

**SECOND AMENDED AND RESTATED
DEVELOPMENT PLAN
AND
TAX INCREMENT FINANCING PLAN
For The
Downtown Development Plan
Van Buren Charter Township
Wayne County, Michigan**

**Downtown Development Authority
Charter Township of Van Buren
Wayne County, Michigan**

Adopted by the Downtown Development Authority:

Approved by the Van Buren Charter Township Board:

Prepared with the Assistance of:

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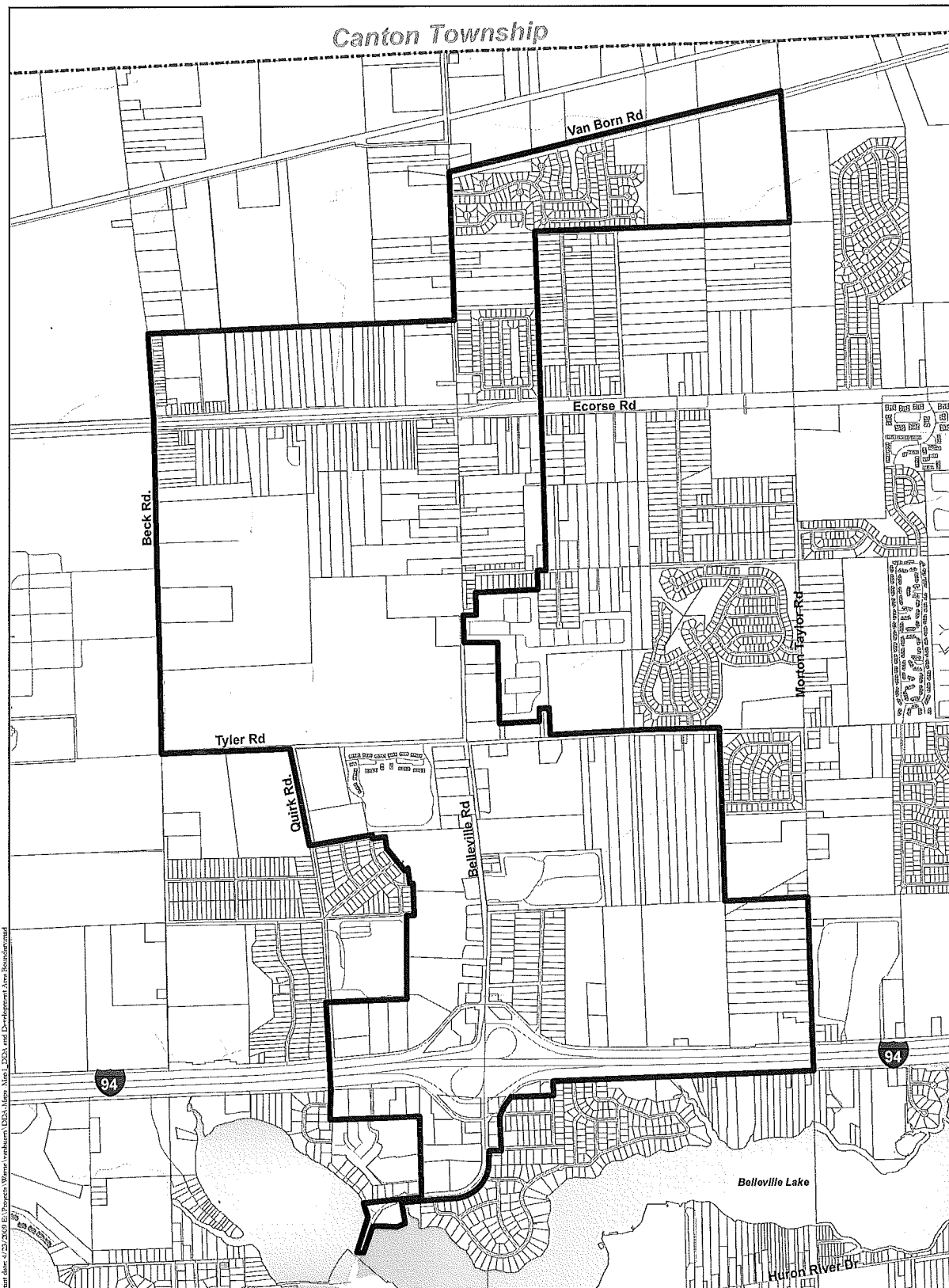
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Map 1 DDA and Development Area Boundary

Van Buren Township,
Wayne County, Michigan

 DDA District Boundary

Base Map Source: Wayne County GIS,
2004 and Van Buren Township, 2006.

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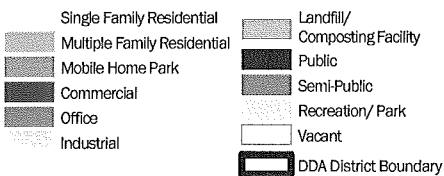


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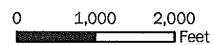


Map 2 DDA Existing Land Use

Van Buren Township,
Wayne County, Michigan



Base Map Source: Wade-Trim 11/97
Data Source: McKenna Associates, Inc. 11/02



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01/07/03



Print date: 4/24/2007 8:10:00 AM Project: Wayne/Van Buren DDA Map (Map 3) DDA Future Land Use

Map 3 DDA Future Land Use

Van Buren Township,
Wayne County, Michigan

- | | |
|--------------------------------|-----------------------|
| Medium Density Single Family A | Office Research |
| General Commercial | Light Industrial |
| CBD | Public/ Semi Public |
| Commercial/ Office | DDA District Boundary |

Base Map Source: Wayne County GIS,
2004 and Van Buren Township, 2006.
Data Source: McKenna Associates, 2006.
As Amended Through: 10/10/2007.

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Map 4 DDA Zoning Map

Basemap Source: Wade-Trim 11/97
Data Source: Charter Township of Van Buren, Wayne County, 2005

- | | |
|--------------------------------|--------------------------------|
| R-1B Single Family Residential | C-2 Extensive Highway Business |
| RM Multiple Family Residential | O-T Office/Technology |
| RMH Mobile Home Park | M-1 Light Industrial |
| C-1 Local Business | M-2 General Industrial |
| DDA District Boundary | |

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Wayne County, Michigan

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BACKGROUND AND PURPOSES OF THE TAX INCREMENT FINANCING AND DEVELOPMENT PLAN

In March, 1990, the Township Board of Van Buren Charter Township created the Van Buren Charter Township Downtown Development Authority (DDA). At that time, the Authority was given all of the powers and duties prescribed for a Downtown Development Authority pursuant to Act 197 of Public Acts of 1975, M.C.L.A. §§ 125.1651 et seq., as amended by the State of Michigan. A 10 member DDA Board, plus the Supervisor, was appointed to represent the Township and the business and residential interests in the downtown district. The Township Board also designated the boundaries of the downtown district within which the DDA may legally operate.

The DDA wishes to continue its efforts in order to further attract and stimulate additional investment in the development area. This plan will continue to focus the DDA's efforts on the provision of infrastructure, public improvements to support private investment, and the Belleville Road corridor. The plan also expands DDA activities to include business recruitment and retention activities, marketing, planning, and identifying potential catalyst project(s) to stimulate investment in the district..

As required by P.A. 197 of 1975, as amended, the Van Buren Charter Township Downtown Development Authority has prepared this second amended and restated Tax Increment Financing (TIF) and Development Plan to guide the continued development of the downtown district. It is the purpose of this TIF and Development Plan to establish the legal basis and procedure for the capture and expenditure of tax increment revenues in accordance with P.A. 197 of 1975 as amended, for the purpose of stimulating and encouraging private investment in the downtown district. The duration of the Plan is also hereby extended another 30 years, running through 2038.

DEVELOPMENT PLAN

1. Designation of Boundaries of the Development Area

The Van Buren Township DDA Development Area generally includes the east and west sides of Belleville Road and the north and south sides of portions of I-94, Tyler Road, Ecorse Road and Van Born Road. The approximate boundaries are Van Born Road to the north, Morton Taylor Road to the east, the City of Belleville to the south and Beck Road to the west.

Map 1 shows the boundaries of the DDA District. The boundaries of the Development Area are the same as those of the DDA District. The legal description of the Development Area boundaries is contained in Appendix A.

2. Location and Extent of Existing Streets and Other Public Facilities within the Development Area; Location, Character and Extent of Existing Public and Private Land Uses.

The existing land uses in the Development Area are shown on Map 2, "Downtown Development Authority Existing Land Use". The Future Land Use Plan and Zoning Map are also included as Maps 3 and 4, respectively.

A. Public Uses

Public uses within the Development Area include street rights-of-way under the jurisdiction of Wayne County and the State of Michigan (Interstate 94).

In addition to the circulation system, the Development Area contains the Charter Township of Van Buren municipal complex (Tyler Road), the United States Post Office (South I-94 Service Drive), old Fire Station #2 (Ecorse Road), and new Fire Station #2 (Belleville Road just south of Ecorse Road).

B. Private Uses

1. **Residential.** Based upon a review of the most recent existing land use map, there are approximately 539 residential parcels within the Development Area. This includes both single family and multiple family dwellings.
2. **Commercial.** There are significant commercial uses within the Development Area, most of which are located along Belleville Road between Tyler Road and the City of Belleville.
3. **Industrial.** There are a handful of industrial uses in the Development Area, generally located along Van Born Road, Belleville Road and I-94.

C. Recreational Uses

Recreational uses in the Development Area include the Van Buren Senior Center and Quirk Park.

D. Semi-Public

There are four churches located within the Development Area, all of which are located on Belleville Road. Also included in this category is the University of Michigan land located adjacent to Willow Run Airport.

E. Educational Uses

There are no educational uses in the Development Area.

F. Vacant Land

Based upon a review of the most recent existing land use map, there are approximately 266 vacant parcels within the Development Area. The vacant parcels are planned for a variety of uses, including Medium Density Residential, CBD, Commercial/Office, General Commercial, Office/Research, Public/Semi-Public, and Parks/Open Space.

