



Battle Creek Local Development Finance Authority  
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# **LOCAL TAX INCREMENT FINANCING AND DEVELOPMENT PLAN**

# City of Battle Creek

## Local Tax Increment Financing and Development Plan

### A Local Tax Increment and Financing Plan Creating Two Authority Districts

#### Authority District #1: SmartZone

#### Authority District #2: I-94

### Section I. General Introduction

The City of Battle Creek ("City") joined public and private partners to make application to the Michigan Economic Development Corporation (MEDC) for designation as a "SmartZone." This designation process is embodied in Section 12a of Public Act No. 281 of 1986, as amended (PA 248 of 2000.) According to PA 281 of 1986, as amended, (the Act) a designation qualifies a municipality to create, with MEDC concurrence and State Treasurer approval, a "certified technology park" (park.) This park is then allowed to utilize tax increment financing to develop eligible projects in accordance with PA 281 of 1986, as amended. The City's application for SmartZone designation is found as **Appendix 1.**

On April 11, 2001, The City received notification from MEDC that a certified technology park would be granted, subject to successful completion of a SmartZone operating agreement with MEDC, and subject to the approval by the State Treasurer of this tax increment financing and development plan. On December 12, 2002, the City (and relevant partners) entered into a SmartZone operating agreement with the MEDC and this document is found as **Appendix 2.**

The City must form a Local Development Finance Authority (LDFA) to complete the process of becoming a certified technology park. Without the presence of an LDFA, the City's current TIF (PA 450 of 1980) does not have the statutory ability to finance eligible projects allowed under the SmartZone Act.

On June 18, 2002, the City, according to statutory procedure, adopted a resolution creating the LDFA. The LDFA is one body encompassing two authority districts shown on the map of **Appendix 3.** The entire development area will be referred to as the LDFA. The entire area subject to the LDFA falls within the corporate boundaries of the City. The LDFA (District #1) will exist within, and addition to, a current TIF created under PA 450 of 1980. A map showing the relationship of the two districts is found on **Appendix 4.**

The first meeting of the LDFA ("Board") was held on January 21, 2003. Bylaws were adopted and operating procedure discussed. Bylaws and Board membership documents are found as **Appendix 5.** At this meeting, the Board reviewed and adopted the following Local Tax Increment Financing and Development Plan ("plan"). The adopting resolutions are attached as **Appendix 6.**

On June 18, 2002, after the required public hearing, the City approved the following Local Development Finance Authority and Development Plan. The resolution is **Appendix 7**.

## **Section II. City of Battle Creek Local Development Finance Authority**

### **A. Policy Goals of the LDFA**

After several years of successfully developing the Fort Custer Industrial Park, (and other related development areas) the City seeks to put increased emphasis on technology related economic development.

The Battle Creek region has developed into a unique center of manufacturing, aviation technology and distance learning. Each niche area has grown dramatically and now there is a need to build convergence and synergy between disciplines, thereby leveraging our effectiveness for investment attraction and retention.

*Manufacturing* in Calhoun County represents over 100 automotive related suppliers. These companies support extensive research and development programs in areas such as microelectronics, materials science, integrated circuits, industrial and process systems, GPS, GIS and other leading edge technologies.

*Aviation Technology* has a strong presence in Calhoun County and has become a globally recognized niche industry centered at the Western Michigan University, College of Aviation, based at the W. K. Kellogg Airport. This program has created a world-class aviation education program in advanced pilot training, human factors analysis, and aviation technology adaptability.

*Distance Learning* is a rising industry in Battle Creek. The Regional Manufacturing Technology Center (RMTC), located on Hill-Brady Road, provides the infrastructure to train and educate current and future generations of technical staff for the regional economy. The Center can also take readily available technology and transform itself into an E-Learning Center, delivering several specific and interdisciplinary programs to remote learners.

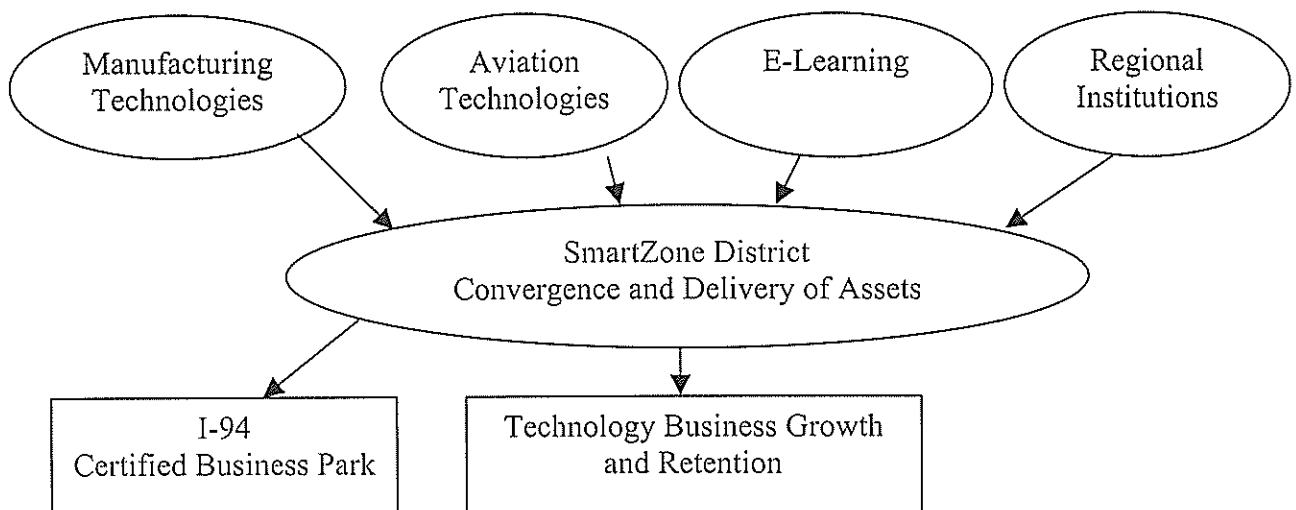
Each of the above sectors exist somewhat independently from one another in our community. In order to bring about full economic development value, we must provide public infrastructure that will allow convergence in several areas:

- Convergence of aviation and automotive research and product evaluation. Many product prototypes are similar and are based on familiar platforms. Value can be determined and derived from co-location and co-evaluation.
- Convergence of a wide range of training and curriculum for delivery worldwide through the RMTC.
- Convergence of economic development assets and further developing those assets to focus on broad sets of technology companies seeking opportunity for start-up, growth, and expansion in the region.

The City finds that diversifying the local economic base with technology led economic development is of high priority. With the designation of property within the City as a SmartZone, we are well positioned to leverage further investment, utilizing our current assets and those of the State of Michigan. Creation of this LDFA allows the City to take full advantage of PA 281 of 1986, as amended, and furthers the following goals:

- Attraction and retention of technology related investment/jobs in the City and region;
- Attraction and retention of new tax base in the City and region;
- Increased quality of life through economic diversity and opportunity; and
- Maximize the economic development impact of our regional institutions, interests, and the public/private investment made to date.

The City finds the creation of this LDFA in the public interest of the citizens of Battle Creek and the region. We find that our many assets, linked together in a seamless SmartZone, will provide a new level of economic development opportunity.



## **B: Compliance with Law**

Governing law, Public Act No. 281 of 1986, as amended, states that "...a municipality may establish not more than 1 authority under the provisions of this act. An authority established under this subsection shall exercise its powers in all authority districts." By establishing this LDFA, the City is allowed to establish authority districts governed by the singular LDFA.

The Act treats allowable tax increment capture and eligible expenditures differently depending on the designation as a certified technology park or a certified business park. Therefore, the LDFA establishes as part of this whole plan, two authority districts. Authority District One shall be known as the *Smartzone District (SmartZone)*. Authority District Two shall be known as the *I-94 District (I-94)*.

As statute treats each district in a different manner, the tax increment finance and development plans for each have been produced as separate documents.



The City, in creation of this LDFA, will appoint 7 members as the governing board of the LDFA and establishes the LDFA as the governing body for SmartZone program purposes as it may relate to MEDC. The City will appoint to the LDFA, one (1) individual recommended by the MEDC. As a duly created body of the City, the LDFA will carry-out and conduct all business related to the SmartZone, certified technology parks, certified business parks, matters with the MEDC, the State Treasurer, and any successor parties given authority over the above mentioned programs.

As this LDFA will exist with a current TIFA structure, plan, and board, the City expects that the separate authorities coordinate and harmonize plans and procedures for concurrent existence and use of available tax increment revenues.

### **Section III. Tax Increment Financing Plan Under PA 281 of 1986**

#### **Authority District #1: SmartZone**

##### **A. Why the SmartZone Authority District is Necessary**

Designation as a SmartZone entitles the City to be issued approval for a certified technology park. The Act provides that a SmartZone designee, with an approved park, may capture, through an LDFA, tax increment revenues that would otherwise not be possible without the designation. The Act allows ten (10) such parks (with LDFA's) statewide.

The State of Michigan, through the MEDC, has recognized that eligible uses of traditional TIF financing is not sufficiently broad to cover public investments needed to create the requisite environment for technology led economic development. The City finds that our development needs can only be statutorily funded through the creation of this district.

The City also finds that eligible expenditures within our SmartZone cannot be financed without the ability to capture the operating levies of the local school district and the State Education Tax. This additional capture is allowed by the Act and will serve our development plan.

##### **B. Overall Plan and Procedure for the SmartZone Authority District**

The City, through this LDFA, has created the SmartZone authority district that contains property within the boundary of the map found at **Appendix 3**.

Parts of this district is subject to capture under an existing TIFA, established April 28, 1981, pursuant to Public Act No. 450 of 1980. The original plan with subsequent revisions is attached as **Appendix 8**. The policy purpose of this TIFA, and subsequent revisions, was to make the highest and best use of surplus land acquired from the Federal Government (Fort Custer Industrial Park). Highest and best use was described as "...more and better jobs for the people of Battle Creek..." followed by the goals of job-base retention and the overall enrichment of the region through increased industrial development.

The City has successfully implemented several projects through the original TIF structure and estimates the creation and retention of 10,000 jobs in Fort Custer Industrial Park and the W.K. Kellogg Airport Area. This TIF mechanism will remain in place, subject to amendment and changes in tax increment capture rates from time-to-time. The current TIF will continue to capture tax increment revenues according to existing plan and service outstanding obligations, administrative fees, and continue to participate in the financing of projects allowed by PA 450 of 1980 and the current plan.

When the physical boundary of this district is given final designation as a certified technology park, all eligible property within the district boundary will be included in the initial determination of the captured assessed value of the park. The City and the LDFA expect that eligible property within the park not subject to the current TIF will be deemed eligible property, according to PA 281 of 1986, as amended, to which this plan applies. Any new or incremental growth of the eligible properties within the district will be captured by the LDFA based on the initial assessed valuation of the district, which will be established as (date/year.) A legal description of the district is attached as **Appendix 9**.

**C. Captured Assessed Value Estimations and Revenue Reallocation within the SmartZone Authority District**

The initial assessed value of all eligible property within the district as of December 31, 2001 is established as \$9,055,175 for ad valorem taxes and \$-0- through the application of industrial facilities taxes. Beginning in 2003, the LDFA will capture all new and incremental growth for a period of the levies imposed through the year 2032. The estimated taxable values attributable to eligible property within the district for this period are shown on **Chart 1** and have been developed with the assumptions noted at the bottom of the chart. The chart also contains revenue reallocation by levying unit.

**D. Estimated Tax Increment Revenues from the SmartZone Authority District**

**Chart 1** estimates the revenue reallocation by levying unit in the district thorough 2031. For the duration of this LDFA, (subject to later amendment) capture rates for available non-school millages will be 100% of the available millage not captured by the current TIFA. Capture of these non-school levies will begin on July 1, 2003 and run through the levies imposed for the year 2031.

With designation of the district as a certified technology park, the LDFA may capture up to 50% of the operating levies of the local school district and the State Education Tax for a period of fifteen (15) years from the date of initial capture. The LDFA will begin capturing these noted school levies at the end of the City's fiscal year, which is June 30, 2017, and capture through the levies imposed for the year 2031. A capture rate of 100% for the eligible school taxes will be utilized for the duration of the capture period unless changed by proper amendment to this LDFA plan. Please note assumptions at the bottom of the chart.

**E. Anticipated Captured Revenue Stream from the SmartZone Authority District**

**Chart 1** estimates the amount of tax increment revenue available for disbursement to the LDFA over the duration of the plan, based on the capture rates noted above, and the year(s) in which revenue will be available for disbursement.

**F. Explanation of Procedure for the SmartZone Authority District**

PA 281 of 1986, as amended, explains the procedure for capturing taxes in a certified technology park. The City, by adopting this plan, may capture tax revenue based on the increased value of all real and personal property within the district that was included in the initial calculation of assessed value. Each year, the City will consider the current assessed value of all property within the district as the taxable value of that property for that tax year. Increases in the current assessed value of the properties which exceed the initial assessed value of the properties (based on date/year) are properly subject to capture according to the duration and percentages contained within this plan and the governing structure of PA 281 of 1986.

The City understands that approval of this LDFA, and the designation of the property contained within the LDFA, as a "certified technology park" is at the discretion of the State Treasurer and that the procedures adhered to for the capture of tax increment revenue is the purview of the State Treasurer.

The City, by adopting this authority district, may establish a separate tax report filing system covering personal property subject to capture within the boundaries of this district. This system could require owners of personal property within the district to file a separate report to the City Treasurer on an annual basis describing their personal property located within the district.

The LDFA will operate in this district according to the by-laws attached as **Appendix 5**, and will comply with all requirements of state law and city charter.

By adoption of this LDFA, the City, by reference, adopts the intended use of tax increment revenues as described in the Development Plan, contained within this plan as Section IV.

**G. Operating and Administrative Expenditures within the SmartZone Authority District**

From time-to-time, The LDFA will determine expenditures needed to cover operating, administration, planning, and those expenditures deemed eligible by PA 281 of 1986, as amended. The City will approve operations and administrative budgets where deemed appropriate or required by charter.

The LDFA will, upon adoption of this district plan, separately engage Battle Creek Unlimited as the administrative agency for the overall planning, operation and administration of the SmartZone.

**H. Maximum Amount of Incurred Debt within the SmartZone Authority District**

The LDFA, or the City, may incur debt for the furtherance of this plan. Debt service will be structured in a form agreeable to City Charter and applicable state law. Debt through note or bonded indebtedness will include a pledge to repay principle and interest from tax increment

revenues received under this plan. The type of note or bond to be issued will be decided by the LDFA or City, as the occasion arises.

This plan sets an initial debt ceiling of \$12,050,000 for the life of this plan. Debt subject to this ceiling is any debt that the LDFA or City has pledged to service with tax increment revenues and does not include reimbursement agreements on advances from any eligible party or the usual provision of services by party that are considered operating and administrative expenditures.

#### **I. Use of Tax Increment Revenues within the Smartzone Authority District**

The Authority adopts by reference the Development Plan contained within this plan and intends it to be inseparable part of this plan. The scope of activity detailed in the Development Plan is the primary focus of expenditure(s) by the LDFA within this district. To carry out the Development Plan, expenditures include, but are not limited to, the following:

- All eligible expenditures allowed by PA 281 of 1986, as amended, and as specifically related to acquisition, construction and operation of certified technology parks, incubator facilities and other eligible properties.
- All eligible expenditures allowed by PA 281 of 1986, as amended, as related to the development of programs and the funding of personnel to perform those programs in a manner not inconsistent with the "SmartZone" agreement entered into with the MEDC and any subsequent revisions to that agreement.
- Payments required for any indebtedness through bond, note or other negotiated instrument entered into to fulfill the Development Plan.
- Cash payments for fulfilling activity contained in the Development Plan.
- Set asides required for any capital reserve fund(s) that the LDFA may establish.
- Payment for contractual services, whether between the LDFA and the City, or other public or private entity, for planning, administration, or general services fulfilling the objectives of the Development Plan.
- Payment for contractual services, whether between the LDFA and the City, or other public or private entity, for services maintaining the infrastructure or administration of eligible property or programs within the LDFA district.

#### **J. Sources of Revenue for the SmartZone Authority District**

The LDFA, by its statutory authority, may issue revenue bonds, tax increment bonds, borrow funds from any source, or negotiate credit lines. If bonded indebtedness is incurred, tax revenue may be pledged subject to the approval of the City, or the voters of the City of Battle Creek as may be required by law and charter.

#### **K. No Property Exclusions and Handling of Any Excess Revenue**

The LDFA adopts a non-exclusionary plan. All eligible property, real and personal, within the district is subject to capture and permissible under this plan. Exclusions are not made for inflation. It is the intent of the LDFA to pledge all "excess" revenue, if any, to the furtherance of

the Development Plan, directed as the occasion may require, by adoption of appropriate resolutions.

**L. Amendments and Reporting for the Smartzone Authority District**

The LDFA, by statute and required process, may amend the Tax Increment Financing Plan from time to time to fulfill any eligible requirement of the Development Plan. The city shall approve any amendment to this plan. The LDFA shall issue a yearly report to the City in accordance with PA 281 of 1986, as amended, specifically Sec. (13)(3). The LDFA will be audited in conjunction with regular City audits as required by applicable state law and charter.

As the SmartZone district is distinct in allowable operation by statute, books and records distinct and separate from any other district will be maintained.

**M. Duration of Smartzone Authority District Plan and Dissolution**

The LDFA shall capture tax increment revenues through the levies in the year 2031 subject initially to the capture plan defined in Section III. 2., above, notwithstanding future amendments effecting these initial dates.

The Development Plan will remain in effect until the last year in which tax increment revenues can be captured under this plan.

At no time shall the LDFA be dissolved, or any authority district be dissolved, unless the principle and interest on all outstanding debt has been extinguished, or that sufficient funds to service debt have been placed in an irrevocable trust.

**N. Job Creation Estimates for the SmartZone Authority District**

We expect that the creation of this LDFA and implementation of the Development Plan will result in the creation of an estimated 1,800 jobs and the retention of 1,000 jobs currently existing within the boundary of the LDFA.

**Section IV. Development Plan for the SmartZone Authority District**

**A. Introduction**

The following Development Plan (for the purposes of this section, referred to as “DP”) adheres to the required statutory provisions of PA 281 of 1986, as amended, specifically being Section 15.

As explained in Section II, important assets needed to transform the region to a new level of technology led economic development currently exist in area and within the boundaries of the LDFA. The purpose of this DP is to strategically link these areas of manufacturing technology, aviation technology and distance learning through common and public infrastructure.

## **B. Description of Eligible Properties**

Designation as a SmartZone and creation of this LDFA, allows the City to capture tax increment revenues from *any* property within the LDFA authority district subject to ad valorem and personal property taxes. From this capture, the LDFA may fund the cost of eligible projects located within the SmartZone district. The list of properties subject to capture is contained in **Appendix 10**.

## **C. Boundaries of the Development Plan**

The boundaries of the DP are the same as the boundaries of the LDFA, Authority District 1 shown at **Appendix 3**. Future expansion of the LDFA and the district is possible and permissible and may be done from time-to-time if development needs require such action.

## **D. Eligible Public Infrastructure within the District to which the Plan Applies**

Capture can be used to fund eligible projects within the LDFA. Under the SmartZone designation, these projects must be public in nature, “public” being defined as non-exclusive infrastructure intended to promote technology led economic development in the SmartZone. Examples of activities permitted are listed below and pertain to our DP:

- Acquisition of land within the SmartZone intended for development by the LDFA in furtherance of the policy goals of this plan.
- Outfitting and improving land with public and common infrastructure; such as roads, sewers, telecommunications.
- A qualified business incubator and its furniture, fixtures and equipment, developed primarily to attract and promote high technology businesses.
- Financing the purchase or construction of public facilities that support the SmartZone and technology led economic development.
- Costs related to planning, engineering, marketing and administration of eligible projects within the SmartZone.

## **E. Property Acquisitions and Facility Development within the District**

The LDFA anticipates future property acquisitions within the SmartZone. The exact parcels and the quantity of land needed for furtherance of the DP are unknown at present. The LDFA intends that purchases will be required to develop a qualified “incubator” to be known as the *Center for World Aviation and Transportation Development*. This facility will either stand alone as a separate structure, or be housed within a current facility within the SmartZone.

The center is intended to serve several uses and realign incubator services in the region. The DP intends the center to perform the following functions:

- House the *Center for Research on Human Factors in Aviation*, a multi-disciplinary center that will study the impact human elements on aviations situations and safety.

- House the *National Center for Research on Airline Pilot Training*.
- Serve as the *Convergence Center* for aviation and manufacturing technologies for testing, prototyping, research and development.
- Serve as a multi-disciplinary incubator for entrepreneurial activity resulting from the broad range of disciplines serviced and as an attraction point for start-up and expanding business enterprises.
- Serve as the confluence point for shared programs between Western Michigan's College of Aviation and other technology resource programs sponsored by WMU and Kellogg Community College.
- Serve as the central linkage point for the delivery of all technology led economic development assets in the region and with RMTC, expand the horizons of E-Learning.

#### F. Expected Property Improvements within the SmartZone Authority District

Specifically, the DP plans public infrastructure improvements that expand accessibility to on-site infrastructure and economic development assets at W.K. Kellogg Airport and link development areas with fiber optic lines to research and development points in the SmartZone.

<u>Phase 1:</u>	Public ramp expansion in aviation development area	\$ 950,000
By 2002	Fiber loop around airport and to RMTC	\$ 1,000,000
<u>Phase 2:</u>	Center for World Aviation and Transportation Dev.	\$ 2,500,000
By 2004		
<u>Phase 3:</u>	Taxiway extensions in development area	\$ 2,000,000
By 2005	W. Columbia sewer and water extensions	\$ 500,000
<u>Phase 4:</u>	Public ramp expansion in aviation development area	\$ 900,000
By 2006		
<u>Phase 5:</u>	Public ramp expansion in aviation development area	\$ 950,000
By 2010		
<u>Continuing</u>	Land assembly and site improvements	\$ 1,000,000
By 2031		
<u>Continuing</u>	Planning, engineering, marketing and administration	\$ 2,500,000
By 2031		
Total Estimated Cost:		\$12,050,000

The development map as **Appendix 11** plots the proposed placement of infrastructure and sections the SmartZone into proposed development phases.

#### G. Property Sales and Transfers in the Smartzone Authority District

The LDFA anticipates acquiring and disposing property within the district to further this DP. Anticipated transactions include, but not limited to:

- Purchase or lease of land/facilities for the placement of the qualified incubator and any other eligible public facility or infrastructure.
- Purchase or lease of land/facilities for resale or lease for economic development activity.
- Purchase of existing facilities for reuse or demolition to make way for new development.

The LDFA will adhere to PA 281 or 1986, as amended, regarding all transactions of land, and specifically the provisions regarding below market sales.

The LDFA, by separate contract, will engage Battle Creek Unlimited (“BCU”) as their agent for planning, marketing and administration of the tax increment finance plan and DP of this district. It will be the role of BCU to manage the LDFA’s interest in any land or facility and any transaction transferring interests to a third party, public or private. Due to economic development expediency, BCU may engage any potential user of LDFA interests, with sale or lease terms favorable to the continued expansion of technology led economic development in the SmartZone. This DP plan takes into consideration that each potential client has specific needs and gives BCU latitude in structuring terms favorable to immediate economic development. The LDFA retains final approval for any transfer of interest to a third party.

#### **H. Zoning/Utilities**

The SmartZone district subject to this DP is zoned appropriately for this plan including areas of I-2 Heavy Industrial, I-1 Light Industrial, with several small areas of C-3 Intensive Business.

Changes to the utility system have been explained in (F.) above with corresponding maps giving detail.

#### **I. Overall Cost Estimates and Financing**

It is estimated that the full completion of the phased DP will cost \$12,050,000. This DP is to be financed from tax increment revenues as explained in the foregoing sections detailing the overall procedure.

Nothing in this DP falls outside of PA 281 of 1986, as amended, as an eligible project and the LDFA may seek any source of revenue not inconsistent with the Act, and the restrictions of other state law, for the furtherance of the DP.



#### **J. Persons Receiving Benefit from the SmartZone Development Plan**

The primary goal of this DP is to “create more and better jobs for the people of Battle Creek” and the region. Therefore, it is the intent that the citizens of Battle Creek receive singular focus by:

- Attracting new, and retaining current, enterprises to ensure a healthy economic base.
- Providing new education and training programs to enhance citizen opportunities.
- Increase regional tax base for the continued enhancement of services and quality of life.
- Give our regional institutions increased opportunities to serve the needs of business seeking technology enhancements and provide avenues for institutional and enrollment growth.
- Preserve the vitality of W.K. Kellogg Airport as a critical asset in the future of our community.
- Commit to the concept that those citizens wishing to come to, and stay, in our community find ample opportunity to pursue technology led employment.

Secondly, all properties within the SmartZone, public or private, will be enhanced in usefulness and value through the placement of critical infrastructure as detailed in this DP.

#### **K. Residences and Resident Relocation Assistance**

There will be no need to remove or relocate any homesteads.

#### **L. Future Changes**

This Development Plan is adopted in accordance to PA 281 of 1986, as amended, and may be changed from time-to-time by proper resolution of the LDFA.

This Development Plan is incorporated into the Tax Increment Financing Plan for the SmartZone authority district and adopted to that plan as inseparable.

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- Attracting new, and retaining current, enterprises to ensure a healthy economic base.
- Providing new education and training programs to enhance citizen opportunities.
- Increase regional tax base for the continued enhancement of services and quality of life.
- Give our regional institutions increased opportunities to serve the needs of business seeking technology enhancements and provide avenues for institutional and enrollment growth.
- Preserve the vitality of W.K. Kellogg Airport as a critical asset in the future of our community.
- Commit to the concept that those citizens wishing to come to, and stay, in our community find ample opportunity to pursue technology led employment.

Secondly, all properties within the SmartZone, public or private, will be enhanced in usefulness and value through the placement of critical infrastructure as detailed in this DP.

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There will be no need to remove or relocate any homesteads.

#### **L. Future Changes**

This Development Plan is adopted in accordance to PA 281 of 1986, as amended, and may be changed from time-to-time by proper resolution of the LDFA.

This Development Plan is incorporated into the Tax Increment Financing Plan for the SmartZone authority district and adopted to that plan as inseparable.

## Section V. Tax Increment Financing Under PA 281 of 1986

### Authority District #2: I-94

#### A. Introduction to the I-94 Authority District

Public Act No. 248 of 2000 amended Public Act No. 281 of 1986 to expand and redefine local tax increment financing and development authorities.

The act replaced the prior definition of “certified industrial parks” with a new category of eligible development area now known as “business development area” that will become a “certified business park(s)” (“park”). A brief synopsis of the changes brought about by the act is provided below.

##### 1. *Old Law*

- Required a minimum 40-acre site, locally zoned for use as primary industrial.

##### *New Law*

- Eliminates the 40-acre requirement and establishes Michigan Economic Development Corporation (MEDC) “standards” for certification.

##### 2. *Old Law*

- Excluded high technology activities or business incubators as eligible property for development.

##### *New Law*

- Allows use of tax increment revenue to assist the development of technology activities and business incubators.

##### 3. *Old Law*

- Tax increment revenue was generally restricted to infrastructure development, administrative and planning, and allowed acquisition of property on very narrow terms.

##### *New Law*

- Allows the use of tax increment revenue for the purchase, demolition, site preparation and potential relocation of eligible property

From the Act, the following is the definition of a certified business park:

“Certified business park: means a business development area that has been designated by the Michigan economic development corporation as meeting criteria established by the Michigan economic development corporation. The criteria shall establish standards for business development areas including, but not limited to, use, types of building materials, landscaping, setbacks, parking, storage areas, and management.”

#### **B. Development Area of the I-94 Authority District**

The City, through the Battle Creek TIFA owns the property known as the I-94 Development Area. This area is second authority district created under the LDFA and will be referred to in this plan as “I-94.” A boundary map of this property is attached as **Appendix 13**. A legal description of I-94 is found at **Appendix 14**.

#### **C. Why the I-94 authority District is Necessary**

The City, through the LDFA, establishes I-94 as an authority district for the following reasons:

- The property provides a unique expansion area for the creation and retention of jobs for the citizens of Battle Creek and the region.
- Fort Custer Industrial Park is primarily industrial in nature and the SmartZone district of the LDFA is primarily for technology led economic development, primarily through aviation related activities. Therefore, the I-94 district rounds out the city’s economic development needs by establishing a high profile, high-visibility area for mixed business use.
- Development parcels along the I-94 corridor with interchange access are highly sought and exceedingly rare. Providing infrastructure will lead to rapid development and an addition to the City’s tax base.

Overall, the addition of I-94 as an authority district provides a long-term balance of economic development opportunity and complements the City’s goal of a diverse economic base.

The recent changes to the Act recognize that communities need to advance beyond manufacturing as eligible facilities for tax increment financing. Creation of a “certified business park” is not possible under the currently operating Battle Creek TIFA as it would conflict with the originating statute and legislative intent. The Act creating this LDFA, as amended, allows a park to become certified by the MEDC *and capture tax increment revenue from, and expend on, eligible high technology projects.*

Creating this authority district for the I-94 property allows flexibility for tax increment financing to serve projects other than traditional manufacturing. Therefore, the necessity of this authority district is to take advantage of the expanded uses of tax increment financing which match our long-term development plan for the high-profile mixed-use nature of the I-94 area. Following the adoption of this plan, the City will proceed with MEDC for designation as a certified business park.

#### **D. Overall Plan and Procedure For the I-94 Authority District**

The City creates this LDFA to encompass the properties known as Authority District 1 (SmartZone), and Authority District 2 (I-94). The plan and procedures for SmartZone were discussed earlier. While the I-94 authority district is governed by the same LDFA, operations will differ as the district is subject to different statutory provisions impacting eligible property for both capture and project expenditure. It should be noted here that the term LDFA means the entire scope of governing authority related to both documents.

When the physical boundaries of the I-94 district are approved as part of the LDFA, all eligible property within the district will be included in the initial determination of the captured assessed value of the park. Any new or incremental growth of the eligible properties within the district will be captured by the LDFA based on the initial assessed valuation of the district, which will be established as December 31, 2002.

The LDFA will maintain separate books and records for the I-94 district as eligible capture and expenditure are statutorily different from the SmartZone district.

#### **E. Captured Assessed Value Estimations and Revenue Reallocation in the I-94 Authority District**

The initial assessed value of all eligible property within the I-94 district as of December 31, 2001 is established as \$35,700 for ad valorem taxes and \$0 through the application of industrial facilities taxes. Beginning in 2003, the LDFA will capture all new and incremental growth for a period of the levies imposed through the year 2032. The estimated taxable values attributable to eligible property within the district for this period are shown on **Chart 2** and have been developed with the assumptions noted at the bottom. The chart also contains revenue reallocation by levying unit.

#### **F. Estimated Tax Increment Revenues from the I-94 Authority District**

**Chart 2** estimates the revenue reallocation and the total revenue estimated to be captured by the LDFA for this district. For the duration of this LDFA district, (subject to later amendment) capture rates for available non-school millages will be 100 percent of the available millage. Capture of these non-school levies will begin on July 1, 2003 and run through the levies imposed for the year 2032.

#### **G. Anticipated Captured Revenue Stream from the I-94 Authority District**

**Chart 2** estimates the amount of tax increment revenue available from the district for disbursement to the LDFA over the duration of the plan, based on the capture rates noted above, and the year(s) in which revenue will be available for disbursement.

## **H. Explanation of Procedure for Capturing Tax Increment Revenue in the I-94 Authority District**

Public Act No. 281 of 1986, as amended, explains the procedure for capturing taxes in a "certified business park." The City, by adopting this plan, may capture tax revenue based on the increased value of all eligible real and personal property within the district that was included in the initial calculation of assessed value. Each year, the City will consider the current assessed value of all property within the district as the taxable value of that property for that tax year. Increases in the current assessed value of the properties that exceed the initial assessed value of the properties (based on date/year) are properly subject to capture according to the duration and percentages contained within this plan and the governing structure of the Act.

The City, by adopting this plan, may establish a separate tax report filing system covering personal property subject to capture within the boundaries of this district. This system could require owners of personal property within the district to file a separate report to the City Treasurer on an annual basis describing their personal property located within the LDFA I-94 authority district.

The LDFA will operate according to the by-laws attached at **Appendix 5**, and will comply with all requirements of state law and City charter.

By adoption of this LDFA, the City, by reference, adopts the intended use of tax increment revenues as described in the Development Plan, contained within this plan as Section VI.

## **I. Operating and Administrative Expenditures for the I-94 Authority District**

From time-to-time, The LDFA will determine expenditures needed to cover operating, administration, planning, and those expenditures deemed eligible by the Act. The City will approve operations and administrative budgets where deemed appropriate or required by charter.

The LDFA will, upon adoption of this plan, separately engage Battle Creek Unlimited as the administrative agency for the overall planning, operation and administration of the I-94 authority district.

## **J. Maximum Amount of Incurred Debt for the I-94 Authority District**

The LDFA may incur debt for the furtherance of this plan. Debt service will be structured in a form agreeable to City Charter and applicable state law. Debt through note or bonded indebtedness will include a pledge to repay principle and interest from tax increment revenues received under this plan. The type of note or bond to be issued will be decided by the LDFA or City, as the occasion arises.

This plan sets an initial debt ceiling of \$13,850,000 for the life of this plan. Debt subject to this ceiling is any debt that the LDFA or City has pledged to service with tax increment revenues and

does not include reimbursement agreements on advances from any eligible party or the usual provision of services by party that are considered operating and administrative expenditures.

#### **K. Use of Tax Increment Revenue in the I-94 Authority District**

The LDFA adopts by reference the Development Plan contained within this plan and intends it to be inseparable part of this plan. The scope of activity detailed in the Development Plan is the primary focus of expenditure(s) by the LDFA. To carry out the Development Plan, expenditures include, but are not limited to, the following:

- All eligible expenditures allowed by Public Act No. 281 of 1986, as amended, and as specifically related to eligible expenditures of a certified business park.
- Payments required for any indebtedness through bond, note or other negotiated instrument entered into to fulfill the Development Plan.
- Cash payments for fulfilling activity contained in the Development Plan.
- Set asides required for any capital reserve fund(s) that the LDFA may establish.
- Payment for contractual services, whether between the LDFA and the City, or other public or private entity, for planning, administration, or general services fulfilling the objectives of the Development Plan.
- Payment for contractual services, whether between the LDFA and the City, or other public or private entity, for services maintaining the infrastructure or administration of eligible property or programs within the LDFA.

#### **L. Sources of Revenue for the I-94 Authority District**

The LDFA, by its statutory authority, may issue revenue bonds, tax increment bonds, borrow funds from any source, or negotiate credit lines. If bonded indebtedness is incurred, tax revenue may be pledged subject to the approval of the City, or the voters of the City of Battle Creek as may be required by law and charter.

#### **M. No Property Exclusions and Handling of Any Excess Revenue in the I-94 Authority District**

The LDFA adopts a non-exclusionary plan for the district. All eligible property, real and personal, within the park is subject to capture and permissible under this plan. Exclusions are not made for inflation. It is the intent of the LDFA to pledge all "excess" revenue, if any, to the furtherance of the Development Plan, directed as the occasion may require, by adoption of appropriate resolutions.

#### **N. Amendments and Reporting**

The LDFA, by statute and required process, may amend the Tax Increment Financing Plan from time to time to fulfill any eligible requirement of the Development Plan. The city shall approve any amendment to this plan. The LDFA shall issue a yearly report to the City in accordance with PA 281 of 1986, as amended, specifically Sec. (13)(3). The LDFA will be audited in conjunction with regular City audits as required by applicable state law and charter.

#### **O. Duration of I-94 Authority District and Dissolution**

The LDFA shall capture tax increment revenues from the district through the levies in the year 2031 subject initially to the capture plan defined in (H.) above, notwithstanding future amendments effecting these initial dates.

The Development Plan will remain in effect until the last year in which tax increment revenues can be captured under this plan.

At no time shall the LDFA dissolve this district, or itself, unless the principle and interest on all outstanding debt has been extinguished, or that sufficient funds to service debt have been placed in an irrevocable trust.

#### **P. Job Creation Estimates in the I-94 Authority District**

The City expects that the creation of this LDFA authority district and implementation of the Development Plan will result in the creation of an estimated 1,500 jobs over the life of the plan.

### **Section VI. Development Plan for the I-94 Authority District**

#### **A. Introduction**

The following Development Plan (for the purposes of this section, referred to as “DP”) adheres to the required statutory provisions of Public Act No. 281 of 1986, as amended, specifically being Section 15.

The purpose of the I-94 DP is to provide common infrastructure to the district and create a mixed-use certified business park to complement The Fort Custer Industrial Park and the SmartZone district. As the I-94 district contains high profile property along Interstate 94, and is strategically placed at an intersection, care will be taken to ensure the highest and best use of this property.

The City views this district as a front door to the city and a gateway to Fort Custer and the SmartZone. Over the long-term, it is envisioned that companies seeking high-profile locations on a new-to-market or expansion basis, will find the I-94 district of high value. Establishments sought will be low-impact light industrial, research and development and corporate headquarters. The area is prime for supporting service industry amenities and these can be attracted and situated to serve the continued growth of all regional development areas.

#### **B. Description of Eligible Properties**

Designation as an authority district of the LDFA, allows the City to capture tax increment revenues from eligible property within the LDFA subject to ad valorem and personal property taxes. From this capture, the LDFA may fund the cost of eligible projects located within the district. The list of properties subject to capture is contained in **Appendix 12**.



### **C. Boundaries of the I-94 Development Plan**

The boundaries of the I-94 DP are shown at **Appendix 13**. Future expansion of the district is possible and permissible and may be done from time-to-time if development needs require such action.

### **D. Eligible Public Infrastructure within the I-94 District to which the Plan Applies**

Capture can be used to fund eligible projects within the district. Under the Act, these projects must be public in nature, “public” being defined as non-exclusive infrastructure intended to promote the general development plan. Examples of activities permitted are listed below and pertain to our DP:

- Acquisition of land within the district intended for the development of eligible property.
- Demolition, relocation and site preparation costs for eligible property.
- Outfitting and improving land with public and common infrastructure; such as roads, sewers, telecommunications.
- Financing the purchase or construction of public facilities that support eligible property within the district.
- Costs related to planning, engineering, marketing and administration of eligible projects within the district.

### **E. Property Acquisitions and Facility Development within the I-94 Authority District**

The City, through the Battle Creek TIFA owns all property within the I-94 district. The BCTIFA will remain fee owner of I-94, but will incur no future responsibility for development or the financing of any development. The LDFA will work with the BCTIFA to secure fee ownership in parcels as the LDFA may require for itself, or the LDFA will work with the BCTIFA to arrange property sales directly to third party purchasers. Other than the purchase of land and right-of-way for the installation of common infrastructure, the LDFA does not intend the development of any publicly owned facilities (structures) at this time.

### **F. Expected Property Improvements in the I-94 Authority District**

Attached as **Appendix 15** is the proposed I-94 utility plan. In general, the plan requires extension of sewer and water from its demarcation point on W. Columbia Avenue to (1) the frontage of the district parcel north of I-94, then (2), extension of the system under I-94 to the frontage of the district parcel south of I-94.

