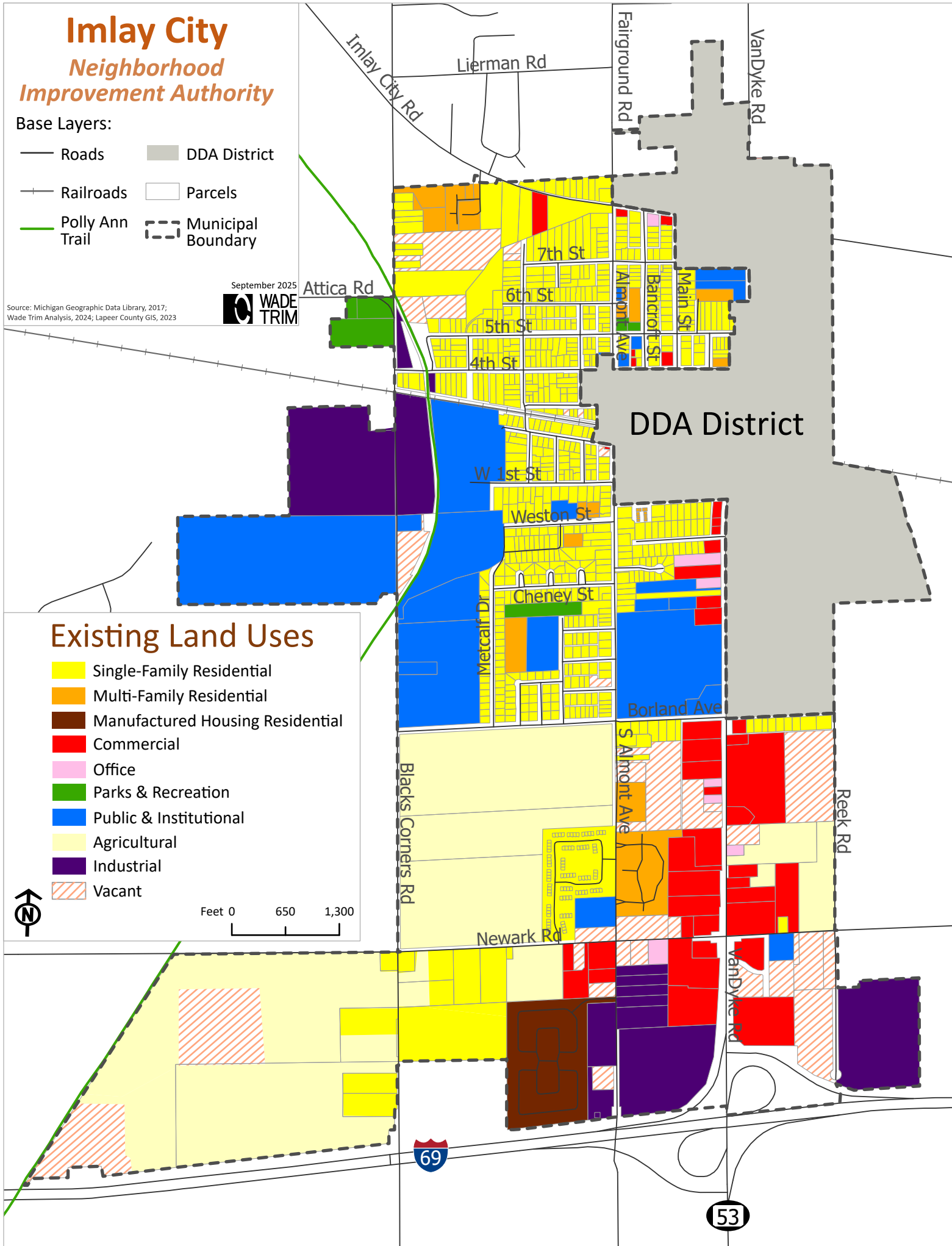
Source: Michigan Geographic Data Library, 2017;  
Wade Trim Analysis, 2024; Lapeer County GIS, 2023



## Existing Land Uses

- Single-Family Residential
- Multi-Family Residential
- Manufactured Housing Residential
- Commercial
- Office
- Parks & Recreation
- Public & Institutional
- Agricultural
- Industrial
- Vacant

Feet 0 650 1,300



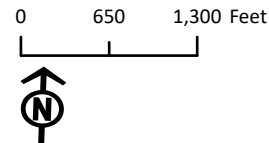
# Imlay City

## Neighborhood Improvement Authority

Base Layers:

- Roads
- Railroads
- Polly Ann Trail
- DDA District
- Parcels
- Municipal Boundary

Source: Michigan Geographic Data Library, 2017;  
Wade Trim Analysis, 2024; Lapeer County GIS, 2023



## Future Land Uses

- Large Lot Neighborhood
- Traditional Neighborhood
- Multiple Family Residential
- Downtown
- Light Commercial
- General Commercial
- Light Industrial
- General Industrial
- Parks
- Fairgrounds
- PUD - Residential & Commercial
- PUD - Industrial & Commercial