3. Location and Extent of Proposed Public and Private Land Uses.

The Development Plan envisions combining public and private land uses to strengthen the economic base of the Development Area. It is the intent of this Plan to encourage infill development, redevelopment, and expansion of existing commercial uses consistent with the Township's Master Plan (See Map 3). As noted in Section 2 of this Development Plan, there are a number of vacant sites with potential for redevelopment. Proposed land uses for the Development Area are consistent with the Township's Master Plan, as a concentrated, generally commercial core.

The DDA has a number of planned public improvements related to increasing the marketability and aesthetics of the district as well as to better serve the residents in the Township. These improvements include road improvements to the Ecorse/Belleville intersection and along Belleville Road from Ecorse to Tyler Road, adding and completing sidewalks, addition of a public information sign, assistance with public facilities development and improvements, installation of street lights, support of alternative transportation facilities, improvements to the I-94 crossings, burial of overhead utilities, and landscape and streetscape improvements.

The DDA may also assist in acquisition of the MDNR site and other parcels to be determined, for public use. Concept plans and discussions have been held regarding the potential for a new library on the MDNR site, with fishing piers and parking available for public use, however these are very preliminary. If the DDA were to participate, it would likely be via a joint use agreement and in conjunction with the other benefited parties. Also the DDA may acquire or obtain through donations or otherwise, all or a portion of the Ford Land site and/or other parcels for public park land, open space or other public use. Further, improvements to the Ford Land site and other parcels so acquired may be funded by the DDA, as determined consistent with the goals and priorities of this Plan.

In order to further facilitate development and redevelopment of key Development Area parcels, the DDA plans to assist the Township by preparing an updated land use plan and market analysis aimed toward providing specific recommendations for revitalizing and enhancing the existing downtown business district, and as the basis for a targeted business recruitment program.

4. Legal Description of the Development Area.

The Development Area's legal description is provided in Appendix A. Map 1 also shows the boundaries of the Development Area. The Development Area and the Downtown Development Authority have the same boundaries.

5. Existing Improvements in the Development Area to be Demolished, Repaired or Altered, and Time Required for Completion.

The proposed development program for the DDA Development Area incorporates both public and private improvements. Specific project descriptions and an anticipated schedule of phasing for projects are found in Table 1 and on the pages that follow.

The DDA's Development Plan calls for the renovation, alteration and repair of existing

public improvements, such as the Ecorse/Belleville Road intersection, Ecorse Road within the Development Area boundaries, Belleville Road from Ecorse to Tyler Road, improvement/reuse/redevelopment of the old Fire Station #2 site, assistance with public facilities improvements, improvements to the I-94 crossing, burial of overhead utilities, drainage improvements, landscaping, lighting, sidewalks and streetscape enhancements and construction of new improvements such as the addition and completion of sidewalks, assistance with new public facilities development, installation of street lights, support for alternative transportation facilities, and expanded landscaping and streetscape, including but not limited to locations along the major corridors and at the focal intersections and gateways in the Development Area.

The full extent of demolition, repair, or alteration of existing improvements is not yet known since design plans are not completed. Demolition, repair, construction, enhancement, and/or replacement of existing infrastructure is likely as part of the various projects, including sidewalks, curbing, pavement, above and underground utilities, decorative walls, fencing, and others. Demolition, alteration or repair of other roads, and public improvements have not yet been determined, but may be required in conjunction with other DDA projects. Further, redevelopment of privately owned sites may be assisted, on a case-by-case basis, consistent with the priorities and procedures in this Plan. The time required for completion of these projects will be determined as plans are more fully developed.

6. The Location, Extent, Character and Estimated Cost of Improvements, Including Rehabilitation Contemplated for the Development Area and an Estimate of Time Required for Completion.

Public improvements contemplated in the Development Area over the 30-year life of this Plan, along with estimated costs and time of completion, are included in Table 1 and illustrated on Map 5.

Cost estimates for the projects are very preliminary; specific plans and refined cost estimates for Development Area improvements will be completed upon initiation of each project. However, these cost estimates have been developed in consideration of recent comparable construction and relevant vendor and engineering estimates.

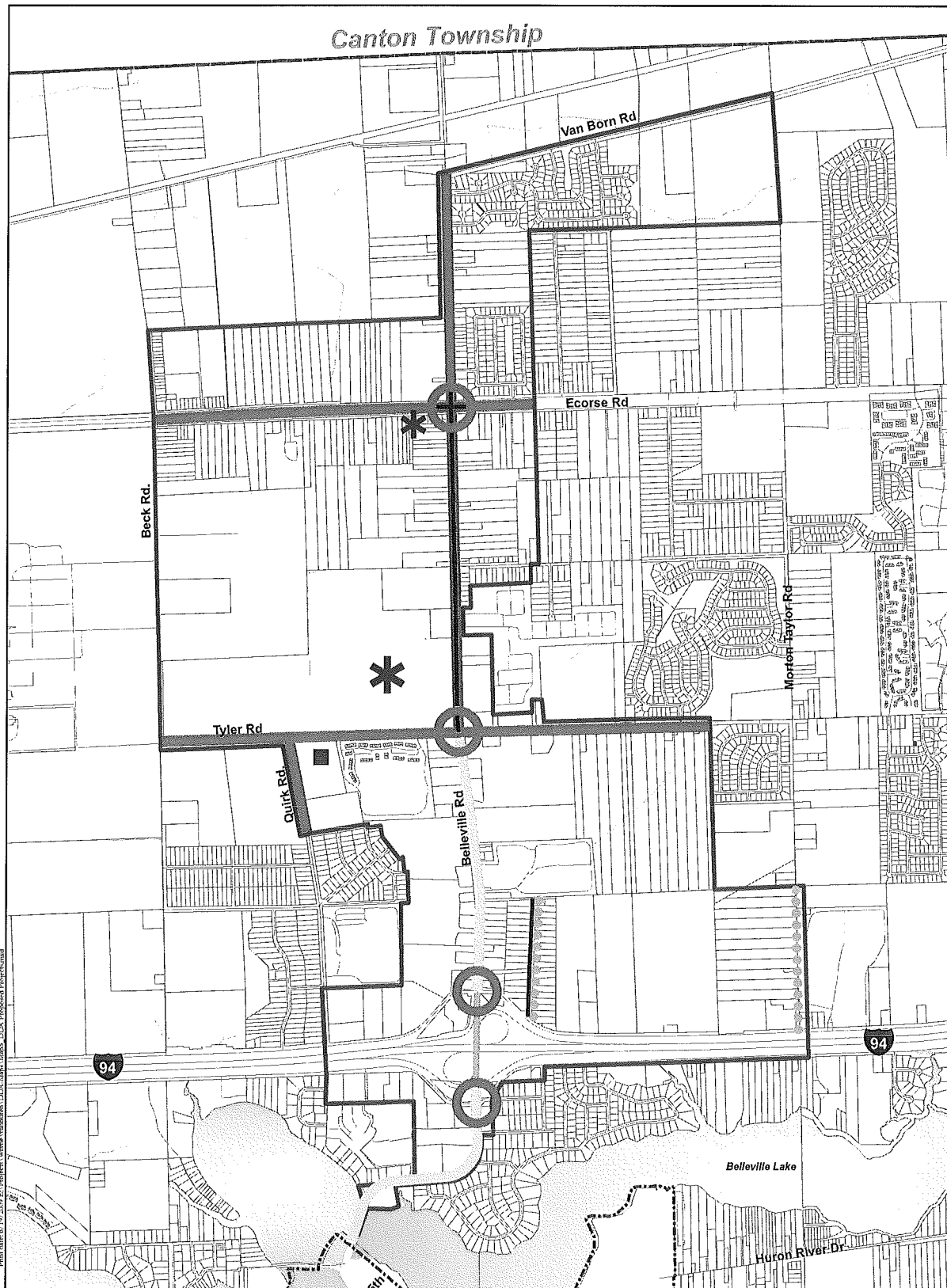
Funding for the projects will be obtained from a variety of sources – primarily tax increment revenues, but also may include the following: federal and state grants (which may include but are not limited to CDBG, Michigan Economic Development Corporation, Michigan State Housing Development Authority and the Federal Intermodal Surface Transportation Efficiency Act program), private donations (if available), Township funds, and additional sources consistent with P.A. 197 of 1975, as amended, and to be determined.

Table 1
Estimated Project Costs and Schedule
Van Buren Township DDA

	Estimated Cost ¹
Phase I: 2009 - 2013	
Strategic Market Program	
Land Use and Market Analysis Plan	\$60,000
↳ Business Retention and Recruitment Activities	\$160,000
↳ DDA Marketing Program	\$160,000
Road Improvements	
↳ Ecorse/Belleville Road Intersection Improvements	\$6,353,000
Belleville Road (Ecorse to Tyler) Improvements	\$7,591,000
Streetscape Improvements	
Focal Intersections	\$261,000
Refresh and Enhance Existing Streetscape	\$600,000
Add and Complete Sidewalks	\$1,860,000
Public Information Sign	\$40,000
Improve/Reuse/Redevelop Fire Station #2 Site	\$120,000
Wireless Technology and Broad Band Service	\$50,000
Aerotropolis Assistance	\$125,000
Professional, Technical, and Administrative Assistance – Ongoing	\$930,000
Maintenance of Public Improvements – Ongoing	\$430,000
<i>Total Phase I Projects:</i>	<i>\$18,740,000</i>
Phase II: 2014 - 2038	
Ford Land Site	\$2,250,000
Assist with Public Facilities Development and Improvements	\$1,000,000
Alternative Transportation Facilities	\$550,000
Property Acquisition	\$3,000,000
I-94 Crossing Improvements	\$3,050,000
Overhead Utility Burial	\$20,000,000
Business Promotion of Belleville Lake	\$10,000
Other Road and Infrastructure Improvements	\$2,000,000
Streetscape Improvements	
Focal Intersections	\$500,000
Other Roads (Ecorse, Quirk, Tyler, N. Belleville)	\$6,742,000



On-going Projects	
Business Retention and Recruitment	\$1,000,000
DDA Marketing Program	\$1,000,000
Add and Complete Sidewalks	\$1,237,000
Aerotropolis Assistance	\$625,000
Professional, Technical, and Administrative Assistance	\$5,780,000
Maintenance of Public Improvements	\$4,770,000
<i>Total Phase II Projects:</i>	<i>\$53,514,000</i>
Total Improvements 2009 - 2038	\$72,254,000

- ¹ Cost estimates for the projects are preliminary; specific plans and refined cost estimates for Development Area improvements will be completed upon initiation of each project.
- ² Projects that arise and are consistent with the objectives and priorities of the DDA – as outlined in this plan – may be funded consistent with the financing methods described in the Tax Increment Financing Plan.