Communications will be extended from a current fiber line located in the rail right-of-way (1) west along Watkins Road, then (2) north along W. Columbia Avenue to link with proposed fiber for the SmartZone area.

Interior roads and utilities are proposed as the black-hatched lines. Actual road placement is subject to reconfiguration depending on how the development is phased and actual client needs.

It is the intent to serve all eventual lot frontages with full utilities. The LDFA, through Battle Creek Unlimited, will produce a master development drawing for the district.

As the district contains active rail, there may be a user potentially interested in locating a siding. The south parcel east of the rail line has been reserved for that potential. Estimated costs and completion dates are summarized below:

2002 to 2011	Site Improvements	\$500,000
2002 to 2032	Planning, marketing and Administration	\$1,500,000
2005 to 2032	Land and Right-of Way Acquisitions	\$2,000,000
2002 to 2004	Water/Sewer and other utilities from Buckner Dr. to North Parcel and interior roads, water, sewer and other utilities	\$3,500,000
2005	Water/Sewer and other utilities under I-94 to South Parcel	\$3,250,000
2008	Extend water/sewer and other utilities along Watkins Road to East of Rail Line and interior roads & utilities into South Parcels and Rebuild Watkins Road	<u>\$2,100,000</u>
Total Estimated Cost:		\$13,850,000

#### **G. Property Sales and Transfers in the I-94 Authority District**

As mentioned in (E.), the LDFA is not fee owner of the I-94 district; that resides with the Battle Creek TIFA. The LDFA may negotiate with, and purchase parcels from, the BCTIFA for the furtherance of the development plan. If the BCTIFA negotiates directly with a third party to transfer fee ownership in the district, the LDFA retains development control over the proposed use of the parcel.

If the LDFA purchases district parcels from the BCTIFA, it will be at the discretion of the LDFA as to whether or not they retain and develop those parcels for resale, lease, or some other development arrangement. The LDFA will adhere to the Act, as amended, regarding all transactions of land, specifically, the provisions regarding below market sales.

The LDFA, by separate contract, will engage Battle Creek Unlimited (BCU) as their agent for planning, marketing, and administration of the tax increment finance plan and DP. It will be the role of BCU to manage the LDFA's interest in any land or facility and any transaction transferring interests to a third party, public or private. Due to economic development expediency, BCU may engage any potential user of LDFA interests, with sale or lease terms

favorable to the continued expansion economic development in the district. This DP plan takes into consideration that each potential client has specific needs and gives BCU latitude in structuring terms favorable to immediate economic development. The LDFA retains final approval for any transfer of interest to a third party.

#### **H. Zoning/Utilities**

The I-94 district subject to this DP is zoned intensive industrial and allows for any use contemplated under the Act and the certified business park designation.

Changes to the utility system have been explained in (E.) above with corresponding maps giving detail.

#### **I. Overall Cost Estimates and Financing**

It is estimated that the full completion of the phased DP will cost \$13,850,000. This DP is to be financed from tax increment revenues as explained in the foregoing sections detailing the overall LDFA plan and through the proceeds from the sale of improved property within the district.

Nothing in this DP falls outside of Public Act No. 281 of 1986, as amended. The LDFA may seek any source of revenue not inconsistent with the Act, and the restrictions of other state law, for the furtherance of the DP.

#### **J. Persons Receiving Benefit from the Development Plan**

The primary goal of this DP is to “create more and better jobs for the people of Battle Creek” and the region. Therefore, it is the intent that the citizens of Battle Creek receive singular focus by:

- Adding a high profile property to the City’s economic development portfolio.
- Attracting new, and retaining current, enterprises to ensure a healthy economic base.
- Increasing regional tax base for the continued enhancement of services and quality of life.
- Continuing the City’s commitment that those citizens wishing to come to, and stay, in our community find ample opportunity to pursue quality employment.

Secondly, all properties within the district, public or private, will be enhanced in usefulness and value through the placement of critical infrastructure as detailed in this DP.

#### **K. Residences and Resident Relocation Assistance**

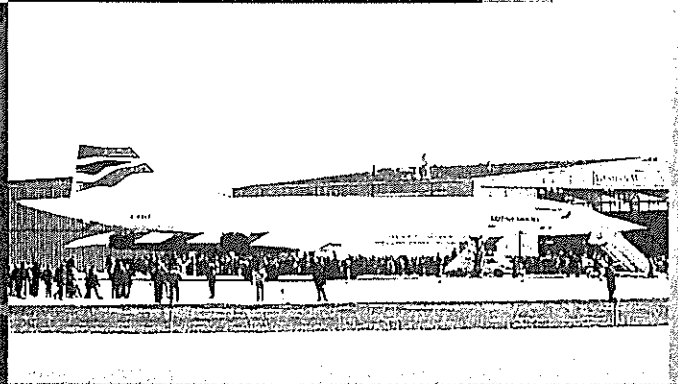
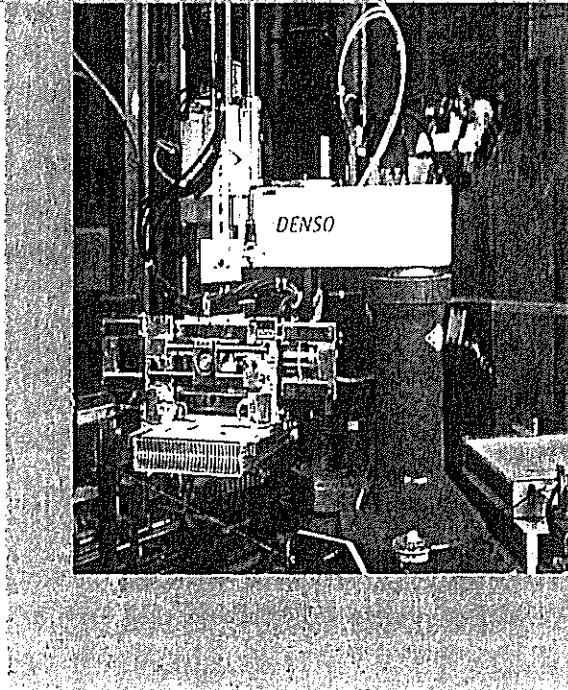
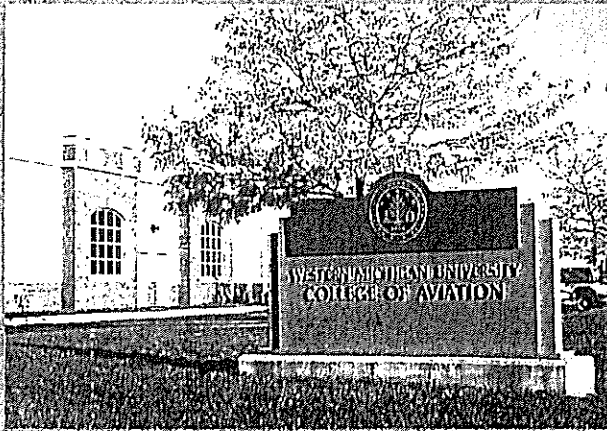
There will be no need to remove or relocate any homesteads.

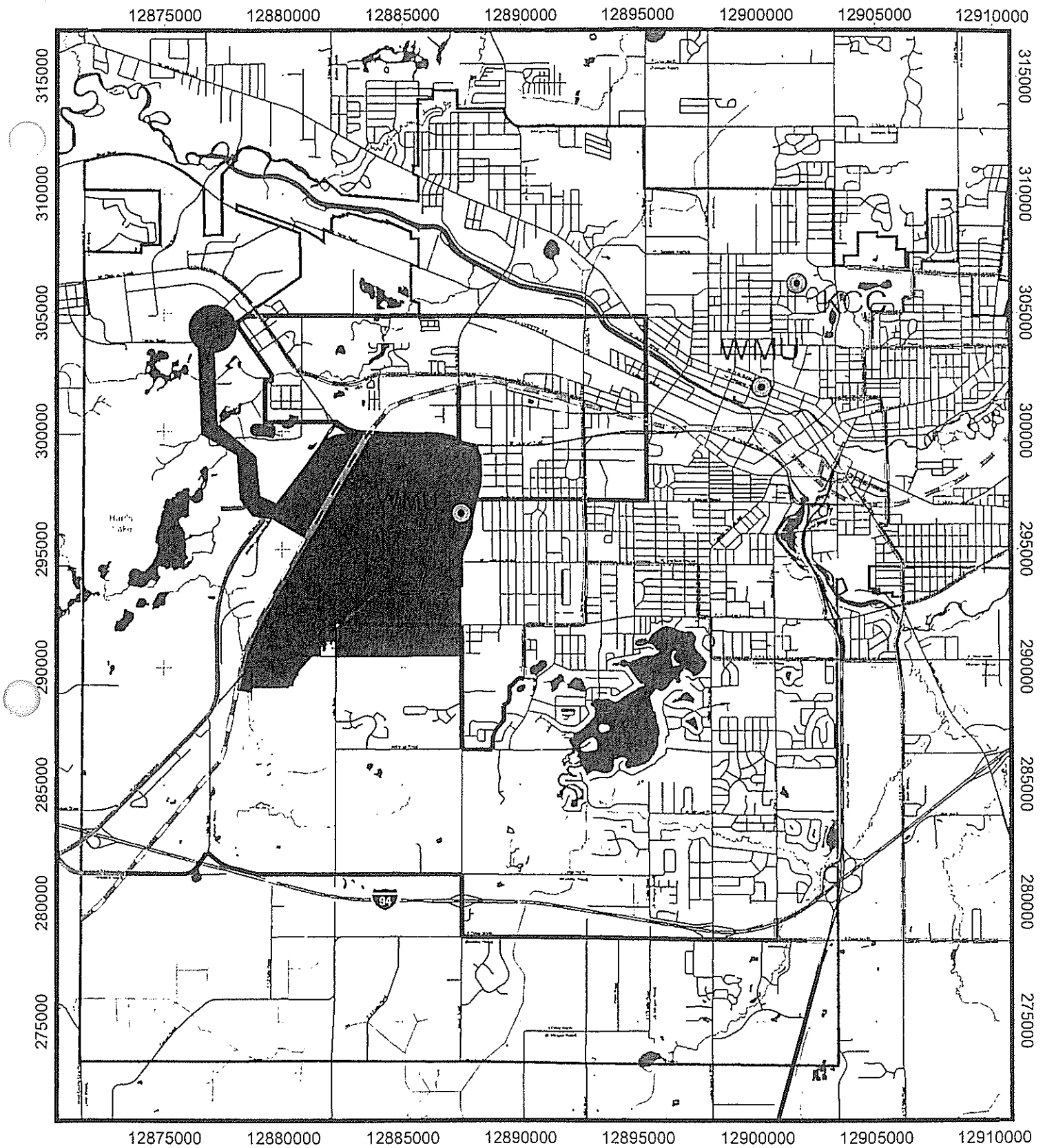
#### **L. Future Changes**

This Development Plan is adopted in accordance to Public Act No. 281 of 1986, as amended, and may be changed from time-to-time by proper resolution of the LDFA.

This Development Plan is incorporated into the Tax Increment Financing Plan and adopted to that plan as inseparable.





# APPENDIX 1 The Michigan Aviation Smart Zone Of Battle Creek





### Key to Features

#### Hydrology

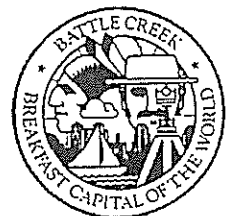
-  Lakes and Streams
-  Smart Zone Parcel
-  Fiber Optic Proposed
-  Fiber Optic Existing

## Smart Zones

City of Battle Creek - GIS Department  
10 North Division - Room 111  
616-966-3303



BATTLE CREEK,  
MICHIGAN



## *Executive Summary*

Aviation and aerospace have been areas where the United States has enjoyed unparalleled world leadership. Growth in aviation is helped considerably by the continued expansion of the global economy. Commercial aviation in the U.S. ended the last decade of the 20<sup>th</sup> century with six straight years of growth, while at the same time general aviation continued its turnaround by recording another record year in aircraft billings. The latest Federal Aviation Administration statistics forecast commercial system revenue passenger miles increasing an average of 4.6% a year through 2011. Enplanements are expected to increase at a yearly rate of 3.9%, while commercial operations at airports with air traffic control service will increase 2.7% over the 12 year forecast period. Worldwide, projections depict a need for 40,000 new pilots within the next 12 years.

To meet the demands of this growth, the large air carrier fleet is forecast to increase 3.3% a year, while the regional fleet is expected to increase at about 3.0% per year. Beyond the U.S., the same story can be told in much of the world. As more developing nations increase their interdependence with the global economy, air travel and aviation will be called upon to provide even more linkages. Aviation as part of the globalization process is a huge market opportunity.

At one time, the nation's passenger pilots, indeed, much of the nation's aviation workforce, had some training in the armed forces, including mechanics, maintenance technicians, and air traffic controllers. Two things are happening to reverse this trend. First, the military is providing fewer trained pilots and aviation personnel to the civilian aviation labor pool because of downsizing; and second, the military is attempting to retain, as much as possible, its current roster of trained pilots and aviation personnel. Both are lethal to the prospects and necessity of expanding the U.S. aviation systems and capabilities.

Thus, at a time when aviation is in a position to accomplish some very rapid expansion, all categories of human capital within aviation are depleted and are threatened even further by the wave of retirements associated with the Vietnam era.

New models need to be developed to contend with this shortage of aviation personnel. Western Michigan University's (WMU) College of Aviation has implemented the "ab initio," meaning "from the beginning," model and is training and educating pilots for British Airways, Aer Lingus, Emirates, Delta, and regional partners. Western Michigan University is the only four-year institution of higher learning in North America certified by the European Union Joint Aviation Administration (JAA) to teach the "ab initio" curriculum. In addition, Western Michigan University is a Part 141 FAA FTO whose graduates fly for major and many regional airlines.

Aviation is in need of creativity, innovation, and research, especially now. To cope with the challenges of world aviation, our Smart Zone will establish a Center for Research on Human Factors in Aviation. The center will be interdisciplinary in nature, utilizing the expertise of faculty in aviation, psychology, physiology, neurology, sociology, and decision theory to study flight operations, crew resource management, multi-crew cooperation, situational awareness, error management, and mental and physical effects. This center would also aim to become the National

Center for Research on Airline Pilot Training, to study the needs, methodologies and future directors for professional pilot training in the United States. As recently proposed by the Asian Civil Aviation Training Conference, high-level research on pilot training is a critical need. A proven set of basic methodologies can be developed through such high level research.

The plan also calls for the establishment of a Technology Convergence Program where the technologies of aviation, aerospace, and automotive are brought together for technology transfer and enhancement of the respective sectors. Microelectronics, composites, lighting, cables, gauges, electronics, global positioning are all technology areas that have applications in more than one area. While aviation and aerospace may never approach the mass production levels of the automotive industry, the automotive industry is being challenged to move toward more customization and more flexibility in product offerings. Considerable balance in the activities of university and private sector research is expected.

Additional elements call for the realignment of incubator services to the airport to assist in the testing and commercialization of products, processes, and services. A ring of fiber optic cable will be installed at the airport with bandwidth capabilities for rapid expansion. The Battle Creek area already possesses a large, local, revolving loan fund that has financed over sixty businesses in Battle Creek and would fund entrepreneurial initiatives in the Aviation Smart Zone.

Battle Creek also offers good living qualities for professionals and their families. Unlike the choking congestion that has turned many of our high technology centers into traffic jams, the Battle Creek area is defined by open space, superior educational and cultural offerings, outstanding recreational opportunities, and a modest cost of living.



## *Development Concept*

The Aviation Smart Zone of Battle Creek creates a Center of World Aviation and Transportation Development. The mission of the Center is to provide education, products, processes, and services designed to bring about a unification and harmonization of universal aviation standards. The most global of all business, the aviation industry, must be unified on an essential set of world wide operating standards.

The second component of our Zone, the Technology Convergence Program, will provide the meeting ground for aviation, aerospace, and automotive technologies to be transferred, adapted, and improved for the mutual benefit of the parties involved, as well as the community at large.

We recognize that creating an environment that supports innovation and growth is critical to nurturing business start-ups; therefore, we will provide access to the following resources:

- Low-cost, flexible space to incubate start-up companies;
- Assistance with developing and refining business and marketing plans;
- Assistance with finding and securing business financing, seed and venture capital, linkages to providers of legal and financial services, and to suppliers, contractors and sub-contractors;
- Assistance with obtaining research grants and technology available for licensing, and in working across disciplinary boundaries with faculty researchers to stimulate innovation and product development; and
- Establishment of a world-class, e-learning climate, utilizing the area curricula in industrial trades and global aviation.

To promote industry-university interaction, entrepreneurial approaches and proactive strategies will be undertaken that match faculty and students with appropriate corporate partners, such as:

- Obtaining in-depth knowledge and understanding of faculty research strengths and corporate research needs, and acting strategically to match them;
- Building extensive personal networks and trust relationships with faculty and graduate students, and identifying opportunities and incentives for them to interact with corporate partners;
- Promoting interaction between companies and university students to provide internships, summer or part-time employment, graduate employment, and opportunities for learning-based student projects that can help both park companies while simultaneously providing hands-on educational experiences for students; and
- Creating flexible programs for temporary space leasing that can promote short-term, intensive interaction between corporate and faculty researchers and can meet unforeseen needs for research space by both.

## *Anchor Tenants*

The Aviation Smart Zone of Battle Creek has several anchor tenants:

### *Western Michigan University:*

Western Michigan University's College of Aviation has been based at the W.K. Kellogg Airport in Battle Creek since July 1997. The College of Aviation offers four, traditional, bachelor-degree programs: Aviation Flight Science, Aviation Maintenance Technology, Aviation Maintenance Management, and Aviation Science and Administration. The College also operates an International Pilot Training Center (IPTC), administers the Romeo, Michigan airport, and offers recurrent training for licensed pilots and maintenance technicians.

### *British Airways*

British Airways is the largest airline in Europe and is a major international player in air travel. British Airways was the first, and is the largest, user of WMU's International Pilot Training Center at W.K. Kellogg Airport. British Airways is in an excellent position to comment on the need for improved pilot training methods and to see the benefit of additional human factors research on that training.

### *Delta Air Lines*

Delta Air Lines, the largest U.S. airline in terms of aircraft departures and passengers enplaned, announced in October 2000 that it intends to use WMU's College of Aviation for the training of its future pilots. This commitment is the first by a major, domestic airline. Delta indicated that two primary factors influenced their decision to utilize WMU's College of Aviation for pilot training: 1) the advanced pilot training methodologies; 2) the ongoing Human Factors research, allowing for potential improvements in safety records; and 3) WMU's intention to expand their recurrent training facility.

### *Duncan Aviation:*

Duncan Aviation is the largest family-owned aircraft support operation in North America. Duncan services all of the major business aircraft including Falcons, Hawkers, Challengers, Gulfstreams, Astras, Westwinds, Citations and Learjets. Duncan has specialized teams that service, paint, overhaul, install, modify, inspect, troubleshoot, fuel and repair the stationed jet aircraft. The W.K. Kellogg Airport is home to one of Duncan Aviation's two major service centers in the United States.

### *WACO Classic Aircraft Corporation:*

A manufacturer of classic bi-planes and a fixed base operator, WACO is the world's only producer of new, 1930's style production bi-planes and is the only aircraft producer in Michigan.

### *State of Michigan:*

The Michigan Department of Transportation has entered into a two-year agreement with WMU's College of Aviation to manage the airport in Romeo, Michigan. This partnership allows for the aviation students to receive "hands-on" experience in airport management, maintenance, and training allowing for a more complete educational experience. Similar mutually beneficial relationships are being explored.

### *Corporate Automotive Support:*

There are over 100 automotive suppliers located in Calhoun County. Most of these corporations maintain extensive research and development operations in Michigan in the areas of microelectronics, composite materials, integrated circuits, GPS, GIS, and more. These corporations have expressed interest in having the opportunity to benefit from crossover research and development and/or technology transfer applications resulting from aviation related developments at W.K. Kellogg Airport.

# Michigan Aviation Smart Zone of Battle Creek



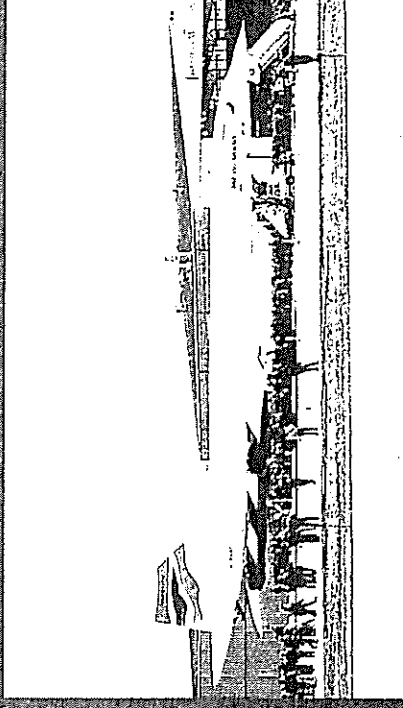
# Lead Organizations

- Battle Creek Unlimited, Inc.
- City of Battle Creek
- Battle Creek Tax Increment Finance Authority
- Western Michigan University College of Aviation
- Province of New Brunswick, Canada
- Kellogg Community College
- W.K. Kellogg Foundation



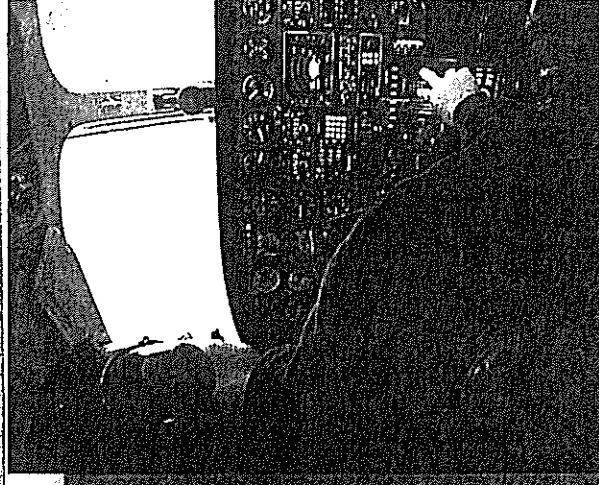
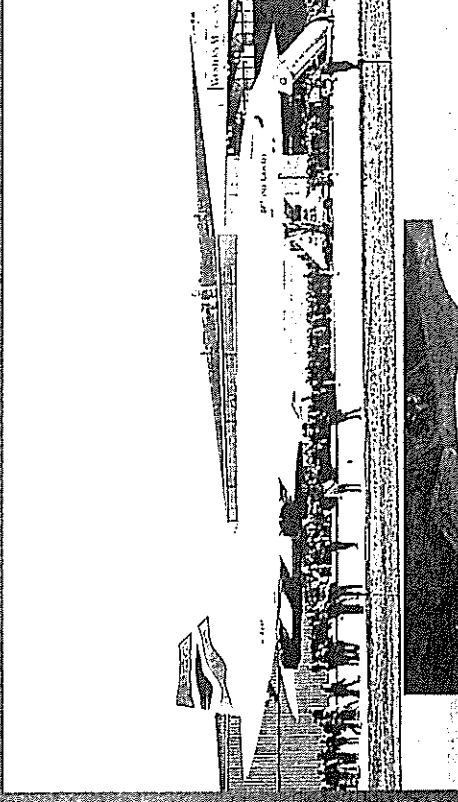
# Anchor Tenants

- Western Michigan University College of Aviation Science, College of Engineering
- British Airways
- Duncan Aviation
- WACO Classic Aircraft
- MDOT/Bureau of Aeronautics
- Corporate Automotive Partners



# Technology Development Areas

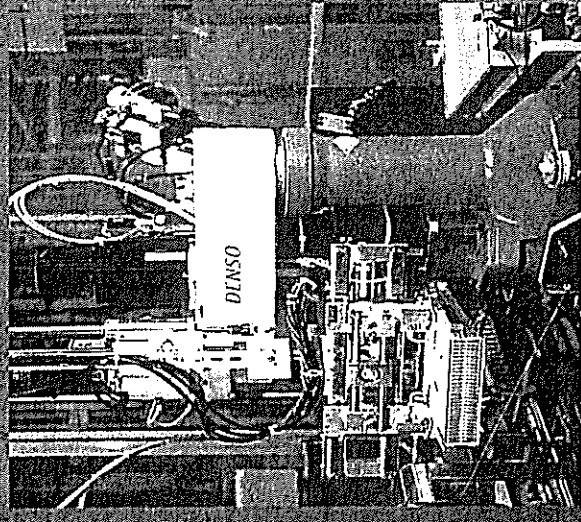
- Aviation and Aerospace
  - There are worldwide aviation shortages of commercial pilots, aviation maintenance technicians, and flight instructors.
  - WMU is only university in North America certified to teach the US/FAA curriculum as well as the European/CAA curriculum.
  - We are moving toward a harmonization of worldwide flight standards.
  - Support of British Airways, Duncan Aviation, ATA, Regional Airlines Association.





# Technology Development Areas

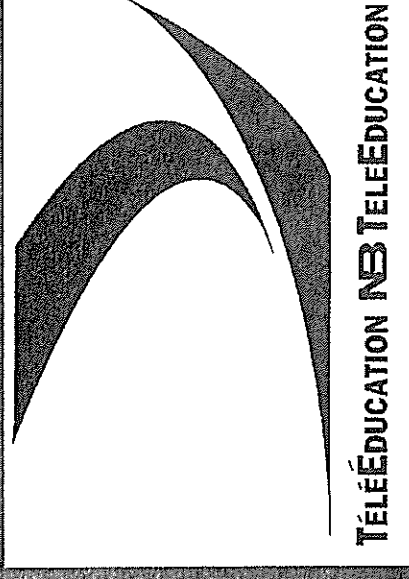
- Aviation/Automotive Engineering Convergences
- Human Factors Research
- The Evaluation of "Smart" products for cars, aircraft, PTV's: GPS, Instrumentation, composites, microelectronics
- Tied to Manufacturing Engineering Research Center





# Technology Development Areas

- “MOTION” Engineering Curriculum
- Conversion to E-Learning Format
- E-Learning is the next profit frontier in Internet Commerce
- E-Learning is expected to increase 900% between 1999 and 2003
- The Global Education Market is a \$2 Trillion Marketplace
- “E-Learning is where E-Commerce was 2 ½ years ago” (John Chambers, Chairman & CEO, Cisco, COMDEX '99)





# Technology Development Areas

- Curriculum Development Partners
  - Western Michigan University College of Aviation Science
  - Kellogg Community College
  - Calhoun Area Math Science Center
  - Calhoun Intermediate School District
  - Province of New Brunswick TeleEducation

## APPENDIX 2

### BATTLE CREEK AVIATION AND E-LEARNING SMARTZONE AGREEMENT

This Battle Creek Aviation and E-Learning SmartZone Agreement (hereinafter called "Agreement") is entered into as of this 12<sup>th</sup> day of December, 2002 by and among the Michigan Economic Development Corporation, a public body corporate, with offices at 300 N. Washington Square, Lansing, Michigan 48913 (hereinafter called "MEDC"), the City of Battle Creek, with offices at 10 N. Division St., Battle Creek, Michigan 49017, (referred to hereinafter as the "City") the Battle Creek Local Development Finance Authority with offices at 4950 West Dickman Road, Battle Creek, Michigan 49016 (hereinafter called the "Authority"), Battle Creek Unlimited, Inc., a Michigan Corporation, offices 4950 West Dickman Road, Battle Creek, Michigan 49016 (hereinafter called the "BCU"), and Kellogg Community College, a Michigan institution of higher learning, with offices at 450 North Avenue, Battle Creek, Michigan 49017 (hereinafter called the "College").

#### RECITALS

**WHEREAS**, the Michigan Legislature passed and the Governor signed Public Act 248 of 2000 to promote, *inter alia*, the development of high technology businesses throughout the State of Michigan; and

**WHEREAS**, the MEDC has been authorized by Public Act 281 of 1986, as amended, being MCL 125.2151 et seq., to designate a certain number of certified technology parks ("Certified Technology Parks") within the State of Michigan, by December 31, 2002; and

**WHEREAS**, the MEDC, for strategic marketing purposes, has chosen to designate the aforementioned Certified Technology Parks as "SmartZones"; and

**WHEREAS**, on July 26, 2000, the MEDC issued a request for proposals for SmartZone designation; and

**WHEREAS**, on October 16, 2000, the City, and the BCU, submitted a proposal the to the MEDC requesting designation as a SmartZone located within the City's jurisdiction (the "Proposal"); and

**WHEREAS**, the Authority was established on August 12, 2002 and

**WHEREAS**, the MEDC, the City, the Authority, the BCU, and the College have entered into productive discussions regarding the Proposal; and

**WHEREAS**, the MEDC, the City, the Authority, the BCU, and the College desire to enter into this Agreement to designate the Authority District (as herein after

defined) as a Certified Technology Park and to establish terms and conditions of this designation.

**NOW THEREFORE**, in consideration of the mutual covenants herein contained, the MEDC, the City, the Authority, the BCU, and the College (collectively referred to hereinafter, at times, as the "Parties") agree as follows:

## ARTICLE I DEFINITIONS

The Parties agree that the following words and expressions, as used in this Agreement, whenever initially capitalized, whether used in the singular or plural, possessive or non-possessive, either within or without quotation marks, shall be defined and interpreted as follows:

Section 1.01 Act. "Act" means 1986 PA 281, as amended, being MCL 125.2151 et seq.

Section 1.02 Affiliated Parties. "Affiliated Parties" means public and private individuals, businesses and organizations with which the Local Representatives or the Battle Creek Aviation and E-Learning SmartZone enters into letters of intent, memoranda of understanding, contractual agreements or other types of arrangement to provide, or induce opportunities for, support, market access, assistance or other types of direct or in-kind assistance for tenants of the Business Incubator or to the development of high technology activity within the Certified Technology Park.

Section 1.03 Agreement. "Agreement", "herein", "hereby", "hereunder", or other like terms shall mean this Battle Creek Aviation and E-Learning SmartZone Agreement.

Section 1.04 Agreement Date. "Agreement Date" means the date set forth above as the date as of which the Parties enter into this Agreement.

Section 1.05 Appendix(es). "Appendix(es)" means the appendix(es) serially identified in this Agreement and attached hereto and incorporated herein by this reference.

Section 1.06 Authority. "Authority" means the Local Development Finance Authority of the City of Battle Creek.

Section 1.07 Authority District. "Authority District" means the area described in the document attached hereto as Appendix A, within which the Authority exercises its powers.

Section 1.08 BCU. "BCU" means Battle Creek Unlimited, Inc., a Michigan corporation with offices 4950 West Dickman Road, Battle Creek, Michigan 49016.

Section 1.09 Business Incubator. "Business Incubator" means that facility or facilities, if any, identified in the TIFP and used in a manner provided by the TIFP and authorized by the Act for a business incubator.

Section 1.10 Certified Technology Park. "Certified Technology Park," means the area or the areas, within the Authority District.

Section 1.11 College. "College" means Kellogg Community College.

Section 1.12 City. "City" means the City of Battle Creek located in the County of Calhoun.

Section 1.13 City Council. "City Council" means the City Council of the City of Battle Creek.

Section 1.14 Initial Taxable Value. "Initial Taxable Value" means the taxable value of that property identified in the Authority's TIFP as property as included within the Plan for purposes of determining, as of the date the resolution establishing the tax increment financing plan was approved by the City, tax increment revenues for the Authority.

Section 1.15 Local Representatives. "Local Representatives" means the City of Battle Creek, the Authority, the BCU, and the College.

Section 1.16 Battle Creek Aviation and E-Learning SmartZone. "Battle Creek Aviation and E-Learning SmartZone" means the Authority's designated Certified Technology Park.

Section 1.17 MEDC. "MEDC" means the Michigan Economic Development Corporation, a public body corporate created under section 28 of Article VII of the State Constitution of 1963 and the Urban Cooperation act of 1967, 1967 PA 7, MCL 124.501 to 124.512, by a contractual interlocal agreement effective April 5, 1999 between participating local economic development corporations created under 1974 PA 338, MCL 125.1601 to 125.1636, and the Michigan Strategic Fund, or its successor as provided for in the Act.

Section 1.18 Operating Costs. "Operating Costs" means business incubator expenses and other operational and planning costs authorized by the Act and Public Act 291 of 2000, including, but not limited to: Executive management and other expenses directly related to the central administration of the Business Incubator including insurance, salaries, repairs and maintenance, marketing, supplies, and utilities.

Section 1.19 Public Facilities. "Public Facilities" means the public facilities described for which the Authority is authorized by this Agreement to use tax increment revenues, as described in Appendix A.

Section 1.20 Ratification. "Ratification" means the document, attached hereto as Appendix B, evidencing the State Treasurer's approval of the Authority's TIFP and of the capture by the Authority tax increment revenues authorized by the TIFP.

Section 1.21 Resolution. "Resolution" means the document creating the Authority and filed with the Michigan Secretary of State, a copy of which is attached hereto as Appendix C.

Section 1.22 School Taxes. "School Taxes" means the amounts levied by the State pursuant to the state education act, Public Act 331 of 1993, MCL 211.901 to 211.906, and operating levies of local and intermediate school districts.

Section 1.23 State. "State" means the State of Michigan.

Section 1.24 SmartZone or SmartZones. "SmartZone" or "SmartZones" means the Service Mark owned and adopted by the MEDC that designates a "Certified Technology Park" or "Certified Technology Parks," respectively.

Section 1.25 Statewide SmartZone Council. "Statewide SmartZone Council" means the SmartZone advisory group comprised of SmartZone and MEDC representatives.

Section 1.26 Tax Increment Revenues. "Tax Increment Revenues" means that term as defined by the Act.

Section 1.27 TIFP. "TIFP" means the tax increment financing plan, to be approved by the Authority, the City, City Council, and the MEDC, which will be attached hereto as Appendix D.

## ARTICLE II RIGHTS AND OBLIGATIONS OF THE MEDC

Section 2.01 Designation of the Authority's Certified Technology Park. The MEDC designates the Authority District, as described in Appendix A, as the area in which the Authority may establish a Certified Technology Park; the Authority District to be known as the Battle Creek Aviation and E-Learning SmartZone, pursuant to Section 4.01 of this Agreement.

Section 2.02 Marketing of the SmartZone Program. The MEDC shall market the Certified Technology Park within the Battle Creek Aviation and E-Learning SmartZone as one of the certified technology parks authorized under the Act. . All marketing of the Certified Technology Park and the Battle Creek Aviation and E-Learning SmartZone shall be consistent with the TIFP and the purposes and objectives of the Authority. It is understood that the marketing funds to be expended by the MEDC in fulfillment of its obligation under this Section 2.02 to market the SmartZone program shall be determined by the MEDC.

Section 2.03 Ratification by State Treasurer. The MEDC will use its best efforts to obtain State Treasury ratification of the Battle Creek Aviation and E-Learning Certified Park and the TIFP.

Section 2.04. Future Grants.

- (a) The MEDC may, in its own discretion, make one or more grants to the Authority, subject to applicable law. The terms of such grants, if any, shall be determined by the MEDC and shall be memorialized in one or more grant Agreement(s) ("Grant Agreement"). The MEDC understands and agrees that the City, the College, and BCU shall not be bound by the terms of such Grant Agreement(s), unless expressly stated therein and duly signed by all the parties bound thereto, and that nothing in this Agreement shall be intended, interpreted, or construed to impose any of the obligations which will be set forth in such Grant Agreement upon the City, the College or BCU.
- (b) Section 2.04 (a) above, shall not be intended, interpreted, or construed by any of the Local Representatives to be a promise or an offer, on the part of the MEDC, to grant any funds to the Local Representatives, the Battle Creek Aviation and E-Learning SmartZone, or to both. Accordingly, the Local Representatives agree not to rely on section 2.04 (a), in any way whatsoever and, by expressing their assent to this provision, understand that they shall be precluded from seeking injunctive and other equitable relief in the event that they change their position in reliance to section 2.04(a) above.

ARTICLE III  
RIGHTS AND OBLIGATIONS OF THE LOCAL REPRESENTATIVES

Section 3.01 Authorized Capture and Use of Tax Increment Revenues.

- (a) All Tax Increment Revenues received by the Authority from the Certified Technology Park during the term of this Agreement may be expended by the Authority for all purposes and in those amounts authorized under the Act by the TIFP, including the repayment of future MEDC loans. The Authority may capture the maximum amount of School Taxes allowed under the Act for purposes authorized by this Agreement and the TIFP from levies imposed on or after January 1, 2003 through December 31, 2017, subject to an annual review by the MEDC. Said MEDC review shall be limited to assessment of consistency with the TIFP and the Act, and in the event that MEDC identifies material inconsistency/ies, it shall notify the Local Representatives of it and the Authority shall have the opportunity to respond in a manner consistent with Section 5.03(a) of this Agreement. Should the Authority fail to perform as described by Section 5.03(a), then the MEDC may exercise its options as provided for in Article V of this Agreement. Tax Increment Revenues shall be determined on the basis of an initial taxable value determined as of January 1, 2002, as authorized by the State Treasurer and pursuant to the TIFP and the Ratification.

- (b) The Authority may enter into a contract with a Local Representative or an Affiliated Party to delegate, on behalf of the Authority, the responsibility of operating and planning the activities supported by the Authority, providing administrative services to the Authority, conducting an integrated marketing study, generating specific marketing plans, identifying methods of facilitating technology commercialization, and implementation of the integrated marketing program.

Section 3.02 BCU Support to the Authority. BCU shall provide staff and administrative support to the Authority.

Section 3.03 Authorized Use of Future Grant Proceeds. Proceeds from future MEDC grants received by the Authority may be expended or disbursed, to the extent not inconsistent with the corresponding Grant Agreement(s), the Act, and the Operating Costs.

Section 3.04 Prohibited Uses of Tax Increment Revenues and Future Grant Proceeds. Tax Increment Revenues and proceeds from MEDC future grants, if any, shall not be used to fund the costs of direct subsidies, programs or services provided to or for tenants in the Business Incubator such as research stipends or grants, employee compensation subsidies, or grant proposal assistance.

Section 3.05 College Participation. The College shall develop and implement programs designed to maximize the development and retention of high technology enterprises located within the Certified Technology Park, including, but not limited to, the following:

- (a) Programs linking companies to interns, student employees, graduate students, and faculty assistance.
- (b) Assistance to the Battle Creek Aviation and E-Learning SmartZone plan in the establishment of an e-learning platform and the marketing and delivery of product.
- (c) Design and deliver curricula and programs that meet demand and are identified as essential for the Battle Creek Aviation and E-Learning SmartZone development plan.
- (d) Actively pursue and support technology commercialization opportunities in the Battle Creek Aviation and E-Learning SmartZone
- (e) Provide tenants of the any Business Incubator established in the Battle Creek Aviation and E-Learning SmartZone with:
  - i. Access to libraries, laboratories, and research networks, when available, on a preferential basis



- ii. Tailored business development assistance, based upon company need, and where competencies provide value to start-up and growing enterprises.
- iii. Opportunities to obtain faculty appointments.

Section 3.06 E-Learning Center. The College will lead an effort to establish an E-Learning Center pursuant to an Economic Development Job Training Contract to be executed, at a future date, by the MEDC and the College.

Section 3.07 Manufacturing Engineering Research Center. The College shall establish a Manufacturing Engineering Research Center in the City of Battle Creek.

