

RACER TRUST PROPERTY AVAILABLE



Prime industrial land for sale in **Burton, MI**

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racertrust.org

Table of Contents

3	Property Summary
4	Property Location
5	Property Assets
6	Property Details
8	Property Ownership and Recent History
9	Environmental Conditions
10	Collateral Information, including:
	* Access/Linkage
	* Airports
	* Port Facilities
	* Regional Bus Service
	* Utilities and Natural Gas
	* Zoning and Business Assistance
	* Small Business Centers
21	Directory of Financial Programs and Incentives Available in Michigan
29	Regional Overview, including:
	* Community Snapshot
	* Workforce
	* Education
	* Largest Employers
	* Medical Facilities and Emergency Services
	* Links to Helpful Resources
37	Demographic Information
39	RACER Summary
40	Conditions
41	Transaction Guidelines/Bid Instructions
42	Links for Bidders



Property Summary

**Davison Road Industrial Land
Davison Road and Donegal Street
Burton, MI 48509**

Located off Davison Road, this 56.21-acre vacant parcel is bordered by Davison Road and several commercial properties to the north, a Canadian National railroad line to the south, and a Consumer's Power Company right-of-way and a Delphi plant to the west. There appears to have been the start of a residential development on the site in the late 1950s and 1960s. In the 1970s fill was placed on a portion of the site. The fill included construction debris, miscellaneous inert solid waste and foundry sand from the former GMC Buick Motor Division facility in Flint. Fill is located primarily in the central and southeast portion of the property and where present the fill is generally less than 5 feet thick but can be as much as 13 feet thick in isolated locations. The remainder was never used by GM, with the exception of an asphalt test track. No manufacturing activities took place at this site. A portion of the property lies in the floodway and some adjacent ground lies within the 100 year floodplain and a small portion of the south east part of the site is included in the National Wetland Survey.

Historically, this property is associated with the Delphi Energy and Engine Management Systems Flint East Facility (the Delphi Facility). GM owned the Delphi Facility until 1999, when Delphi Automotive Systems was divested from GM.

County:	Genesee
Land Area:	56.21 acres
General Description:	Vacant, partially wooded parcel
Zoning:	Zoning details can be found in the Property Details pages.
Tax Parcel Number:	59-10-100-030, 59-10-100-031
RACER Site Number:	12920

More information about this property may be reviewed on RACER's website at www.racertrust.org/Properties/PropertyDetail/Davison_Road_12920.



Property Location

 Davison Road Industrial Land - Parcel 1
Davison Road
Burton, MI 48509
59-10-100-031
55.62+/- acres
M-2, General Industrial

Davison Road Industrial Land - Parcel 2
Donegal Street
Burton, MI 48509
59-10-100-030
0.59+/- acres
Not Zoned (per zoning administrator)

View an interactive map of the Property at <http://bit.ly/davison-road>.



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**Disclaimer: Property boundaries presented on this map are for informational purposes only and have not been prepared for legal, engineering, or surveying purposes. RACER makes no representations as to the accuracy of the maps, aerial photographs, or boundary depictions contained herein.*



Property Assets

- 56.21-acre vacant, partially wooded parcel
- Easy access to Detroit and Lansing, near Flint
- Electricity, natural gas, water, stormwater and sanitary sewer available at site
- Accessible road frontage
- 900 feet of frontage along Canadian National railway

Renaissance Zone tax credits — which make a business virtually “tax free” on a state and local level for up to 15 years — may be available to qualified companies because the Property is within a newly designated I-69 International Trade Corridor (www.i-69internationaltradecorridor.com) Next Michigan Development Corporation Renaissance Zone Marketing Area. To be considered for Renaissance Zone tax credits, a business must be multi-modal and create 25 or more jobs or fulltime job equivalents. To view or download the I-69 NMDC Renaissance Zone Marketing Area Designation letter, please visit www.racertrust.org/files/I69-NMDC-Renaissance-Zone-Marketing-Area-Designation-Letter.pdf. To view or download a detailed explanation of the program, including a checklist and application, please visit www.racertrust.org/files/Qualified-Eligible-Next-Michigan-Businesses-Package.pdf.

For a comprehensive listing and description of Flint-area RACER properties, please visit www.racertrust.org/files/RACER_factsheet_flint_0112.pdf.