Map 5 Proposed Projects

Van Buren Township,
Wayne County, Michigan

-  Public Information Sign
-  Property Development/ Redevelopment
-  Focal Intersections
-  I-94 Pedestrian Crossing
-  Road Improvements
-  Street Lights
-  Streetscape Enhancements
-  Streetscape Improvements
(Landscaping, Lighting, Sidewalk, Signage)
-  DDA District Boundary

Base Map Source: Wayne County GIS,
2004 and Van Buren Township, 2006.

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PROJECT DESCRIPTIONS

Over the years since the creation of the DDA, most of its efforts have been to provide physical improvements and beautification of public roads and utilities in the Development Area, and to construct and enhance public buildings. Examples are the recently completed Fire Station #2 financed by the DDA, and the Belleville Road streetscape constructed south of Tyler Road. The DDA's projects have contributed greatly toward creating a healthy and desirable business district.

While considerable public infrastructure work remains to be done, such as completing the expansion and beautification of Belleville Road, and reconstructing the substandard intersection at Belleville and Ecorse Roads, the DDA has determined that the District would benefit from broadening the scope of projects to target activities that will more directly lead to new private business investment and tax base increase.

Accordingly, the DDA has identified the projects described below. The various projects were prioritized based on the relative speed with which they could be accomplished, along with the benefits and value of each to the Van Buren community. The projects listed as starting in Phase I are all projects rated as having high value and being relatively quick to implement. Projects in the later phase may be continuations of Phase I projects, are deemed to take a longer time to implement, or be of lesser immediate value to the district. On-going projects continue over the life of the Plan.

It should be noted that each project is assigned a phase for budget and planning purposes, however those in Phase I may continue into Phase II as well as those in Phase II may begin sooner. Overall, the projects within each phase are not mutually exclusive to one phase or another.

Phase I: 2009 – 2013:

The following priority projects are proposed to be implemented over the next five years:

Strategic Market Program

Many of the DDA's specific priorities fall under the umbrella of the Strategic Market Program. The DDA wishes to be pro-active in identifying and attracting desirable development to the Township. In order to be most effective, this priority includes planning, market analysis, and business recruitment and retention activities. The following projects are included in the Strategic Market Program:

1. Land Use and Market Analysis Plan

Commercial, office, and residential economic market trends shape the potential of Van Buren Township's DDA. A current land use plan and market analysis is crucial as a realistic basis to successfully recruit and attract desired businesses. Such a plan will identify potential uses/reuses of vacant land and any obsolete or underused sites, and allocate land areas appropriate for the various uses. In particular, the DDA wishes to identify and attract appropriate development for the large vacant parcels along the North Service Drive, in addition to other parcels in the District. The market and planning

analysis will establish a solid framework for the types of economic redevelopment opportunities that could most productively be spearheaded or assisted by the DDA.

This TIF and Development Plan allocates funds for preparation of a market analysis with the purpose of identifying target sectors and businesses, and the land use plan to support those sectors. The land use plan and market analysis would be designed as part of the Township's Master Plan, under the auspices of the Planning Commission, and would include strategies and recommendations to enable the Township and DDA to attract appropriate development by identifying current retail, office, and residential opportunities that will enhance and bring additional customers into the Development Area.

The Plan will also include an implementation plan, outlining the steps that must be taken to achieve the recommendations for land use, development and market potential.

2. *Business Recruitment and Retention Activities*

This TIF and Development Plan allocates tax increment revenues to enable the DDA to conduct business recruitment and retention activities. The goal of these activities is to stimulate new economic investment within the district, create tax base, provide economic incentives to attract desirable new business and investment within the district, and retain existing businesses. The business recruitment and retention program may involve actions such as hiring staff or consultant(s) to assist, adopting standards for public/private partnerships, identifying financial, infrastructure and other possible incentives, and specifying the criteria for those incentives. A focus will be to ensure that the incentives are only those necessary to make the targeted private investment happen, and to maximize the DDA's return on investment in terms of benefits to the Township.

Among the target uses that the DDA wishes to attract are:

- A significant, catalyst business that creates a special draw to the Township,
- Senior housing, and
- A human services center
- Other uses consistent with the priorities of this Plan

Tax increment revenues may be allocated annually and utilized on a "pay-as-you-go" basis for such activities.

3. *DDA Marketing Program*

Promotion and advertising for the DDA District and Township are a means of revitalizing and attracting businesses and customers. This project may include related activities, including but not limited to development of marketing collateral such as professionally prepared brochure(s) printed for distribution as a part of an overall marketing program, and may include targeted advertising, marketing of downtown events, available business sites,

promotion of Aerotropolis, and assets of the Van Buren Township community. A direct mail campaign targeting specific customers and potential clients may be developed. Tax increment revenues may be allocated annually over the life of the Plan, and utilized on a pay-as-you-go basis for such activities.

Road Improvements

The DDA may provide, or assist the Township to obtain funds to acquire right-of-way and pay the match for County improvements to Belleville Road from Ecorse to Tyler Roads, and for the Belleville Road/Ecorse intersection. Belleville Road is the Township's major commercial corridor, an image entryway to the business district. The intersection at Ecorse Road is substandard and sorely in need of improvement for public safety, to handle vehicular flow, and to properly reflect a high quality image for the Township. Funds may be allocated for the activities necessary to accomplish each project, including:

- Obtain funding support for the road improvements.
- Obtain right-of-way, as needed.
- Work with the Wayne County Division of Roads and/or other road agency with jurisdiction to design and construct the improvements.
- Add streetscape, landscaping, lighting and sidewalks.
- Other actions necessary, in the determination of the DDA.

Priority road improvements for Phase I are listed below:

- ***Ecorse/Belleville Road Intersection***
- ***Belleville Road from Tyler to Ecorse Road***

Streetscape Improvements

Several years ago the DDA installed streetscape improvements along Belleville Road, from Tyler Road south to the north side of the Belleville Lake bridge. The DDA continues to maintain those improvements, including decorative streetlights, street trees, sidewalk and identification sign features.

1. ***Focal Intersection.*** The DDA's streetscape needs to be continued to complete the four corners of the intersection of Belleville Road at Tyler Road. This is a focal intersection at the center of future business development in the DDA, and a highly prominent image location. Improvements should include brick pier and finial features, sign wall(s), decorative pavement, lighting and landscaping.
2. ***Refresh and Enhance Existing Streetscape.*** The existing portion of the Belleville Road streetscape has improved the image of the corridor for several years. However there are aspects of the streetscape environment that would benefit from refreshing and renewal. Currently irrigation is supplied by adjacent businesses, in locations where the land is vacant irrigation is lacking. Additional shrubbery, perennial plantings and another row of trees would also

enhance the corridor. The existing landscape should be reevaluated to identify enhancements that would simplify maintenance, create a uniform standard of care, and make the corridor even more pedestrian friendly.

Add and Complete Sidewalks

There are several locations within the DDA that lack sidewalks, or where existing sidewalks need to be connected. Maintaining, improving and adding new sidewalks will help ensure that the DDA area is accessible by walkers as well as vehicles. Further, making the DDA area easily walkable, not only makes it a more desirable place to live and work, but also can help to create a thriving economic base.

An overall sidewalk plan should be prepared to inventory and prioritize the locations for improvements, develop specific details and identify funding options for sidewalks within the DDA area. The DDA will focus on adding sidewalks in key locations, such as from the hotels to the shopping area along the North Service Drive along the portion of Quirk Road south of the Wayne County Fairgrounds, filling in areas to complete large segments of missing sidewalk, and other locations as deemed necessary. In locations identified by the Township's Greenways Master Plan, bikepath will be constructed in lieu of sidewalk.

Public Information Sign

The DDA may purchase/construct a changeable copy monument sign and collaborate with the Township as to its location. The sign would be used to advertise public events and provide information to the community, a service to visitors and residents alike.

Improve/Reuse/Redevelop Old Fire Station #2 Site

The former Fire Station #2 building is underutilized at this time. Fire protection services have been relocated to the new fire station on Belleville Road. The DDA may work with the Township administration to assist in achieving reuse of the building or redevelopment of the site. Assistance may include providing incentives to facilitate improvements or redevelopment, completing a building reuse feasibility study, conducting direct marketing efforts, entering into public/private partnerships, or other actions necessary to improve the site's appearance, return it to productive use and make it an asset to the District.

Wireless Technology and Broad Band Service

The DDA may provide funding to support the implementation of wireless broad band access in the Township, starting in the Development Area. Various methods of providing broad band access will be explored such as utilizing commercial business for wireless access.

Aerotropolis Assistance

The Aerotropolis initiative is expected to eventually create 64,000 new jobs, \$10 billion in annual economic impact and millions of dollars in tax revenues for local communities. Van Buren Township is a part of the Aerotropolis Development Corporation, which will spearhead the clustering of air-commerce linked businesses adjacent to and surrounding the airports. Van Buren Township, including the DDA district, is strategically positioned by virtue of Willow Run Airport, and the Ecorse Road, I-275 and I-94 corridors to be a beneficiary of Aerotropolis-related development. This plan anticipates that the DDA will continue to fund and participate in the Aerotropolis Development Corporation, support its efforts and facilitate Aerotropolis-related public improvements, as permitted under P.A. 197 of 1975.