Section 3.08 Private Sector Participation. The following actions shall be taken to encourage and support private sector support and participation in the development and attraction of high technology activities to the Battle Creek Aviation and E-Learning SmartZone:

- (a) The Local Representatives shall seek to develop and implement strategies to facilitate the commercialization of technologies in the Battle Creek Aviation and E-Learning SmartZone.
- (b) The Local Representatives will use their best efforts to complete two additional business incubator facilities: The first one on the College campus in Battle Creek, and the second one at the W.K. Kellogg Airport
- (c) The Local Representatives shall seek to obtain agreements with Affiliated Parties to provide: Funding or in-kind contributions to the Battle Creek Aviation and E-Learning SmartZone; and services, market access and assistance to tenants of the Business Incubator and towards the development of high technology activity within the Battle Creek Aviation and E-Learning SmartZone.
- (d) The Local Representatives agree that Battle Creek Aviation and E-Learning SmartZone tenants shall have access to the following financial programs: The Business Store's Micro Enterprise Loan Fund; Battle Creek's Unlimited' Revolving Loan Fund; and the Venture Capital Network.

Section 3.09 MEDC Membership on the Authority. The Authority shall be the governing body of the Battle Creek Aviation and E-Learning SmartZone. The local Representatives shall appoint an MEDC representative, selected by the MEDC, to the Authority, as an ex-officio, non-voting member of the board of the Authority.

Section 3.10 Reporting Requirements. The Authority shall provide, or cause to be provided to, the MEDC an annual report containing the following information:

- (a) A summary of the Battle Creek Aviation and E-Learning SmartZone operations, including, but not limited to, number of businesses assisted, number of businesses



locating or expanding in the Battle Creek Aviation and E-Learning SmartZone, number of jobs created/retained, number of on-going and completed research projects, number of on-going and completed commercialization projects, and amount of investments in the Battle Creek Aviation and E-Learning SmartZone.

- (b) The use of Tax Increment Financing funds during the prior fiscal year of the Authority.
- (c) The proposed use of tax Increment Financing funds for the next fiscal year of the Authority.
- (d) Any modifications sought to this Agreement or to the TIFP.

Section 3.12 Amendments to the TIFP. The Authority and the City shall not amend the TIFP without the approval of the MEDC.

Section 3.12 Use of SmartZone Service Mark. The Local Representatives shall use the SmartZone Service Mark in conformity with the specifications set forth in the document attached as Appendix E.

Section 3.13 Statewide SmartZone Council. The Local Representatives agree to participate in the activities of the Statewide SmartZone Council, including, but not limited to, assisting the MEDC in developing a marketing plan for the SmartZone program.

#### ARTICLE IV INTELLECTUAL PROPERTY

Section 4.01 Service Mark. The MEDC owns the Service Mark SmartZone and SmartZones and hereby grants a limited license to use the mark SmartZones, in accordance with guidelines established by the MEDC, to the Local Representatives and the Battle Creek Aviation and E-Learning Certified Technology Park. The MEDC retains the exclusive right to revoke the Service Mark license or to suspend or revoke the designation of SmartZone to any Certified Technology Park.

Section 4.02 No other intellectual property rights. Other than the intellectual property rights specified in Section 4.01 above, no other intellectual property rights shall arise out of this Agreement to the benefit of either the MEDC or the Local Representatives. Any additional intellectual property rights, if any, shall be memorialized in a separate agreement or agreements, as the case may be.

#### ARTICLE V TERM, TERMINATION, AND DEFAULT

Section 5.01 Term.

The term of this Agreement shall commence on the Agreement Date and shall expire December 31, 2017 and shall continue until termination by the first to occur of the following:

- (a) Expiration of the Term of the Agreement.
- (b) An action, other than one caused by an Event of Default by any of the Parties by any, of the following means that voids, suspends, terminates or revokes the approval by MEDC of the Authority District as the area in which the Authority may establish a Certified Technology Park or the authorization for the Authority to capture and use of Tax Increment Revenues for all purposes permitted under Section 3.01(a).
  - (i) Court order;
  - (ii) Any ruling, bulletin, order, or administrative decision of the State, State Tax Commission, any State official, or State commission, authority, body or employee with authority to make such determination or take such action;
  - (iii) State or federal legislative action.
- (c) The involuntary dissolution or liquidation of either the Authority.
- (d) The voluntary dissolution of this Agreement by the MEDC and the Local Representatives. It is understood that none of the Parties shall unreasonably withhold their consent to dissolve this Agreement under this Section 5.01 (d), if it should be in the best interest, under good business practice standards, to terminate this Agreement.
- (e) Withdrawal from this Agreement by any Party pursuant to Section 5.06.

Section 5.02. Rights of the MEDC. The expiration of the Term of this Agreement shall not affect the rights of the MEDC in connection with its SmartZone Service Mark.

Section 5.03 Default.

- (a) An event of default under this Agreement and the term "Event of Default" or "Default" shall mean, whenever they are used in this Agreement, the failure by the City, BCU, the College, or the Authority to observe and perform any covenant, condition or agreement on its part to be observed or performed under this Agreement for a period of forty-five (45) days after written notice, specifying such failure and requesting that it be remedied, shall have been given by the party providing notice of Default to all other parties; provided, however, that if the failure is such that it can be corrected but not within such 45-day period, and corrective action is instituted within such period and diligently pursued until such failure is corrected, then such period shall be increased to such extent necessary to enable the party failing to observe or perform any covenant, condition or agreement to observe or perform such covenant,

condition, undertaking or agreement through the exercise of due diligence. The MEDC is not bound by the period for cure described herein in the event of a failure by the Authority to comply with Section 3.01(a) of this Agreement.

- (b) Except as provided herein, whenever an Event of Default referred to in Section 5.03(a) above shall have occurred and be continuing, any non-defaulting party may take whatever action at law or in equity as may appear necessary or desirable to enforce performance and observance of this Agreement.
- (c) Subject to Section 5.04 of this Agreement, whenever an Event of Default is caused by the failure of a Local Representatives, the MEDC shall have the right to exercise any one or more of the following remedies:
  - i. Suspend or revoke of the SmartZone Service Mark designation granted to the Battle Creek Aviation and E-Learning Certified Technology Park or any portion thereof.
  - ii. Cease to market, as otherwise agreed to by the MEDC under Section 2.02, or revoke permission to market, under Section 3.10, the Battle Creek Aviation and E-Learning Certified Technology Park as a SmartZone. If the MEDC exercises this remedy, the Local Representatives shall be able to continue to market and operated the Battle Creek Aviation and E-Learning SmartZone as the Battle Creek Aviation and E-Learning SmartZone Certified Technology Park during the term of this Agreement.
  - iii. Suspend or revoke of the limited license granted under Section 4.01, above, of the use of the Service Mark "SmartZone" to any of the local Representatives or the Battle Creek Aviation and E-Learning SmartZone.
- (d) Whenever an Event of Default is caused a failure of the Authority under Section 3.01(a), the MEDC, in addition the its rights under Section 503(b) or (c) above, shall have the right to exercise any one or more of the following remedies:
  - i. Suspend payment of any MEDC grants funds to the Authority.
  - ii. Suspend or revoke the capture of School Taxes, in whole or in part, to the extent that said School taxes are not applied to satisfy existing outstanding obligations.

#### Section 5.04 Dispute Resolution.

- (a) Any act of default by the Authority in connection with the terms of any MEDC grant, shall be governed exclusively by the terms set forth in the corresponding Grant or Agreement(s).
- (b) If a dispute arises under this Agreement, which cannot be resolved within the period for cure provided in Section 5.03(a), subject to the exception provided therein, before

exercising any of the rights contained in Section 5.03(c), the Parties agree to first try to resolve the dispute with the help of a mutually agreed-upon mediator in Lansing, Michigan, prior to exercising any rights or remedies under Section 5.03. If the Parties cannot agree on the selection of a mediator within ten (10) calendar days, then the Parties shall ask the American Arbitration Association to appoint a mediator to serve them in resolving their dispute. Any costs and fees other than attorney fees associated with the mediation shall be shared equally by the Parties.

Section 5.05 Limitations upon Obligations and Remedies.

- (a) The amendment, revocation or suspension by the State Treasurer of the Ratification or any authorization conferred upon the Authority by Section 3.01 above, shall waive all obligations imposed upon a Local Representative under Article III above.
- (b) If the State Treasurer refuses, for any reason whatsoever, to approve the capture of Tax Increment Revenues attributable to School Taxes, revokes or suspends its approval of such capture in whole or in part, or requires reimbursement, for any reason, from a Local Representative in connection with the capture of Tax Increment Revenues attributable to School Taxes which the State Treasurer subsequently determines to be impermissible, the MEDC will have no liability to a Local Representative for damages caused by such action of the State Treasurer and this Agreement will not be construed to impose any liability upon or require the MEDC to repay any obligation or reimbursement.
- (c) The authorization to use the MEDC's Service Mark "SmartZone" extended to the Local Representatives and the Battle Creek Aviation and E-Learning Certified Technology Park shall cease immediately upon termination of this Agreement or dissolution of the MEDC, without requiring any action of the MEDC.

Section 5.06 Withdrawal. Any Party to this Agreement shall have the right to withdraw from this Agreement until August 1, 2002, if the City Council fails to approve the TIFP by June 1, 2003.

ARTICLE VI  
MISCELLANEOUS

Section 6.01 Designation of MEDC Chief Executive Officer. The Chief Executive Officer of MEDC, or his designee, is designated as the authorized officer to make determinations and approvals on behalf of the MEDC related to the satisfaction of any condition imposed by this Agreement upon a Local Representative, the terms of any performance required by a Local Representative, or the terms of any agreement entered into by a Local Representative with another person or organization which is subject to MEDC approval.

Section 6.02 Entire Agreement. In accordance with section 5.10 below, this Agreement, including all its Appendixes and Exhibits, and any future Loan Agreements sets forth the entire agreement between the parties and supersedes any and all prior agreements or understandings between them in any way related to the subject matter hereof. It is further understood and agreed that the terms and conditions herein are contractual and are not a mere recital and that there are no other agreements, understandings, contracts, or representations between the Parties in any way related to the subject matter hereof, except as expressly stated herein.

Section 6.03 No Presumption. This Agreement shall be construed without regard to any presumption or other rule requiring construction against the Party causing this Agreement to be drafted.

Section 6.04 Severability of Provisions. If any provision of this Agreement, or its application to any Party or circumstance, is invalid or unenforceable, the remainder of this Agreement and the application of that provision to other Parties or circumstances is not affected but will be enforced to the extent permitted by law.

Section 6.05 Governing Law. This Agreement is made and entered into in the State of Michigan and shall in all respects be interpreted, enforced and governed under the laws of the State of Michigan without regard to the doctrines of conflict of laws. The language of all parts of this Agreement shall in all cases be construed as a whole according to its fair meaning, and not construed strictly for or against any Party.

Section 6.06 Captions. The captions, headings, and titles in this Agreement are intended for the convenience of the reader and not intended to have any substantive meaning and not to be interpreted as part of this Agreement.

Section 6.07 Terminology. All terms and words used in this Agreement, regardless of the numbers or gender in which they are used, are deemed to include any other number and any other gender as the context may require.

Section 6.08 Cross-References. References in this Agreement to any Article include all Sections, subsections, and paragraphs in the Article; references in this Agreement to any Section include all subsections and paragraphs in the Section.

Section 6.09 Jurisdiction and Venue. In the event of any disputes between the Parties over the meaning, interpretation, or implementation of the terms, covenants or conditions of this Agreement, the matter under dispute, unless resolved between the parties, shall be submitted to the courts of the State of Michigan.

Section 6.10 Amendment. The Agreement may be amended or an alternative form of the Agreement adopted only upon written agreement of the Parties.

Section 6.11 Independent Contractor. The Parties agree that at all times and for all purposes under the terms of this Agreement each Party's relationship to any other Party shall be that of an independent contractor. Each Party will be solely responsible for the acts of its own employees, agents, and servants. No liability, right, or benefit arising

out of any employer/employee relationship, either express or implied, shall arise or accrue to any Party as a result of this Agreement.

Section 6.12 Counterpart Signatures. This Agreement may be signed in counterpart. The counterparts taken together shall constitute a single agreement.

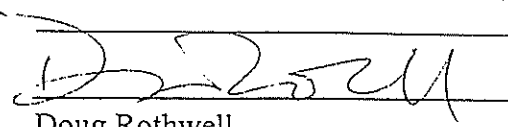
Section 6.13 No Waiver. No waiver by MEDC or a Local Representative of any breach of obligations, agreements or covenants herein shall be a waiver of any subsequent breach of any obligation, agreement or covenant, nor shall any forbearance by the MEDC or a Local Representative to seek a remedy for any breach by the another party to this Agreement be a waiver of any rights or remedies with respect to such or any subsequent breach, nor shall any express waiver by the MEDC or a Local Representative be deemed to apply to any other existing or subsequent right to remedy any default by another party to this Agreement. nor shall any waiver by MEDC or a Local Representative of any default or breach by another party to this Agreement in the performance of any of the covenants or obligations under this Agreement be deemed to have been made by the MEDC unless contained in a writing executed by the waiving party. None of the Parties waive any immunities provided by law.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their duly authorized representatives as of the day and year first above written.

**MICHIGAN ECONOMIC  
DEVELOPMENT CORPORATION**

Address: \_\_\_\_\_

WITNESSES:

BY:   
Doug Rothwell

ITS: President and Chief  
Executive Officer

DATE: 12/18/02

**THE CITY OF BATTLE CREEK**

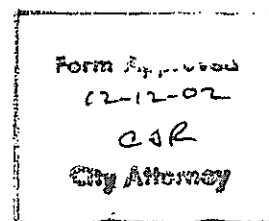
Address: 10 N. Division Street  
Battle Creek, MI 49014

WITNESSES:

BY: 

ITS: City Manager

DATE: 12/12/02



**BATTLE CREEK LOCAL  
DEVELOPMENT FINANCE  
AUTHORITY**

Address: 4950 West Dickman Road  
Battle Creek, MI 49015

WITNESSES:

Brenda Patterson  
Brandi Patterson  
Bridgette Jones  
Bridgette Jones

BY: Albert Balfanz

ITS: CHAIRMAN

DATE: 12-12-02

**BATTLE CREEK UNLIMITED, INC.**

Address: 4950 W. DICKMAN ROAD  
BATTLE CREEK, MICHIGAN

WITNESSES:

Brenda Patterson  
Brandi Patterson  
Bridgette Jones  
Bridgette Jones

BY: Jim F. Hettig

ITS: CEO

DATE: 12-12-02

**KELLOGG COMMUNITY COLLEGE**

Address: 450 North Avenue  
Battle Creek, MI 49017

WITNESSES:

Brenda Patterson  
Brandi Patterson  
Bridgette Jones  
Bridgette Jones

BY: Paul R. O'H

ITS: PRESIDENT

DATE: 12-12-02



Appendixes

Appendix A.....	Description of the Authority District, Certified Technology Park and Public Facilities
Appendix B .....	Ratification by State Treasurer
Appendix C.....	Copy of Resolution creating the Authority
Appendix D .....	Authority's Tax Increment Financing Plan
Appendix E .....	Service Mark Specifications

## APPENDIX D

### Authority's Tax Increment Financing Plan

THIS DOCUMENT WILL BE ATTACHED UPON  
APPROVAL BY THE AUTHORITY'S BOARD, THE  
CITY, CITY COUNCIL, AND THE MEDC.

## **SmartZones<sup>SM</sup>**

### **SERVICE MARK HANDBOOK**

This Service Mark handbook has been developed to answer basic questions about Service Mark usage in connection with the Michigan SmartZones.

#### **What is a Service Mark?**

A service mark is a word, phrase, symbol or design, or combination of those, which identifies and distinguishes the source of a service of one party from those of others. It is the same thing as a trademark, except it is for a service rather than a product.

Examples of Service Marks:      Two Men and a Truck  
   Comerica  
   Tuffy Auto Service Centers  
   Stanley Steamer  
   SmartZone, SmartZones

#### **How do you get a Service Mark?**

There are two ways to get a Service Mark. One is to simply use the mark commercially. The second is to file an application with the Patent and Trademark Office and use the mark in commerce across state lines.

The MEDC has done both. We are using the mark commercially and we have filed an application with the Patent and Trademark Office.

#### **What are the benefits of a Service Mark?**

Establishing Service Mark rights gives the owner the ability to keep others from trading off of the value it builds up in the mark and the value of public recognition of the owner's services.

Using the examples of Service Marks from above most people know:  
that Two Men and a Truck is a moving service,  
that Comerica is a bank,  
that Tuffy Auto Service Centers are known for their mufflers,  
that Stanley Steamer is associated with rug cleaners

Our goal is that SmartZones be associated with very innovative clusters of technology-based businesses and research institutions throughout the state.

## **When do you use a Service Mark?**

Use the Service Mark any time you want the public to identify the services being offered with the owner of the mark.

You should use the <sup>SM</sup> symbol any time the mark stands out as the source of the services, such as in:

Advertising  
Headings  
Titles

Letterhead  
Business Cards  
Signs

The broader the public exposure, the more you should prominently display the <sup>SM</sup>.

In longer marketing material, the use of the Service Mark symbol every time "SmartZone" (known as "the mark") is used in a document can disrupt the flow of normal text. Therefore, use an \* after the mark and denote at the bottom that "SmartZone" is a Service Mark of The Michigan Economic Development Corporation.

## **Why did the MEDC Service Mark SmartZones?**

In two words: Quality and Innovation

SmartZones are a very innovative approach to stimulating and supporting the growth of technology-based businesses and jobs. These technology clusters, building on Michigan's strong scientific, engineering, educational, and research capabilities, will bring to market the application of scientific and technological innovation to help drive Michigan's economic development strategy for years to come. Therefore, it is critical that each SmartZone reflect a high level of quality in its businesses, research activities, training and support services, and marketing. It is necessary, then, to ensure that quality services are offered under a Service Mark the public recognizes.

## **Can we name the SmartZone?**

During the selection process and awarding of the SmartZone designation, the MEDC and the local applicants have already agreed to the name of the SmartZone. The approved names of the local SmartZones are:

Battle Creek Aviation and e-Learning  
Grand Rapids  
Kalamazoo  
Lansing Regional  
Michigan Tech Enterprise  
Mount Pleasant

Muskegon Lakeshore  
Oakland Automation Alley  
Pinnacle  
Washtenaw  
Woodward Technology Corridor

The use of the local name combined with the SmartZone service mark is allowed but must meet Service Mark criteria by visually separating SmartZone through spacing, different font, a line, etc. from the name when used in a title, logo, or other identifier.

The following example would **meet** the Service Mark criteria for the use of the local identifier with the SmartZone Service Mark:

*Battle Creek Aviation and e-Learning*  
SmartZone<sup>SM</sup>

Battle Creek Aviation and e-Learning  
SmartZone<sup>SM</sup>

In this example, Battle Creek Aviation and e-Learning is on a different line than SmartZone, it is separated by a line, it is in italics and in a different font.

The following examples would not meet the Service Mark criteria when used in a title, logo, or other identifier.

*Battle Creek Aviation and e-Learning SmartZone<sup>SM</sup>*  
Battle Creek Aviation and e-Learning SmartZone<sup>SM</sup>

In each of these examples Battle Creek Aviation and e-Learning is on the same line as SmartZone, which can lead the reader to believe the whole line is Service Marked, not just the SmartZone.

### **Can we use the business, research or governmental entities in identifying the SmartZone?**

SmartZones are associated with an educational institution or a private research institution ("University"). Therefore, it is not unreasonable to identify the university with the SmartZone. In order to meet the Service Mark criteria, the following format must be used:

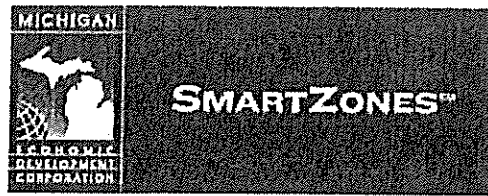
Kalamazoo SmartZone<sup>SM\*</sup> at Western Michigan University

\*SmartZones is a Service Mark of The Michigan Economic Development Corporation.

### **Can you combine Trademarks with Service Marks?**

Yes, this is done frequently. A good example is Microsoft® and their various software programs. Microsoft is Service Marked and the software programs are Trademarked.

A number of the educational institutions involved with the SmartZones have logos that are Service Marked as well as some of the major contributors to the SmartZones. These various logos can be combined in marketing material and signage. We request that the SmartZone logo be the predominate image/wording.



The MEDC is willing to work with you on these issues, but we want to review all marketing materials, including signage, prior to their publication, per your SmartZone agreement.

### **What is the difference between an <sup>SM</sup> and a ®?**

Once the Service Mark application has been through the process at the Patent and Trademark Office and an official Registration Certificate has been issued, the owner may use the ® at the end of the mark instead of <sup>SM</sup>.

### **Will signs and other marketing materials have to be changed from <sup>SM</sup> to ®?**

Signs are of a permanent nature and usually very costly to change. We will not require the centers to change the <sup>SM</sup> to a ®. You can still use the <sup>SM</sup> even after it is registered. The ® indicates it is on the Patent and Trademark Office Register.

As you update or reprint marketing material the <sup>SM</sup> should be changed to the ®.

### **Who owns the Service Mark for the SmartZones?**

The Michigan Economic Development Corporation owns the Service Marks and contractually licenses individual SmartZones to use them.

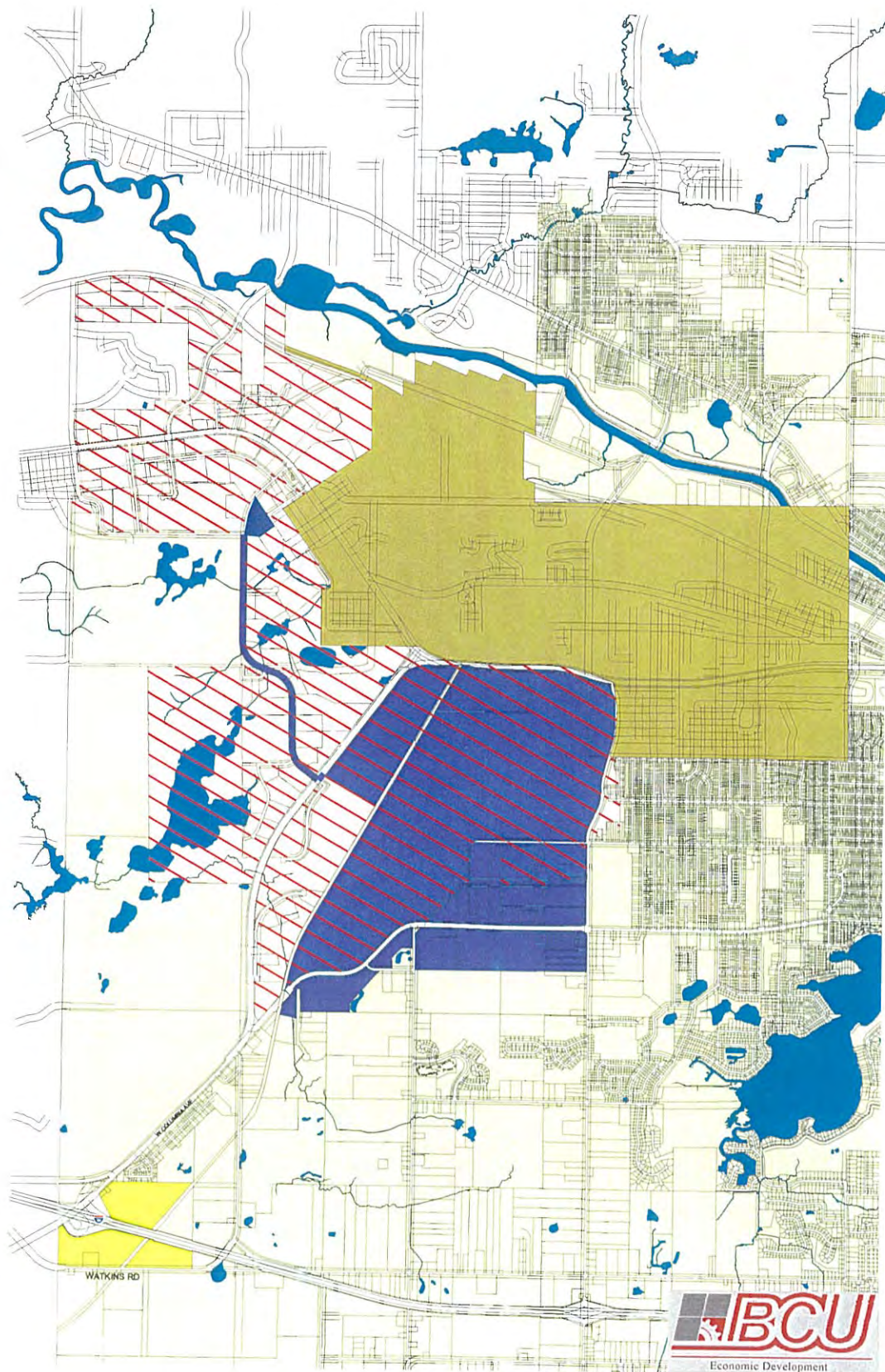
### **How do we give attribution to the MEDC that is a requirement of our contracts?**

Please use the following:

SmartZones is a Service Mark of The Michigan Economic Development Corporation.

If you have further specific questions regarding Service Mark usage, please contact Kirsten Tava at 517-241-0813.

## **APPENDIX 3**



### Key to Features

-  TIFA
-  Smartzone and LDFA #1
-  LDFA #2

## LDFA #1 and Smartzone with TIFA

City of Battle Creek - GIS Department  
10 North Division - Room 111  
616-966-3303

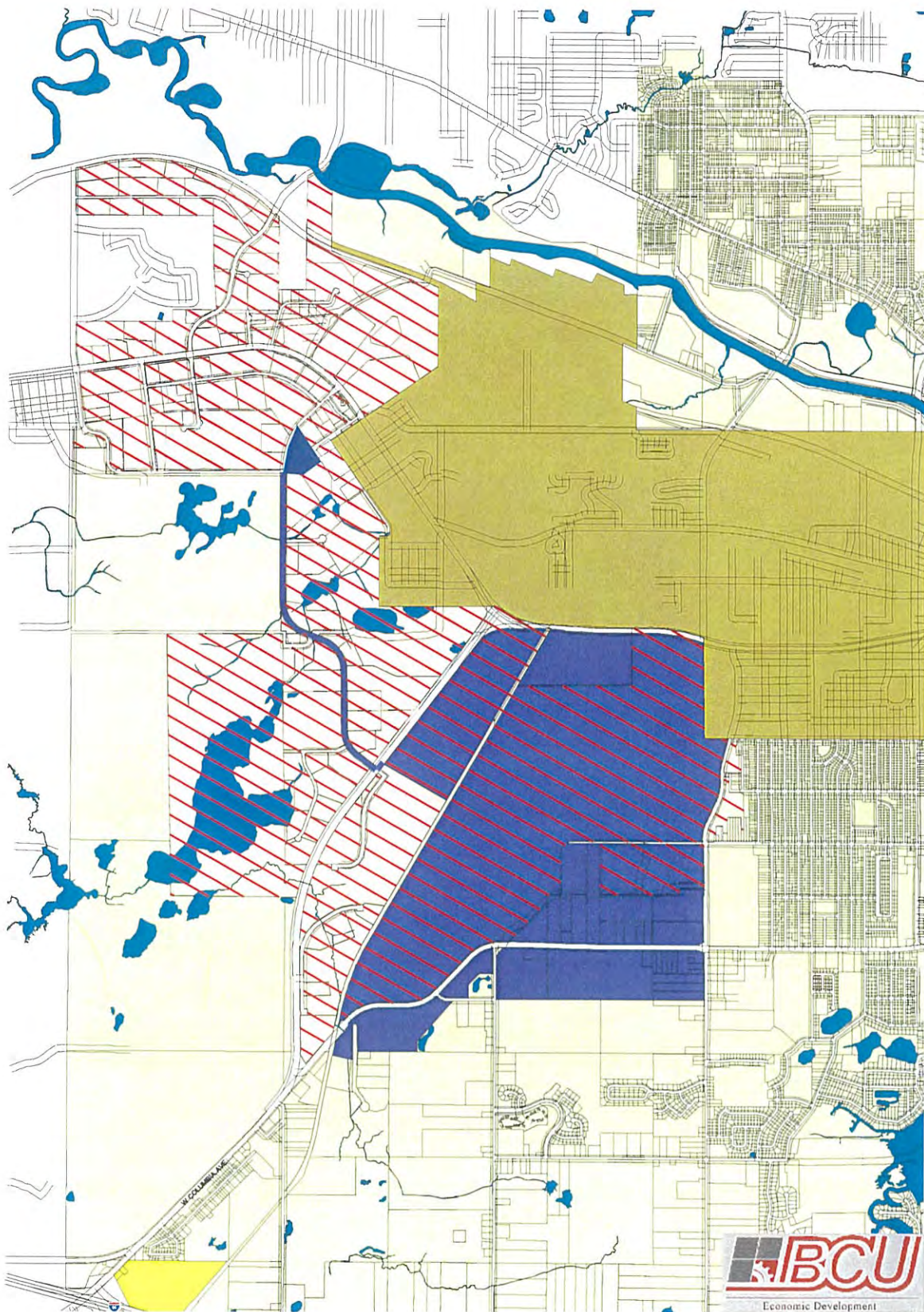


BATTLE CREEK,  
MICHIGAN





## APPENDIX 4



1:48000

### Key to Features

-  TIFA
-  Smartzone and LDFA #1
-  LDFA #2

## LDFA #1 and Smartzone with TIFA

City of Battle Creek - GIS Department  
10 North Division - Room 111  
616-966-3303



BATTLE CREEK,  
MICHIGAN



# APPENDIX 5

## BATTLE CREEK LOCAL DEVELOPMENT FINANCE AUTHORITY BY-LAWS

### Article I

#### PURPOSE AND POWERS

The purpose or purposes for which the Battle Creek Local Development Finance Authority (hereinafter "Authority") is organized is to conduct those activities authorized under Act 281, Public Acts of 1986, and as amended from time-to-time. (MCLA § 125.2151 et seq.; MSA § 3.540 (351) et seq.), and to otherwise govern the affairs of the I-94 Business Park and the Certified Technology Park (Smartzone) established by the City of Battle Creek, Michigan, pursuant to an Agreement (The Battle Creek Aviation and E-Learning Smartzone Agreement) with the Michigan Economic Development Corporation (hereinafter the "Agreement").

In furtherance of these purposes, the Authority shall have all of the powers enumerated herein and/or which now or hereafter may be conferred by law on authorities organized under Act 281, Public Acts of 1986.

### Article II

#### BOARD

Section 1. General Powers. The Authority shall be under the supervision and control of a Board of Directors (hereinafter Board). In addition to any specific powers hereinafter provided, the general powers of the Board of Directors of this Authority shall be to carry out the activities of the Authority as authorized from time-to-time by these By-Laws and Act 281, Public Acts of 1986.

Section 2. Number, Tenure, and Qualifications. The Board shall consist of seven members nominated by the City Manager of the City of Battle Creek, Michigan, subject to the approval of the Battle Creek City Commission and which list of appointees shall include: one member appointed by the Calhoun County Board of Commissioners; and one member representing the Kellogg Community College to be appointed by the Chief Executive Officer of Kellogg Community College. Of the five remaining discretionary members of the board, the City Manager shall nominate one member who shall be, during the time the "Agreement" is in full force and effect, an appointee of

the Michigan Economic Development Corporation; and four members (or five members if the "Agreement" is no longer in effect) appointed from those persons from time-to-time approved by the City of Battle Creek to serve as members of the Battle Creek Tax Increment Finance Authority Board of Directors. The total Board shall not exceed seven persons. Members shall be appointed for a term of four (4) years, except that with respect to members first appointed as equal a number as practicable shall be appointed for one (1) year, two (2) year, three (3) year, and four (4) year terms, respectively. The first terms of office shall begin on the \_\_\_\_ day of \_\_\_\_\_, 200 \_\_\_\_\_. Before assuming the duties of the office, a member shall qualify by taking and subscribing to the constitutional oath of office.

Section 3. Compensation of Members. Members of the Board shall serve without compensation, but shall be reimbursed for actual and necessary out-of-pocket expenses.

Section 4. Expiration of Term, Continuation in Office, Re-Appointment, and Filling Vacancies. A member shall hold office until the member's successor is appointed. An appointment to fill a vacancy shall be made by the nominating authority, if any, which appointed the departed member, and then, for the unexpired term only. If the departed member was the nominee of the Michigan Economic Development Corporation and the "Agreement" is still in full force and effect, then the Chief Executive Officer shall identify a new Michigan Economic Development Corporation nominee to serve for the unexpired term of that member, subject to the approval of the Battle Creek City Commission.

Section 5. Removal. Pursuant to notice and an opportunity to be heard, a member of the Board may be removed for cause by the governing body of the City of Battle Creek. Cause shall include failure to attend three (3) successive regularly scheduled meetings of the Board. Removal of a member is subject to review by the 37<sup>th</sup> Judicial Circuit Court of Michigan, notwithstanding any provision of the "Agreement" to the contrary.

Section 6. Disclosure of Interest. A Board member who has a direct pecuniary or personal interest in any matter before the Authority shall disclose his interest prior to the Authority taking any action with respect to the matter, which disclosure shall become a part of the record of the Authority's

official proceedings. Further, any member making any disclosure shall then refrain from participating in the Authority's decision-making process relative to such matter.

Section 7. Michigan Economic Development Corporation. The Board supports the appointment of a nominee of the Michigan Economic Development Corporation to serve on the Board of Directors of the Battle Creek Local Development Finance Authority. The Board agrees to carry out those duties and obligations placed upon it by the "Agreement".

### **Article III**

#### **OFFICERS**

Section 1. Officers. The officers of the Authority shall be a Chairman, Vice-Chairman, Secretary and Treasurer.

Section 2. Removal of Officers. An officer may be removed by the Board whenever in its judgment the best interests of the Authority shall be served.

Section 3. Filling of Vacancies. A vacancy in office may be filled by the Board for the unexpired portion of the term.

Section 4. Chairman. The Chairman shall be elected by the Board, and shall preside at all meetings of the Board. He shall discharge the duties of a presiding officer.

Section 5. Vice-Chairman. The Vice-Chairman of the Board shall be elected by the Board. In the absence of the Chairman or in the event of his inability or refusal to act, the Vice-Chairman shall perform all duties of the Chairman and when so acting shall have all the powers and be subject to all restrictions of the Chairman.

Section 6. Secretary. The Board may employ or appoint and fix the compensation of a Secretary, who may not be a member of the Board of Directors, who shall maintain custody of the official records, books, documents, or other papers not required to be maintained by the Treasurer. The Secretary shall attend meetings of the Board and keep a record of its proceedings and shall perform such other duties as are delegated by the Board.



Section 7. Treasurer. The Board may employ or appoint and fix the compensation of a Treasurer, who may be a member of the Board of Directors unless the Finance Director of the City of Battle Creek is appointed as the Treasurer, in which case the Treasurer may not be a member of the Board of Directors. The Treasurer shall keep the financial records of the Authority and shall, together with the Director, if one is appointed, or with the chairman, if a Director is not appointed, approve all vouchers for the expenditures of funds of the Authority. The Treasurer shall perform such other duties as may be delegated to him by the Board and shall furnish bond in an amount prescribed by the Board. The premium on the bond shall be deemed an operating expense of the Authority payable from funds available to the Authority for expenses of operation.

#### **Article IV**

#### **MEETINGS**

Section 1. Annual Meeting. The annual meeting shall be held on the third Tuesday of April at the hour of 5:00 p.m., commencing in the year 2003, pursuant to notice. The election of officers shall occur at the first meeting of the Board of Directors and thereafter annually at the annual meeting. If the election of officers should not occur on the day designated, or the adjournment thereof, the Board shall cause the election to be held at a regular or special meeting of the Board within ninety (90) days of the annual meeting.

Section 2. Special Meetings. Special meetings of the Board may be called by the Chairman, by the Vice-Chairman in the absence of the Chairman, by any three (3) members, or by the City Commission by giving twenty-four (24) hours notice of the meeting, stating the purpose of the meeting and by posting the notice eighteen (18) hours prior to the meeting.

Section 3. Notice of Meeting. All meetings shall be preceded by public notice posted eighteen (18) hours prior to the meeting in accordance with the Open Meetings Act (Act 267 of the Public Acts of 1976, as amended).

Section 4. Agenda. The Chairman may prepare the agenda for all meetings and send them to the Authority members at least twenty-four (24) hours prior to a meeting. Any members of the Authority may request any item to be placed upon the agenda.

Section 5. Quorum and Voting. A majority of the voting members of the Board in office shall constitute a quorum for the transaction of business. An affirmative vote of a majority of the voting members of the Board in attendance at a meeting in which a quorum is initially present shall constitute the action of the Board unless the vote of a larger number is required by Statute or elsewhere in these Bylaws.

Section 6. Rules of Order. Roberts Rules of Order will govern the conduct of all meetings except as otherwise provided in these By-Laws.

## **Article V**

### EMPLOYMENT OF PERSONNEL

Section 1. Director. The Board may employ and fix the compensation of a Director subject to the approval of the City Commission of Battle Creek. The Director shall serve at the pleasure of the Board. A member of the Board is not eligible to hold the position of Director. Before entering upon the duties of his office, the Director shall take and subscribe to the constitutional oath and furnish bond by posting a bond, in the penal sum determined in the resolution establishing the Authority, payable to the Authority for the use and benefit of the Authority. The bond shall be approved by the Board, and filed with the City Clerk. The premium on the bond shall be deemed an operating expense of the Authority, payable from funds available to the Authority for expenses of operation. The Director shall be the Chief Executive Officer of the Authority. Subject to the approval of the Board, the Director shall supervise and be responsible for the preparation of plans and the performance of the functions of the Authority in the manner authorized by Act 381, Public Acts of 1996. The Director shall attend the meetings of the Board and shall render to the Board and to the City Commission of the City of Battle Creek a regular report covering the activities and financial condition of the Authority. If the Director is absent or disabled, the Board may designate a qualified person as Acting Director to perform the duties of the office. Before entering upon the



duties of his office, the Acting Director shall take and subscribe to the oath and furnish bond as required of the Director. The Director shall furnish the Board with information or reports governing the operation of the Authority as the Board requires.

Section 2. Legal Counsel. The Board may retain legal counsel to advise the Board in the proper performance of its duties. The legal counsel shall represent the Authority in actions brought by or against the Authority.

Section 3. Other Personnel and Agents. The Board may employ other personnel and agents deemed necessary by the Board.

## **Article VI**

### **COMMITTEES AND ADVISORY BOARDS**

Section 1. Committees. The Board, by resolution, may designate and appoint one or more committees to advise the Board. The committee members shall be members of the Authority. The Chairman of the Authority shall appoint the members and select the Chairperson. The committees may be terminated by a vote of the Authority. At the annual meeting, each committee will be evaluated and reappointed or dissolved. A majority of the members of a committee will constitute a quorum. A majority of the members present at the meeting at which a quorum is present shall be empowered to act on behalf of the committee.