Property Details

Overview	
Location	Davison Road and Donegal Street, Burton, MI 48509
Zoning/Tax ID Number(s):	M-2, General Industrial: 59-10-100-031 Not Zoned: 59-10-100-030
Total Land Area of Property (Acres)	56.21
Total Assessment	\$227,598
Total Annual Property Taxes	\$14,647
Shape	Irregular
Road Access	Yes (gated)
Number of Structures at Property	None
Electricity	Adjacent to 138kV and 46kV systems; neighboring bulk power substation provides increased capacity and easier redundancy options for either system
Natural Gas	6" high capacity gas main with medium pressure available. For additional information and details about electricity and natural gas service, please see pages 15-17.
Sanitary Sewer	Site traversed by 33" pipe leading off-site to main interceptor, additional 10" pipe bisects site laterally
Stormwater Features	30" underground Granger Drain and separate underground Ketzler Branch feed into aboveground Gilkey Creek
Water	16" City water main parallels site; since 1973, water within the City of Burton is sourced from Lake Huron and treated by the City of Detroit's Water and Sewer Department.



Property Details (continued)

Sulfur Dioxide (2010)	Attainment Area
Particulate Matter 2.5 (2006)	Attainment Area
Lead (2008)	Attainment Area
Carbon Monoxide	Attainment Area
8-Hour Ozone (2008)	Attainment Area
Nitrogen Dioxide	Attainment Area
Particulate Matter 10	Attainment Area
Previous Operations by GM	No industrial use; site used for fill debris
Surrounding Owners/Uses	Commercial and residential
Rail Service	Canadian National (CN) Railway Company (south of the Property)
Name and Proximity to Nearest Interstate Highway(s)	I-475 (approximately 4 miles)
Name and Proximity to Nearest Commercial Airport(s)	Bishop International Airport (approximately 9 miles)
Name and Proximity to Nearest Commercial Seaport(s)	Port of Detroit (approximately 72 miles)
School District	Kearsley School District



Property Ownership and Recent History

The Property was historically associated with the Delphi Energy and Engine Management Systems Flint East Facility (the Delphi Facility). The Delphi Facility was owned by GM until 1999, when Delphi Automotive Systems was divested from GM. GM retained the 56.21-acre Property adjacent to the facility.

Approximately 31 acres of the Property were used for fill in the 1970s consisting primarily of construction debris, miscellaneous inert solid waste and foundry sand. The remaining 25 acres have not been developed, with the exception of an asphalt test track. No manufacturing activities took place at the Property.



Environmental Conditions

RACER Trust, U.S. EPA and State regulatory authorities offer a variety of buyer protections designed to shield your investment and restrict or eliminate your liability for environmental impacts resulting from previous uses, regardless of whether these conditions were known at the time of purchase or transfer. For more information about liability protections, please visit <http://bit.ly/1EsnxjB>.

For the latest environmental information, please visit www.racertrust.org/files/davison-rd-environmental-fact-sheet.pdf



The RACER Trust:
Empowering America's Auto Communities

Burton, MI

RACER Site 12920

Davison Road Industrial Land
Davison Road & Donegal Street
Burton, MI 48509

Site Description

Located off Davison Road, this 56.21-acre vacant Property is bordered by Davison Road and several commercial properties to the north, a Canadian National railroad line to the south, and a Consumer's Power Company right-of-way and Delphi plant to the west. Historically, this Property is associated with the Delphi Energy and Engine Management Systems Flint East Facility (the Delphi Facility). GM owned the Delphi Facility until 1999, when Delphi Automotive Systems was divested from GM.

There appears to have been the start of a residential development on the Property in the late 1950s and 1960s. Fill was placed on a portion of the Property in the 1970s. The fill included construction debris, miscellaneous inert solid waste and foundry sand from the former GMC Buick Motor Division facility in Flint and the Delphi facility. Fill is located primarily in the central and southeast portion of the Property, and where present the fill generally is less than 5 feet thick, though it is as much as 13 feet thick in isolated locations. The remainder of the Property was never used by GM, except for an asphalt test track. No manufacturing activities took place at this Property. A portion of the Property lies in the Gilkey Creek floodway and some adjacent ground lies within a 100-year floodplain. A small portion of the southeast part of the Property is included in the National Wetland Survey.