Professional, Technical, and Administrative Assistance – Ongoing

The DDA may fund the on-going professional, technical, and administrative costs incurred in accomplishing the purposes and undertaking the projects listed in this plan. Costs may include professional fees for consultants, administrative and staff support, supplies, materials, postage, dues, newspaper publications, and so on as permitted under PA 197 of 1975, as amended. Further, the monies allocated for program administration may be used for the employment of a permanent director or other personnel, as considered necessary by the DDA Board. Also, the DDA may pay costs for all or a portion of Township staff time expended to achieve the projects in this plan.

These ongoing administrative and operating costs of the DDA - and costs incurred by the Township relative to the DDA - as approved in the annual budget process, will be paid out of tax increment revenues. This activity will continue through out the life of the plan.

Maintenance of Public Improvements – Ongoing

On an annual basis, the DDA may allocate funds to maintain the public improvements it has made in the DDA District. Included in this project are maintenance of the existing and planned streetscape elements and other public improvements. This activity will continue throughout the life of the plan.

PHASE II: 2014 – 2038:

The projects described in Phase II are diverse in nature, but all focus on improving the business climate for the Township, public amenities, appearance, tax base and general operational efficiency of the downtown district in order to spur investment in the Township. Marketing efforts will continue in Phase II, as will the Professional, Technical and Administrative Assistance, and the Maintenance of Public Improvements. Any of these projects may begin earlier or later than the phasing indicates, based upon opportunities to partner, strategic timing, availability of funding, or determination by the DDA that different timing would be consistent with the purposes of this Development Plan.

Ford Land Site

The Ford Land site consists of approximately 190 acres of vacant land at the northwest corner of Belleville and Tyler Roads. The site is zoned C-2, Extensive Highway Business and O-T Office/Technology and has been proposed for a variety of developments in the past. The site contains wooded wetlands, particularly in the western portion, and at one time, that area was offered to the Township as park land.

The DDA will work to resume discussions with Ford Land Development regarding Ford Land's intentions for the site, with a goal of encouraging complimentary development, consistent with the Township Master Plan. The DDA's intentions would be to promote the site's Belleville and Tyler Road frontages and buildable land for commercial or other development, while preserving all or part of the wooded portion for public use, possibly park. If necessary to stimulate desirable development, TIF funds could be used to support new road access through the site and/or related utility improvements. Activities under this project may also include obtaining control of all or part of the park site, through donation, grants, easements, or outright purchase, if required to stimulate development. The DDA may fund related public improvements, such as streetscape, landscaping, sidewalks, and park facilities such as hiking and biking trails.

Assist with Public Facilities Development and Improvements

The DDA will collaborate with Township and may provide funds to prepare plans, construction documents, and assist with public facility development and improvements. In particular, there has been discussion of the need for expansion of the public library. Since the library is a multi-jurisdictional, shared facility, the DDA may proportionately participate if the facility is located in the DDA. Other public facility development/improvement projects may include public recreation facilities, public safety facility assistance, Township Hall improvements, and senior citizen facilities.

Alternative Transportation Facilities

With energy becoming increasing scarce and costly, effective transportation alternatives and mass transit will be required in the future. Facilities to support alternatives to auto transportation, such as the proposed Detroit-Ann Arbor light rail system, bike paths, park and ride facilities, bus service and other options will be considered and may be developed in the DDA District to support the Township and surrounding area.

Property Acquisition

The DDA may in the future acquire property (land and/or buildings) in order to further the DDA's goals and objectives. Among the reasons for which property may be acquired include to create an incubator for private new business development, or to facilitate assemblage of parcels currently under separate ownership so they can be marketed for redevelopment and reuse. Further, acquired property could be used to further develop Township amenities such as public facilities. The MDNR site on Belleville Lake is one parcel that may be evaluated for acquisition, however such

purchase would be dependant upon the DNR's intentions for the site and equitable participation by other parties for the ultimate use of the site. The DDA would consider supporting a multi-purpose public facility on the site, one that enhances the positive image of the Township.

I-94 Crossing Improvements

The Belleville Road bridge over I-94 is not a safe route for pedestrian travel. The DDA will work with MDOT to seek to improve of this crossing to accommodate pedestrians in addition to vehicles, and provide funding for design, engineering and implementation, as necessary.

Overhead Utility Burial

The DDA will work with the Township to, as feasible, relocate utilities underground. While this is proposed as a district-wide activity, particular benefit would be realized by burying the existing overhead wires along Belleville Road. The relocation of overhead utilities will enhance the character and aesthetics of the DDA district. The great cost of this project would likely require funds from other sources to make it feasible.

Promote Belleville Lake as Entertainment Venue

Belleville Lake, owned by the Township, is an asset and attraction for the greater Van Buren community. A dinner cruise boat or floating entertainment venue has long been envisioned as an economic development stimulus to attract customers to the business districts in the City and the Township. The DDA may support such an endeavor.

Other Road and Infrastructure Improvements

In addition to widening Belleville Road and fixing the Ecorse Road intersection, other road improvements may be warranted to support business expansion and investment in the DDA district. This Plan provides for the DDA to assist with construction of other roads, as determined by the DDA. Other road segments that could be improved under this Plan, include but are not limited to, Belleville Road at Van Born Road near Greenbriar subdivision, Ecorse Road within the District, Tyler Road, Belleville Road from Ecorse Road to Van Born and others. Drainage, water, sanitary sewer and related utility improvements may be included as part of road improvement plans, or to upgrade services to support growth, reinvestment, and quality of life. Resurfacing and installation of streetlights on DeWitt, and installation of streetlights on Morton Taylor Road in the District are specific projects in this category that carry over from the previous Plan.

Landscaping and Streetscape Improvements

In addition to the specific projects identified above, other streetscape and landscape improvements may be designed and constructed as public improvements to enhance the district. Projects in this category include enhancement of the intersections of

the North and South Service Drives at Belleville Road, two major gateways to the Township from I-94. Streetscape enhancements, including street trees, street lighting, decorative pavement, hardscape and sidewalks/bikepath, and other elements depending upon the particular location, may be provided for Ecorse Road, Tyler Road, Belleville Road north of Ecorse Road, and Quirk Road opposite Township Hall.

The DDA may provide funding for the installation of street lights in the DDA district. The street lights will serve to enhance the aesthetics of the district as well as improve public safety. The DDA will select light fixtures that are dark-sky friendly and reduce the glare for drivers. This is proposed as a district-wide activity.

Ongoing Projects

Certain DDA activities and projects initiated during Phase I will continue throughout the life of this Development Plan. Business retention and recruitment, the DDA marketing program, adding and completing sidewalks, Aerotropolis assistance, professional, technical and administrative assistance, and maintenance of public improvements will be continued and conducted as needed.

Other Projects Consistent with the Objectives of the Plan

Certain projects described in this Plan may require additional construction, demolition, or alteration of existing public improvements to ensure or expedite completion, beyond that specifically described in this Plan. Other improvements that further the goals of the Development Plan but are not specifically listed in this Plan or for which costs are not available, may be implemented and/or constructed at such time as there is a sufficient tax increment generated to fund their cost. An annual project prioritization system will be adopted by the DDA which ranks the proposed public improvements based upon a variety of factors, including: developer commitments, potential SEV increase, ability to maintain the improvement, elimination of blight, timing of elements, and other factors.

7. A Statement of the Construction or Stages of Construction Planned, and the Estimated Time of Completion.

The anticipated schedule for construction and implementation of the public improvement projects for the Development Area is outlined in Table 1, "Estimated Project Costs and Schedule." The actual timing and sequence of projects may vary based on fund availability, opportunities that arise to achieve the goals and purposes of this plan, and DDA priorities.

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

The Van Buren Township municipal grounds and Quirk Park will remain as open space in the Development Area. Also, portions of the Ford Land site may be designated for park and open space purposes. Other open space may be provided in conjunction with permitted uses in the District and used consistent with the Township Master Plan.

9. Portions of the Development Area which the Authority Desires to Sell, Donate, Exchange, Or Lease To or From the Municipality and the Proposed Terms.

Currently, the DDA has no plans to sell, donate, exchange, or lease to or from Van Buren Township any land or building in the Development Area. The DDA may consider participating with other governmental entities to acquire land and facilitate construction of a new library. In that case, the DDA's interest in the land and/or building may be sold or otherwise turned over to another appropriate entity for ownership. The terms for any such transaction remain to be determined. The DDA does intend to work with the Township to accomplish a viable reuse of the old fire station site, with or without the existing building. Further, if opportunities arise in furtherance of the goals and purposes of this plan, other land and/or building purchases may be considered.

Additional right-of-way will be required to accomplish the widening of Belleville Road and possibly for the reconfiguration of the Belleville/Ecorse Road intersection. While it is not the intent of the DDA to purchase this right-of-way since considerable benefits will accrue to the abutting parcels from the improvements, purchase may be required. Right-of-way will be transferred to the road agency with jurisdiction. Similarly, completion of the DDA's planned public improvements may necessitate acquiring easements for utilities and possibly other public features.

10. Desired Zoning Changes and Changes in Streets, Street Levels, Intersections and Utilities.

No zoning changes are proposed as part of this Plan (See Map 4 for existing zoning). However, as the Plan progresses, the DDA, as a component of its economic development strategy, may recommend to the Planning Commission certain changes to the Master Plan and the Zoning Ordinance that affect properties within the Development Area. Any zoning changes on parcels in the DDA district will be coordinated between the DDA, the Planning Commission, and the Township Board according to State enabling acts and the adopted procedures of the Township. Any change will occur in a manner that ensures appropriate future land uses within the district for the attainment of the goals as stated herein.

Planned improvements to Belleville Road and other roads, landscaping, and utilities in the Development Area may require pavement removal and replacement, traffic modifications, and relocating, expanding or burying existing utilities. The modifications to the Belleville/Ecorse Road intersection will similarly require changes to pavement, signaling, median widths, landscaping, driveways and access to parcels, and related elements. Detailed design plans that will be prepared as part of the implementation of this plan may specify further utility or street changes.