Section 2. Advisory Boards. The Board may, by resolution, authorize the establishment of advisory boards to the Authority. The Chairperson shall select, with the advice and consent of the Authority members, the members of each advisory board. The advisory boards shall elect their own officers and establish rules governing their actions.

## Article VII

### CONTRACTS AND FUNDS

Section 1. Contracts. The Board may authorize the Director or an agent or agents of the Authority to enter into any contracts necessary or incidental to the exercise of its powers and performance of its duties authorized under Act 281 of 1986, and as amended hereafter.

Section 2. Funds. All checks, drafts or orders for the payment of money, notes or other evidence of indebtedness issued in the name of the Authority shall be signed by the Treasurer and countersigned by the Director, if one is appointed, or the Chairman if a Director is not appointed. Monies received by the Authority shall immediately be deposited to the credit of the Authority, subject to disbursement pursuant to Act 281, Public Acts of 1986. The Board may select banks, trust companies or other depositories for the deposit of Authority funds. No funds of the Authority shall be disbursed except as provided for in the budget of the Authority. No budget adopted by the Board of the Authority shall be considered finally adopted until it has been approved by the City Commission of the City of Battle Creek.

Section 3. Contribution or Gifts. The Board may accept on behalf of the Authority any contribution, gift, bequest or devise for the general purposes or for any special purpose of the Authority.

## Article VIII

### BOOKS AND RECORDS

Section 1. Bookkeeping, Minutes and the Annual Audit. The Authority shall keep correct and complete records of books and accounts and minutes of the meetings. The records shall be kept at the principal office of the Authority which will have a record of the names and addresses of the members of the Authority. The principal office of the Authority shall be at the offices of Battle Creek Unlimited, currently located at 4950 West Dickman Road, Battle Creek, Michigan 49015. All books and records of the Authority shall be open to the public. An annual audit by an independent,

certified public accountant will be conducted, prepared and presented to the Board of Directors and the City Commission of the City of Battle Creek.

Section 2. Fiscal Year. The fiscal year of the Authority shall begin on the first day of July and end on the last day of June of each year.

## Article IX

### POWER OF AUTHORITY

Section 1. Specific Powers. In addition to the general powers of the Board of Directors granted in Article II, Section 1, the Board of Directors shall have the prescribed powers afforded to it under P.A. 281 of 1986 and the following specific powers:

- a) Adopt, amend and repeal bylaws for the regulation of its affairs and the conduct of its business.
- b) Incur and expend funds to pay or reimburse a public or private person for costs of eligible activities attributable to an eligible property.
- c) Study and analyze unemployment, underemployment, and joblessness and the impact of growth upon the authority district or districts.
- d) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility.
- e) Develop long-range plans, in cooperation with the agency which is chiefly responsible for planning in the municipality, to promote the growth of the authority district or districts, and take the steps that are necessary to implement the plans to the fullest extent possible to create jobs, and promote economic growth.
- f) Implement any plan of development necessary to achieve the purposes of this act in accordance with the powers of the authority as granted by this act.
- g) Make and enter into contracts necessary or incidental to the exercise of the Board's powers and the performance of its duties, including, but not limited to, the amendment of the "Agreement" with the Michigan Economic Development Corporation hereafter to maintain the designation of an area or areas under the control of the Authority as a Certified Technology Park.
- h) Acquire by purchase or otherwise on terms and conditions and in a manner the authority considers proper, own or lease as lessor or lessee, convey, demolish, relocate, rehabilitate, or otherwise dispose of real or personal property, or rights or interests in that property, which the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options with respect to the property.

- i) Improve land, prepare sites for buildings, including the demolition of existing structures, and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, or operate a building, and any necessary or desirable appurtenances to a building, as provided in Section 12(2) of Act 281, Public Acts of 1986, concerning public facilities in certified technology parks, for the use, in whole or in part, of a public or private person or corporation, or a combination thereof.
- j) Fix, charge, and collect fees, rents, and charges for the use of a building or property or a part of a building or property under the Board's control, or a facility in the building or on the property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.
- k) Lease a building or property or part of a building or property under the Board's control.
- l) Accept grants and donations of property, labor, or other things of value from a public or private source.
- m) Acquire and construct public facilities, as defined by Section 2(aa) of Act 281 of Public Acts of 1986.
- n) Incur costs in connection with the performance of the Board's authorized functions including, but not limited to, administrative costs, and architects, engineers, legal, and accounting fees.
- o) Plan, propose, and implement an improvement to a public facility on eligible property to comply with the barrier free design requirements of the state construction code promulgated under the state construction code act of 1972, Act No. 230 of the Public Acts of 1972, being Sections 125.1501 to 125.1531 of the Michigan Compiled Laws.
- p) Obtain loans from the Michigan Economic Development Authority and to expend and repay same in accordance with the "Agreement".
- q) To contribute funds to the Michigan Smartzone Authority to assist that interlocal agency in marketing and, otherwise, in accordance with the "Agreement".
- r) To enter into a contract or contracts with local Partner(s) or an Affiliated Partner to operate and plan the activities supported by the Authority, i.e. administrative services, marketing, research and implementation of the Authority's financing and development plans.
- s) To cooperate with the Local Partners identified in the "Agreement" in meeting the goals established under the "Agreement".
- t) To develop the Certified Technology Park by taking advantage of the unique characteristics and specialties offered by our local public and private resources.
- u) To develop a business incubator within the Certified Technology Park in accordance with the Act.

- v) To develop a business plan for the Certified Technology Park.
- w) To develop the Certified Technology Park to principally consist of “eligible property” as defined by the Act (Section 2(p)(iii)(v)).

Section 2. Bonds. The Authority may borrow money and issue promissory notes and/or its negotiable revenue bonds therefore pursuant to Act 281, Public Acts of 1986 and Act 202, Public Acts of 1943, as amended. Bonds and Notes issued by the Authority shall not, except as provided in the Act, be deemed a debt of the City of Battle Creek or the State of Michigan.

Section 3. Tax Increment Financing Plan. When the Authority determines that it is necessary, appropriate and proper, the Authority shall prepare and submit a Tax Increment Financing Plan and Development Plan or Plans and/or amendments to an existing plan to the City Commission of the City of Battle Creek. The Plans shall comply specifically with Sections 12 through 15 of Act 281, Public Acts of 1986 and all other sections of that Act.

Section 4. Other Means of Financing. The Authority may derive revenue from any property, building or facility owned, leased, licensed or operated by the Authority or under its control, or transferred to the Authority by the City of Battle Creek pursuant to MCLA § 125.2160; MSA § 3.540 (2160). The Authority may also obtain money from any other sources approved by the City Commission for the City of Battle Creek or by Act 281 of Public Acts of 1986, including: the issuance of tax increment bonds pursuant to Section 14 of the Act; and the issuance of Notes with respect to future loans from the Michigan Economic Development Corporation pursuant to the Battle Creek Aviation and E-Learning Smartzone Agreement.

## **Article X**

### **DISTRICT BOUNDARIES**

The Authority shall exercise its power within the areas (districts) described in Resolution 237, adopted June 18, 2002, of the Battle Creek City Commission and recorded with the Secretary of State as initially established and as amended from time-to-time. Nothing contained herein shall be considered to be a limitation upon the right of the Authority to construct “public facilities” (as

defined in § 2(aa) of the Act) outside of the areas so designated in order to service and improve the districts and carry out the purposes for which the Authority was established.

## **Article XI**

### **AMENDMENT TO BY-LAWS**

At any regular or special meeting these by-laws may be altered, amended or repealed and new bylaws adopted by the affirmative vote of a majority of the Board.

## **Article XII**

### **INDEMNIFICATIONS**

Any member of the Board, officer or employee shall be indemnified or reimbursed by the Authority for expenses (including attorney's fees), judgments, fines and amounts paid in settlement actually and reasonably incurred in connection with any threatened, pending or completed action, suit or proceeding, whether civil, criminal, administrative or investigative (other than an action brought by or in the right of the Authority against the member, officer or employee, in the event of which such indemnification or reimbursement may extend only to expenses, including attorney's fees, actually and reasonably incurred in connection with the defense or settlement or such action or suit and then only if such person acted in good faith and in a manner he/she reasonably believed to be in or not opposed to the best interests of the Authority) against the Authority or against any corporation, partnership, joint venture, trust or other enterprise which he/she served in any such capacity at the request of the Authority. Provided, however, that no person shall be indemnified or reimbursed in relation to any matter in any such action, suit or proceeding as to which he/she shall finally be adjudged to have been guilty of or liable for gross negligence, willful misconduct or criminal acts in the performance of his/her duties to the Authority; and provided, further, that no person shall be so indemnified or reimbursed in relation to any such matter in any such action, suit or proceeding which has been made the subject of a compromise/settlement, except when the compromise/settlement has been approved by the Board of the Authority, acting by vote of members

(not parties to the same or substantially the same action, suit or proceeding) constituting a majority of the Board. The foregoing, right of indemnification or reimbursement shall not be deemed exclusive of other rights to which such person may be otherwise entitled, and shall continue as to a person who has ceased to be a member of the Board, officer or employee and shall inure to the benefit of the heirs, executors and administrators of such a person.

The Authority may, upon the affirmative vote of a majority of its Board, purchase insurance for the purpose of indemnifying its members, officers and other employees to the extent that such indemnification is allowed in the preceding paragraph. Such insurance may, but need not be for the benefit of all members, officers or employees. Expenses incurred in defending a civil or criminal action, suit or proceeding described in the first paragraph of this Article XII may be paid by the Authority in advance of the final disposition of such action, suit or proceeding as authorized by the Board of the Authority in the specific case upon receipt of an undertaking by or on behalf of the member of the Board, officer or employee to repay such amount unless it shall ultimately be determined that he/she is entitled to be indemnified by the Authority as authorized in this Article XII.

BATTLE CREEK LOCAL DEVELOPMENT  
FINANCE AUTHORITY

Date: \_\_\_\_\_

By: \_\_\_\_\_  
\*

Its: \_\_\_\_\_

Prepared by:  
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/mmy

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# APPENDIX 6

**LDFA Board Resolution 1/21/03**



Battle Creek Local Development Finance Authority  
4950 West Michigan Road  
Battle Creek, Michigan 49015  
Telephone: (269) 962-3682 Fax: (269) 962-8096

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## RESOLUTION

NOW, THEREFORE, BE IT RESOLVED, that the Battle Creek Local Development Finance Authority Board approved the Local Development Finance Authority Development Plan and Tax Increment Finance Plan for District #1 and District #2.

January 21, 2003

# APPENDIX 7

City Commission Resolution 6/18/02



# APPENDIX 7

## RESOLUTION

237

NO. \_\_\_\_\_

A RESOLUTION ESTABLISHING LOCAL DEVELOPMENT FINANCING AUTHORITY DISTRICT BOUNDARY AREAS, DISTRICT #1, DESIGNATED SMARTZONE TECHNOLOGY PARK; AND DISTRICT #2, DESIGNATED I-94 BUSINESS PARK ZONE.

BATTLE CREEK MICH. 6/18/02

**Resolved by the Commission of the City of Battle Creek:**

WHEREAS, the City Commission of the City of Battle Creek held a public hearing on April 9, 2002, at 7:00 PM in the City Commission Chambers, City Hall, Battle Creek, Michigan, for the purpose of hearing all persons interested in a proposal to establish a Local Development Financing Authority District Boundary Areas, pursuant to Public Act 248 of 2000, and has therefore afforded an opportunity to the owners of property within the proposed District and residents and taxpayers of property within the proposed District and residents and taxpayers of the City of Battle Creek to appear and be heard, and

WHEREAS, a Notice of Public Hearing was published in the *Battle Creek Enquirer* on March 7, 2002, a copy of which is on file in the Office of the City Clerk, and

WHEREAS, the City of Battle Creek is desirous of designating said property Local Development Finance Authority #1, as the SmartZone Technology Park; and Local Development Finance Authority Area #2, as the I-94 Business Park Zone, and

WHEREAS, the City of Battle Creek finds and determines that the proposed Local Development Financing Authority District Boundary Areas meet the requirements of said Act and the City of Battle Creek meets the requirements of eligibility to establish said District,

NOW, THEREFORE, BE IT RESOLVED that the City Commission of the City of Battle Creek does hereby declare the real property as more fully described in attached Exhibits A & B to this Resolution located within the City of Battle Creek as Local Development Financing Authority Districts #1 and #2 and the City Clerk shall promptly file this Resolution with the Michigan Secretary of State and cause its publication at least once in a newspaper of general circulation in the City; and

BE IT FURTHER RESOLVED that the City Commission for the City of Battle Creek approves the Local Tax Increment Financing and Development Plan for Local Development Finance Authority District #1; Smart Zone and Local Development Finance Authority District #2: I-94 as amended to reflect and comply with the Memorandum of Understanding between the City of Battle Creek and Calhoun County authorized by Resolution 220 approved June 4, 2002 and to permit the pass-through of the Library District millage on property within the two Authority Districts; and

BE IT FURTHER RESOLVED that the City Manager is authorized to execute the Battle Creek Aviation and E-Learning Smart Zone Agreement with the Michigan Economic Development Corporation upon its approval by the City Attorney.

APPENDIX 8



TAX INCREMENT FINANCING AUTHORITY PLAN  
FOR  
BATTLE CREEK FORT CUSTER INDUSTRIAL PARK

Revised  
April, 1993

Dr. M L K

## PART ONE

### Battle Creek Tax Increment Finance Authority Development Plan

#### I. Introduction

The comprehensive revision of the Battle Creek Tax Increment Finance Authority (BCTIFA) Development Plan was necessitated by the introduction of complex tax reform legislation currently being debated in Lansing. The Lansing office of the law firm Miller, Canfield, Paddock and Stone has advised BCTIFA staff that it would be in the best interest of the Authority to complete the process of updating its Development Plan prior to July 1, 1993 (see Figure 1 - attached).

The City of Battle Creek, Michigan, has been striving to maintain a rate of economic growth which will continue to provide a satisfying and healthy life for all area residents. In attempting to stimulate highly desirable and diversified employment opportunities from sound private investment, the City has acquired approximately 3,000 acres of land through the excess property program of the Federal Government. This land is now known as the Fort Custer Industrial Park and it comprises the bulk of the property included within the boundaries of the Battle Creek Tax Increment Finance Authority district.

Very few older cities in the United States of comparable size to Battle Creek have a land resource of such magnitude within their city limits which can be committed to economic development. Realizing both the opportunity and the responsibility, the Battle Creek City Commission created Battle Creek Unlimited, a nonprofit corporation, charged with marketing the Fort Custer Industrial Park to achieve broad public goals established for the welfare of the total community. Battle Creek Unlimited also advises the City Commission on development programs for the park. To discharge the responsibility, Battle Creek Unlimited decided to prepare a Comprehensive Plan to guide its future decisions.

The Battle Creek City Commission authorized the funding of the Comprehensive Plan, but financial assistance was provided by the Albert L. and Louise B. Miller Foundation, the Southwest Michigan Building and Construction Trades Council AFL-CIO, the Calhoun County UAW Community Action Council, and through technical assistance grants from the Economic Development Administration (EDA), U.S. Department of Commerce.

Formal professional planning for the industrial park began when the Board of Directors of Battle Creek Unlimited interviewed consultants for the task of preparing the Comprehensive Plan ~~and its implementation program~~. Ballinger/WMRT of Philadelphia, Pennsylvania, the consultants selected to provide these services, put together a team of specialists to carry out the work. The Ballinger Company is a firm of architects and engineers who have designed over three hundred industrial buildings of all kinds and sizes. Wallace, McHarg, Roberts and Todd (WMRT), urban, regional, and ecological planners, architects, and landscape architects, have planned a number of large scale industrial parks and industrial complexes. Simpson and Curtin, transportation planners, were responsible for traffic projections and street, highway, and railroad layouts. A.J. Pennington, Inc. provided the market and cost analyses. Gilbert Associates, Inc., civil engineers, assisted the engineers from Ballinger with the utilities planning. Environments, Inc., made recommendations on park graphic design.

The basic charge given to Battle Creek Unlimited and to their planning consultants <sup>was</sup> ~~is~~ best expressed in a memorandum of January 13, 1971, from a former city manager of Battle Creek: "...more and better jobs for the people of Battle Creek." The memorandum went on to spell out



the underlying motivation for this goal: "The industries located in Fort Custer should provide the greatest number of career opportunities for a wide range of talents, skills, and education, paying good salaries and wages, so that all persons in Battle Creek, especially the young, need not look elsewhere for opportunity--so that they can remain and work in Battle Creek with sufficient income to afford the better things in life--good housing, better education for their children, medical care, a good car, and the leisure-time pleasures of recreation and cultural activities."

The basic goal of increasing employment opportunities for citizens of Battle Creek was enriched by a series of secondary objectives. These include:

- 1 providing a full range of activities within the park to increase the businesses opportunities for the occupants and to provide a rich working environment for the employees;
- 2 making full use of all the transportation possibilities including rail service and the W.K. Kellogg Airport; and,
- 3 ensuring that the desired economic development occurs in such a way that undue environmental costs do not result.

The consultants were further charged with preparing a Master Development Plan and Implementation Program which would be a flexible and practical management tool for marketing, financial management, and public and private investment; would safeguard the public interests; and would provide the means for appropriate community participation. To achieve these objectives, the emphasis was placed upon creation of a management process for continued planning and adapting to changing conditions, as well as providing a specific product in architectural, environmental, programmatic engineering and fiscal terms.

Goals and goal elements were translated into land requirements in terms of jobs based upon industries most likely to locate in the Battle Creek area. Regional growth projections were reviewed and independent forecasts of population, income, and employment were developed. A mix of light and heavy industries, research and development, commercial and other uses was introduced and a potential land use program was developed. Land uses compatible with the goals and objectives, marketing capability, and a diversified mix were related to the available land.

Without a program determination, work could not begin on an analysis of the systems required to serve the complex. Regional and site transportation facilities were reviewed in terms of capacities and constraints. Investigation included the existing and proposed highway network and available air and rail services. Sewer, water, gas, electric, and telephone supply and distribution systems were reviewed in present form and future service capability. The land itself was recognized as the major resource for the Fort Custer Industrial Park. It is a complex and expendable resource which, if used wisely, will continue to offer high returns. Unwise use will erode the profitability with indirect and hidden costs which, if not realized immediately, will be borne by future generations.

Accordingly, the factors which make up the total natural environment were examined. These included bedrock, geology, surface water, ground water, weather, soil quality, vegetation, and wildlife. From an analysis of these factors, conclusions were drawn which characterized the land in terms of its relative suitability for development. Those lands where people can operate with the greatest ease and the least cost were designated as most suitable for use. Most of the site falls into this category. As development costs would increase, or as land becomes more sensitive to human intrusion, then it is increasingly less suitable for construction. In this way, the total site has been ranked in terms of ease and desirability of future building activity.

From this understanding of the properties of the land resources, from a knowledge of the potential market, from analysis of the goals of Battle Creek Unlimited and the City of Battle Creek,

and from analysis of the man-made systems servicing the park, a series of four possible future developments was generated. In December, 1980, a fifth possible future development was also generated.

## II. Comprehensive Plan

The central concept of this plan is to provide a framework which allows precise decisions to be made whenever required and to establish a set of guidelines to make sure that the decisions are correct. The guidelines are overt and explicit.

The plan is, therefore, a living and changing document which can be updated at least on an annual basis for recording decisions made and to act as a continuing framework. The physical plan is the framework within which decisions are made. The development sequence and the economic plans are guidelines by which questions can be judged.

The Master Plan, then, is composed of these two elements:

- (1) a physical plan of land uses, structures, transportation capabilities, utilities, a method for subdividing available land into sales parcels, and necessary public and private activities; and,
- (2) a development sequence which tells how to move step by step to build the park over the course of several years.

## III. Ecological Resource Analysis

Discovering and prescribing the intelligent use of the land resource was the starting point in the planning process. The ecological planning method is an explicit process to understand the express opportunities and constraints in the interaction of natural phenomenon and man-induced change. Each area of the site is ranked for its most appropriate use. These uses were then matched with the program of activities derived from the goals statement. The coincidence of the appropriate use of the natural environment with the program requirement produces a land use plan which gives direction to all other physical elements of the Master Plan.

The first step of the ecological analysis was to describe the natural features of the site through research into previous reports and other literature, use of aerial photographs, and field work. The areas of natural science investigated were geology (both surficial and bedrock), ground water, surficial hydrology, topography, soils, vegetation, wildlife, and landscape quality. A graphic description of each feature was made on a site map utilizing color variations to express distinctions.

The second step was an interpretation of each environmental factor within the site to determine its limitations on development and the potential impact of development. The highlights of this study can be simply stated. The water regime, both surface and ground water, is most sensitive to alteration. The two systems are very closely interconnected. Whatever appears in the surface water will assuredly show up in the ground water system. The Marshall Formation, a bedrock under the southern portion of the site, is a very good water source. However, pollutants will enter this ground water system directly from the surface water and, once polluted, the ground water will not readily cleanse itself.

The streams and wetlands on the surface perform an important hydrologic function in draining the site. The wetlands are characterized by muck soils which are basically unstable and make a very poor building foundation. However, the mucks perform an important natural function. They are capable of absorbing tremendous quantities of water. During rainstorms they soak up excess

water and hold it, slowing the discharge and preventing downstream flooding. At the same time, the natural vegetation growing on the soils acts to cleanse the retained waters of chemical and biological impurities.

In 1990, a comprehensive wetland identification and mapping project covering the southern portion of the Fort Custer Industrial Park was completed by Snell Environmental Group, Inc. (SEG) of Lansing, Michigan. The SEG study (see Figure 2 - attached) identified the four types of wetland areas present in this portion of the park (emergent, scrub-shrub, forested, and combination) and provided a detailed map outlining the type and location of each wetland area. This study will continue to help guide development in this portion of park for the next several years.

In 1991, GZA GeoEnvironmental, Inc. (GZA) of Livonia, Michigan completed the *Community Noise Survey at Harts Lake*. The purpose of this survey was to measure and quantify ambient noise levels at the site, in order to evaluate potential future land use and/or development in this area. Such a study was critical for this portion of the park given its proximity to Interstate 94 to the south, W.K. Kellogg Airport to the east, and the U.S. Army's Fort Custer Reserve Training facility to the north and west. Quite simply, this study helps determine appropriate land uses, if any, in this area, given the existing level of ambient noise.

In 1992, Ms. Sandra E. Marlatt, Consulting Ecologist to Battle Creek Unlimited, produced a report entitled *Environmental Assessment & Site Reclamation Needs for the Harts Lake Area of Fort Custer*. As stated in the final report, this project was undertaken to provide the following:

1. A general environmental description of the Harts Lake area to the condition of the property; notation of wetlands and any other areas of ecological significance; confirmed or possible presence of any threatened, rare or endangered species.
2. A list of necessary military actions needed to restore the area to as near its natural or native state as is reasonable by the end of their lease. The focus is to be on (a.) removing materials from the site which have been put there by human activity, and (b.) implementing restorative land management techniques such as grading, filling, planting, seeding, mulching, et al, to minimize erosion and permit the land to revegetate itself.

With understanding of this order, all the natural characteristics of the area can be evaluated to determine their relative tolerance to modification and the cost which would have to be borne if the conditions were altered beyond certain limits. The areas of greatest sensitivity were detailed in the Ballinger/WMRT document's Synthesis Conservation Map (see Figure 3 - attached).

There are three grades of ranking:

1. Areas of Conservation: As might be expected, these are the most essential elements of the water regime. Disruption would be expensive and would result in the ultimate loss of valuable site amenities. The area is composed of:
  - a. floodplains, drainageways, and surface waters;
  - b. wetlands; and,
  - c. seasonal wetlands and organic soils with over five feet to firm soil.
2. Areas Requiring Management: These features can be moderately modified without undue costs. Good management practices can prevent any harm from development.

There are two categories of management:

a. Strict Management:

- 1) seasonal wetlands and organic soils with 0-5' to firm soil;
- 2) 100' buffer around surface water, wetlands and organic soils;
- 3) 12%+ slopes; and,
- 4) mature lowlands woods

b. Management:

- 1) upland mature woods; and,
- 2) wildlife habitats of high value.

3. Few Natural Constraints to Development: The vast majority of the site has few natural constraints to development. This is particularly true of the northern portion of the site on each side of Dickman Road.

#### IV. Physical Development Plan

The Ballinger/WMRT Physical Development Plan, along with the Economic Plan discussed in the Economic Analysis section of the consultant's report, form the core of the Comprehensive Plan for Fort Custer Industrial Park.

The Physical Development Plan consists of three parts. The Land Use Element contains a program of uses and the allocation of those uses to the site. The Circulation Element describes those traffic and transit improvements within the Park, the necessary connection to the existing system, and the modification to the external system to accommodate Park demand. The Utilities Element identifies the sanitary and storm sewer needs, the water, electric, gas, and telephone demands and details the ways in which these requirements are met.

##### A. The Land Use Element

The basic program for land use was developed from the initial goals which gave rise to Fort Custer.

Four primary needs continue:

1. to provide new jobs to reduce unemployment from the prevailing levels of approximately 7.0% to an employment level of approximately 94.0%;
2. to provide new jobs and training for workforce entrants from the existing area population;
3. to provide expansion space for businesses which might otherwise be forced to leave the Battle Creek area such as in the case of United Steel & Wire Company, Union Pump Company, National Sign and Signal Company, Collateral Management Company, Battle Creek Flower Exchange Inc., and Gallagher Industrial Laundry, Inc.
4. to provide new jobs for projected migrants to the area. This need is the most difficult to identify and is probably the lowest priority.

The Land Use Plan is based upon the planning synthesis which consolidates all previous data on the environment, access, utility availability, ease of development, and adjacent area conflicts into an expression of site suitability. The Land Use Plan simply assigns those uses to the most propitious land.

The development of Fort Custer Industrial Park has been concentrated in three areas. These areas are identified by natural terrain, economics of development, availability of service, etc. While they are recognizably separate and distinct, nevertheless, they are tied to one another by the overall network of utilities and circulation. In addition, two other areas are projected for future development activity. Those areas are the Harts Lake property and the area located north of the existing Veterans Administration Medical Center. The current districts are:

1. Dickman Road Corridor: The Dickman Road Corridor is characterized by highly developable land through an existing street network and existing services capable of expansion. This district was marked for intense and early development in predominantly manufacturing uses and is largely built out. One of the major gateways to the Fort Custer Industrial Park is located where Dickman Road enters the eastern area of the park. Marking this entrance is a commercial/service area set aside to serve primarily as a convenience for park employees. See Figure 4 - attached.
2. Hill-Brady Road Corridor/Southeast Park Area: The <sup>1090</sup> acres of this district are generally undisturbed virgin land. The lease of <sup>159</sup> acres of land to the Michigan Air National Guard, the anticipated lease of approximately 150 acres of land to the Department of the Navy (due to the creation of the 15 acre Engineer Lake), and large areas of muck soils and dense vegetation will limit development of this land to approximately 275 acres, with much of it anticipated to host heavy industrial users.

Due to the award of an Urban Development Action Grant totalling \$6.25 million in 1985, it was possible to complete the extension of Hill-Brady Road to Martin Luther King Memorial Highway in accordance with the Ballinger Master Plan. In addition, the construction of Logistics Drive and Buckner Drive have made possible the development of over 90 acres of land in the extreme southeastern portion of the Fort Custer Industrial Park. This 90 acre section of land is particularly attractive for industries with extensive transportation requirements due to its proximity to Interstate 94 and the mainline tracks of Grand Trunk Western/Canadian National North America Railroad. Clear Zone Areas near the intersection of Martin Luther King Memorial Highway and Columbia Avenue have been established by the Federal Aviation Administration. See Figure 5 - attached.

3. Kellogg Airport District: This district is comprised of the property generally described as being east of the mainline tracks of Grand Trunk Western/Canadian National North America Railroad and within the boundaries of the Battle Creek Tax Increment Finance Authority district. Due to the general agreement between the communities of Battle Creek and Kalamazoo, the Kalamazoo/Battle Creek International Airport has been designated as the area's passenger hub, leaving the W.K. Kellogg Airport available for development and maintenance of non-passenger aeronautical uses. At this time, the general agreement removes the need for an expensive, modern terminal building at W.K. Kellogg Airport.

Development of W.K. Kellogg Airport is anticipated to continue in a number of ways. These ways include maintenance and cultivation of aerospace industries (such as Kal-Aero Inc.), further development of cargo handling capabilities (including maintenance and possible improvement or expansion of the City-owned cargo hangar and the possible development of a direct cargo link to the Fort Custer Industrial Park), maintenance and possible improvement of aviation

services (for instance those offered by a fixed-base operator [FBO] such as Battle Creek Air Services, maintenance and further development of government facilities (such as the new Flight Inspection Field Office of the FAA and the Battle Creek Air National Guard base) and maintenance and improvement of general aviation services (such as the City-owned T-hangars, corporate hangars, etc.). In addition, W.K. Kellogg Airport's standing as an uncongested airport featuring a 10,003 foot main runway and a large amount of City-owned available and contiguous acres of land makes it ideal for pilot training activities. This situation forms the basis for the ongoing investigation of an possible air academy dedicated the training given the projected shortage of airline pilots over the next several years. Battle Creek Tax Increment Finance Authority participation in the development and continued successful operation of such a training facility would be critical. See Figure 6 - attached.

As stated earlier, the two districts targeted for possible future development include:

4. Harts Lake Property: This section of approximately 441 acres currently hosts U.S. Marine Corps training activities (through the Department of the Navy) on approximately 216 acres. This situation is anticipated to change (see Hill-Brady Road Corridor/Southeast Park Area narrative) in 1993. Removal of the Marine/Navy training activity and restoration of the property per the Sandra Marlatt report would pave the way for potential development of the Harts Lake property. This property may be well suite to host smaller, high tech firms which typically seek aesthetically appealing sites as locations for new developments. this theme has already begun as evidenced by the existing structures on Harts Lake Road (Anatech, Ltd. and Hotset Corporation). Development of these types of facilities would most likely require installation and/or improvement of all forms of utilities and services (perhaps a fiber optic communication network, satellite uplink/downlink capability, basic public and private utilities, etc.). Whatever future development takes place, sensitivity to the environmental characteristics of the Harts Lake property will be of utmost importance. Reliance of past studies (SEG, GZA, and Ballinger reports, etc.) and appropriate further investigations will be critical to any development in order to reduce the impact on the environment as much as possible. See Figure 7 - attached.
5. Property North and East of the Veterans Administration Medical Center: Due to its remote location, rolling topography, dense forestation and limited accessibility, the land located north and east of the existing Veterans Administration Medical Center (approximately 200 acres) may lend itself to the establishment of a concentrated research and development sector in the Fort Custer Industrial Park. The serenity of the setting would be most hospitable for the location of research facilities and high-technology light industry. In order to realize a potential land use, this area will have to be serviced by the extension of utilities. It should be an increasingly important objective for this land to receive municipal services, most likely accomplished through the construction of the platted Rainbow Road. See Figure 8 - attached.

Finally, discussion of an additional development category is necessary.

6. Other: Consistent with the language of the Ballinger report, various services, amenities, and facilities have been <sup>acquired</sup> established, upgraded, or maintained in the Fort Custer Industrial Park and within the boundaries of the Battle Creek Tax Increment Finance Authority district. These actions have been taken in an effort to continually improve the overall marketability and development of the park and

the district. These actions include, but are not limited to, the following:

- Development, expansion and maintenance of the Frederick R. Brydges Customs Cargo Center
- Development, expansion and maintenance of the Regional Manufacturing Technology Center
- Acquisition, redevelopment and preparation for sale of the facility known as the Robbins Building

• *land contract purchase of vacant city owned property in approved*  
Additional projects such as those listed above can be anticipated if the Fort Custer Industrial Park and the Battle Creek Tax Increment Finance Authority district are to remain favorable locations for existing or incoming private investment and job creation activities.

*BCIA  
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## APPENDIX 9

## 2710 TERRITORIAL RD W

Map was printed on: 12-Jul-01



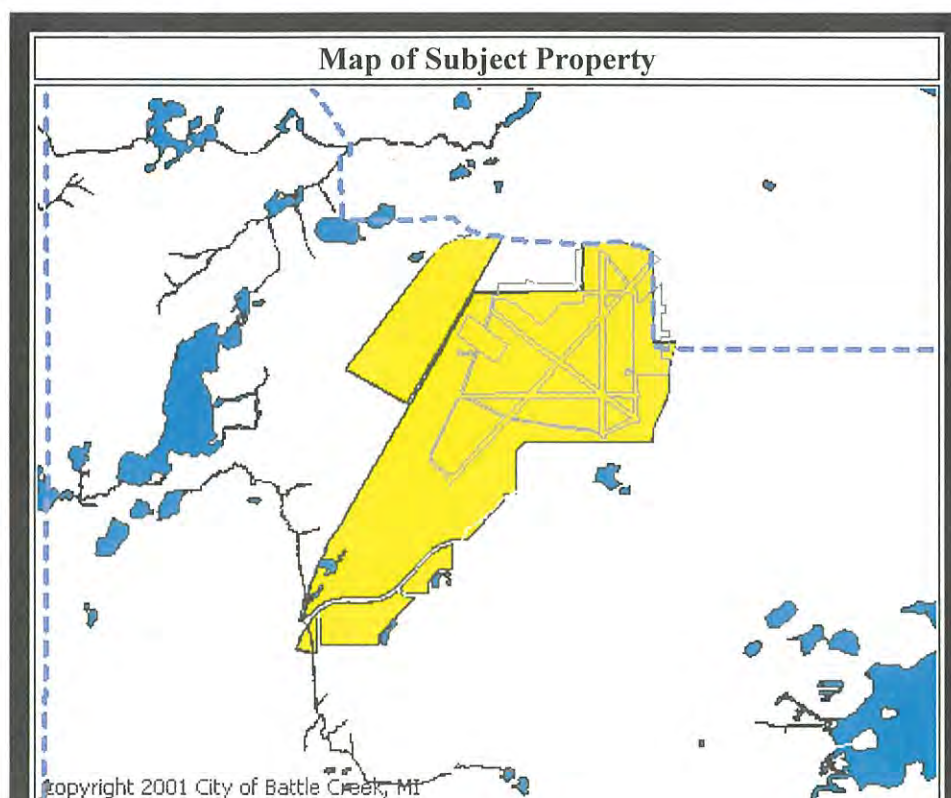
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0059-00-001-0

**Legal Description:** SECS 8, 9, 10, 16, 17 & 20 T2S R8W COMM N LI OF ABANDONED TERRITORIAL RD AT WLY ROW LI OF GTWRR - E 118.95 FT TO ELY LI OF RR & TRUE POB - SWLY ALG SD ELY LI TO PT LYING S 11 DEG 25 MIN W 100 FT FROM S LI OF SEC 17 - S 78 DEG 35 MIN E 517.83 FT - N 900.43 FT - S 698 FT M/L TO S LI OF SEC 17 - E ALG S SEC LI TO PT LYING 1948.98 FT W OF SE SEC COR - N PAR WITH E LI OF SEC 17, 245 FT M/L TO PT LYING 60 FT ELY OF C/L OF ABANDONED GTWRR ROW - NELY PAR WITH SD C/L TO PT ON S 1/8TH LI LYING 1005 FT M/L FROM E SEC LI - E ALG S 1/8TH LI TO PT LYING 658 FT W OF E SEC LI - N PAR WITH E SEC LI TO PT LYING 49.5 FT SELY OF C/L OF ABANDONED GTWRR - NELY PAR WITH SD C/L TO S LI OF N 1/2 OF N 1/2 OF SE 1/4 - E ALG SD S LI TO E SEC LI - N TO N LI OF COLUMBIA AVE - E ALG SD N LI 364.42 FT - NELY 1422 FT TO PT LYING 1320 FT E OF W LI OF SEC 16 - N TO NW COR OF SE 1/4 OF NW 1/4 OF SEC 16 - E 330 FT - N TO PT 191.82 FT S OF N LI OF SEC 16 - N 44 DEG E 270.28 FT TO N SEC LI - E ALG N SEC LI TO PT LYING 15.96 FT W OF NE COR OF SEC 16 - NLY ALG C/L OF RELOCATED HELMER RD TO E & W 1/4 LI OF SEC 10 W 635.41 FT TO W 1/4 POST OF SEC 10 - N ALG W LI OF SEC 10 TO S LI OF DICKMAN RD - WLY ALG SD S LI TO S R.O.W. LI OF OLD REESE RD - W TO PT 2052.24 FT E OF E LI OF GTWRR R.O.W. - S 1280 FT - W TO E LI OF GTWRR R.O.W. - SWLY ALG SD R.O.W TO POB SUBJ TO EASE OF RECORD

**Current Land Use:** EX

**Approximate Acreage:** 1138.68

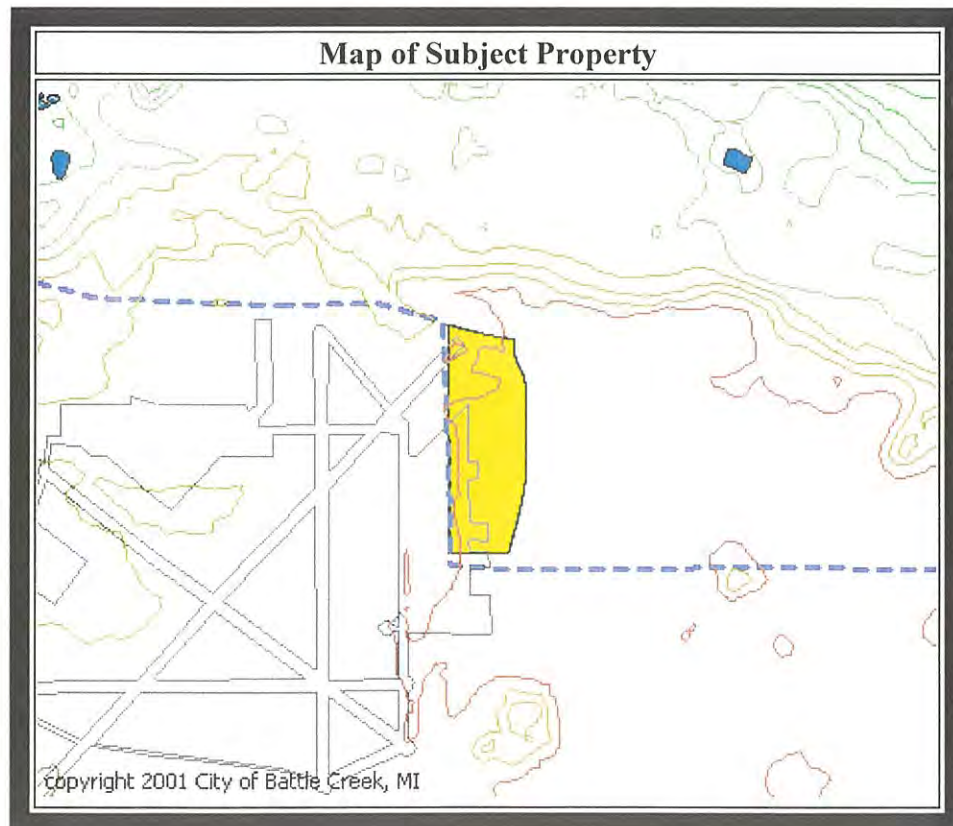


**243 HELMER RD N**

Map was printed on: 12-Jul-01

**Owner of Record:** CITY OF BATTLE CREEK**Parcel ID Number(PIN):** 0060-00-200-0

**Legal Description:** SEC 10 T2S R8W PART OF NW 1/4 BEG W 1/4 POST N 00 DEG 07 MIN 39 SEC E ALG W LI OF SEC 10 DIST OF 2383.94 FT - S 72 DEG 07 MIN 23 SEC E ALG SLY LI OF DICKMAN RD 99.56 FT - CONTN ELY ALG SD SLY 595.58 FT (RAD 3894.83 FT; CHORD BRG S 76 DEG 30 MIN 14 SEC E 595 FT) - ALG WLY LI OF HELMER RD THE FOLLOWING COURSES: SLY 303.37 FT (RAD 578 FT; CHORD BRG S 13 DEG 57 MIN 40 SEC E 299.90 FT) - SLY 234.33 FT (RAD 455.01 FT; CHORD BRG S 14 DEG MIN 37 SEC E 231.75 FT) - S 00 DEG 30 MIN 36 SEC W 668.79 FT - SLY 592.12 FT (RAD 2185.43 FT; CHORD BRG S 8 DEG 16 MIN 18 SEC W 590.3 FT) - S 16 DEG 02 MIN 00 SEC W 451.51 FT - N 88 DEG 58 MIN 00 SEC W ALG E & W 1/4 LI OF SD SEC 592.1 FT TO POB, SAID PARCEL SITUATED WITHIN THE PLAT OF EDGEWOOD

**Current Land Use:** EX**Approximate Acreage:**40.12



## 3367 DICKMAN RD W

Map was printed on: 12-Jul-01



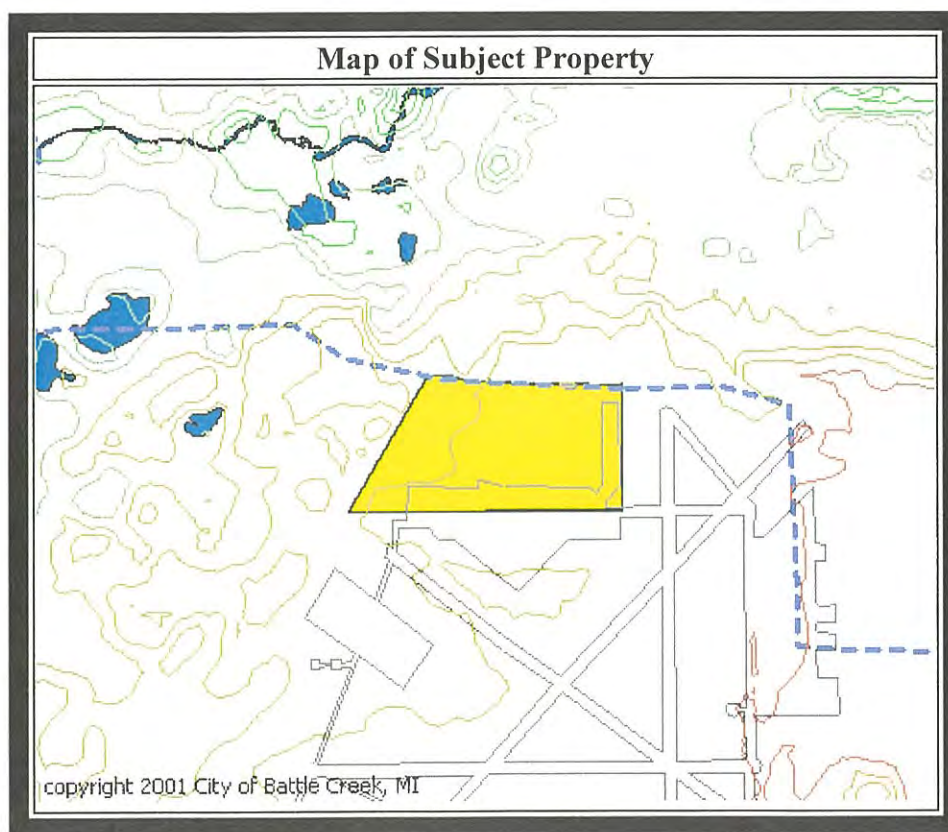
Owner of Record: STATE OF MICHIGAN

Parcel ID Number(PIN): 0059-00-279-0

**Legal Description:** SEC 9 T2S R8W BEG 3442 FT E & 32 FT S OF NW SEC COR - S 1280 FT M/L - W TO ELY LI OF GTW RR ROW - NELY ALG SD ROW TO S LI OF DICKMAN RD - E 2052.24 FT CONT 71.86 A M/L

Current Land Use: EX

Approximate Acreage:75.66



**0 HELMER RD S**

Map was printed on: 12-Jul-01



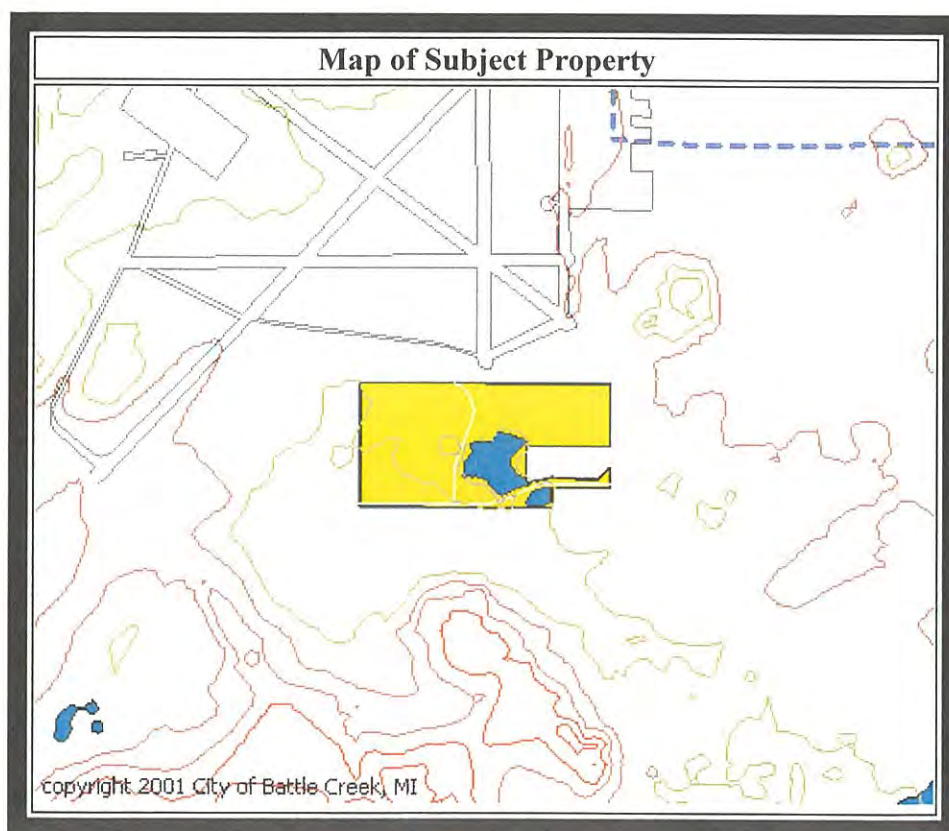
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0066-00-010-1

**Legal Description:** SEC 16 T2S R8W N 1/2 OF NE 1/4 OF SEC 16 EXC S 198 FT OF E 660 FT, ALSO EXC COMM NE COR OF SD SEC - S 00 DEG 00 MIN 05 SEC E ALG E LI OF SD SEC 677.48 FT - N 89 DEG 35 MIN 42 SEC W 57 FT TO TRUE POB - S 00 DEG 00 MIN 05 SEC E ALG W LI OF HELMER RD 250 FT - S 45 DEG 12 MIN 06 SEC W 140.92 FT - N 89 DEG 35 MIN 42 SEC W ALG NLY LI OF SOUTH AIRPORT RD 484.98 FT - SWLY ALG SD NLY LI & ARC TO LT 270.50 FT (RAD 750 FT; CHORD BRG S 80 DEG 04 MIN 21 SEC W 269.04 FT) - N 00 DEG 00 MIN 05 SEC W 398.26 FT - S 89 DEG 35 MIN 42 SEC E 850 FT TO POB, CONT 70.19 A M/L, SUBJ TO HWY EASE OVER N 33 FT & E 50 FT THEREOF

**Current Land Use:** EX

**Approximate Acreage:**67.63



**0 HELMER RD S**

Map was printed on: 12-Jul-01

ABA HELMER LLC

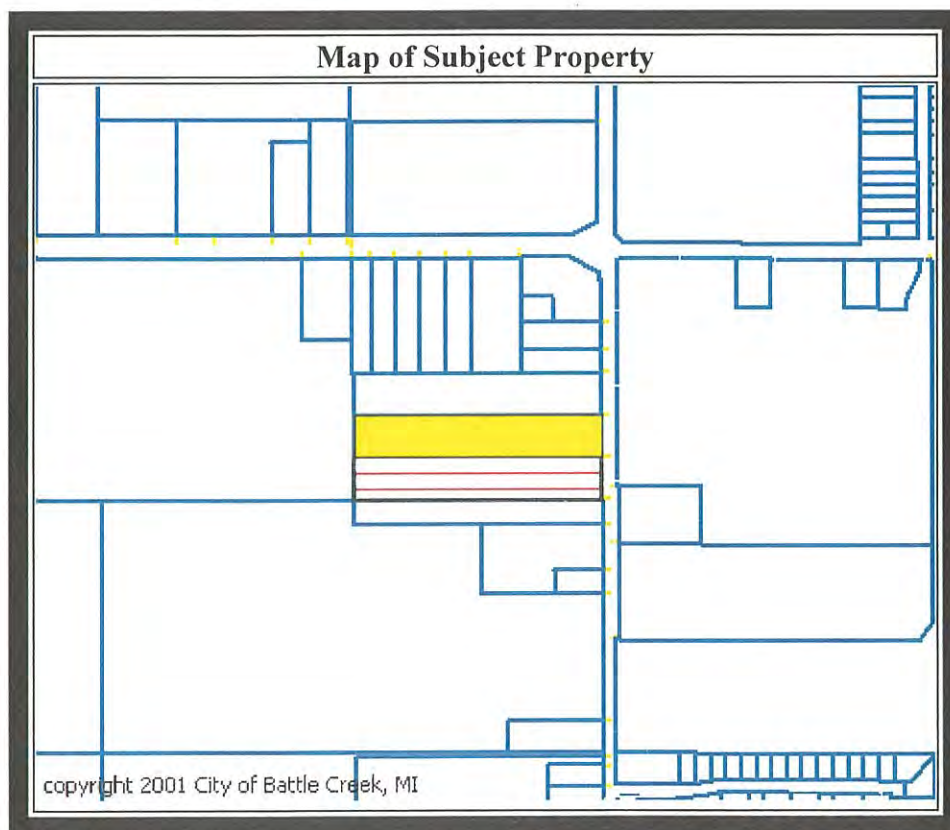
Owner of Record: ~~HELMER LAND INC~~

Parcel ID Number(PIN): 0066-00-590-0

**Legal Description:** SEC 16 T2S R8W BEG AT PT ON E LI OF SD SEC DIST S 00 DEG 00 MIN 07 SEC E 949.32 FT FROM E 1/4 POST OF SD SEC - N 89 DEG 40 MIN 02 SEC W 69 FT - N 00 DEG 00 MIN 07 SEC W 27 FT - N 89 DEG 40 MIN 02 SEC W 214 FT - S 00 DEG 00 MIN 07 SEC E 181.85 FT - S 89 DEG 40 MIN 20 SEC E 283 FT - N 00 DEG 00 MIN 07 SEC W ALG E LI OF SD SEC 154.83 FT TO POB, CONT 1.14 A, SUBJ TO HWY EASE OVER ELY 33 FT THEREOF (ASSESSED WITH 0066-00-590-0 IN 1998)

Current Land Use: CV

Approximate Acreage:6.6





# *15231 HELMER RD S*

Map was printed on: 12-Jul-01



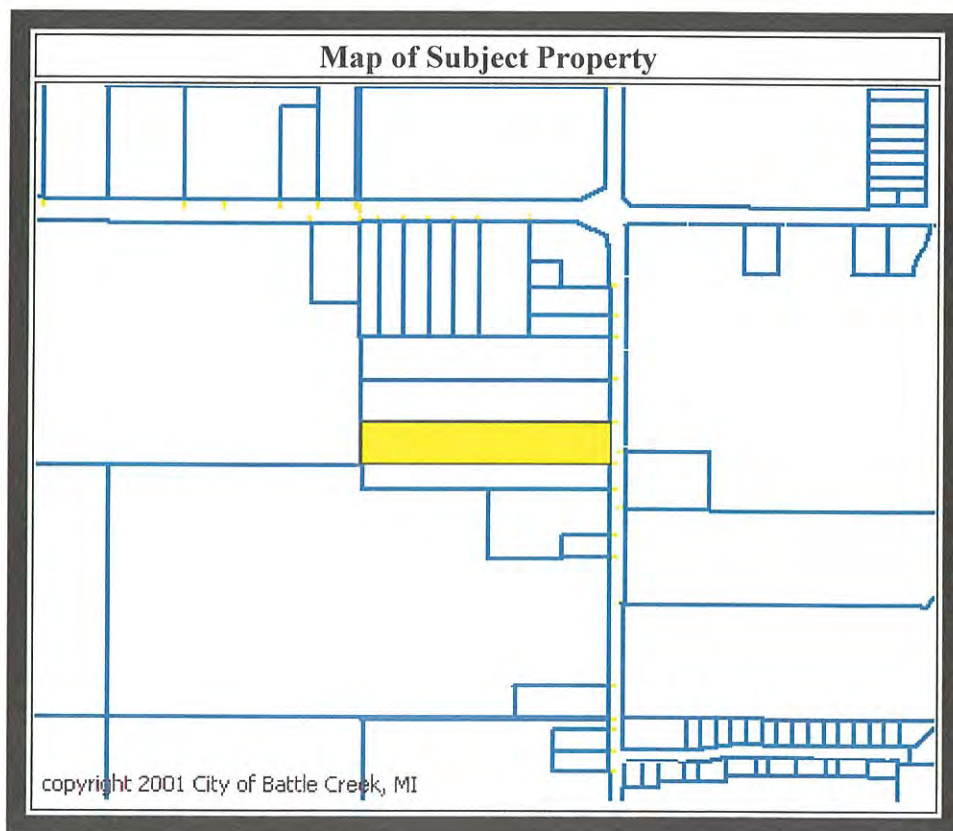
**Owner of Record:** SMITH DAVID

**Parcel ID Number(PIN):** 0066-00-620-0

**Legal Description:** BC TWP SEC 16 T2S R8W S 1/3 OF S 1/2 OF NE 1/4 OF SE 1/4 OF SEC 16 6.5 ACRES

**Current Land Use:** R

**Approximate Acreage:** 6.59



**0 HELMER RD S**

Map was printed on: 12-Jul-01

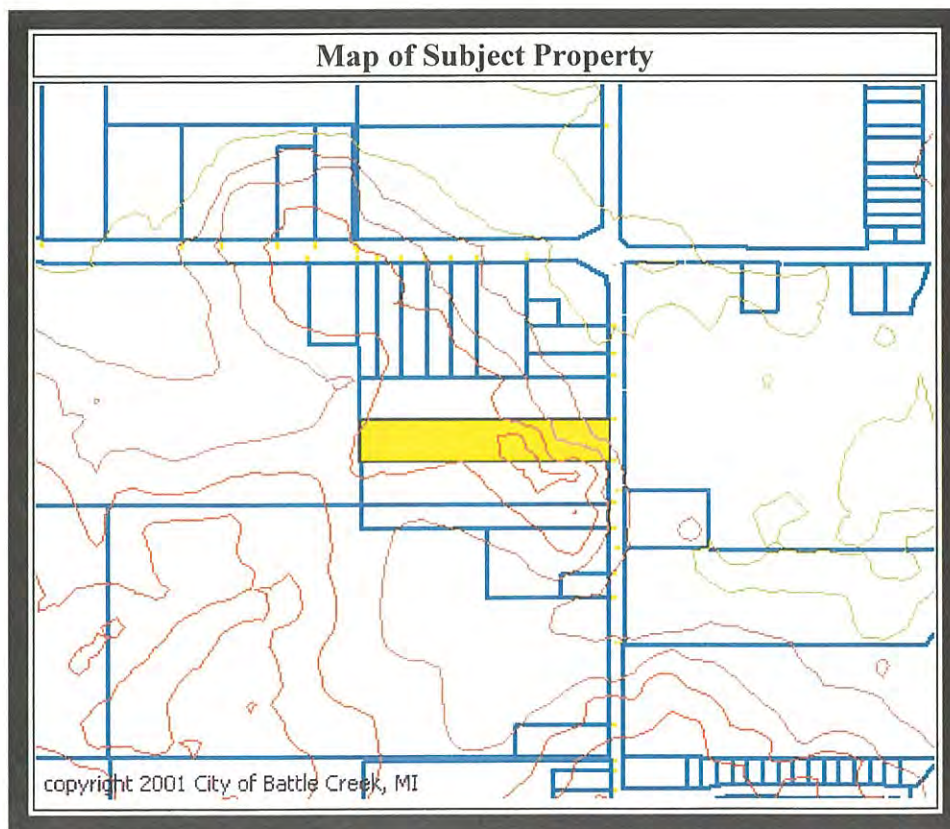
**Owner of Record:** HELMER LAND INC

**Parcel ID Number(PIN):** 0066-00-590-0

**Legal Description:** SEC 16 T2S R8W BEG AT PT ON E LI OF SD SEC DIST S 00 DEG 00 MIN 07 SEC E 949.32 FT FROM E 1/4 POST OF SD SEC - N 89 DEG 40 MIN 02 SEC W 69 FT - N 00 DEG 00 MIN 07 SEC W 27 FT - N 89 DEG 40 MIN 02 SEC W 214 FT - S 00 DEG 00 MIN 07 SEC E 181.85 FT - N 89 DEG 40 MIN 20 SEC W 1044.72 FT - N 00 DEG 00 MIN 07 SEC W ALG W LI OF NE 1/4 OF SE 1/4 OF SD SEC 220.94 FT - S 89 DEG 40 MIN 02 SEC E 1328.04 FT - S 00 DEG 00 MIN 07 SEC E 66 FT TO POB, CONT 5.59 A, SUBJ TO HWY EASE OVER ELY 33 FT THEREOF, SUBJ TO EASE FOR INGRESS & EGRESS OVER ELY 283 FT THEREOF (PARCEL 0066-00-600-0 SPLIT FROM 0066-00-590-0 IN 1999)

**Current Land Use:** CV

**Approximate Acreage:**6.6





# *15375 HELMER RD S*

Map was printed on: 12-Jul-01



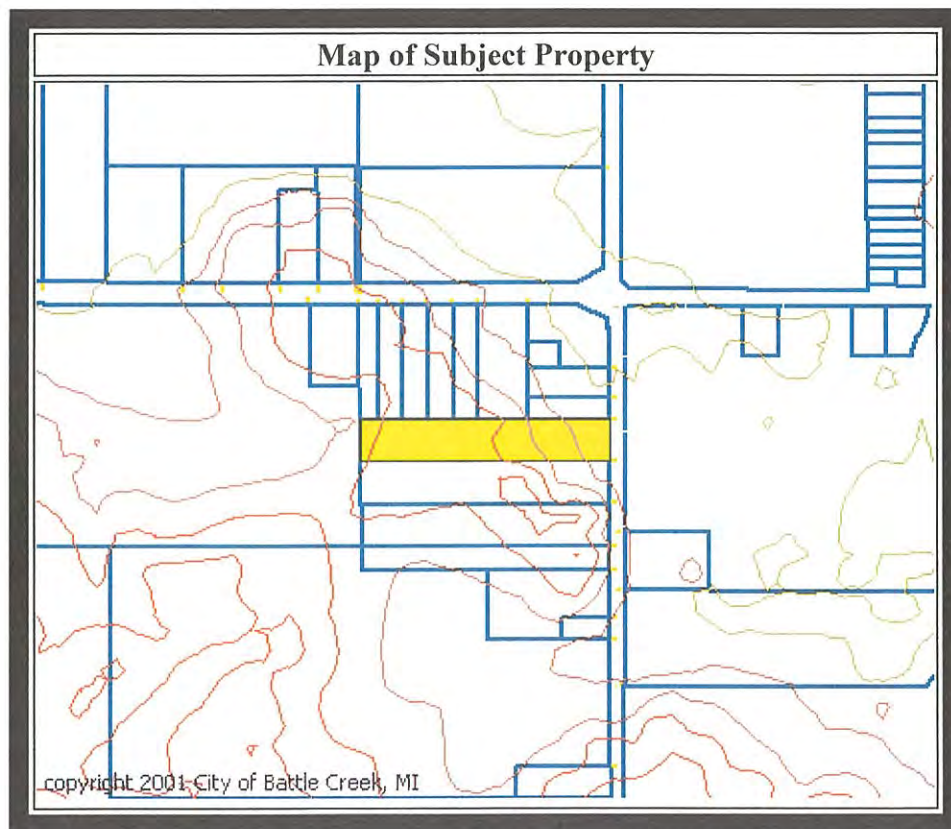
**Owner of Record:** KERASOTES MICH THEATRES INC  
0

**Parcel ID Number(PIN):** 0066-00-580-

**Legal Description:** BC TWP SEC 16 T2S R8W N 1/3 OF S 1/2 OF THE NE 1/4 OF SE 1/4 OF SEC 166  
2/3 ACRES

**Current Land Use:** C

**Approximate Acreage:**6.6

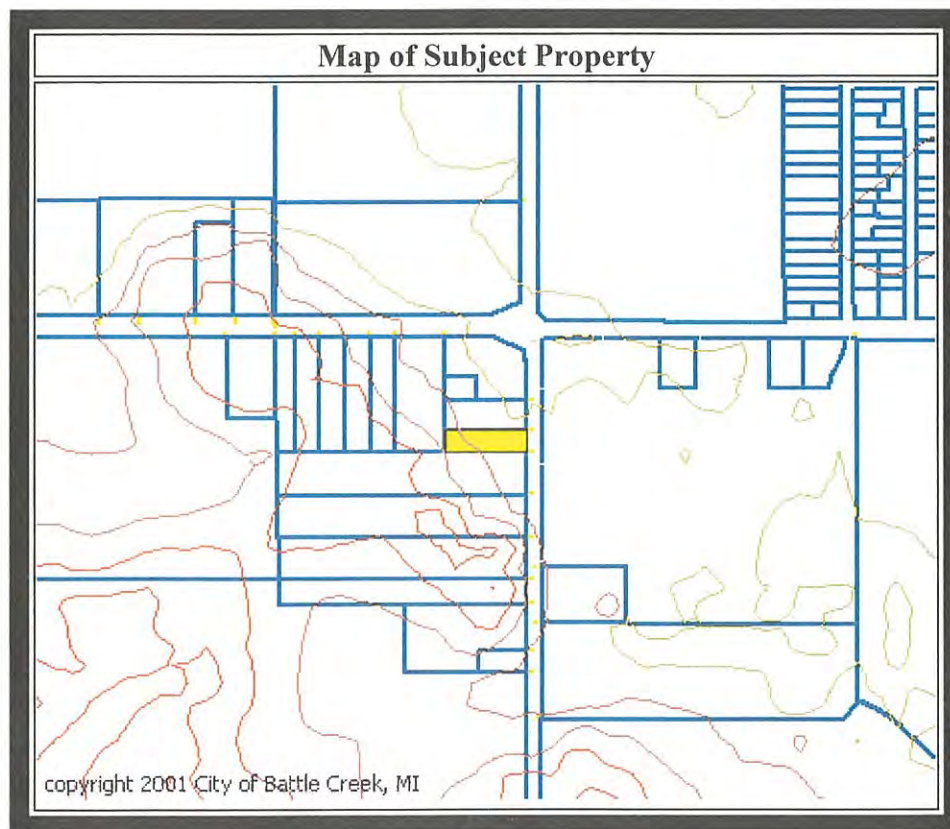


**15383 HELMER RD S**

Map was printed on: 12-Jul-01

**Owner of Record:** GOODWILL INDUSTRIES**Parcel ID Number(PIN):** 0066-00-570-0

**Legal Description:** BC TWP SEC 16 T2S R8W COM AT THE E 1/4 POST - S 00 DEG 00 MIN 07 SEC E ALONG E LINE OF SAID SEC 16 A DIST OF 547.49 FT TO POB - CONT S 00 DEG 00 MIN 07 SEC E ALONG SAID E SEC LINE 115 FT TO SE COR OF N 1/2 OF NE 1/4 OF SE 1/4 OF SD SEC 16 - N 89 DEG 39 MIN 44 SEC W ALONG S LI NE OF SD N 1/2 OF NE 1/4 OF SE 1/4 A DIST OF 442.80 FT - N 00 DEG 00 MIN 07 SEC W 115 FT - S 89 DEG 39 MIN 44 SEC E 442.80 FT TO POB SUBJECT TO EASEMENT OVER THE E 40 FT FOR PUBLIC HWY PURPOSES

**Current Land Use:** EX**Approximate Acreage:** 1.12

## 15417 HELMER RD S

Map was printed on: 12-Jul-01



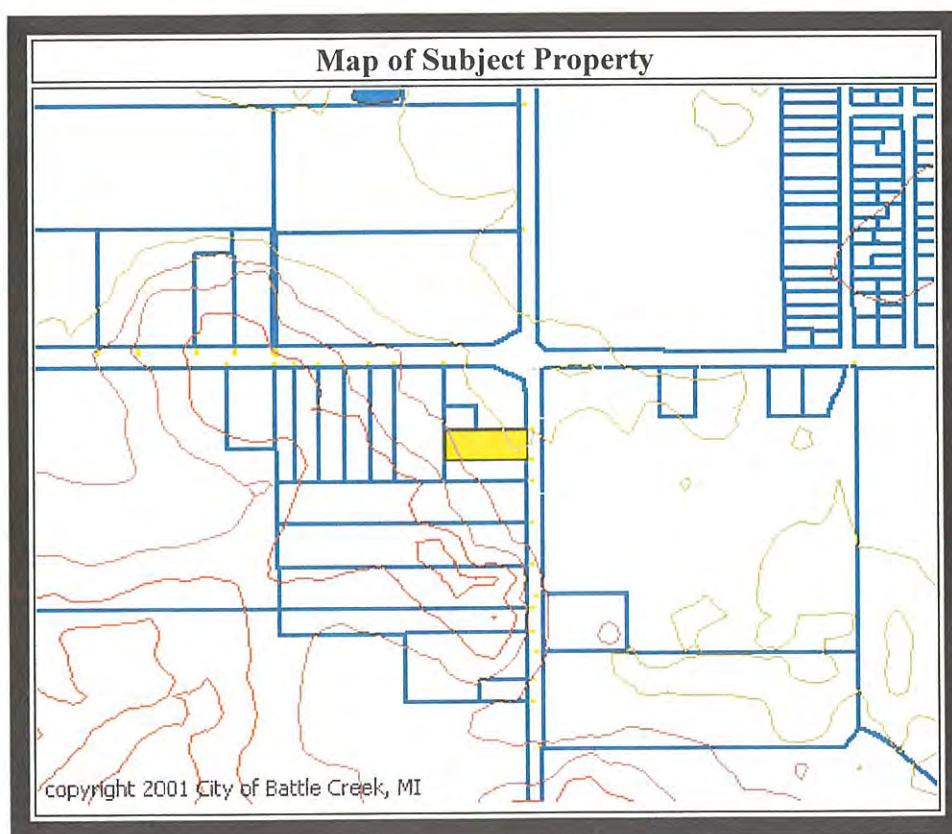
Owner of Record: ANDREWS WILLIAM G

Parcel ID Number(PIN): 0066-00-560-0

**Legal Description:** SEC 16 T2S R8W BEG E SEC LI AT PT 396 FT SLY OF E 1/4 POST - CONTN SLY ALG SD SEC LI 151.49 FT - W 442.8 FT - N 148 FT M/L TO PT 396 FT S OF E & W 1/4 LI - ELY PAR W/E & W 1/4 LI 440 FT M/L TO POB 4.47 A M/L SUBJ TO HWY EASE OVER ELY 33 FT THEREOF

Current Land Use: C

Approximate Acreage: 1.47





**0 COLUMBIA AVE W**

Map was printed on: 12-Jul-01



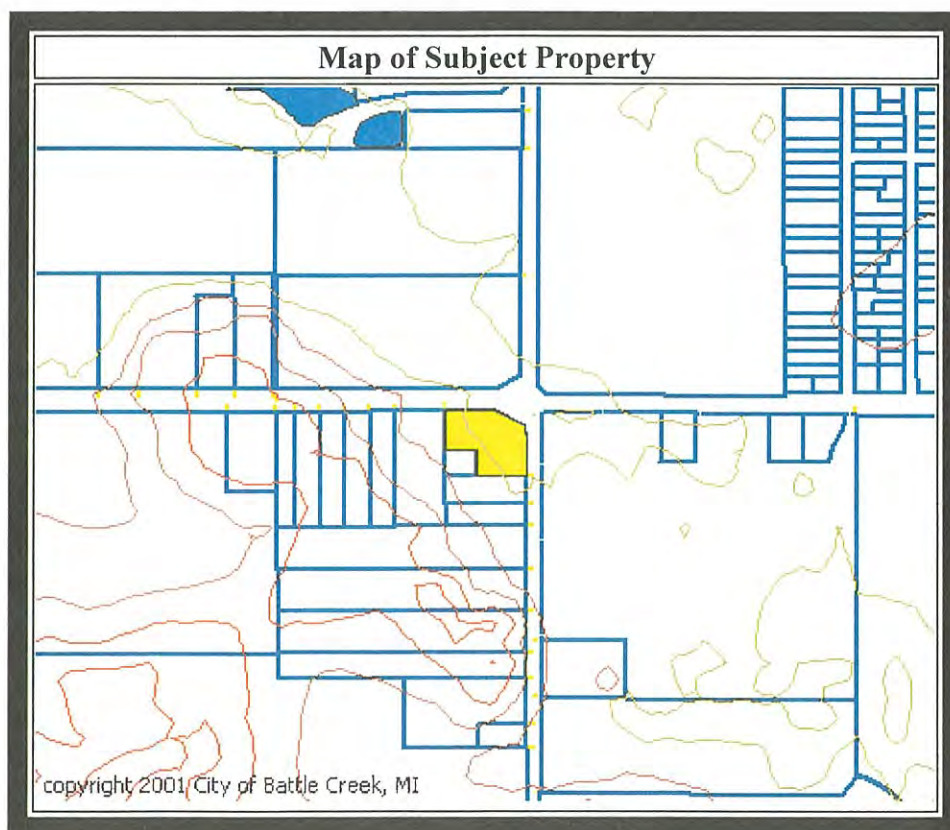
**Owner of Record:** PLAZA WEST L L C

**Parcel ID Number(PIN):** 0066-00-550-0

**Legal Description:** SEC 16 T2S R8W BEG E 1/4 POST - N 89 DEG 38 MIN 45 SEC W ALG E & W 1/4 LI 442.25 FT - S ALG W LI OF E 1/3 OF NE 1/4 OF SE 1/4 OF SD SEC DIST OF 396 FT - S 89 DEG 38 MIN 45 SEC E 442.25 FT - N ALG E LI OF SD SEC 396 TO POB, CONT 4.02 AC, SUBJ TO EASE FOR COLUMBIA AVE & HELMER RD, SUBJ TO CLEAR VISION EASE

**Current Land Use:** CV

**Approximate Acreage:**2.6



## 2265 COLUMBIA AVE W

Map was printed on: 12-Jul-01



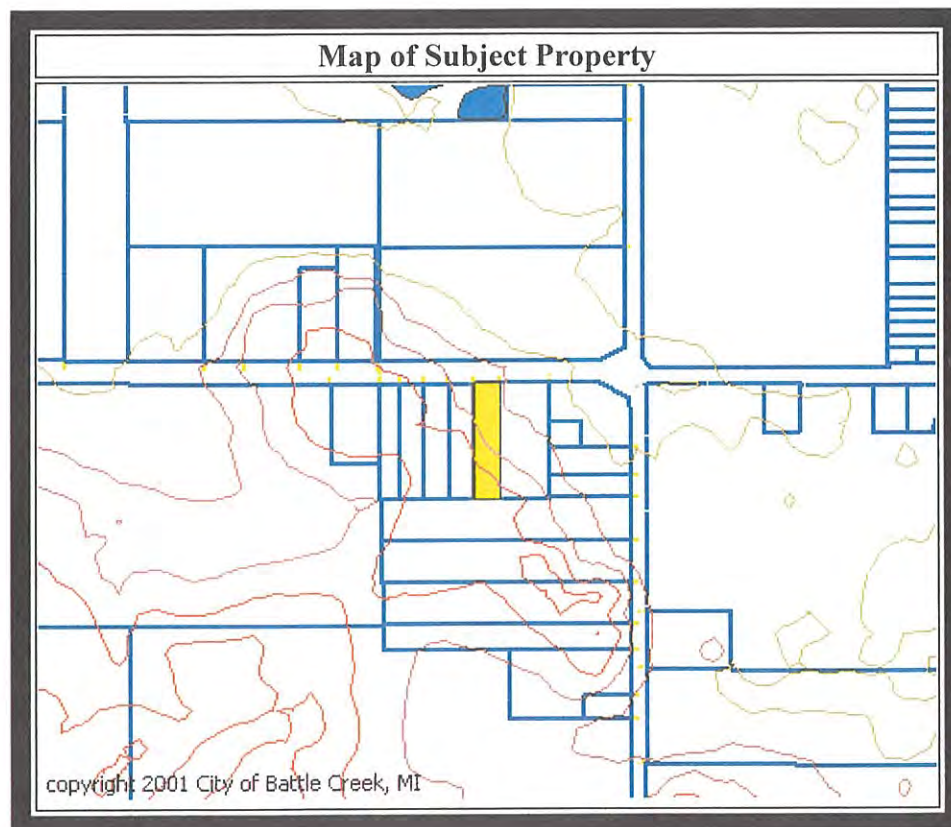
**Owner of Record:** LAKEVIEW VETERINARY CLINIC

**Parcel ID Number(PIN):** 0066-00-530-0

**Legal Description:** BC TWP SEC 16 T2S R8W COM AT PT ON E&W 1/4 LI SEC 16 A DIST 708.86FT W OF E 1/4 POST - S 662.75FT - W 132FT - N 662.75FT TO E&W 1/4 LI - E 132 FT TO BEG

**Current Land Use:** C

**Approximate Acreage:** 1.82



## 2275 COLUMBIA AVE W

Map was printed on: 12-Jul-01



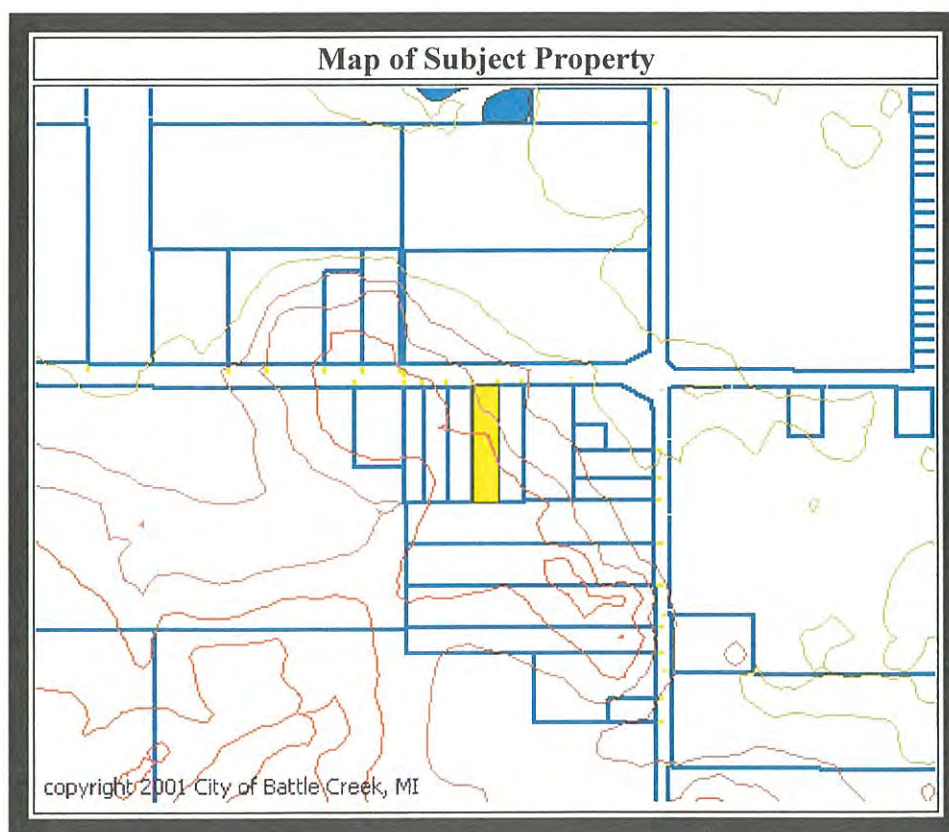
Owner of Record: COFFMAN DALE L

Parcel ID Number(PIN): 0066-00-520-0

**Legal Description:** COMM AT A PT ON E & W 1/4 LI OF SEC 16 T2S R8W - DIS 355.3 FT E OF NW COR OF NE 1/4 OF SE 1/4 OF SD SEC & - E ALG SD 1/4 LI 132 FT - S 662.75 FT - W 132 FT - N 662.75 TO POB EXCEPT N 60 FT FOR HWY PURPOSES

Current Land Use: C

Approximate Acreage: 1.82





## 2277 COLUMBIA AVE W

Map was printed on: 12-Jul-01



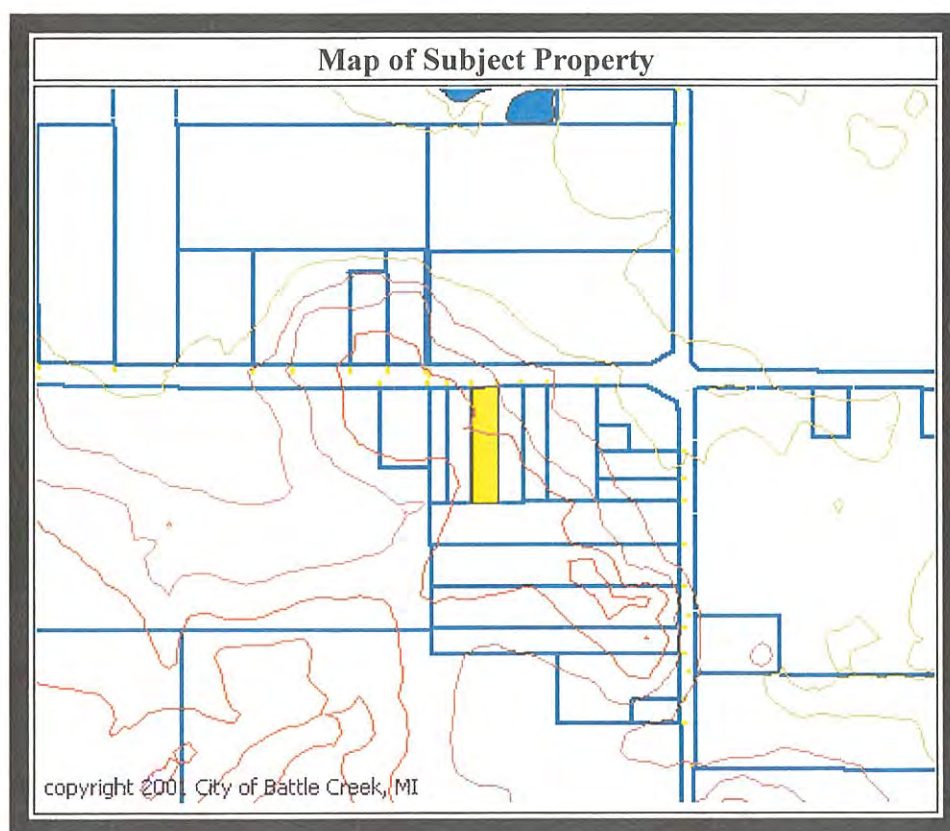
Owner of Record: RASMUSSEN JEANNETTE

Parcel ID Number(PIN): 0066-00-510-0

**Legal Description:** COMM AT PT ON E & W 1/4 LI SEC 16 T2S R8W DIS 222.3 FT E OF NW COR OF NE 1/4 OF SE 1/4 OF SD SEC & - E ALG THE E & W 1/4 LI 132 FT - S 662.75 FT - W 1321 FT - N 662.75 FT TO POB EXC THE N 60 FT THEREOF FOR HWY PURPOSES

Current Land Use: C

Approximate Acreage: 1.82



## 2309 COLUMBIA AVE W



Map was printed on: 12-Jul-01

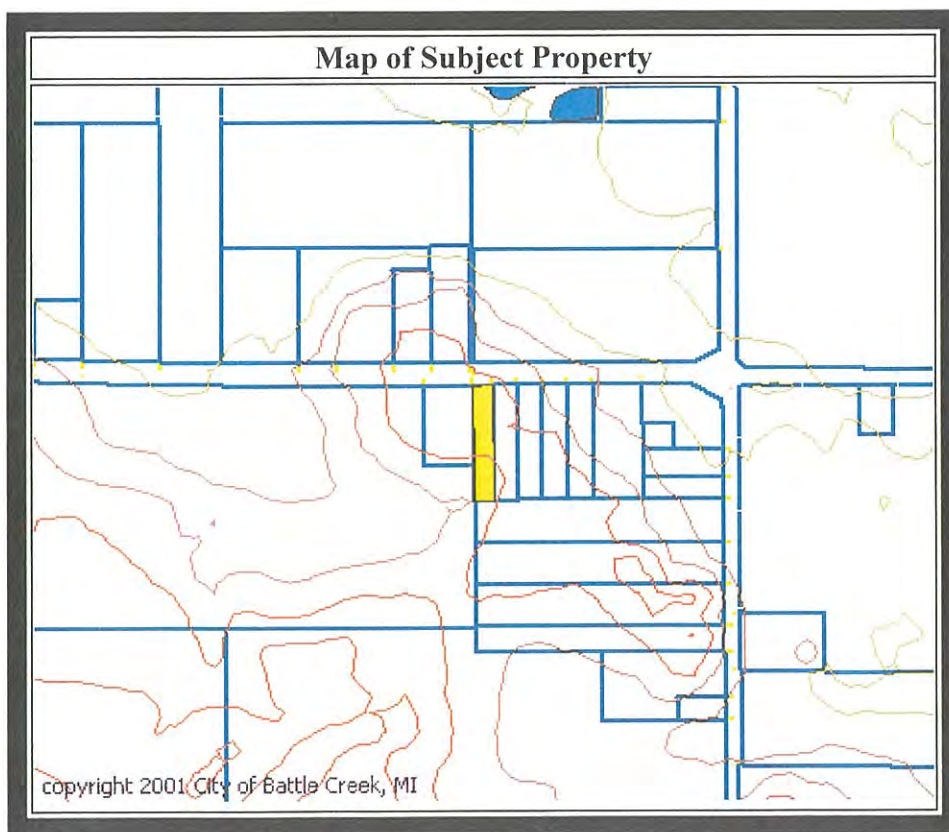
Owner of Record: SEXTON SHIRLEY

Parcel ID Number(PIN): 0066-00-490-0

**Legal Description:** SEC 16 T2S R8W COMM AT NW COR OF NE 1/4 OF SE 1/4 OF SD SEC - E ALG E & W 1/4 LI 95 FT - S 662.75 FT - W 100 FT - N 662.75 FT TO E & W 1/4 LI, - ALG SD E & W 1/4 LI 5 FT TO POB, EXC N 60 FT THEREOF FOR HWY PURPOSES.