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

The estimated cost of the DDA's portion of the public improvement projects listed in this plan, including the cost of associated administration, engineering, planning, and design work as outlined in Table 1 is \$72,254,000 over 30 years. It is anticipated that these projects will be paid for with tax increment revenues generated by annual increases in

property valuations from economic growth and new construction within the Development Area, supplemented with developer contributions, grant funds, and other funds as may become available. Because the total cost of projects exceeds the TIF revenue projected to be available, projects will not be initiated until such time as sufficient funds have been identified to pay for the project. Matching funds, contributions from other funding entities, grants, donations, bonding, special assessments, and other sources available to the DDA may be utilized, consistent with the goals and objectives of this plan.

It is anticipated that most projects will be financed on a "pay-as-you-go" basis using funds on-hand or accumulated from prior years' captures. However, the DDA may determine that there is a need to sell bonds, obtain loan funds or grants, or receive contributions from any of the other sources permitted under P.A. 197 of 1975, as amended, to facilitate completion of one or more of the improvement projects.

The cost estimates for projects are rough estimates because construction or design drawings have not yet been prepared, and therefore have been based on preliminary concepts. A percentage has been factored into the estimates to cover contingencies and design costs. The costs are estimated in current 2009 dollars.

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

All public improvement projects undertaken as part of this plan will remain in public ownership for the public benefit. The DDA does not own any property at this time. However, as noted above, the DDA may participate in and/or facilitate a purchase of the DNR site, and adjacent land for use or redevelopment in accordance with the Township Master Plan, any site design plan to be prepared and the goals of this Development Plan. The DDA may convey any such property to another entity, yet unknown. Further, the DDA may consider other property acquisition, lease, or sale, as appropriate, in furtherance of the goals of this plan. The person or persons to whom such property may be leased or conveyed is unknown at this time.

13. The Procedures for Bidding for the Leasing, Purchasing, or Conveying of All or a Portion of the Development Upon its Completion, if There is no Expressed or Implied Agreement between the Authority and Persons, Natural or Corporate, that all or a Portion of the Development will be Leased, Sold, or Conveyed to Those Persons.

The Authority may purchase and then sell or otherwise directly convey the DNR site and other land and/or facilities, or alternately may retain the site(s) for public purposes. Once the DDA purchases, receives a donation, acquires or otherwise comes to own property in the Development Area, it will adopt appropriate procedures for the management and disposition of the property at a regularly scheduled public meeting of the Authority. All DDA conveyance and disposition procedures shall be developed in compliance with Federal, State, and local regulations. The DDA will follow the Township's purchasing policy, which it has adopted.

Acquisition and disposition procedures will include the ability of the Authority to dispose of acquired parcels or lots with the value of such parcels or lots based upon an

independent appraisal of the real estate by a qualified real estate appraiser licensed to perform such work in the State of Michigan. In the event the Authority decides to dispose of a parcel or parcels of real property, the sale may be for more than appraised value, at appraised value, or below the appraised value at the discretion of the Authority Board.

14. Estimates of the Number of Persons Residing in the Development Area.

Approximately 1,423 persons are estimated to currently reside within the Development Area boundaries. No individuals are proposed to be displaced under the Plan, and no occupied residences are designated for acquisition or clearance by the DDA. Since more than 100 people reside in the Development Area, the Township Board has appointed a Development Area Citizens Council (DACC) as required by P.A. 197 of 1975, as amended.

15. Response to MCL 125.1667(2)(m), 125.1667(2)(n), and 125.1667(2)(o).

This section is not applicable. The DDA does not intend to condemn property in conjunction with this plan. However, in the future, if the condemnation of property is necessary to meet the objectives of this plan, the Downtown Development Authority will submit to the Township Board an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

16. Provision for the Costs of Relocating Persons Displaced by the Development, and Financial Assistance and Reimbursement of Expenses, including Litigation expenses and expenses incident to the Transfer of Title in accordance with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The DDA does not intend to condemn property in conjunction with this plan. As a result, this section is not applicable. However, in the future, if the condemnation of property is necessary to meet the objectives of this plan the Downtown Development Authority will submit to the Township Board an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

17. A Plan for Compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972.

The DDA does not intend to condemn property in conjunction with this plan. As a result, this section is not applicable. However, in the future, if the condemnation of property is necessary to meet the objectives of this plan the Downtown Development Authority will submit to the Township Board an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972.

TAX INCREMENT FINANCING PLAN

1. Purpose of the Tax Increment Financing Plan.

Van Buren Charter Township's Downtown Development Authority, created in March, 1990, was established in order to accomplish a number of goals, such as to increase property tax valuation and facilitate the overall economic growth of its business district. On that basis, the Township Board, deemed it beneficial and necessary to create and provide for the operation of a Downtown Development Authority under the provisions of Public Act 197 of 1975, as amended.

The DDA has determined that an amended and restated Tax Increment Financing Plan ("TIF Plan") is necessary to achieve the purposes of the Act. Further, the DDA is authorized to prepare and submit the TIF Plan to the governing body. The TIF Plan includes the preceding Development Plan, along with a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured assessed value to be used by the DDA.

2. Explanation of the Tax Increment Procedure.

As provided in P.A. 197 of 1975, as amended, tax increment financing is a financing tool for the redevelopment of designated development areas within a DDA Development Area. Tax increment financing is the process of expending new property tax dollars for improvements that generally benefit the parcels on which the taxes are levied. Tax dollars generated from new private property developments and from improvements to existing private property within a designated development area are "captured" and utilized by the DDA to finance public improvements within that development area. This process supports and encourages continued private investment.

To utilize tax increment financing, the DDA must prepare a development plan and a tax increment financing plan. Both plans are submitted to the Township Board. The Township Board must adopt the plans by ordinance. As described above, the plans specify the initial assessed value, estimate the captured assessed value, and provide for the expenditure of the funds. These plans may be amended in the future to reflect changes desired by the DDA. All amendments must follow the procedures of the Act.

Captured assessed value is defined in the Act, as the amount, in any one year, by which the current assessed value of the development area exceeds the initial assessed value. Initial assessed value is defined as the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality.

Such funds transmitted to a DDA are termed "tax increment revenues". Tax increment revenues are the amount of ad valorem and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state education tax and

local or intermediate school districts upon the captured assessed value of real and personal property in the development area.

For this Plan, the initial assessed value is the total taxable value for all real and personal property in the development area as of December 31, 1989.

The applicable tax levy for tax increment purposes in the DDA Development Area will be the total millage levied by the eligible taxing jurisdictions. The Van Buren Schools, State of Michigan State Education Tax, and Intermediate School District taxes are not included because the tax levies of these jurisdictions are exempt from capture. The initial tax levy of all applicable taxing jurisdictions listed in Table 2 is 15.5279 mills.

3. Maximum Amount of Bonded Indebtedness to be Incurred.

The DDA is currently repaying bonds issued to finance two projects – the construction of new Fire Station 2, and improvements to Township Hall. These bonds were sold in 2005 and 1994, respectively. The Township Hall bonds are a protected obligation under the DDA Act, and run through 2014. Therefore, the bond obligations for the Township Hall improvements are being repaid entirely out of State school tax revenue, as this project was a pipeline project when Proposal A (changes to the Michigan school taxation system) went into effect. The State school tax revenues received to pay bond obligations are not reflected in Table 4 because those funds are not available for any other purpose. The bonds sold to finance the new fire station are due to retire in 2025, as reflected in Table 4, and are paid out of other available TIF capture revenues.

Most of the DDA's proposed improvements will be implemented on a “pay-as-you-go” basis as tax increment revenues are transmitted to the DDA, or as may be accumulated over more than one year, and held in reserve to allocate for projects. However, additional bonded indebtedness may be undertaken if necessary to finance the improvement program. The maximum amount of bonded indebtedness to be incurred will not exceed that which can be supported utilizing the available tax increment revenue. Between 2009 and 2025, that amount is estimated to not exceed an additional \$11 million; in 2026 through the end of this plan, after the fire station obligation is paid, the total maximum bonded indebtedness could increase to approximately \$15 million.

Alternately, or in combination with bond proceeds, the DDA may borrow funds from other sources as permitted under P.A. 197 of 1975, as amended. Loans from other sources may be used, depending upon the favorability of terms, availability of other funds, and suitability for the size and type of project involved.

Table 2
Applicable Millage Summary

Taxing Jurisdiction ^a	Projected Captured Millage Rate (2008 Rates) ^b
Van Buren Township Operating	0.9144
Wayne County Community College	2.4769
Jail	0.9381
HCMA	0.2146
Public Safety	4.0000
Detroit Zoological Society	0.1000
Wayne County	6.6380
Wayne County Parks	0.2459
Total Applicable Millage	15.5279

^a Van Buren Schools, State Education Tax and Intermediate Schools are not included because the tax levies of these jurisdictions are exempt from capture.

^b Rates are per \$1,000 of taxable value.

Under this TIF plan, the tax levy on the entire captured assessed valuation is planned to be utilized by the DDA. The tax increment revenues will be expended in the manner as set forth in this Plan. Estimates of the projected growth in taxable value, the revenue captured by taxing jurisdictions and the tax increment revenues to be received by the DDA are included in Tables 3 and 4.

4. Duration of the Program.

The duration of this TIF Plan shall be for 30 years, or until the end of the year in which all incurred indebtedness has been retired, whichever is later, and commencing upon approval by the Township Board in 2009. This plan will expire with the collection of taxes due in December 2038, unless it is amended to extend or shorten its duration or unless indebtedness remains, as described above.

5. Statement of the Estimated Impact of Tax Increment Financing on Taxing Jurisdictions In Which the Development Area is Located.

The maximum effect of this Plan on the taxing jurisdictions in which the Development Area is located is that the taxable value upon which taxes are now levied will remain

constant over the life of this Plan. If private development occurs and values increase as anticipated in this Plan, potential taxes captured from each taxing jurisdiction over the duration of the Plan are estimated in Table 4.

Of course, at the expiration of this TIF Plan, all taxing jurisdictions will benefit substantially from new private development and from a tax base that has been stabilized and enhanced as a result of the public improvement program.

6. Plan for the Expenditure of Captured Assessed Value by the Authority

A. Estimate of Tax Increment Revenues

Table 4 shows projected value increase over the next 30 years. Based on input from the Township Assessing Coordinator, the projected annual growth in taxable value is estimated in Table 3 at a variable rate. Both real and personal property assessments are included in the taxable value projections. Table 4 also provides estimates of the tax increment revenues to be accrued by the DDA.

Additional increases in the assessed valuation for the Development Area and consequent tax increment revenues may result from other new construction, expansion, rehabilitation, or further appreciation of property values. These increases are beyond those projected in this plan, but if such increases result, the tax increment revenues will be spent according to this plan to accelerate the implementation of the public improvement program.

B. Expenditure of Tax Increment Revenues

The program and schedule for the expenditure of tax increment revenues to accomplish the proposed public improvements for the DDA Development Area is outlined in Table 1. The cost estimates shown are current estimates only. These estimates are based solely upon concepts and have not been developed from construction drawings. The cost estimates consider fees for design, preparation of construction drawings, contract administration, and other contingencies.

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

- 1) be used to further the implementation of the public improvement program,
- 2) be used to expedite any debt service to the extent possible, or
- 3) be returned, pro-rata, to the taxing units.

Should the tax increment revenues be less than projected, the DDA may choose to:

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

The Downtown Development Authority shall annually review proposed increment expenditures and revenues to prioritize the use of additional funds. Other public improvements which would further the completion of the Development Plan may be funded by the DDA.

Table 3
Future Capture Estimates and Impact on Jurisdictions – Van Buren Charter Township DDA

Fiscal Year ^a	Total Taxable Value ^b	Captured Taxable Value ^c	VBT Operating (0.9144)	WCCC (2.4769)	Jail (0.9381)	HCMA (0.2146)	Public Safety (4.0000)	Detroit Zoo (0.1000)	Wayne Co. (6.6380)	Wayne Co. Parks (0.2459)	Total Captured Tax Increment Revenue ^c
Base Year	\$25,123,244	-	-	-	-	-	-	-	-	-	-
2008	\$118,392,357	\$93,269,113	\$85,285	\$231,018	\$87,496	\$20,016	\$373,076	\$9,327	\$619,120	\$22,935	\$1,448,273
2009	\$117,000,000	\$91,876,756	\$84,012	\$227,570	\$86,190	\$19,717	\$367,507	\$9,188	\$609,878	\$22,592	\$1,426,653
2010	\$114,660,000	\$89,536,756	\$81,872	\$221,774	\$83,994	\$19,215	\$358,147	\$8,954	\$594,345	\$22,017	\$1,390,318
2011	\$114,660,000	\$89,536,756	\$81,872	\$221,774	\$83,994	\$19,215	\$358,147	\$8,954	\$594,345	\$22,017	\$1,390,318
2012	\$114,660,000	\$89,536,756	\$81,872	\$221,774	\$83,994	\$19,215	\$358,147	\$8,954	\$594,345	\$22,017	\$1,390,318
2013	\$115,806,600	\$90,683,356	\$82,921	\$224,614	\$85,070	\$19,461	\$362,733	\$9,068	\$601,956	\$22,299	\$1,408,122
2014	\$116,964,666	\$91,841,422	\$83,980	\$227,482	\$86,156	\$19,709	\$367,366	\$9,184	\$609,643	\$22,584	\$1,426,104
2015	\$118,134,313	\$93,011,069	\$85,049	\$230,379	\$87,254	\$19,960	\$372,044	\$9,301	\$617,407	\$22,871	\$1,444,267
2016	\$119,315,656	\$94,192,412	\$86,130	\$233,305	\$88,362	\$20,214	\$376,770	\$9,419	\$625,249	\$23,162	\$1,462,610
2017	\$120,508,812	\$95,385,568	\$87,221	\$236,261	\$89,481	\$20,470	\$381,542	\$9,539	\$633,169	\$23,455	\$1,481,138
2018	\$121,713,900	\$96,590,656	\$88,322	\$239,245	\$90,612	\$20,728	\$386,363	\$9,659	\$641,169	\$23,752	\$1,499,850
2019	\$122,931,039	\$97,807,795	\$89,435	\$242,260	\$91,753	\$20,990	\$391,231	\$9,781	\$649,248	\$24,051	\$1,518,750
2020	\$124,160,350	\$99,037,106	\$90,560	\$245,305	\$92,907	\$21,253	\$396,148	\$9,904	\$657,408	\$24,353	\$1,537,838
2021	\$125,401,953	\$100,278,709	\$91,695	\$248,380	\$94,071	\$21,520	\$401,115	\$10,028	\$665,650	\$24,659	\$1,557,118
2022	\$126,655,973	\$101,532,729	\$92,842	\$251,486	\$95,248	\$21,789	\$406,131	\$10,153	\$673,974	\$24,967	\$1,576,590
2023	\$127,922,533	\$102,799,289	\$94,000	\$254,624	\$96,436	\$22,061	\$411,197	\$10,280	\$682,382	\$25,278	\$1,596,257
2024	\$129,201,758	\$104,078,514	\$95,169	\$257,792	\$97,636	\$22,335	\$416,314	\$10,408	\$690,873	\$25,593	\$1,616,121
2025	\$130,493,776	\$105,370,532	\$96,351	\$260,992	\$98,848	\$22,613	\$421,482	\$10,537	\$699,450	\$25,911	\$1,636,183
2026	\$131,798,713	\$106,675,469	\$97,544	\$264,224	\$100,072	\$22,893	\$426,702	\$10,668	\$708,112	\$26,231	\$1,656,446
2027	\$133,116,700	\$107,993,456	\$98,749	\$267,489	\$101,309	\$23,175	\$431,974	\$10,799	\$716,861	\$26,556	\$1,676,912
2028	\$134,447,867	\$109,324,623	\$99,966	\$270,786	\$102,557	\$23,461	\$437,298	\$10,932	\$725,697	\$26,883	\$1,697,582
2029	\$135,792,346	\$110,669,102	\$101,196	\$274,116	\$103,819	\$23,750	\$442,676	\$11,067	\$734,621	\$27,214	\$1,718,459
2030	\$137,150,270	\$112,027,026	\$102,438	\$277,480	\$105,093	\$24,041	\$448,108	\$11,203	\$743,635	\$27,547	\$1,739,544
2031	\$138,521,772	\$113,398,528	\$103,692	\$280,877	\$106,379	\$24,335	\$453,594	\$11,340	\$752,739	\$27,885	\$1,760,841
2032	\$139,906,990	\$114,783,746	\$104,958	\$284,308	\$107,679	\$24,633	\$459,135	\$11,478	\$761,935	\$28,225	\$1,782,351
2033	\$141,306,060	\$116,182,816	\$106,238	\$287,773	\$108,991	\$24,933	\$464,731	\$11,618	\$771,222	\$28,569	\$1,804,075

Fiscal Year ^a	Total Taxable Value ^b	Captured Taxable Value ^c	VBT Operating (0.9144)	WCCC (2.4769)	Jail (0.9381)	HCMA (0.2146)	Public Safety (4.0000)	Detroit Zoo (0.1000)	Wayne Co. (6.6380)	Wayne Co. Parks (0.2459)	Total Captured Tax Increment Revenue ^c
2034	\$142,719,120	\$117,595,876	\$107,530	\$291,273	\$110,317	\$25,236	\$470,384	\$11,760	\$780,601	\$28,917	\$1,826,017
2035	\$144,146,312	\$119,023,068	\$108,835	\$294,808	\$111,656	\$25,542	\$476,092	\$11,902	\$790,075	\$29,268	\$1,848,178
2036	\$145,587,775	\$120,464,531	\$110,153	\$298,379	\$113,008	\$25,852	\$481,858	\$12,046	\$799,644	\$29,622	\$1,870,561
2037	\$147,043,653	\$121,920,409	\$111,484	\$301,985	\$114,374	\$26,164	\$487,682	\$12,192	\$809,308	\$29,980	\$1,893,168
2038	\$148,514,089	\$123,390,845	\$112,829	\$305,627	\$115,753	\$26,480	\$493,563	\$12,339	\$819,068	\$30,342	\$1,916,001
		\$3,219,814,789	\$2,944,199	\$7,975,159	\$3,020,508	\$690,972	\$12,879,259	\$321,981	\$21,373,131	\$791,752	\$49,996,962

^a Fiscal year 2008 taxable value is 12/31/07 value, as finally equalized.

^b Annual change in taxable values as follows: 2010 = -2%, 2011-2012 = 0%, 2013-2037 = +1% per year; taxable value for 2009 is current estimate.

^c Tax increment projected using combined real and personal property values and 2008 millage rates.

Table 4
Projected Available Tax Increment Revenue – Van Buren Charter Township DDA

Fiscal Year^a	Total Taxable Value^b	Captured Taxable Value	Total Tax Increment Revenue^c	Fire Station Bond Debt Service^d	Net Tax Increment Revenue Available
Base Year	\$25,123,244	-	-	-	-
2008	\$118,392,357	\$93,269,113	\$1,448,273	\$254,134	\$1,194,140
2009	\$117,000,000	\$91,876,756	\$1,426,653	\$339,684	\$1,086,969
2010	\$114,660,000	\$89,536,756	\$1,390,318	\$339,646	\$1,050,672
2011	\$114,660,000	\$89,536,756	\$1,390,318	\$344,366	\$1,045,952
2012	\$114,660,000	\$89,536,756	\$1,390,318	\$340,866	\$1,049,452
2013	\$115,806,600	\$90,683,356	\$1,408,122	\$342,116	\$1,066,006
2014	\$116,964,666	\$91,841,422	\$1,426,104	\$342,866	\$1,083,238
2015	\$118,134,313	\$93,011,069	\$1,444,267	\$343,116	\$1,101,150
2016	\$119,315,656	\$94,192,412	\$1,462,610	\$342,866	\$1,119,744
2017	\$120,508,812	\$95,385,568	\$1,481,138	\$347,116	\$1,134,021
2018	\$121,713,900	\$96,590,656	\$1,499,850	\$345,616	\$1,154,234
2019	\$122,931,039	\$97,807,795	\$1,518,750	\$343,616	\$1,175,133
2020	\$124,160,350	\$99,037,106	\$1,537,838	\$346,116	\$1,191,722
2021	\$125,401,953	\$100,278,709	\$1,557,118	\$342,866	\$1,214,252
2022	\$126,655,973	\$101,532,729	\$1,576,590	\$346,041	\$1,230,549
2023	\$127,922,533	\$102,799,289	\$1,596,257	\$346,541	\$1,249,716
2024	\$129,201,758	\$104,078,514	\$1,616,121	\$348,198	\$1,267,923
2025	\$130,493,776	\$105,370,532	\$1,636,183	\$344,438	\$1,291,746
2026	\$131,798,713	\$106,675,469	\$1,656,446	\$0	\$1,656,446
2027	\$133,116,700	\$107,993,456	\$1,676,912	\$0	\$1,676,912
2028	\$134,447,867	\$109,324,623	\$1,697,582	\$0	\$1,697,582
2029	\$135,792,346	\$110,669,102	\$1,718,459	\$0	\$1,718,459
2030	\$137,150,270	\$112,027,026	\$1,739,544	\$0	\$1,739,544
2031	\$138,521,772	\$113,398,528	\$1,760,841	\$0	\$1,760,841
2032	\$139,906,990	\$114,783,746	\$1,782,351	\$0	\$1,782,351
2033	\$141,306,060	\$116,182,816	\$1,804,075	\$0	\$1,804,075
2034	\$142,719,120	\$117,595,876	\$1,826,017	\$0	\$1,826,017
2035	\$144,146,312	\$119,023,068	\$1,848,178	\$0	\$1,848,178