Current Land Use: R

Approximate Acreage: 1.38





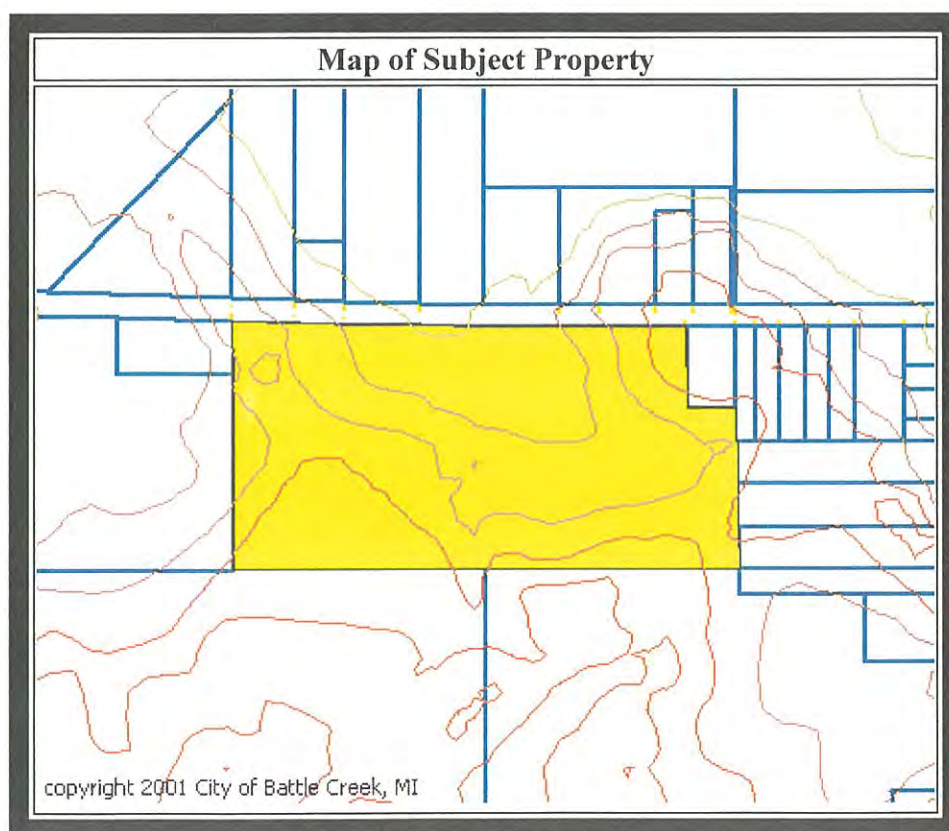
**2463 COLUMBIA AVE W**

Map was printed on: 12-Jul-01

**Owner of Record:** WILLIAMS RUTH H LIVING TRUST**Parcel ID Number(PIN):** 0066-00-470-

0

**Legal Description:** SEC 16 T2S R8W NW 1/4 OF SE 1/4, EXC E 5 FT OF N 662.75 FT, ALSO EXC N 485.60 FT OF W 255 FT OF E 260 FT OF SD NW 1/4 OF SE 1/4; ALSO INCL NE 1/4 OF SW 1/4 OF SD SEC, EXC BEG AT NW COR OF SD NE 1/4 OF SW 1/4 DIST S 89 DEG 39 MIN 46 SEC E 1321.64 FT FROM W 1/4 POST OF SD SEC - CONTN S 89 DEG 39 MIN 46 SEC E ALG E & W 1/4 LI OF SD SEC 495 FT - S 00 DEG 04 MIN 02 SEC W 1325.56 FT - N 89 DEG 36 MIN 53 SEC W ALG S 1/8TH LI OF SD SEC 495 FT - N 00 DEG 04 MIN 02 SEC E ALG W 1/8TH LI OF SD SEC 1325.15 FT TO POB, CONT 62.41 AC M/L, SUBJ TO HWY EASE OVER NLY PORTION THEREOF FOR COLUMBIA AVE

**Current Land Use:** C**Approximate Acreage:** 74.92

## 2250 COLUMBIA AVE W



Map was printed on: 12-Jul-01

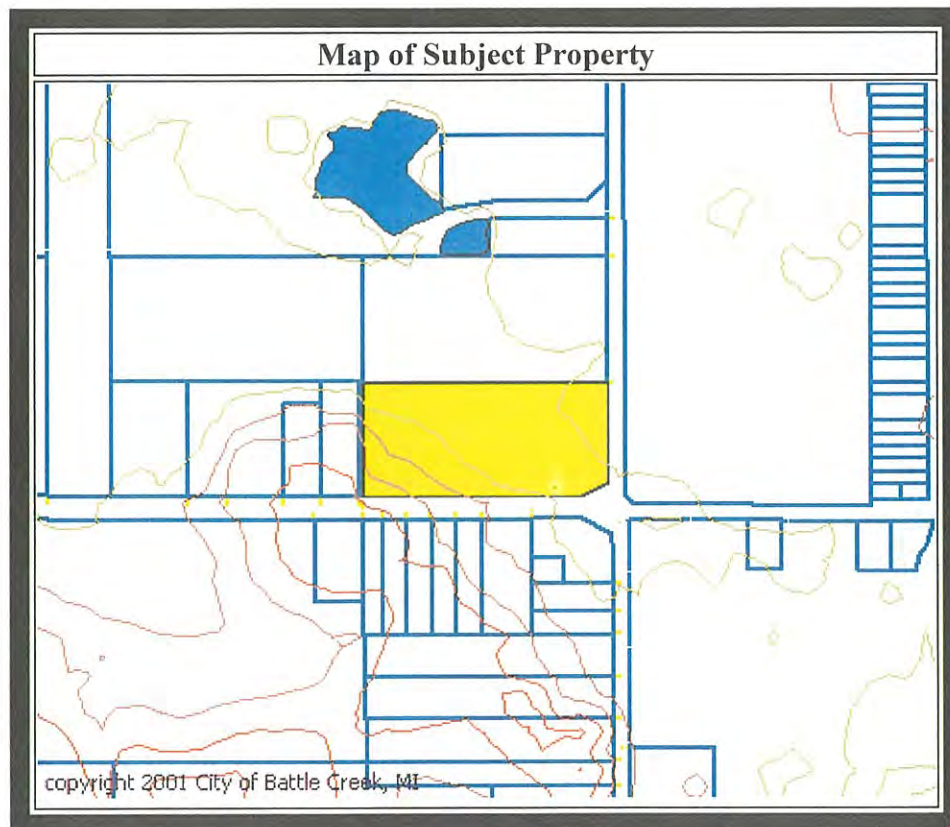
Owner of Record: DOOLITTLE LAND CO

Parcel ID Number(PIN): 0066-00-115-0

**Legal Description:** BC TWP SEC 16 T2S R8W PART OF SE 1/4 OF NE 1/4 BEG E 1/4 POST - N 89 DEG 38 MIN 30 SEC W ALG E & W 1/4 LI 1326.91 FT - N 00 DEG 04 MIN 15 SEC E ALG W LI OF SD SE 1/4 OF NE 1/4 DIST OF 656.04 FT - S 89 DEG 38 MIN 30 SEC E 1325.99 FT - S ALG E SEC LI 656.04 FT TO POB CONT 19.98 A SUBJ TO HWY EASE FOR HELMER RD & COLUMBIA AVE (PART OF 0066-00-110-0 IN '93)

Current Land Use: C

Approximate Acreage: 17.38



## 2455 COLUMBIA AVE W



Map was printed on: 12-Jul-01

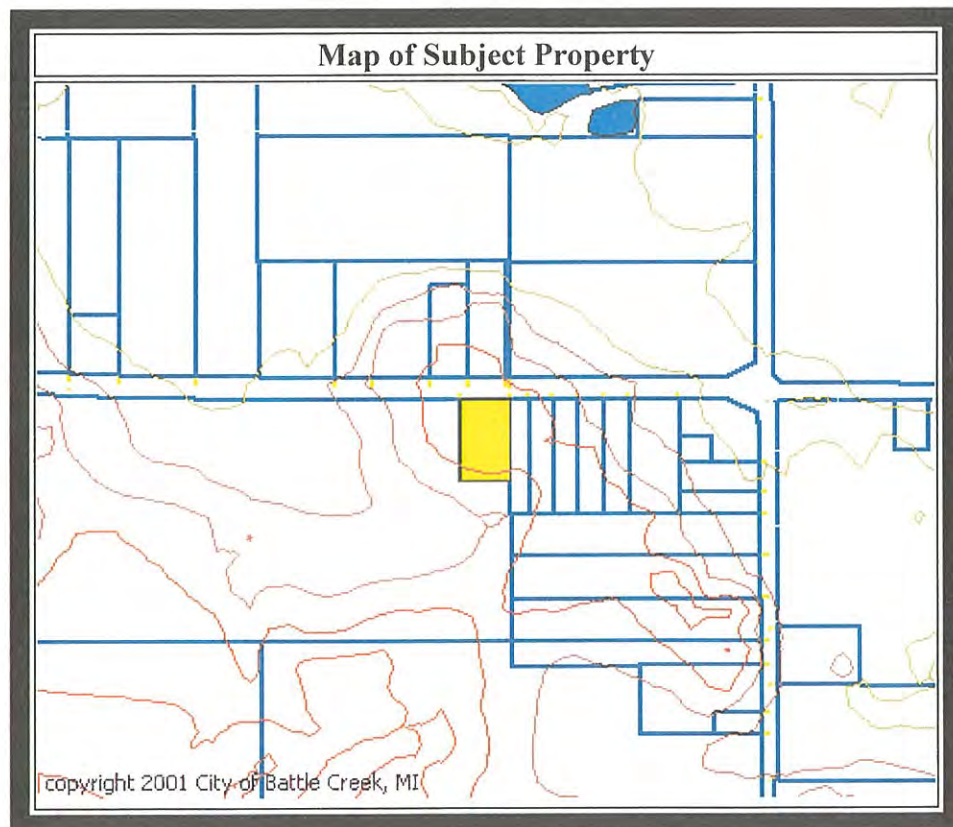
Owner of Record: WILLIAMS WILLIAM A

Parcel ID Number(PIN): 0066-00-480-0

Legal Description: BC TWP SEC 16 T2S R8W THE N 485.60 FT OF E 260 FT OF NW 1/4 OF SE 1/4 OF SAID SEC EXC N 60 FT FOR HWY ALSO EXC E 5 FT THEREOF

Current Land Use: R

Approximate Acreage:2.5



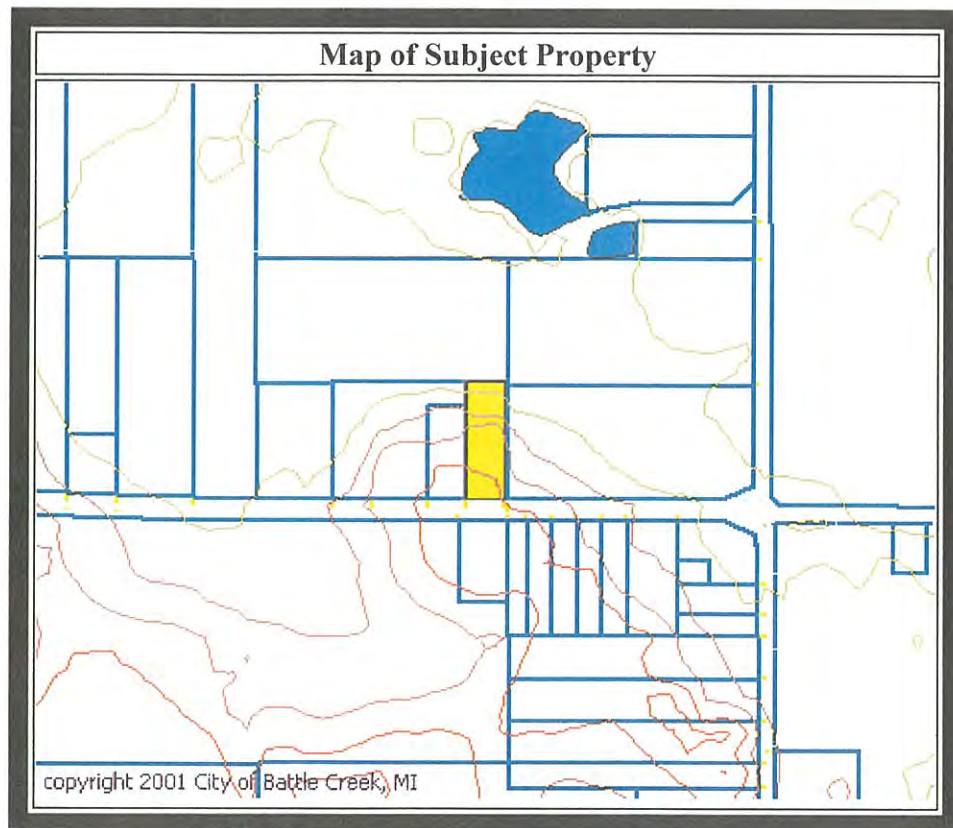


**2450 COLUMBIA AVE W**

Map was printed on: 12-Jul-01

**Owner of Record:** MILLERS WHOLESALE INC**Parcel ID Number(PIN):** 0066-00-120-0

**Legal Description:** BATTLE CREEK TWP SEC 16 COMM AT A PT ON E & W 1/4 LI SEC 16 A DIST 89 DEGS 38 MIN 30 SEC W 1346.91 FT FR E 1/4 COR SD SEC - CONT N 89 DEG 38 MIN 30 SEC W ALG E & W 1/4 LI 200 FT - N 0 DEG 4 MIN 15 SEC E 669.25 FT - S 89 DEG 38 MIN 30 SEC E 200 FT - S 0 DEG 4 MIN & 15 SEC W 669.25 FT TO POB

**Current Land Use:** C**Approximate Acreage:**2.78

## 2460 COLUMBIA AVE W



Map was printed on: 12-Jul-01

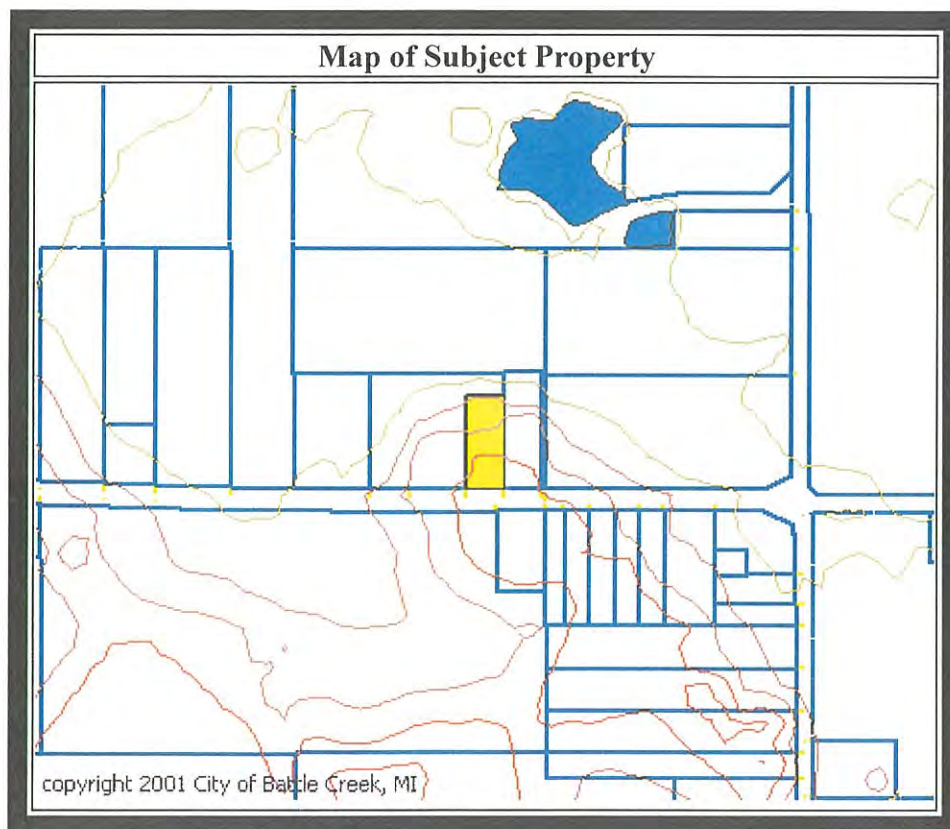
Owner of Record: BLOOMBERG JASON TRUST

Parcel ID Number(PIN): 0066-00-130-0

**Legal Description:** BC TWP SEC 16 T2S R8W COM AT E 1/4 POST OF SEC 16 W ALG TH E & W 1/4 LI OF SD SEC 16 A DIST OF 1546.91 FT TO POB - W 200 FT - N 550 FT - E 200 FT - S 550 FT TO POB SUBJ TO EASE OVER SLY 60 FT TO HWY

Current Land Use: C

Approximate Acreage:2.23



## 0 COLUMBIA AVE W

Map was printed on: 12-Jul-01



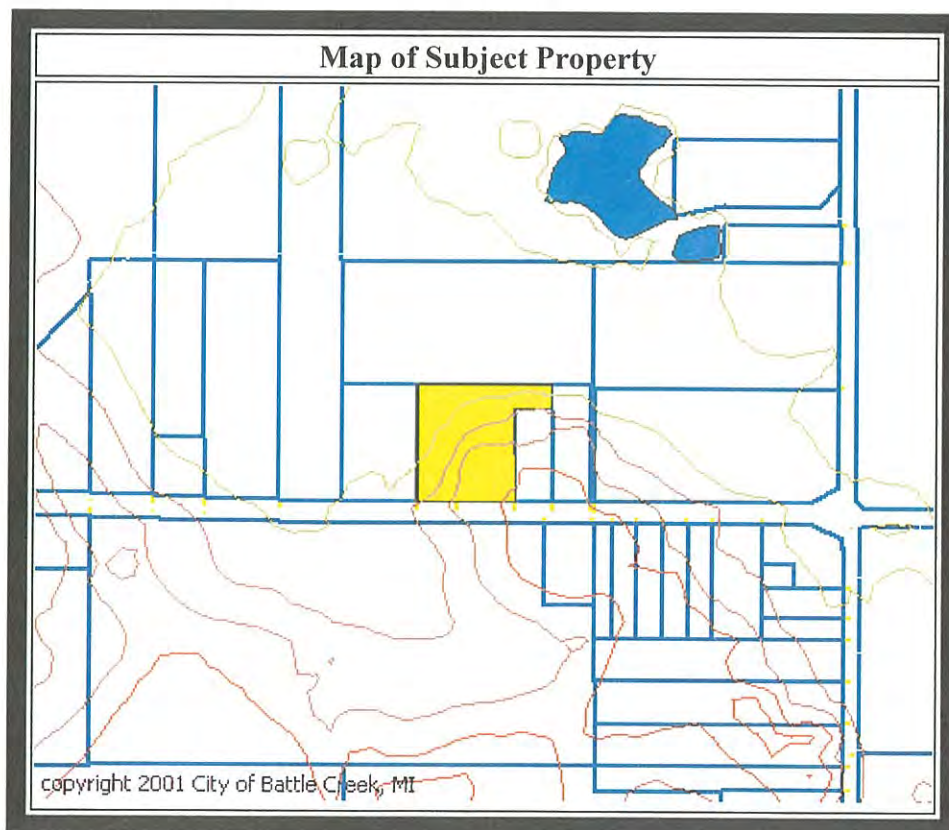
**Owner of Record:** GOODRICH QUALITY THEATERS

**Parcel ID Number(PIN):** 0066-00-160-0

**Legal Description:** BC TWP SEC 16 T2S R8W COMM E 1/4 POST - W ALONG E & W 1/4 LINE 2046.91 FT TO POB - W 206.91 FT - N 669.97 FT - E 705.87 FT - S 119.42 FT - W 500 FT - S 550.0 FT TO POB EXCEPT EXISTING ROAD- WAY EASEMENT OVER SLY PORTION THEREOF & ANY EASEMENTS & RESTRICTIONS OF RECORD

**Current Land Use:** CV

**Approximate Acreage:** 7.59



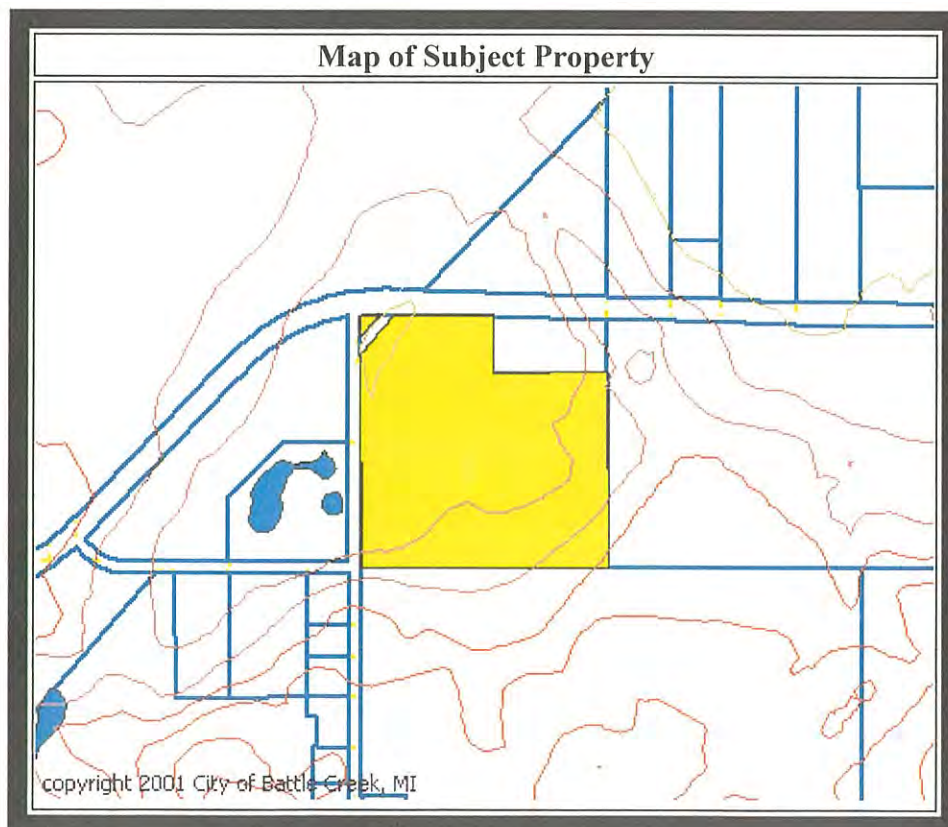


**2979 COLUMBIA AVE W**

Map was printed on: 12-Jul-01

**Owner of Record:** RLR INVESTMENTS L L C**Parcel ID Number(PIN):** 0066-00-390-0

**Legal Description:** SEC 16 T2S R8W PART OF NW 1/4 OF SW 1/4 OF SD SEC: BEG W 1/4 POST OF SD SEC - S 89 DEG 39 MIN 46 SEC E ALG E & W 1/4 LI 721.64 FT - S 00 DEG 04 MIN 02 SEC W 589.51 FT - S 89 DEG 39 MIN 46 SEC E 600 FT - S 00 DEG 04 MIN 02 SEC W 735.64 FT ALG W 1/8TH LI - N 89 DEG 36 MIN 53 SEC W ALG S LI OF SD NW 1/4 OF SW 1/4 DIST OF 1320.10 FT - DUE N 1324.05 FT ALG W SEC LI TO POB, EXC STRIP OF LAND 66 FT WIDE DESC AS LYING 40 NWLY OF, AND 26 FT SELY OF, A LI DESC AS BEG W SEC LI SLY 195 FT M/L FROM W 1/4 POST - NELY 240 FT M/L TO PT ON E & W 1/4 LI DIST ELY 165 FT M/L FROM W 1/4 POST, SD PT BEING POE, SUBJ TO EASE OVER WLY 33 FT FOR STONE JUG RD, CONT 31.68 A (N 433.31' OF E 600' OF NW 1/4 OF SW 1/4 OF SEC 16 SPLIT FROM THIS PARCEL IN 1997 & ASSESSED UNDER 0066-00-400-0; SLY 156.20' OF N 589.51 FT OF E 600' OF NW 1/4 OF SW 1/4 OF SEC 16 SPLIT FROM PARCEL IN 1999 & COMBINED WITH 0066-00-400-0)

**Current Land Use:** I**Approximate Acreage:**34.88

## 2500 COLUMBIA AVE W



Map was printed on: 12-Jul-01

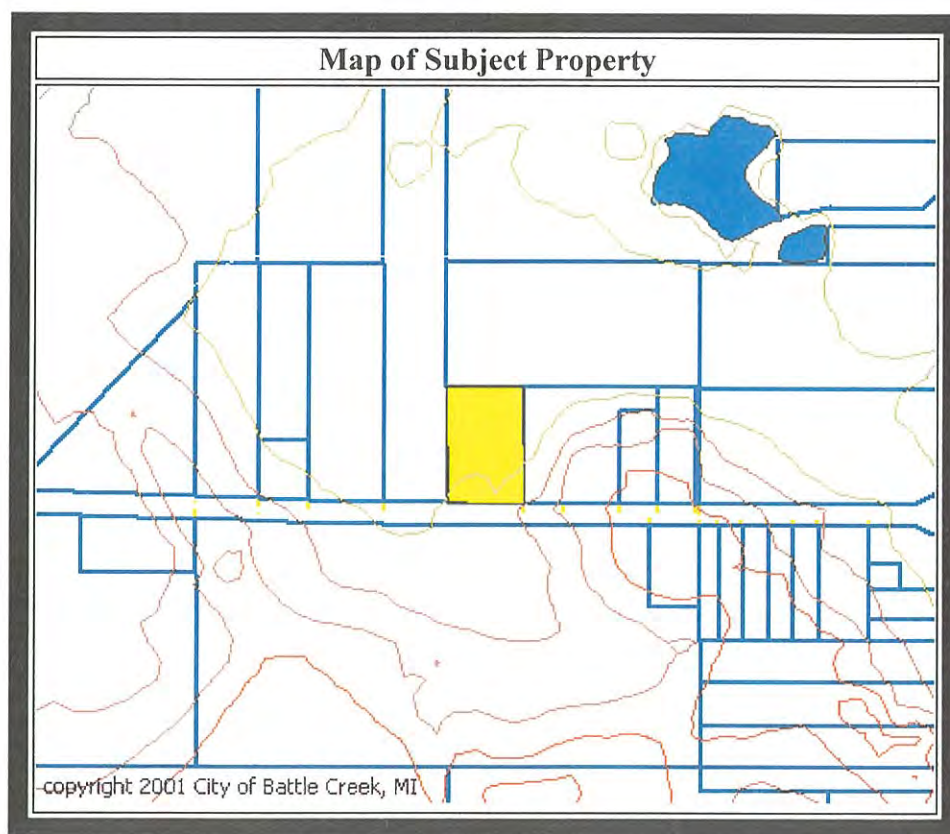
Owner of Record: GOODRICH QUALITY THEATERS

Parcel ID Number(PIN): 0066-00-150-0

Legal Description: W 400 FT OF S 20 ACRES OF SW 1/4 OF NE 1/4 OF SEC 16 T2S R8W

Current Land Use: C

Approximate Acreage:5.54



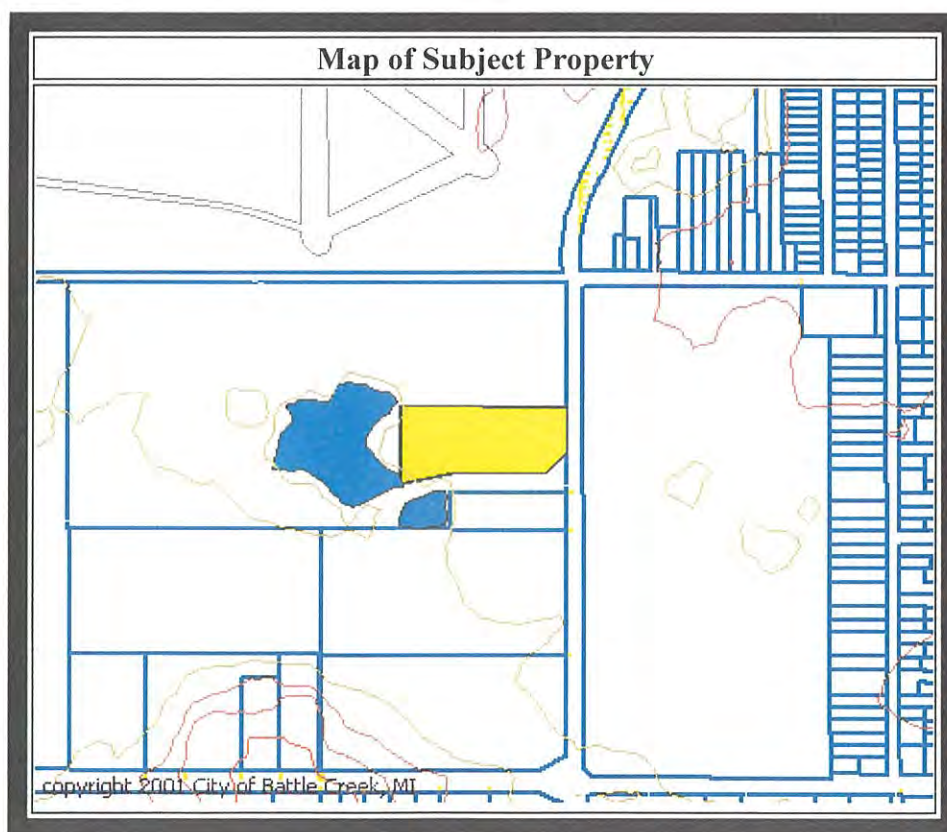


**15851 HELMER RD S**

Map was printed on: 12-Jul-01

**Owner of Record:** JDC OF BATTLE CREEK L L C**Parcel ID Number(PIN):** 0066-00-015-0

**Legal Description:** SEC 16 T2S R8W PART OF NE 1/4 OF SD SEC COMM NE COR OF SD SEC - S 00 DEG 00 MIN 05 SEC E ALG E LI OF SD SEC 677.48 FT - N 89 DEG 35 MIN 42 SEC W 57 FT TO TRUE POB - S 00 DEG 00 MIN 05 SEC E ALG W LI OF HELMER RD 250 FT - S 45 DEG 12 MIN 06 SEC W 140.92 FT - N 89 DEG 35 MIN 42 SEC W ALG NLY LI OF SOUTH AIRPORT RD 484.98 FT - SWLY ALG SD NLY LI & ARC TO LT 270.50 FT (RAD 750 FT; CHORD BRG S 80 DEG 04 MIN 21 SEC W 269.04 FT) - N 00 DEG 00 MIN 05 SEC W 398.26 FT - S 89 DEG 35 MIN 42 SEC E 850 FT TO POB, CONT 6.81 A

**Current Land Use:** I**Approximate Acreage:**6.97

## 0 COLUMBIA AVE W



Map was printed on: 12-Jul-01

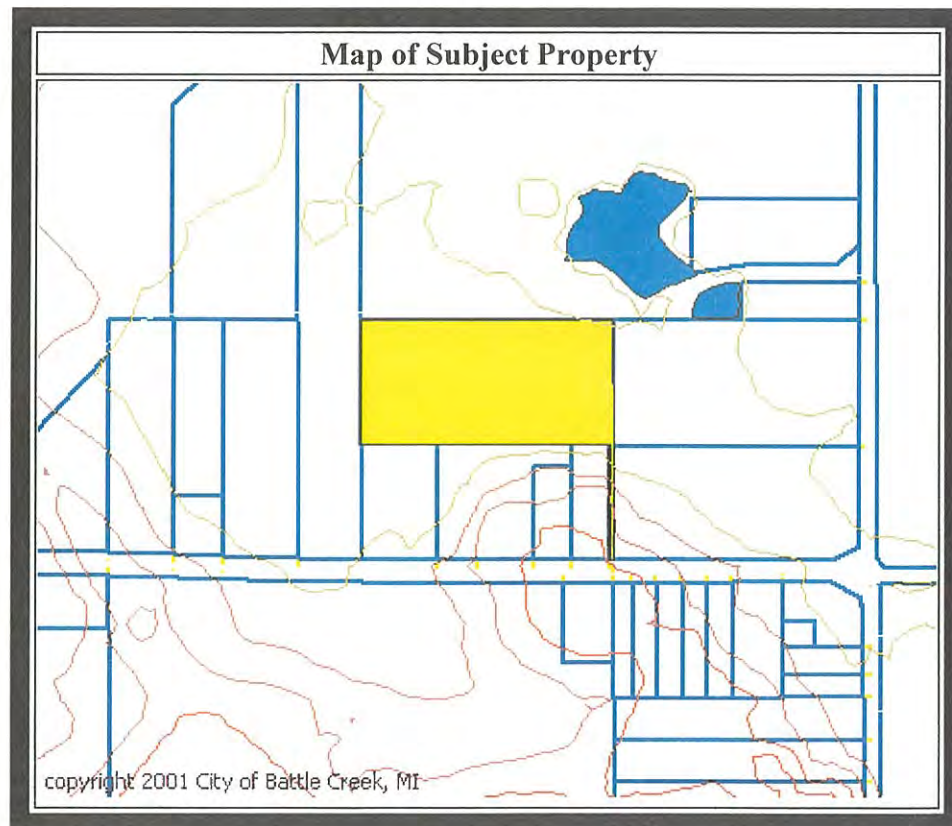
Owner of Record: CITY OF BATTLE CREEK

Parcel ID Number(PIN): 0066-00-060-0

**Legal Description:** BC TWP SEC 16 T2S R8W COMM E 1/4 POST -W ALG E W 1/4 LI 1326.91 FT TO E 1/8 LI AND POB -N 1326.53 FT TO N 1/8 -W ALG N 1/8 LI 1325.05 FT TO N S 1/4 LI -S ALG N S 1/4 LI 657.29 FT -E 1305.98 FT -S PAR WITH E 1/8 LI 669.25 FT TO E-W 1/4 LI E 20 FT TO POB - CONTAINS 20.31 ACRES M/L 001600563A