Fiscal Year ^a	Total Taxable Value ^b	Captured Taxable Value	Total Tax Increment Revenue ^c	Fire Station Bond Debt Services ^d	Net Tax Increment Revenue Available
2036	\$145,587,775	\$120,464,531	\$1,870,561	\$0	\$1,870,561
2037	\$147,043,653	\$121,920,409	\$1,893,168	\$0	\$1,893,168
2038	\$148,514,089	\$123,390,845	\$1,916,001	\$0	\$1,916,001
		\$3,219,814,789	\$49,996,962	\$6,100,210	\$43,896,752

^a Fiscal year 2008 taxable value is 12/31/07 value, as finally equalized.

^b Annual change in taxable values as follows: 2010 = -2%, 2011-2012 = 0%, 2013-2037 = +1% per year; taxable value for 2009 is current estimate.

^c Tax increment projected using combined real and personal property values and 2008 millage rates.

^d Bond repayment began in 2006. Bond obligations for Township Hall improvements are not shown as they are a pipeline project and paid totally out of State and school tax revenue.

^e As of April 2009, the DDA had a fund balance of approximately \$8,600,000.

Appendix A
Downtown Development Authority District Boundaries

VAN BUREN TOWNSHIP
PROPOSED DOWNTOWN DEVELOPMENT
AUTHORITY DISTRICT

LAND LOCATED IN SECTIONS 3, 4, 9, 10, 15, 16, 21, AND 22,
TOWN 3 SOUTH, RANGE 8 EAST, VAN BUREN TOWNSHIP, WAYNE
COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF BECK ROAD (93 FEET WIDE) AND THE NORTH LINE, EXTENDED, OF "KEPES SUBDIVISION," AS RECORDED IN LIBER 71 OF PLATS, PAGE 14, WAYNE COUNTY RECORDS; THENCE EASTERLY ALONG SAID NORTH LINE OF "KEPES SUBDIVISION," APPROXIMATELY 258 FEET TO THE NORTHEAST CORNER OF SAID "KEPES SUBDIVISION"; THENCE CONTINUING EASTERLY ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4, TOWN 3 SOUTH, RANGE 8 EAST, (ALSO BEING THE NORTH LINE OF PARCELS 04T1a1a2b, and 04T1a1b), APPROXIMATELY 1,005 FEET TO THE NORTHWEST CORNER OF "SEYMOUR & TROESTER'S - WILLOW RUN SUBDIVISION," AS RECORDED IN LIBER 71 OF PLATS, PAGE 83, WAYNE COUNTY RECORDS; THENCE CONTINUING EASTERLY ALONG THE NORTH LINE OF SAID "SEYMOUR & TROESTER'S - WILLOW RUN SUBDIVISION," APPROXIMATELY 1,860 FEET TO THE NORTHEAST CORNER OF SAID "SEYMOUR & TROESTER'S - WILLOW RUN SUBDIVISION"; THENCE CONTINUING EASTERLY, ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 4, APPROXIMATELY 1,764 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (88 FEET WIDE); THENCE NORTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD, APPROXIMATELY 1,187 FEET; THENCE WEST, APPROXIMATELY 12 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (90 FEET WIDE); THENCE NORTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD, APPROXIMATELY 1,093 FEET; THENCE EASTERLY APPROXIMATELY 5 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (73 FEET WIDE); THENCE NORTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD, APPROXIMATELY 40 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD AND THE NORTHERLY RIGHT-OF-WAY LINE OF VAN BORN ROAD (120 FEET WIDE); THENCE NORTHEASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF VAN BORN ROAD, APPROXIMATELY 5,520 FEET TO THE INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF VAN BORN ROAD AND THE EAST RIGHT-OF-WAY LINE OF MORTON-TAYLOR ROAD (66 FEET WIDE); THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF MORTON-TAYLOR ROAD, APPROXIMATELY 2,097 FEET TO THE INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF MORTON-TAYLOR ROAD AND THE EAST-WEST QUARTER LINE OF THE EAST HALF OF SECTION 3, TOWN 3 SOUTH, RANGE 8 EAST; THENCE WESTERLY ALONG SAID EAST-WEST QUARTER LINE OF SECTION 3, APPROXIMATELY 2,248 FEET TO THE INTERSECTION OF SAID EAST-WEST QUARTER LINE OF SECTION 3 AND THE EAST RIGHT-OF-WAY LINE OF SHELDON ROAD (66 FEET WIDE); THENCE SOUTHERLY, APPROXIMATELY 33 FEET TO THE INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF SHELDON ROAD AND THE SOUTH RIGHT-OF-WAY LINE OF BEVERLY ROAD (66 FEET WIDE); THENCE

WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BEVERLY ROAD, APPROXIMATELY 440 FEET TO THE INTERSECTION OF SAID SOUTH RIGHT-OF-WAY LINE OF BEVERLY ROAD AND THE EAST RIGHT-OF-WAY LINE OF SHELDON ROAD (93 FEET WIDE); THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF SHELDON ROAD, APPROXIMATELY 10 FEET TO THE INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF SHELDON ROAD AND THE SOUTH RIGHT-OF-WAY LINE OF BEVERLY ROAD (43 FEET WIDE) EXTENDED; THENCE WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BEVERLY ROAD, SAID LINE ALSO BEING THE NORTH LINE OF LOTS 36, 37, AND 77 OF SEYMOUR & TROESTER'S - MOTOR CITY ACRES SUBDIVISION, AS RECORDED IN LIBER 65 OF PLATS, PAGE 71, WAYNE COUNTY RECORDS, APPROXIMATELY 1,362 FEET TO THE NORTHWEST CORNER OF SAID LOT 77, "SEYMOUR & TROESTER'S - MOTOR CITY ACRES SUBDIVISION"; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID "SEYMOUR & TROESTER'S - MOTOR CITY ACRES SUBDIVISION," APPROXIMATELY 2,578 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ECORSE ROAD (APPROXIMATELY 289 FEET WIDE); THENCE SOUTHERLY ALONG THE EAST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWN 3 SOUTH, RANGE 8 EAST, (SAID LINE ALSO BEING THE EAST LINE OF PARCELS 10F1a1, 10F1a2, 10F10a2, 10F10b, 10Q1a, and 10Q1b) APPROXIMATELY 2,696 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROBSON ROAD (76 FEET WIDE); THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROBSON ROAD, APPROXIMATELY 138 FEET TO THE INTERSECTION OF SAID NORTH RIGHT-OF-WAY LINE OF ROBSON ROAD AND THE EAST LINE EXTENDED, OF LOT 21 "ROHLER SUBDIVISION," AS RECORDED IN LIBER 81 OF PLATS, PAGE 53, WAYNE COUNTY RECORDS; THENCE SOUTHERLY ALONG SAID EXTENDED EAST LINE OF LOT 21, "ROHLER SUBDIVISION," APPROXIMATELY 333 FEET TO THE SOUTHEAST CORNER OF SAID LOT 21; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 21 THROUGH 30, INCLUSIVE, SAID "ROHLER SUBDIVISION," APPROXIMATELY 999 FEET; THENCE SOUTHERLY ALONG THE EAST LINE OF PART OF LOT 33 AND LOTS 34 THROUGH 36, INCLUSIVE, SAID "ROHLER SUBDIVISION," AND SAID EAST LINE, EXTENDED, APPROXIMATELY 355 FEET TO THE SOUTHEAST CORNER OF PARCEL 10R1e2a; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 10R1e2a, APPROXIMATELY 174 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (66 FEET WIDE); THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD, APPROXIMATELY 429 FEET TO THE NORTHWEST CORNER OF PARCEL 10Sa2,S2b2; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 10Sa2,S2b2, APPROXIMATELY 503 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 10Sa2,S2b2; THENCE SOUTHERLY ALONG THE EAST LINE OF PARCELS 10Sa2,S2b2, 10S2a3 AND 10Sa1a1, APPROXIMATELY 1,293 FEET; THENCE EASTERLY ALONG THE NORTH LINE OF PARCELS 10S2a1b,T1a2 AND 10T1a3a, APPROXIMATELY 651 FEET TO A POINT ON THE WEST LINE OF PARCEL 10T1b; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 10T1b, APPROXIMATELY 202 FEET TO THE NORTHWEST CORNER OF SAID PARCEL 10T1b; THENCE EASTERLY ALONG THE NORTH LINE OF PARCELS 10T1b AND 10T2, APPROXIMATELY 154 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 10T2; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 10T2, APPROXIMATELY 429 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF TYLER ROAD (VARIABLE WIDTH); THENCE EASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF TYLER ROAD, APPROXIMATELY 2,699 FEET TO THE INTERSECTION OF SAID NORTH RIGHT-OF-WAY LINE OF TYLER