Current Land Use: EX

Approximate Acreage:20.03



## 0 COLUMBIA AVE W



Map was printed on: 12-Jul-01

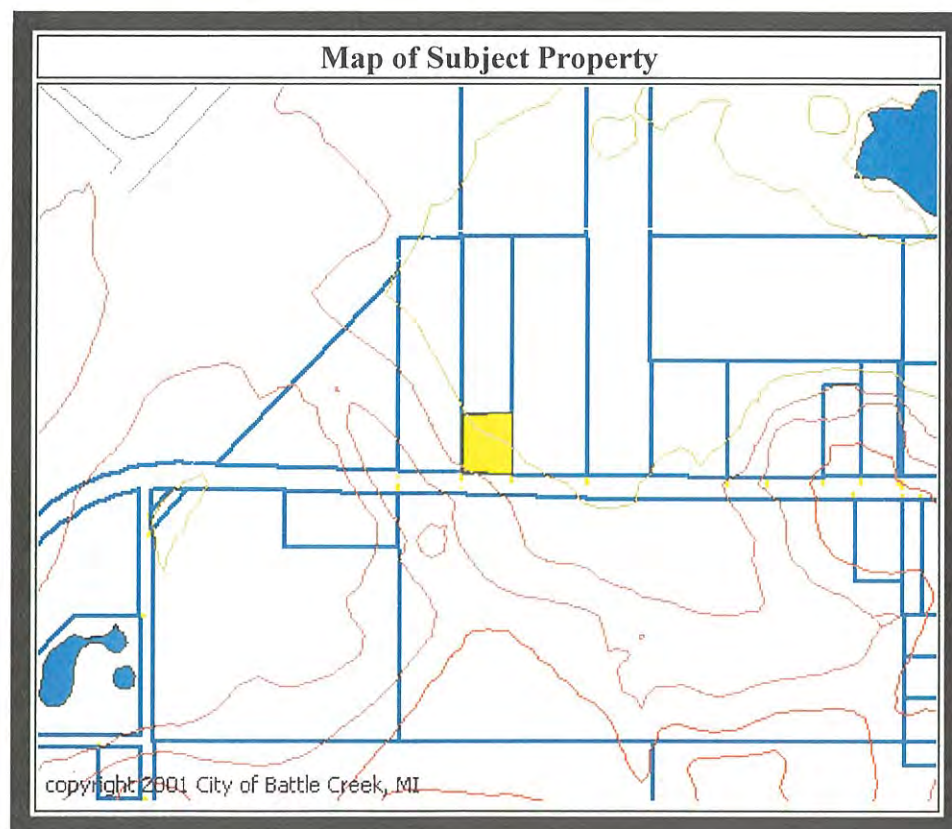
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0066-00-280-0

**Legal Description:** BC TWP SEC 16 T2S R8W PARCEL BEG 726 FT W OF SE COR OF NW 1/4 OF SEC 16 W 264 FT - N 396 FT - E 264 FT - S 396 FT TO BEG - CONTAINS 2.4 ACRES M/L

**Current Land Use:** EX

**Approximate Acreage:** 1.86





# 0 COLUMBIA AVE W

Map was printed on: 12-Jul-01



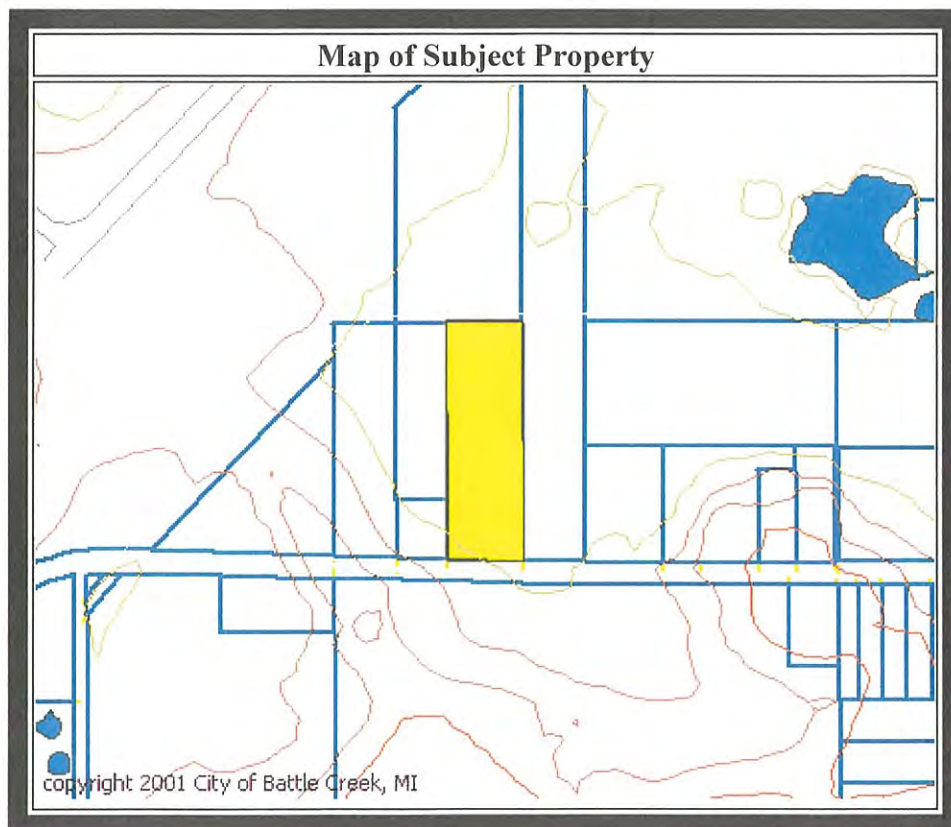
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0066-00-290-0

**Legal Description:** BC TWP SEC 16 T2S R8W BEG 330 FT W OF SE COR OF NW 1/4 OF SEC N 1320 FT W 396 FT S 1320 FT E 396 FT TO BEG -12 ACRES M/L 001600591

**Current Land Use:** EX

**Approximate Acreage:**11.31



# 0 COLUMBIA AVE W



Map was printed on: 12-Jul-01

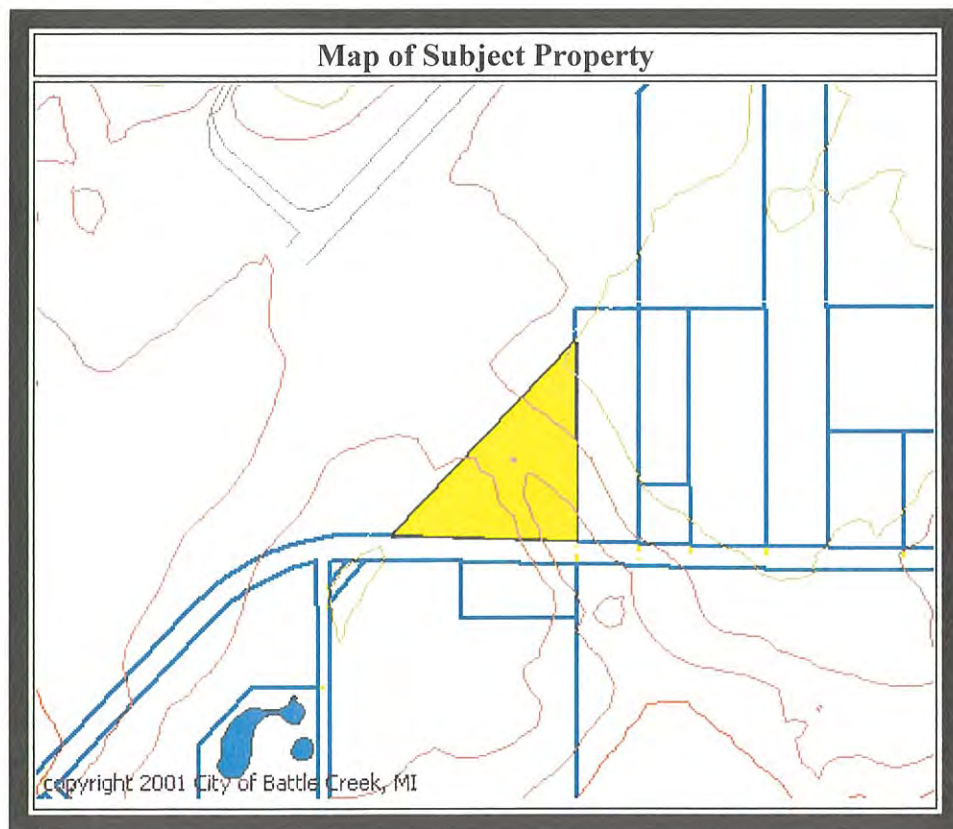
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0066-00-250-0

**Legal Description:** BC TWP SEC 16 T2S R8W BEG ON N LI W COLUMBIA AVE & W 1/8 LI SEC 16 - N 1052 FT - SWLY 1422 FT - E 957 FT TO BEG A TRIANGULAR PARCEL

**Current Land Use:** EX

**Approximate Acreage:** 11.6



## 0 COLUMBIA AVE W



Map was printed on: 12-Jul-01

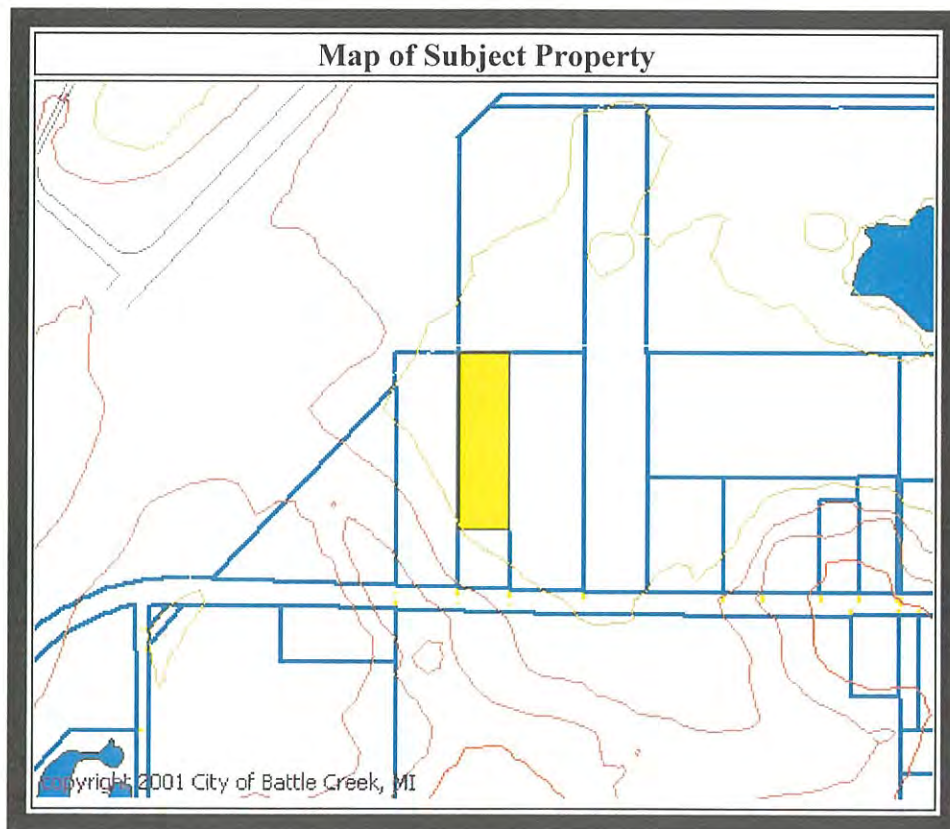
Owner of Record: CITY OF BATTLE CREEK

Parcel ID Number(PIN): 0066-00-270-0

Legal Description: BC TWP SEC 16 T2S R8W PARCEL BEG 726 FT W & 396 FT N OF CEN OF SEC 16 W 264 FT N 924 FT E 264 FT S 924 FT TO BEG - 5.6 ACRES M/L 001600574

Current Land Use: EX

Approximate Acreage: 5.61





# 0 COLUMBIA AVE W



Map was printed on: 12-Jul-01

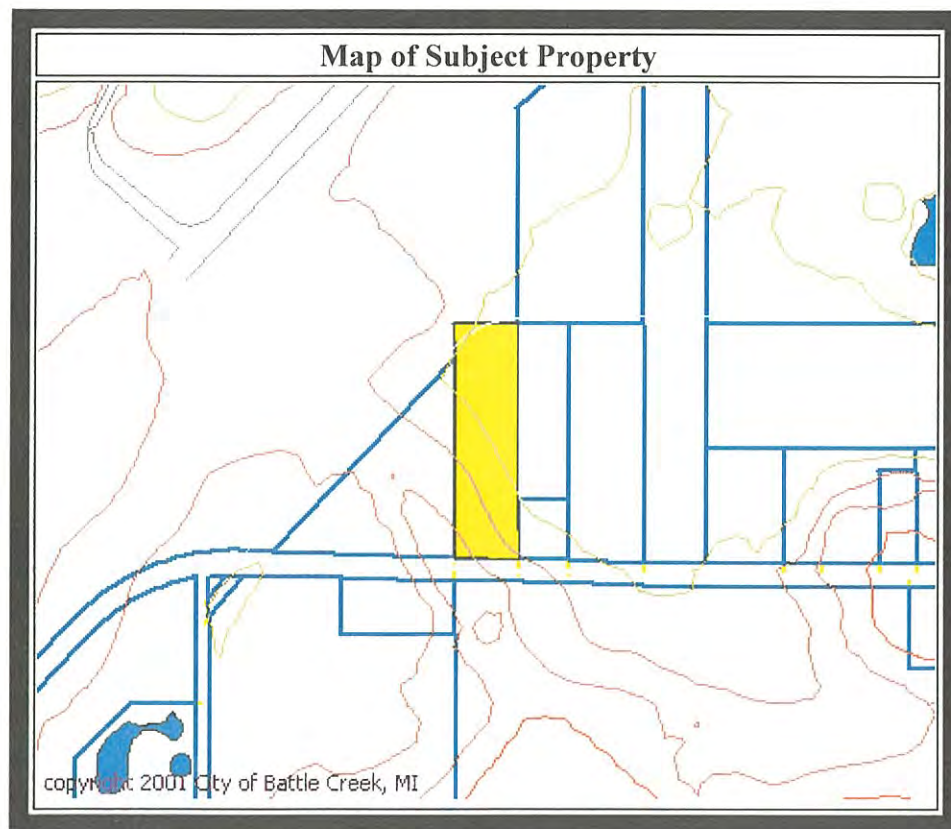
Owner of Record: CITY OF BATTLE CREEK

Parcel ID Number(PIN): 0066-00-260-0

Legal Description: BC TWP SEC 16 T2S R8W W 330 FT OF SE 1/4 OF NW 1/4 OF SEC 16 - 10 ACRES

Current Land Use: EX

Approximate Acreage:9.26



**0 TERRITORIAL RD W**

Map was printed on: 12-Jul-01

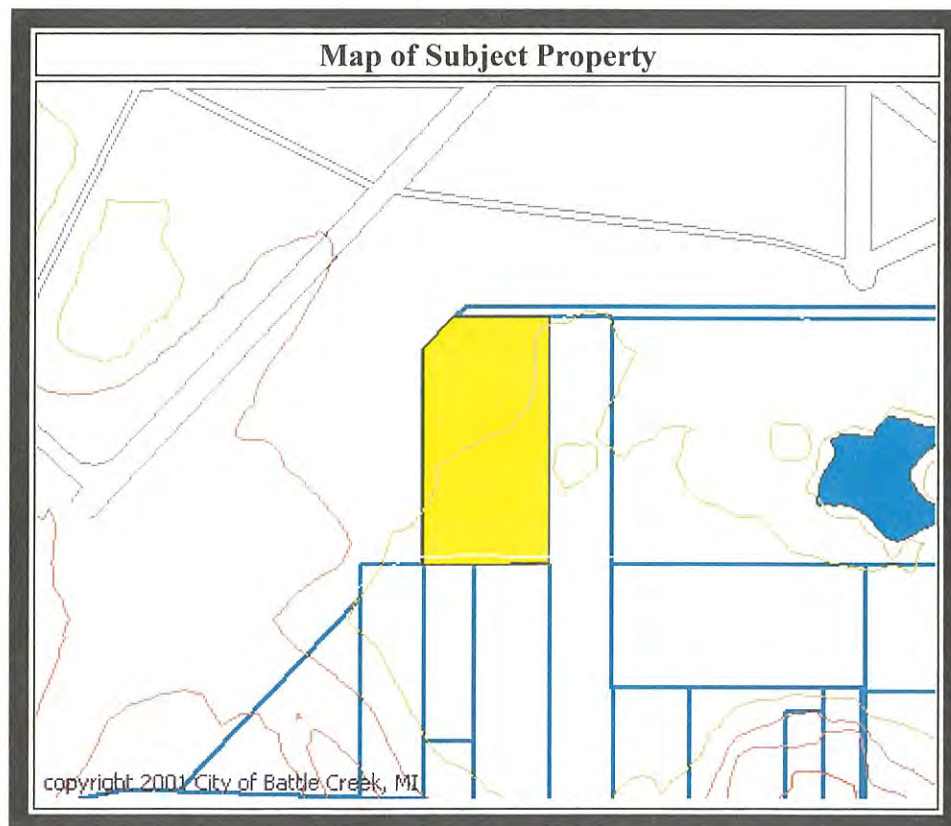
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0066-00-200-0

**Legal Description:** SEC 16 T2S R8W W 660 FT OF E 990 FT OF NE 1/4 OF NW 1/4 OF SD SEC, EXC BEG N LI OF SD SEC DIST 803 FT FROM N 1/4 POST OF SD SEC - SWLY 207.28 FT - NLY ALG W LI OF SD NE 1/4 OF NW 1/4 DIST OF 191.82 FT - ELY ALG N SEC LI TO POB, CONT 14.59 A, SUBJ TO EASE OVER NLY 33 FT THEREOF

**Current Land Use:** EX

**Approximate Acreage:**19.21





# 0 COLUMBIA AVE W

Map was printed on: 12-Jul-01



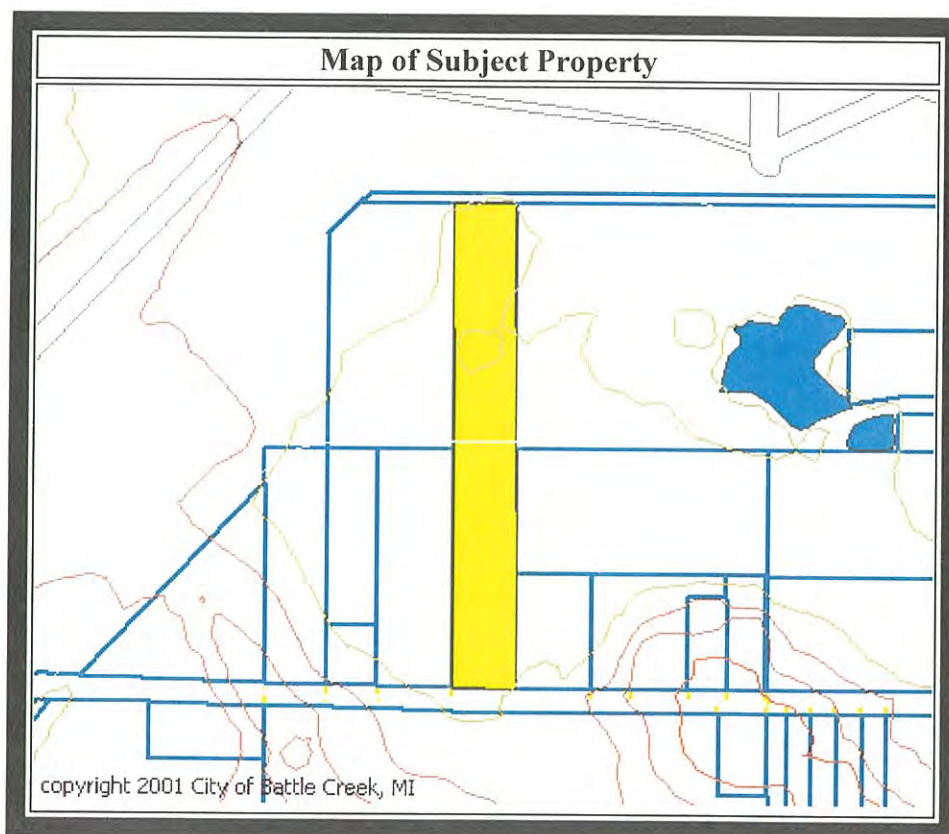
**Owner of Record:** CITY OF BATTLE CREEK

**Parcel ID Number(PIN):** 0066-00-180-0

**Legal Description:** BC TWP SEC 16 T2S R8W E 330 FT OF E 1/2 OF THE NW 1/4 OF SEC 16 -20 ACRES 001600564

**Current Land Use:** EX

**Approximate Acreage:**19.24



**RMTC & HILL BRADY**  
**Legal Discription**

DESCRIPTION OF REGIONAL MANUFACTURING TECHNOLOGY CENTER PROPERTY AND INTENDING TO INCLUDE ALL LANDS IN THE RIGHT-OF-WAY OF HILL-BRADY ROAD WHOSE CENTERLINE IS DESCRIBED AS:

COMMENCING AT THE EAST  $\frac{1}{4}$  CORNER OF SECTION 8, TOWN 2 SOUTH, RANGE 8 WEST, CITY OF BATTLE CREEK, CALHOUN COUNTY, MICHIGAN, THENCE S.  $89^{\circ}46'59''$  W. ALONG THE EAST AND WEST  $\frac{1}{4}$  LINE OF SAID SECTION 8, 2528.32 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF MARTIN LUTHER KING MEMORIAL HIGHWAY, THENCE S.  $37^{\circ}11'37''$  W. ALONG SAID RIGHT-OF-WAY, 889.91 FEET TO THE CENTERLINE OF HILL-BRADY ROAD AND THE POINT OF BEGINNING, THENCE N.  $52^{\circ}49'22''$  W. ALONG THE CENTERLINE OF THE 120.00 FEET WIDE RIGHT-OF-WAY OF SAID HILL-BRADY ROAD, 300.97 FEET, THENCE CONTINUING N.  $52^{\circ}49'22''$  W. ALONG THE CENTERLINE OF THE 100.00 FEET WIDE RIGHT-OF-WAY OF SAID HILL-BRADY ROAD, 148.23 FEET, THENCE NORTHWESTERLY 743.60 FEET, ALONG SAID CENTERLINE AND THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 819.00 FEET, AND WHOSE CHORD BEARS N.  $26^{\circ}28'56''$  W. 718.32 FEET, THENCE N.  $00^{\circ}48'12''$  W. ALONG SAID CENTERLINE, 1497.73 FEET, THENCE NORTHWESTERLY 927.01 FEET, ALONG SAID CENTERLINE AND THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 819.00 FEET, AND WHOSE CHORD BEARS N.  $34^{\circ}48'12''$  W. 915.96 FEET, THENCE N.  $68^{\circ}48'12''$  W. ALONG SAID CENTERLINE, 534.20 FEET, THENCE NORTHWESTERLY 916.39 FEET, ALONG SAID CENTERLINE AND THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 819.00 FEET, AND WHOSE CHORD BEARS N.  $36^{\circ}57'14''$  W. 869.33 FEET, THENCE N.  $00^{\circ}13'18''$  W. ALONG THE CENTERLINE OF THE 80.00 FEET WIDE RIGHT-OF-WAY OF SAID HILL-BRADY ROAD, 1944.73 FEET, THENCE N.  $00^{\circ}04'00''$  W. ALONG SAID CENTERLINE, 1351.23 FEET, THENCE NORTHEASTERLY 773.86 FEET ALONG SAID CENTERLINE AND THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 2578.87 FEET, AND WHOSE CHORD BEARS N.  $08^{\circ}31'48''$  E. 770.96 FEET, THENCE NORTHEASTERLY 448.01 FEET ALONG SAID CENTERLINE AND THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 1392.77 FEET, AND WHOSE CHORD BEARS N.  $26^{\circ}20'30''$  E. 446.08 FEET TO THE POINT OF ENDING OF SAID CENTERLINE. ALSO, INCLUDING LOT NUMBER 53 OF BATTLE CREEK-FORT CUSTER URBAN RENEWAL PLAT, ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 19 OF PLATS, ON PAGES 01 THROUGH 01-X, IN THE OFFICE OF THE REGISTER OF DEEDS FOR CALHOUN COUNTY, MICHIGAN.

## APPENDIX 10

### LDFA District #1

#### Parcel List

#### REGION "A"

#### LDFA & TIFA

#### OVERLAY SECTION:

<u>Parcel Number</u>	<u>School District</u>	<u>SEV</u>
0059-00-001-0	Battle Creek	\$0
0059-00-279-0	Battle Creek	\$0
0060-00-200-0	Battle Creek	\$0
0066-00-010-1	Lakeview	\$0
0066-00-015-0	Lakeview	<u>\$634,800</u>
SEV Subtotal:		\$634,800

#### REGION "B"

#### LDFA-ONLY SECTION:

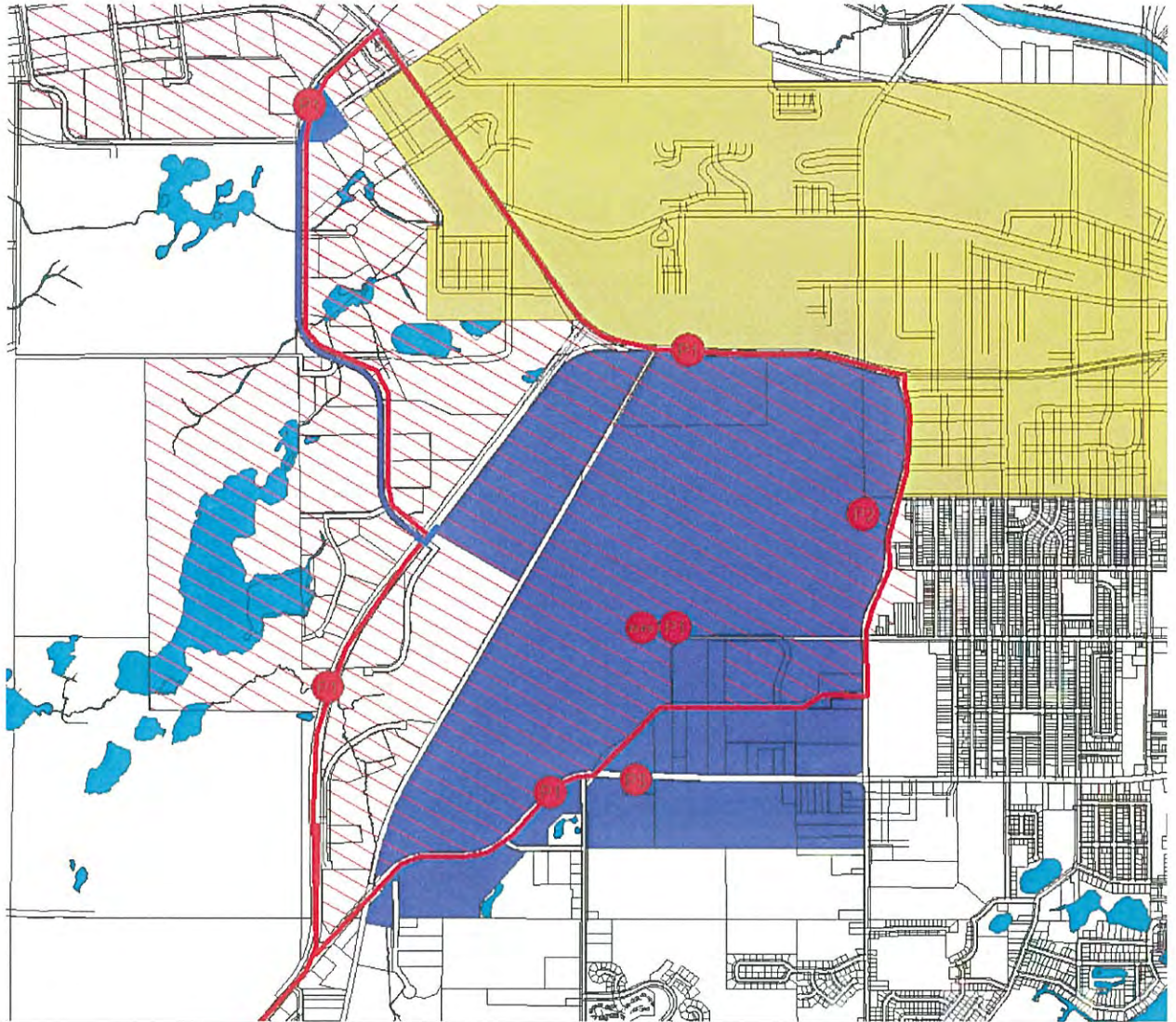
<u>Parcel Number</u>	<u>School District</u>	<u>SEV</u>
0066-00-060-0	Lakeview	\$0
0066-00-115-0	Lakeview	\$128,650
0066-00-120-0	Lakeview	\$342,828
0066-00-130-0	Lakeview	\$281,950
0066-00-150-0	Lakeview	\$537,400
0066-00-160-0	Lakeview	\$79,650
0066-00-180-0	Battle Creek	\$0
0066-00-200-0	Battle Creek	\$0
0066-00-250-0	Battle Creek	\$0
0066-00-260-0	Battle Creek	\$0
0066-00-270-0	Battle Creek	\$0
0066-00-280-0	Battle Creek	\$0
0066-00-290-0	Battle Creek	\$0
0066-00-390-0	Lakeview	\$1,652,750
0066-00-470-0	Lakeview	\$180,120
0066-00-480-0	Lakeview	\$38,650
0066-00-490-0	Lakeview	\$46,000
0066-00-510-0	Lakeview	\$87,270
0066-00-520-0	Lakeview	\$65,000
0066-00-530-0	Lakeview	\$93,650
0066-00-550-0	Lakeview	\$236,160
0066-00-560-0	Lakeview	\$110,946
0066-00-570-0	Lakeview	\$0
0066-00-580-0	Lakeview	\$567,807
0066-00-590-0	Lakeview	\$96,950
0066-00-600-0	Lakeview	\$119,205
0066-00-620-0	Lakeview	<u>\$47,000</u>
SEV Subtotal:		\$4,711,986

SEV Grand Total:

\$5,346,786

## **APPENDIX 11**

LDFA District # 1 – (Airport Area)  
Infrastructure Plan



Phase 1

- Public ramp expansion in aviation development area
- Fiber loop around airport and to RMTC

Phase 2:

- Center for World Aviation and Transportation Dev.

Phase 3:

- Taxiway extensions in development area
- W. Columbia sewer and water extensions

Phase 4:

- Public ramp expansion in aviation development area

Phase 5:

- Public ramp expansion in aviation development area

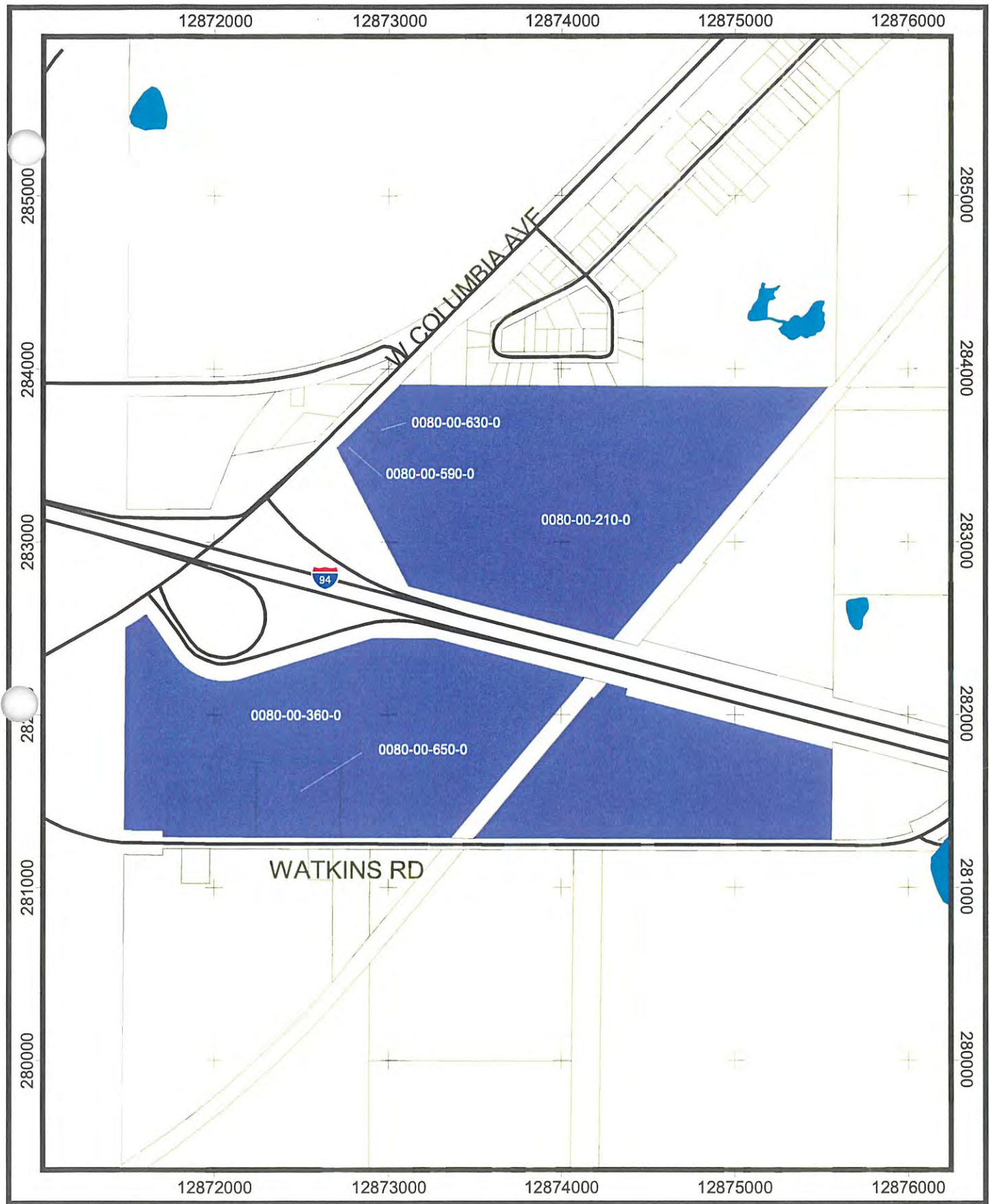
## APPENDIX 12

### LDFA District #2 Parcel List

LDFA AREA:	<u>Parcel Number</u>	<u>School District</u>	<u>SEV</u>
	0080-00-210-0	Battle Creek	\$0
	0080-00-360-0	Battle Creek	\$0
	0080-00-650-0	Battle Creek	\$0
	0080-00-590-0	Battle Creek	\$35,700
	0080-00-630-0	Battle Creek	\$0
	Total SEV:		\$35,700



## APPENDIX 13



BATTLE CREEK,  
MICHIGAN

## LDFA DISTRICT #2

City of Battle Creek - GIS Department  
10 North Division - Room 111  
616-966-3303



# APPENDIX 14

**0 COLUMBIA AVE W**

Map was printed on: 12-Jul-01

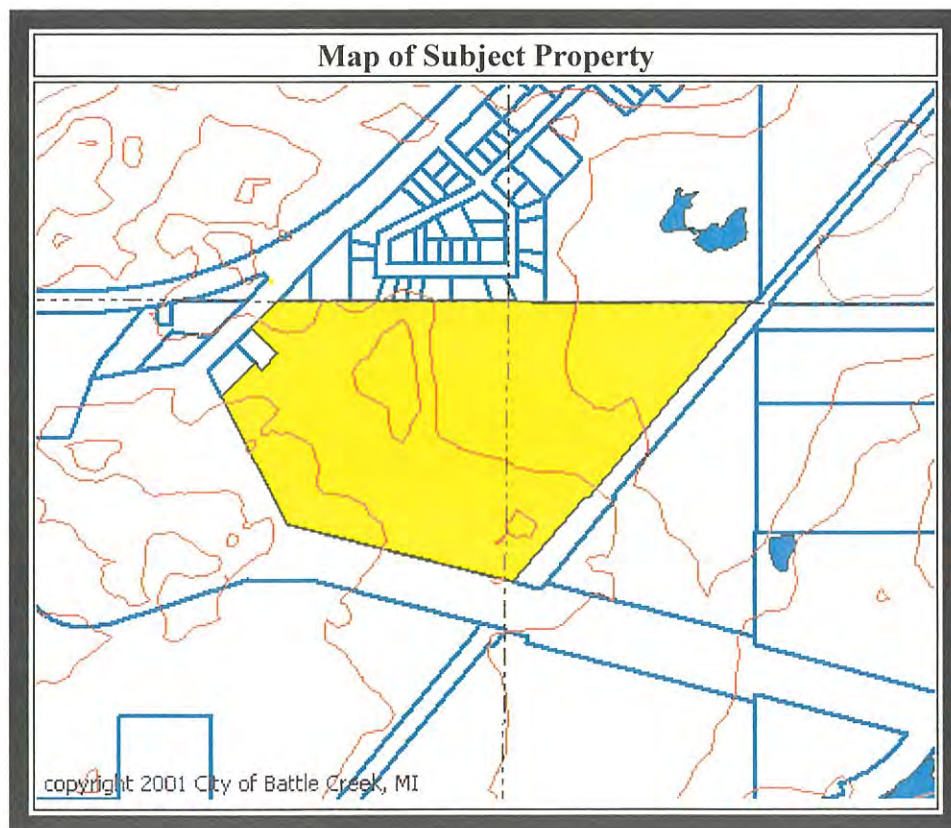
Owner of Record: BATTLE CREEK T I F A

Parcel ID Number(PIN): 0080-00-210-0

**Legal Description:** BC TWP SEC 30 T2S R8W COMM ON N LINE OF SEC 30 S 89 DEG 53 MIN 16 SEC E 1571.09 FT FROM NW COR OF SD SEC TH S 89 DEG 53 MIN 16 SEC E ALG SD N SEC LINE 2477.72 FT TO WLY ROW OF GTW RR TH S 39 DEG 21 MIN 22 SEC W 1327.36 FT TH S 89 DEG 44 MIN 26 SEC W 21.42 FT TH S 39 DEG 21 MIN 22 SEC W 574.57 FT TO SWLY ROW LINE OF GWT RR & NLY ROW OF HWY I-94 TH N 75 DEG 40 MIN 18 SEC W ALG SD NLY ROW OF I-94 A DISTANCE OF 1225.09 FT TH N 27 DEG 50 MIN 55 SEC W ALG NLY ROW 747.76 FT TH N 44 DEG 4 MIN 2 SEC E 248.98 FT TH S 45 DEG 55 MIN 58 SEC E 50 FT TH N 44 DEG 4 MIN 2 SEC E 120 FT TH N 45 DEG 58 MIN 58 SEC W 200 FT TO SELY ROW OF CLIMAX RD TH N 44 DEG 4 MIN 2 SEC E 197.31 FT TO POB 60 ACRES M/L