ROAD AND EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 15, TOWN 3 SOUTH, RANGE 8 EAST, SAID LINE ALSO BEING THE EAST LINE OF PARCEL 15C1; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 15C1 2,749 FEET TO A POINT ON THE EAST-WEST QUARTER LINE OF EAST HALF OF SAID SECTION 15 (SAID POINT ALSO BEING THE APPROXIMATE NORTHEAST CORNER OF PARCEL 15L2a); THENCE EASTERLY ALONG SAID EAST-WEST QUARTER LINE OF SECTION 15, APPROXIMATELY 1,010 FEET TO THE INTERSECTION OF SAID EAST-WEST QUARTER LINE OF SECTION 15 AND THE WEST LINE OF PARCEL 15M1a2b; THENCE SOUTHERLY ALONG SAID WEST LINE OF PARCEL 15M1a2b, APPROXIMATELY 18 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 15M1a2b; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PARCEL 15M1a2b, APPROXIMATELY 353 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MORTON-TAYLOR ROAD (66 FEET WIDE); THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY WAY LINE OF MORTON-TAYLOR ROAD, APPROXIMATELY 2,738 FEET TO THE INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF MORTON-TAYLOR ROAD AND THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE 94, SERVICE ROAD (VARIABLE WIDTH); THENCE WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE 94 SERVICE ROAD, APPROXIMATELY 2,263 FEET TO AN ANGLE POINT OF SAID SERVICE ROAD RIGHT-OF-WAY TO THE SOUTH; THENCE SOUTHERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID SERVICE ROAD, APPROXIMATELY 25 FEET TO AN ANGLE POINT OF SAID SERVICE ROAD RIGHT-OF-WAY TO THE WEST; THENCE WESTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID SERVICE ROAD APPROXIMATELY 200 FEET TO AN ANGLE POINT OF SAID SERVICE ROAD RIGHT-OF-WAY TO THE NORTH; THENCE NORTHERLY ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID SERVICE ROAD, APPROXIMATELY 25 FEET TO AN ANGLE POINT OF SAID SERVICE ROAD RIGHT-OF-WAY TO THE WEST; THENCE WESTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID SERVICE ROAD; APPROXIMATELY 867 FEET; THENCE SOUTHERLY, APPROXIMATELY 5 FEET TO THE NORTHEAST CORNER OF "LAKE CREST ESTATES, SUBDIVISION NO. 7," AS RECORDED IN LIBER 90 OF PLATS, PAGE 27, WAYNE COUNTY RECORDS; THENCE WESTERLY ALONG THE NORTH LINE OF SAID "LAKE CREST ESTATES, SUBDIVISION NO. 7," (SAID LINE ALSO BEING THE SOUTH LINE OF INTERSTATE 94, SERVICE ROAD), APPROXIMATELY 702 FEET TO THE NORTHWEST CORNER OF SAID "LAKE CREST ESTATES SUBDIVISION NO. 7"; THENCE NORTH, APPROXIMATELY 5 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE, INTERSTATE 94 SERVICE ROAD; THENCE WEST ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID SERVICE ROAD, APPROXIMATELY 150 FEET TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF SAID SERVICE ROAD AND THE EAST RIGHT-OF-WAY LINE OF DEWITT ROAD (60 FEET WIDE); THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF DEWITT ROAD, APPROXIMATELY 210 FEET TO THE INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF DEWITT ROAD AND A LINE 293 FEET SOUTH OF THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 22, TOWN 3 SOUTH, RANGE 8 EAST; THENCE WESTERLY ALONG A LINE, 293 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 22, APPROXIMATELY 690 FEET TO THE NORTHWEST CORNER OF PARCEL 22F1a19a1; THENCE SOUTHWESTERLY ALONG THE NORTHWESTERLY LINE OF PARCELS 22F1a19a1 AND 22F1a20a, EXTENDED, APPROXIMATELY 292 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF JEANNETTE ROAD (60 FEET WIDE); THENCE SOUTHERLY ALONG THE EAST LINE OF PARCELS 22F1a24a1 AND 22F1a25, F1a26, F1a45a1, EXTENDED, APPROXIMATELY 350 FEET TO

THE SOUTHEAST CORNER OF PARCEL 22Fla25, Fla26, Fla45a1;
THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 22Fla25,
Fla26, Fla45a1, APPROXIMATELY 200 FEET TO A POINT ON THE
EAST RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (120 FEET WIDE);
SAID POINT BEING APPROXIMATELY 883 FEET SOUTH OF THE NORTH
LINE OF THE NORTHWEST QUARTER OF SECTION 22; THENCE
SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF BELLEVILLE
ROAD, APPROXIMATELY 379 FEET; THENCE CONTINUING ALONG SAID
EASTERLY RIGHT-OF-WAY LINE OF BELLEVILLE ROAD ALONG A
TANGENT CURVE TO THE RIGHT, RADIUS 559.10 FEET, AN
APPROXIMATE ARC DISTANCE OF 86 FEET TO THE NORTHWEST CORNER
OF LOT 29, "BELLE HARBOR ESTATES," AS RECORDED IN LIBER 77
OF PLATS, PAGES 99 AND 100, WAYNE COUNTY RECORDS; THENCE
CONTINUING ON SAID RIGHT-OF-WAY LINE OF BELLEVILLE ROAD
ALONG A TANGENT CURVE TO THE RIGHT, RADIUS 559.10 FEET, AN
APPROXIMATE ARC DISTANCE OF 761 FEET TO A POINT ON THE SOUTH
RIGHT-OF-WAY LINE OF SAID BELLEVILLE ROAD; THENCE WESTERLY
ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BELLEVILLE ROAD,
APPROXIMATELY 585 FEET TO THE NORTHWEST CORNER OF LOT 34,
SAID "BELLE HARBOR ESTATES;" THENCE CONTINUING WESTERLY
ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BELLEVILLE ROAD,
APPROXIMATELY 294 FEET TO A POINT ON THE EAST LINE OF PARCEL
21B1b18a; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID
PARCEL 21B1b18a, APPROXIMATELY 318 FEET TO THE 655 CONTOUR
LINE OF BELLEVILLE LAKE; THENCE WESTERLY ALONG SAID 655
CONTOUR LINE, APPROXIMATELY 521 FEET TO A POINT ON THE
EASTERLY RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (106 FEET
WIDE); THENCE SOUTHWESTERLY ALONG SAID EASTERLY RIGHT-OF-WAY
LINE OF BELLEVILLE ROAD AND SAID EASTERLY RIGHT-OF-WAY LINE
EXTENDED, APPROXIMATELY 540 FEET TO A POINT ON THE NORTHERLY
LINE OF THE CITY OF BELLEVILLE; THENCE NORTHWESTERLY ALONG
SAID NORTHERLY LINE, CITY OF BELLEVILLE, APPROXIMATELY 120
FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF
BELLEVILLE ROAD (106 FEET WIDE) EXTENDED; THENCE
NORTHEASTERLY ALONG SAID EXTENDED WESTERLY RIGHT-OF-WAY LINE
OF BELLEVILLE ROAD, APPROXIMATELY 570 FEET; THENCE
NORTHWESTERLY, APPROXIMATELY 15 FEET; THENCE NORTHEASTERLY,
APPROXIMATELY 160 FEET TO THE INTERSECTION OF THE
NORTHWESTERLY RIGHT-OF-WAY LINE OF BELLEVILLE ROAD AND THE
SOUTHWESTERLY RIGHT-OF-WAY OF QUIRK ROAD (66 FEET WIDE);
THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY
LINE OF QUIRK ROAD, APPROXIMATELY 180 FEET TO THE
INTERSECTION OF SAID SOUTHWESTERLY RIGHT-OF-WAY OF QUIRK
ROAD AND NORTH RIGHT-OF-WAY LINE OF BELLEVILLE ROAD (66 FEET
WIDE) EXTENDED; THENCE EASTERLY ALONG SAID NORTH
RIGHT-OF-WAY LINE OF BELLEVILLE ROAD EXTENDED APPROXIMATELY
909 FEET TO A POINT ON THE WEST LINE OF PARCEL 21A1a1b1;
THENCE NORTHERLY ALONG THE WEST LINE OF PARCELS 21A1a1b1,
21A1a1b2a, and 21A1a1a1b2b1, APPROXIMATELY 1,235 FEET TO THE
INTERSECTION OF SAID WEST LINE OF PARCELS 21A1a1b1,
21A1a1b2a, and 21A1a1b2b1, AND A LINE APPROXIMATELY 550 FEET
SOUTH ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION
21, TOWN 3 SOUTH, RANGE 8 EAST; THENCE WESTERLY ALONG A LINE
APPROXIMATELY 550 FEET SOUTH OF THE NORTH LINE OF SAID
NORTHEAST QUARTER OF SECTION 21, APPROXIMATELY 1,432 FEET TO
A POINT ON THE WEST RIGHT-OF-WAY LINE OF QUIRK ROAD (76 FEET
WIDE); THENCE NORTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE OF
QUIRK ROAD (ALSO BEING THE EAST LINE OF PART OF LOT 11 AND

APPROXIMATELY 1,006 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF QUIRK ROAD (86 FEET WIDE); THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF QUIRK ROAD, APPROXIMATELY 1,531 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE OF QUIRK ROAD AND THE SOUTH RIGHT-OF-WAY OF TYLER ROAD (66 FEET WIDE); THENCE WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE OF TYLER ROAD, APPROXIMATELY 2,096 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BECK ROAD (66 FEET WIDE); THENCE NORTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE OF BECK ROAD, APPROXIMATELY 5,134 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ECORSE ROAD (250 FEET WIDE); THENCE CONTINUING NORTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF BECK ROAD EXTENDED (93 FEET WIDE), APPROXIMATELY 1,553 FEET TO THE POINT OF BEGINNING, CONTAINING 1,967 ACRES, MORE OR LESS.

(SOURCE USED FOR DESCRIPTION: 1990 VAN BUREN - TAX ROLLS)

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