Current Land Use: EX

Approximate Acreage: 61.17





**0 WATKINS RD**

Map was printed on: 12-Jul-01

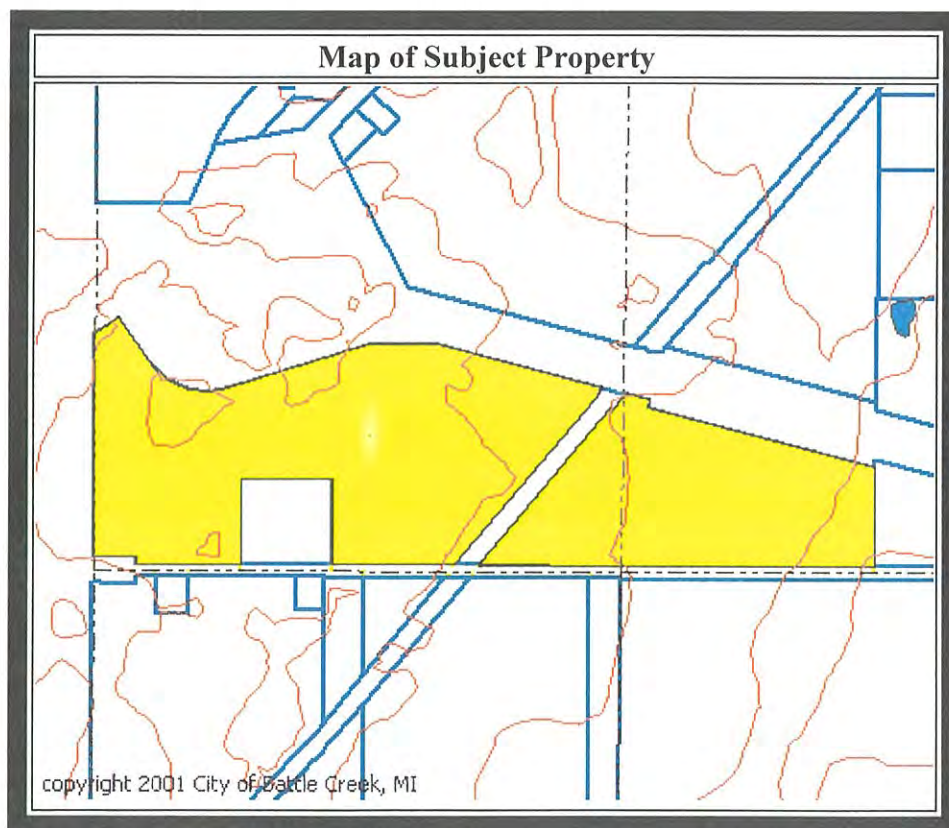
Owner of Record: BATTLE CREEK T I F A

Parcel ID Number(PIN): 0080-00-360-0

**Legal Description:** BC TWP SEC 30 T2S R8W ALL OF NW 1/4 SD SEC & W 1/2 OF NE 1/4 AS OCCUPIED LYING SLY OF I-94 & C/L OF CLIMAX RD EXC RR R/W & EXC BEG 747 E OF W 1/4 POST - N 470 FT - E 470 FT - S 470 FT - W 470 FT TO POB CONT 84.82 A M/L SUBJ TO 80 FT EASE FOR CLIMAX RD & EASE FOR WATKINS RD

Current Land Use: EX

Approximate Acreage:80.18



# 175 WATKINS RD



Map was printed on: 12-Jul-01

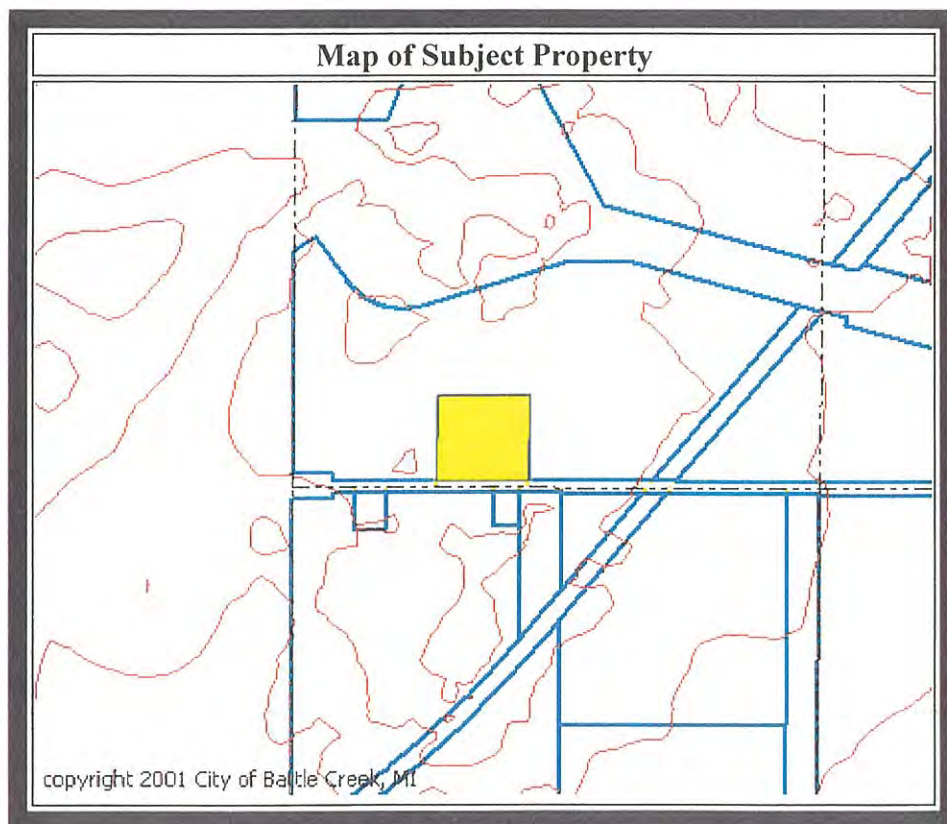
Owner of Record: BATTLE CREEK T I F A

Parcel ID Number(PIN): 0080-00-650-0

**Legal Description:** SEC 30 T2S R8W PART OF NW 1/4 OF SD SEC: COMM AT PT ON E & W 1/4 LI OF SD SEC DIST S 89 DEG 56 MIN 58 SEC E 747 FROM W 1/4 POST OF SD SEC - CONTN S 89 DEG 56 MIN 58 SEC E ALG SD E & W 1/4 LI 470 FT - N 00 DEG 03 MIN 02 SEC E 470 FT - N 89 DEG 56 MIN 58 SEC W 470 FT - S 00 DEG 03 MIN 02 SEC W 470 FT TO POB, CONT 5.07 A, SUBJ TO HWY EASE OVER SLY 33 FT THEREOF, SUBJ TO EASE OF RECORD

Current Land Use: EX

Approximate Acreage:4.92





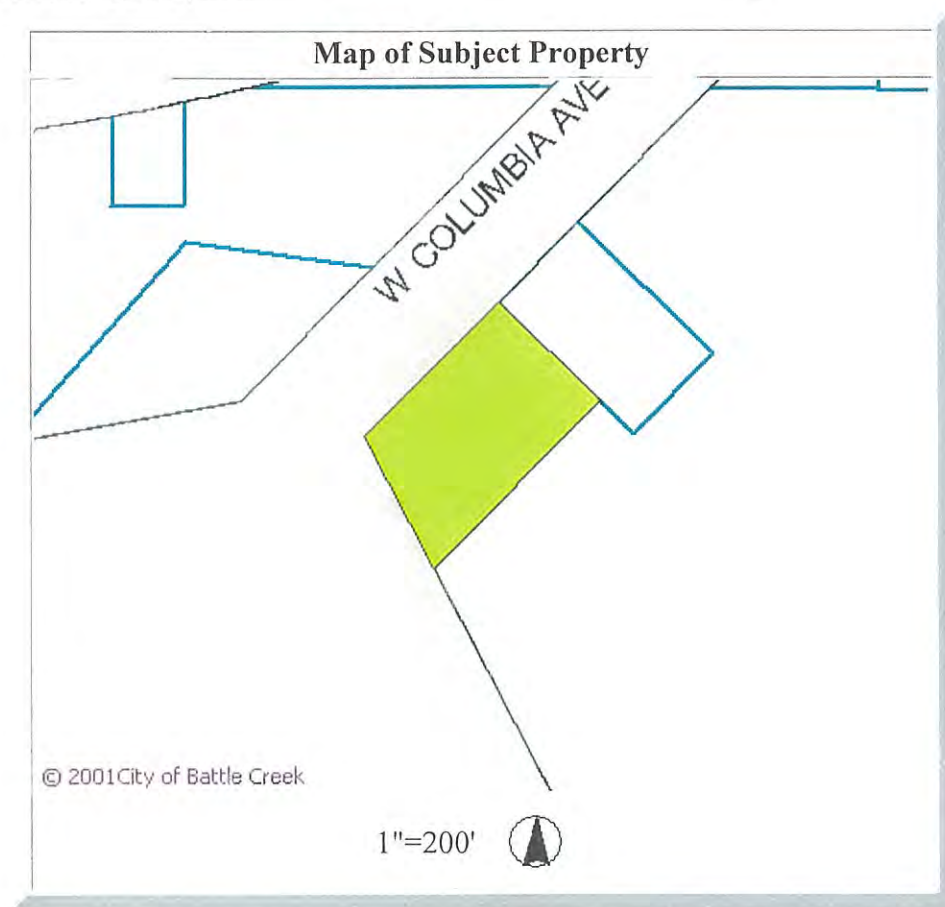
**4943 COLUMBIA AVE W**

Economic Development

**Owner:** BATTLE CREEK T I F A**PIN:** 0080-00-590-04950 DICKMAN RD W  
BATTLE CREEK, MI 49015-1062

**Legal Description:** SEC 30 T2S R8W COMM ON N LINE SD SEC S 89 DEG 53 MIN 16 SEC E 1571.09 FT FROM NW COR SD SEC - S 44 DEG 04 MIN 02 SEC W ALG ELY ROW LINE OF COLUMBIA AVE 317.31 FT TO TRUE POB - CONT S 44 DEG 04 MIN 02 SEC W 200 FT TO NLY ROW LINE OF HWY I-94 - S 27 DEG 50 MIN 55 SEC E ALG SAID NLY ROW LINE 157.79 FT - N 44 DEG 04 MIN 02 SEC E 248.98 FT - N 45 DEG 55 MIN 58 SEC W 150 FT TO POB

**Taxable Value:** \$33450.00 **SEV:** \$35700.00 0.77 acres+/- **Current Land Use:** C **Current**



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[Return to an Interactive Map](#)

*0 COLUMBIA AVE W*

Economic Development

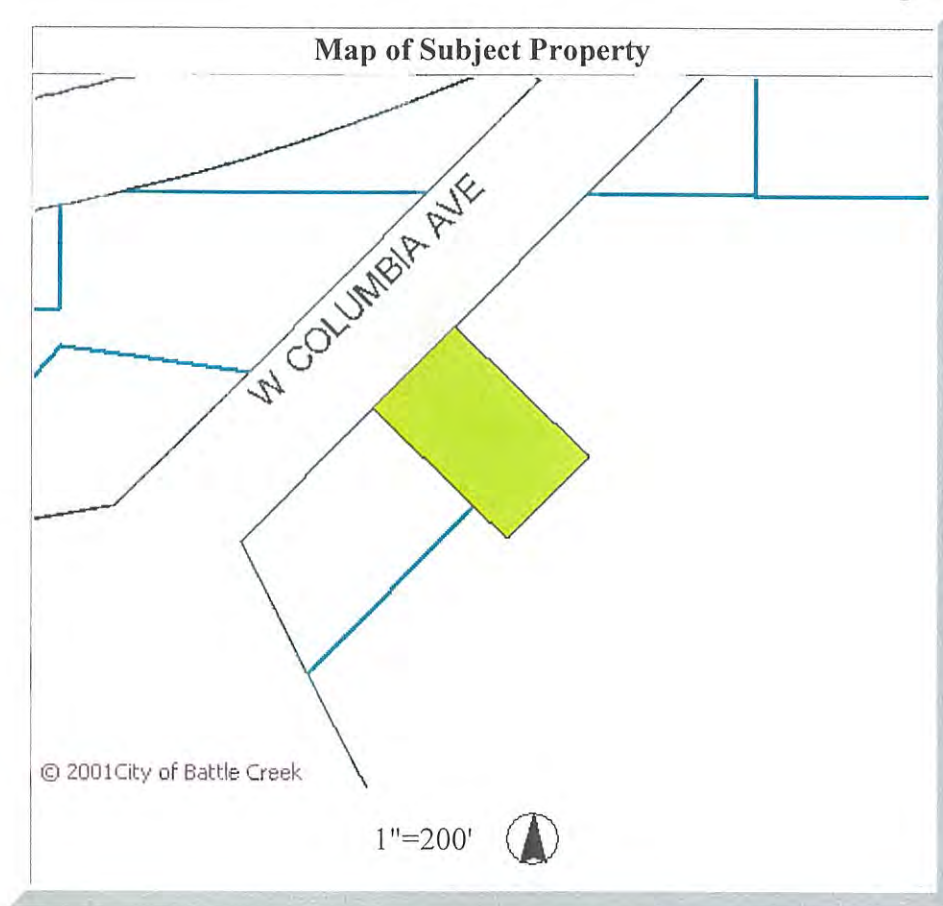
**Owner:** BATTLE CREEK T I F A**PIN:** 0080-00-630-0

4950 DICKMAN RD W

BATTLE CREEK, MI 49015-1062

**Legal Description:** BC TWP SEC 30 T2S R8W PART OF NW 1/4 DESC AS COMM NW COR OF SD SEC - S 89 DEG 53 MIN 16 SEC E ALG N SEC LI 1571.09 FT - S 44 DEG 04 MIN 02 SEC W ALG ELY LI OF B. L. 94 DIST OF 197.31 FT TO TRUE POB - S 45 DEG 55 MIN 58 SEC E 200 FT - S 44 DEG 04 MIN 02 SEC W 120 FT - N 45 DEG 55 MIN 58 SEC W 200 FT - S 44 DEG 04 MIN 02 SEC W ALG SD C/L DIST OF 120 FT TO POB CONT 0.55 A

**Taxable Value:** \$0.00 **SEV:** \$0.00 0.55 acres+/- **Current Land Use:** EX **Current Zoning:** C3



The GIS applications accessed through this website provide a visual display of data for your convenience. Every reasonable effort has been made to assure the accuracy of the maps and associated data. The City of Battle Creek (hereinafter "City") makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any data provided herein. The user of these applications should not rely on the data provided herein for any reason. The City explicitly disclaims any representations and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. The City shall assume no liability for any decision made or actions taken or not taken by the user of the applications in reliance upon any information or data furnished hereunder. To be sure of complete accuracy, please check with City staff for updated information.

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## **APPENDIX 15**



## LDFA District # 2 – (I-94 Area)



### Phase 1

- Extend Water/Sewer and other utilities as necessary from Buckner Dr. to Parcel along northside of I-94
- Extend interior Public & private utilities, roads into northside parcel.

### Phase 2

- Water/Sewer and other utilities as necessary extended under I-94 to South Parcel
- Extend interior public & private utilities, roads into south parcel.

### Phase 3

- Extend Water/Sewer and other utilities along Watkins Road to area East of Rail Line on South Parcel & Rebuild Watkins Rd. from Mercury Dr. to area east of rail line.

## CHART 1

[illegible]

Note: The TIF plan utilizes projected and targeted investment levels (SEV) in Plan Years 2002 through 2012. Beginning in 2013 and continuing through 2032, a projected 2% annual increase in taxable value is assumed. This percentage increase is believed to be a conservative estimate, as the existing BCTIFA has achieved typical annual increases in base value ranging from 4% to 8% for approximately the past ten fiscal years. All millages are listed at 50% of the amount required to provide a conservative tax increment finance plan which assumes that PA 138 50%, 12-year bonds will be applied to each project, except for the State ed. Tax, which is not typically tax abated.



**TAX INCREMENT FINANCING PLAN - District #1 Airport Small Zone Area**  
**Region "B" (Non-BCTIFA areas)**

**CHART 1**

Fiscal Year	Base Year	Tax Year	Tax Year	(1) City of BC	(1) City of BC	(2) City of BC	(2) City of BC	(3) Calhoun ISD	(3) Calhoun ISD	(4) Kelllogg CC	(4) Kelllogg CC	(5) Willard Library	(5) Willard Library	(6) Calhoun County
Ending 6/30	SEV	Adjusted	Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental	Operating Captured Incremental
2003	\$ 7,388,134	\$ 7,388,134	\$ 0	5,1235	\$0	\$0	\$0	0,0000	\$0	1,8564	\$0	0,0000	\$0	2,0209
2004	\$ 7,388,134	\$ 10,388,134	\$3,000,000	5,1235	\$15,371	\$3,525	\$0	0,0000	\$0	1,8564	\$5,569	0,0000	\$0	2,0209
2005	\$ 7,388,134	\$ 13,188,134	\$5,800,000	5,1235	\$29,716	\$6,815	\$0	0,0000	\$0	1,8564	\$10,767	0,0000	\$0	2,0209
2006	\$ 7,388,134	\$ 14,388,134	\$7,000,000	5,1235	\$35,865	\$8,225	\$0	0,0000	\$0	1,8564	\$12,995	0,0000	\$0	2,0209
2007	\$ 7,388,134	\$ 17,388,134	\$10,000,000	5,1235	\$51,235	\$11,750	\$0	0,0000	\$0	1,8564	\$18,564	0,0000	\$0	2,0209
2008	\$ 7,388,134	\$ 17,888,134	\$10,500,000	5,1235	\$53,787	\$12,338	\$0	0,0000	\$0	1,8564	\$19,482	0,0000	\$0	2,0209
2009	\$ 7,388,134	\$ 22,388,134	\$15,000,000	5,1235	\$76,853	\$17,625	\$0	0,0000	\$0	1,8564	\$27,846	0,0000	\$0	2,0209
2010	\$ 7,388,134	\$ 24,888,134	\$17,500,000	5,1235	\$89,661	\$20,563	\$0	0,0000	\$0	1,8564	\$32,467	0,0000	\$0	2,0209
2011	\$ 7,388,134	\$ 28,388,134	\$21,000,000	5,1235	\$107,594	\$24,675	\$0	0,0000	\$0	1,8564	\$40,841	0,0000	\$0	2,0209
2012	\$ 7,388,134	\$ 29,388,134	\$22,500,000	5,1235	\$112,717	\$25,850	\$0	0,0000	\$0	1,8564	\$41,932	0,0000	\$0	2,0209
2013	\$ 7,388,134	\$ 29,975,897	\$22,587,763	5,1235	\$115,728	\$27,245	\$0	0,0000	\$0	1,8564	\$43,045	0,0000	\$0	2,0209
2014	\$ 7,388,134	\$ 30,575,415	\$23,187,281	5,1235	\$118,800	\$27,966	\$0	0,0000	\$0	1,8564	\$44,160	0,0000	\$0	2,0209
2015	\$ 7,388,134	\$ 31,186,923	\$23,798,789	5,1235	\$121,933	\$28,696	\$0	0,0000	\$0	1,8564	\$45,338	0,0000	\$0	2,0209
2016	\$ 7,388,134	\$ 31,810,661	\$24,422,527	5,1235	\$128,388	\$29,444	\$0	0,0000	\$0	1,8564	\$46,519	0,0000	\$0	2,0209
2017	\$ 7,388,134	\$ 32,446,875	\$25,056,741	5,1235	\$131,713	\$30,207	\$0	0,0000	\$0	1,8564	\$47,724	0,0000	\$0	2,0209
2018	\$ 7,388,134	\$ 33,095,812	\$25,707,678	5,1235	\$135,105	\$30,964	\$0	0,0000	\$0	1,8564	\$48,953	0,0000	\$0	2,0209
2019	\$ 7,388,134	\$ 33,757,728	\$26,369,594	5,1235	\$138,564	\$31,778	\$0	0,0000	\$0	1,8564	\$50,206	0,0000	\$0	2,0209
2020	\$ 7,388,134	\$ 34,432,883	\$27,044,749	5,1235	\$142,092	\$32,587	\$0	0,0000	\$0	1,8564	\$51,484	0,0000	\$0	2,0209
2021	\$ 7,388,134	\$ 35,121,541	\$27,733,407	5,1235	\$145,691	\$33,412	\$0	0,0000	\$0	1,8564	\$52,788	0,0000	\$0	2,0209
2022	\$ 7,388,134	\$ 35,823,971	\$28,435,837	5,1235	\$149,382	\$34,254	\$0	0,0000	\$0	1,8564	\$54,118	0,0000	\$0	2,0209
2023	\$ 7,388,134	\$ 36,540,451	\$29,162,317	5,1235	\$153,106	\$35,113	\$0	0,0000	\$0	1,8564	\$55,475	0,0000	\$0	2,0209
2024	\$ 7,388,134	\$ 37,271,260	\$29,893,126	5,1235	\$156,821	\$35,989	\$0	0,0000	\$0	1,8564	\$56,859	0,0000	\$0	2,0209
2025	\$ 7,388,134	\$ 38,016,685	\$30,628,551	5,1235	\$160,821	\$36,882	\$0	0,0000	\$0	1,8564	\$58,270	0,0000	\$0	2,0209
2026	\$ 7,388,134	\$ 38,777,019	\$31,368,885	5,1235	\$164,794	\$37,793	\$0	0,0000	\$0	1,8564	\$59,710	0,0000	\$0	2,0209
2027	\$ 7,388,134	\$ 39,552,559	\$32,164,425	5,1235	\$168,847	\$38,723	\$0	0,0000	\$0	1,8564	\$61,179	0,0000	\$0	2,0209
2028	\$ 7,388,134	\$ 40,343,610	\$32,955,476	5,1235	\$172,981	\$39,671	\$0	0,0000	\$0	1,8564	\$62,676	0,0000	\$0	2,0209
2029	\$ 7,388,134	\$ 41,150,482	\$33,762,348	5,1235	\$177,198	\$40,638	\$0	0,0000	\$0	1,8564	\$64,204	0,0000	\$0	2,0209
2030	\$ 7,388,134	\$ 41,973,492	\$34,585,358	5,1235	\$181,499	\$41,624	\$0	0,0000	\$0	1,8564	\$65,763	0,0000	\$0	2,0209
2031	\$ 7,388,134	\$ 42,812,962	\$35,424,828	5,1235	\$185,886	\$42,630	\$0	0,0000	\$0	1,8564	\$67,352	0,0000	\$0	2,0209
2032	\$ 7,388,134	\$ 43,669,221	\$36,281,087	5,1235	\$189,372	\$43,658	\$0	0,0000	\$0	1,8564	\$68,979	0,0000	\$0	2,0209
Totals:					\$3,547,372	\$813,538	\$701,091			\$1,285,321				\$1,399,199

Fiscal Year	Base Year	Tax Year	Tax Year	(7) Calhoun Co.	(7) Calhoun Co.	(8) Calhoun Co.	(8) Calhoun Co.	(9) Calhoun Co.	(9) Calhoun Co.	(10) Local School	(10) Local School	(11) State	(11) State	Total
Ending 6/30	SEV	Adjusted	Incremental	Soldiers Relief Captured Incremental	Soldiers Relief Captured Incremental	Medical Care Captured Incremental	Medical Care Captured Incremental	Senior Citizens Captured Incremental	Senior Citizens Captured Incremental	Operating School Captured Incremental	Operating School Captured Incremental	Education Tax Captured Incremental	Education Tax Captured Incremental	Total Annual Tax Incremental Revenue
2003	\$ 7,388,134	\$ 7,388,134	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$0
2004	\$ 7,388,134	\$ 10,388,134	\$3,000,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$30,527
2005	\$ 7,388,134	\$ 13,188,134	\$5,800,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$89,547
2006	\$ 7,388,134	\$ 14,388,134	\$7,000,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$160,777
2007	\$ 7,388,134	\$ 17,388,134	\$10,000,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$262,535
2008	\$ 7,388,134	\$ 17,888,134	\$10,500,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$363,281
2009	\$ 7,388,134	\$ 22,388,134	\$15,000,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$462,017
2010	\$ 7,388,134	\$ 24,888,134	\$17,500,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$562,076
2011	\$ 7,388,134	\$ 26,388,134	\$21,000,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$662,093
2012	\$ 7,388,134	\$ 29,388,134	\$22,000,000	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$762,091
2013	\$ 7,388,134	\$ 29,975,897	\$22,587,763	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$862,085
2014	\$ 7,388,134	\$ 30,575,415	\$23,187,281	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$962,078
2015	\$ 7,388,134	\$ 31,186,923	\$23,798,789	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,062,065
2016	\$ 7,388,134	\$ 31,810,661	\$24,422,527	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,162,057
2017	\$ 7,388,134	\$ 32,446,875	\$25,056,741	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,262,049
2018	\$ 7,388,134	\$ 33,095,812	\$25,707,678	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,362,041
2019	\$ 7,388,134	\$ 33,757,728	\$26,369,594	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,462,033
2020	\$ 7,388,134	\$ 34,432,883	\$27,044,749	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,562,025
2021	\$ 7,388,134	\$ 35,121,541	\$27,733,407	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,662,017
2022	\$ 7,388,134	\$ 35,823,971	\$28,435,837	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,762,009
2023	\$ 7,388,134	\$ 36,540,451	\$29,162,317	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,862,001
2024	\$ 7,388,134	\$ 37,271,260	\$29,893,126	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$1,962,000
2025	\$ 7,388,134	\$ 38,016,685	\$30,628,551	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,062,000
2026	\$ 7,388,134	\$ 38,777,019	\$31,368,885	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,162,000
2027	\$ 7,388,134	\$ 39,552,559	\$32,164,425	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,262,000
2028	\$ 7,388,134	\$ 40,343,610	\$32,955,476	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,362,000
2029	\$ 7,388,134	\$ 41,150,482	\$33,762,348	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,462,000
2030	\$ 7,388,134	\$ 41,973,492	\$34,585,358	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,562,000
2031	\$ 7,388,134	\$ 42,812,962	\$35,424,828	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,662,000
2032	\$ 7,388,134	\$ 43,669,221	\$36,281,087	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	0,0000	\$0	\$2,762,000
Totals:					\$3,547,372	\$813,538	\$701,091			\$1,285,321				\$1,399,199

Note: The TIF plan utilizes projected and targeted investment levels (SEV) in Plan Years 2002 through 2012. Beginning in 2013 and continuing through 2032, a projected 2% annual increase in taxable value is assumed. This percentage increase is believed to be a conservative estimate, as the existing BCTIFA has achieved typical annual increases in tax base value from 4% to 8% for approximately the past ten fiscal years. All millages are listed at 50% of the actual millage amount. The TIF plan assumes that PA 198 50%, 12-9c millages will be applied to each project, except for the State Ed. Tax, which is not typically abated.

CHART 1

TAX INCREMENTAL FINANCING PLAN - District #1  
SUMMARY TABLE (REGIONS A + B)

Fiscal Year Ending 6/30	REGION A						REGION B						REGION A + B		
	Base Year SEV	Tax Year Adopted SEV	Tax Year Incremental SEV	Total Captured Millage Rate w/50% PA 198	Total Annual Tax Incremental Revenue		Base Year SEV	Tax Year Adopted SEV	Tax Year Incremental SEV	Total Captured Millage Rate w/50% PA 198	Total Annual Tax Incremental Revenue		Total LDF Annual Tax Incremental Revenue	Total LDF Cumulative Tax Incremental Revenue	
2003	\$ 1,667,041	\$ 1,667,041	\$0	1.856400	\$ -	\$ 7,388,134	\$ 7,388,134	\$ -	10.1758	\$ -	\$ 30,527	\$ -	\$ 34,240	\$ 34,240	
2004	\$ 1,667,041	\$ 3,667,041	\$2,000,000	1.856400	\$ 3,713	\$ 7,388,134	\$ 10,388,134	\$ 3,000,000	10.1758	\$ 59,019	\$ 30,527	\$ 65,517	\$ 99,757	\$ 99,757	
2005	\$ 1,667,041	\$ 5,167,041	\$3,500,000	1.856400	\$ 6,497	\$ 7,388,134	\$ 13,188,134	\$ 5,800,000	10.1758	\$ 71,230	\$ 59,019	\$ 82,369	\$ 182,126	\$ 182,126	
2006	\$ 1,667,041	\$ 7,667,041	\$6,000,000	1.856400	\$ 11,138	\$ 7,388,134	\$ 14,388,134	\$ 7,000,000	10.1758	\$ 101,758	\$ 71,230	\$ 117,537	\$ 299,663	\$ 299,663	
2007	\$ 1,667,041	\$ 10,167,041	\$8,500,000	1.856400	\$ 15,779	\$ 7,388,134	\$ 17,388,134	\$ 10,000,000	10.1758	\$ 106,846	\$ 101,758	\$ 126,338	\$ 426,001	\$ 426,001	
2008	\$ 1,667,041	\$ 12,167,041	\$10,500,000	1.856400	\$ 19,492	\$ 7,388,134	\$ 17,888,134	\$ 15,000,000	10.1758	\$ 152,637	\$ 106,846	\$ 174,913	\$ 600,914	\$ 600,914	
2009	\$ 1,667,041	\$ 13,667,041	\$12,000,000	1.856400	\$ 22,277	\$ 7,388,134	\$ 24,888,134	\$ 17,500,000	10.1758	\$ 178,076	\$ 152,637	\$ 206,850	\$ 807,765	\$ 807,765	
2010	\$ 1,667,041	\$ 15,167,041	\$15,500,000	1.856400	\$ 28,772	\$ 7,388,134	\$ 28,388,134	\$ 21,000,000	10.1758	\$ 213,691	\$ 178,076	\$ 243,394	\$ 1,051,158	\$ 1,051,158	
2011	\$ 1,667,041	\$ 17,667,041	\$16,000,000	1.856400	\$ 29,702	\$ 7,388,134	\$ 29,388,134	\$ 22,000,000	10.1758	\$ 223,867	\$ 213,691	\$ 255,426	\$ 1,306,584	\$ 1,306,584	
2012	\$ 1,667,041	\$ 19,167,041	\$17,000,000	1.856400	\$ 32,252	\$ 7,388,134	\$ 29,388,134	\$ 22,887,763	10.1758	\$ 229,848	\$ 223,867	\$ 262,100	\$ 1,568,684	\$ 1,568,684	
2013	\$ 1,667,041	\$ 20,667,041	\$18,500,000	1.856400	\$ 32,959	\$ 7,388,134	\$ 30,575,415	\$ 23,187,281	10.1758	\$ 242,949	\$ 229,848	\$ 275,851	\$ 1,837,591	\$ 1,837,591	
2014	\$ 1,667,041	\$ 21,422,120	\$19,251,169	1.856400	\$ 33,680	\$ 7,388,134	\$ 31,816,923	\$ 23,798,789	10.1758	\$ 248,518	\$ 242,949	\$ 282,934	\$ 2,113,442	\$ 2,113,442	
2015	\$ 1,667,041	\$ 22,025,806	\$18,942,881	1.856400	\$ 34,415	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 248,518	\$ 290,158	\$ 2,396,376	\$ 2,396,376	
2016	\$ 1,667,041	\$ 20,609,922	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 32,446,875	\$ 25,058,741	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 2,686,533	\$ 2,686,533	
2017	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 2,976,685	\$ 2,976,685	
2018	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 3,266,837	\$ 3,266,837	
2019	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 3,556,989	\$ 3,556,989	
2020	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 3,847,141	\$ 3,847,141	
2021	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 4,137,293	\$ 4,137,293	
2022	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 4,427,445	\$ 4,427,445	
2023	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 4,717,597	\$ 4,717,597	
2024	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 5,007,749	\$ 5,007,749	
2025	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 5,297,901	\$ 5,297,901	
2026	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 5,588,053	\$ 5,588,053	
2027	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 5,878,205	\$ 5,878,205	
2028	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 6,168,357	\$ 6,168,357	
2029	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 6,458,509	\$ 6,458,509	
2030	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 6,748,661	\$ 6,748,661	
2031	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 7,038,813	\$ 7,038,813	
2032	\$ 1,667,041	\$ 21,422,120	\$19,942,881	1.856400	\$ 35,166	\$ 7,388,134	\$ 33,095,812	\$ 25,369,594	10.1758	\$ 254,992	\$ 254,992	\$ 290,158	\$ 7,328,965	\$ 7,328,965	

Note: Region A is identified as the area within the LDF Development District #1 that is also considered to be included/overlaid with the existing BCTIFA Development District.  
Region B is identified as the area within the LDF Development District #1 but outside of the existing BCTIFA Development District.

## CHART 2

Fiscal Year Ending 3/30	Base Year SEL	Tax Year Adjusted SEL	Tax Year Incremental SEL w/50% PA.198	(1) City of BC			(2) City of BC			(3) Calhoun ISD			(4) Kellogg CC			(5) Willard Library			(6) Calhoun County		
				Operating Captured Mileage Rate	Operating Captured Incremental Revenues	P&R Retirement Captured Incremental Revenues w/50% PA.198	Operating Captured Mileage Rate	Operating Captured Incremental Revenues	P&R Retirement Captured Incremental Revenues w/50% PA.198	Operating Captured Mileage Rate	Operating Captured Incremental Revenues	CC Captured Mileage Rate w/50% PA.198	CC Captured Incremental Revenues	Library Captured Mileage Rate w/50% PA.198	Library Captured Incremental Revenues	Operating Captured Mileage Rate	Operating Captured Incremental Revenues	Operating Captured Mileage Rate	Operating Captured Incremental Revenues		
2003	\$35,700	\$ 35,700	\$12,000,000	\$0	\$0	\$0	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$22,277	0.0000	\$0	1.3473	\$0	1.3473	\$16,167		
2004	\$35,700	\$ 12,035,700	\$23,000,000	\$0	\$61,482	\$14,100	5.1235	1.1750	\$1,8564	0.0000	\$0	1.8564	\$30,987	0.0000	\$0	1.3473	\$30,987	1.3473	\$30,987		
2005	\$35,700	\$ 23,035,700	\$23,000,000	\$0	\$117,841	\$27,025	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$54,764	0.0000	\$0	1.3473	\$39,744	1.3473	\$39,744		
2006	\$35,700	\$ 29,535,700	\$29,500,000	\$0	\$151,143	\$34,663	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$58,477	0.0000	\$0	1.3473	\$42,438	1.3473	\$42,438		
2007	\$35,700	\$ 31,535,700	\$31,500,000	\$0	\$161,390	\$37,013	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$60,333	0.0000	\$0	1.3473	\$43,786	1.3473	\$43,786		
2008	\$35,700	\$ 32,535,700	\$32,500,000	\$0	\$168,514	\$38,188	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$64,974	0.0000	\$0	1.3473	\$47,154	1.3473	\$47,154		
2009	\$35,700	\$ 35,035,700	\$35,000,000	\$0	\$179,323	\$41,125	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$69,615	0.0000	\$0	1.3473	\$50,522	1.3473	\$50,522		
2010	\$35,700	\$ 37,535,700	\$37,500,000	\$0	\$192,131	\$44,063	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$73,328	0.0000	\$0	1.3473	\$53,216	1.3473	\$53,216		
2011	\$35,700	\$ 39,535,700	\$39,500,000	\$0	\$202,378	\$46,413	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$76,577	0.0000	\$0	1.3473	\$55,574	1.3473	\$55,574		
2012	\$35,700	\$ 41,285,700	\$41,250,000	\$0	\$211,344	\$48,469	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$78,176	0.0000	\$0	1.3473	\$58,367	1.3473	\$58,367		
2013	\$35,700	\$ 42,147,114	\$42,111,414	\$0	\$215,758	\$49,481	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$79,807	0.0000	\$0	1.3473	\$59,563	1.3473	\$59,563		
2014	\$35,700	\$ 43,025,756	\$43,990,056	\$0	\$220,280	\$50,513	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$81,470	0.0000	\$0	1.3473	\$62,000	1.3473	\$62,000		
2015	\$35,700	\$ 43,921,971	\$43,886,271	\$0	\$229,535	\$51,566	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$83,167	0.0000	\$0	1.3473	\$63,267	1.3473	\$63,267		
2016	\$35,700	\$ 44,836,111	\$44,800,411	\$0	\$234,312	\$52,640	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$84,889	0.0000	\$0	1.3473	\$64,547	1.3473	\$64,547		
2017	\$35,700	\$ 45,768,533	\$45,732,833	\$0	\$239,185	\$53,736	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$86,664	0.0000	\$0	1.3473	\$65,836	1.3473	\$65,836		
2018	\$35,700	\$ 46,719,604	\$46,683,904	\$0	\$244,155	\$54,854	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$88,465	0.0000	\$0	1.3473	\$67,366	1.3473	\$67,366		
2019	\$35,700	\$ 47,689,696	\$47,653,996	\$0	\$249,225	\$55,993	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$90,302	0.0000	\$0	1.3473	\$68,603	1.3473	\$68,603		
2020	\$35,700	\$ 48,679,190	\$48,643,490	\$0	\$254,396	\$57,156	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$92,175	0.0000	\$0	1.3473	\$69,844	1.3473	\$69,844		
2021	\$35,700	\$ 49,688,473	\$49,652,773	\$0	\$259,596	\$58,342	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$94,087	0.0000	\$0	1.3473	\$71,081	1.3473	\$71,081		
2022	\$35,700	\$ 50,717,943	\$50,682,243	\$0	\$265,670	\$59,552	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$96,036	0.0000	\$0	1.3473	\$72,315	1.3473	\$72,315		
2023	\$35,700	\$ 51,768,002	\$51,732,302	\$0	\$268,050	\$60,784	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$98,024	0.0000	\$0	1.3473	\$73,544	1.3473	\$73,544		
2024	\$35,700	\$ 52,839,062	\$52,803,362	\$0	\$270,538	\$62,044	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$100,052	0.0000	\$0	1.3473	\$74,773	1.3473	\$74,773		
2025	\$35,700	\$ 53,931,543	\$53,895,843	\$0	\$276,135	\$63,328	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$102,121	0.0000	\$0	1.3473	\$76,002	1.3473	\$76,002		
2026	\$35,700	\$ 55,045,874	\$55,010,174	\$0	\$281,845	\$64,637	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$104,231	0.0000	\$0	1.3473	\$77,231	1.3473	\$77,231		
2027	\$35,700	\$ 56,182,491	\$56,146,791	\$0	\$287,668	\$65,972	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$106,383	0.0000	\$0	1.3473	\$78,460	1.3473	\$78,460		
2028	\$35,700	\$ 57,341,841	\$57,306,141	\$0	\$293,608	\$67,335	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$108,578	0.0000	\$0	1.3473	\$79,689	1.3473	\$79,689		
2029	\$35,700	\$ 58,524,378	\$58,488,678	\$0	\$299,667	\$68,724	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$110,818	0.0000	\$0	1.3473	\$80,918	1.3473	\$80,918		
2030	\$35,700	\$ 59,730,566	\$59,694,866	\$0	\$305,847	\$70,141	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$113,101	0.0000	\$0	1.3473	\$82,147	1.3473	\$82,147		
2031	\$35,700	\$ 60,960,877	\$60,925,177	\$0	\$312,150	\$71,587	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$115,431	0.0000	\$0	1.3473	\$83,376	1.3473	\$83,376		
2032	\$35,700	\$ 62,215,795	\$62,180,085	\$0	\$318,580	\$73,052	5.1235	1.1750	\$0	0.0000	\$0	1.8564	\$117,761	0.0000	\$0	1.3473	\$84,605	1.3473	\$84,605		
Totals:					\$6,725,981	\$1,542,506							\$2,437,028						\$1,074,109		

Note: The TIF plan utilizes projected and targeted investment levels (SEV) in Plan Years 2002 through 2012. Beginning in 2013 and continuing through 2032, a projected 2% annual increase in taxable value is assumed. This percentage increase is believed to be a conservative estimate, as the existing BCITFA has achieved typical annual increases in tax base value ranging from 4% to 8% for approximately the past ten fiscal years. All millages are listed at 50% of the actual millage rate. The 1997 Finance Plan assumed that PA 198-50%, 12-year abated, would be applied to each project, except for the State Ed. Tax, which is not typically tax abated.