Cleanup activities are performed by RACER Trust, with the approval and oversight of the Michigan Department of Environmental Quality (MDEQ). The Settlement Agreement that established RACER Trust set aside \$612,280 for cleanup work at this Property.

Environmental History

Due to the Property's former association with the Delphi Facility, it is subject to Resource Conservation and Recovery Act (RCRA) Corrective Action requirements. Site investigation — including groundwater and soil assessment, delineation of fill, ecological habitat assessment and evaluation of exposure pathways, as well

Continued

Cleaning Up & Positioning for Redevelopment Former GM Properties in 14 US States



Collateral Information: Access/Linkage

Burton is located in southeastern Genesee County, approximately 60 miles north of Detroit and just east of Flint. It is roughly midway between Detroit and Lansing, the state capital.

The major thoroughfare network system includes freeways, principal arterials and minor arterials. These systems connect Genesee County with the remainder of Michigan and the nation.

I-475 forms a freeway loop within the urbanized area of Flint as well as an alternate route when traveling north or south through Genesee County. In addition, it allows easy access to one of Flint's auto manufacturing areas.

I-75 is a major north-south thoroughfare that connects Genesee County to the recreational areas in northern Michigan and Canada and to the manufacturing and industrial complexes south of Genesee County.

I-69 is the primary east-west freeway connection, running directly through Burton. This highway connects the Flint area with the Cities of Lapeer and Port Huron as well as the major international Blue Water Bridge crossing to Canada at Port Huron. This is the second-busiest truck crossing between Canada and the U.S, and funnels a vast majority of the truck traffic to I-69.

The region's central location makes it a natural transportation hub. It is home to Bishop International Airport, and Amtrak provides intercity passenger rail service through Flint on the Blue Water line from Chicago to Port Huron at the border to Canada.

The Canadian National Railway Company (www.cn.ca), headquartered in Montreal, serves Canada and the Midwestern and Southern United States. CN is the largest railway in Canada, in terms of both revenue and the physical size of its rail network. Following CN's purchase of Illinois Central and a number of smaller U.S. railways, it also has extensive trackage in the central United States along the Mississippi River valley from the Great Lakes to the Gulf of Mexico.



**Information obtained from RACER research.*



Collateral Information: Airports

Burton is conveniently located near Bishop International Airport (www.bishopairport.org), only a half-mile from the I-75/U.S. 23 and I-69 interchange in Flint. With a modern passenger terminal that was built in 1993, Bishop International is Michigan's third-busiest airport, and boasts the lowest average airfare in Michigan.

For business travelers, there is a Business Center with free Wi-Fi (available throughout the terminal), work stations, electrical outlets and copier service. Nonstop flights are available to Atlanta, Baltimore, Detroit, Chicago, Fort Myers, Fla., Las Vegas, Minneapolis, Orlando and Tampa. FedEx operates a cargo-handling service at the airport.



To the south, Detroit Metropolitan Wayne County Airport (www.metroairport.com) is one of the busiest airports in the U.S. and among the world's largest air transportation hubs.

Detroit is the second-largest hub and primary Asian gateway for Delta, the world's largest airline. The airport also is a major base of operations for ultra-low cost carrier Spirit Airlines. Together with 13 additional passenger airlines — including three foreign flag carriers — Detroit's airlines and their regional partners offer service to more than 150 non-stop destinations around the globe.

Detroit also is one of the newest, most operationally capable and efficient airports in North America, with two new passenger terminals, 145 gates, six jet runways, and two modern Federal Inspection Services facilities for international arrivals.

More than 32 million passengers traveled through the Detroit airport in 2012, including more than 2.8 million international travelers. In addition, more than 218,000 metric tons of cargo are transferred through the airport that year.

Willow Run Airport (www.willowrunairport.com), managed by the Wayne County Airport Authority, is located seven miles west of Detroit Metropolitan Airport. Occupying 2,600 acres, Willow Run serves cargo, corporate and general aviation clients. The airport offers four runways, 24-hour FAA Tower and U.S. Customs operations to provide ease of access for its users.



Collateral Information: Airports (continued)

Willow Run Airport has more than 65,000 operations per year. Approximately 200 million pounds of cargo are transferred through the airport annually, making Willow Run the fourth-largest airport in Michigan.

The airport accommodates small private planes as well as international 747 cargo jets. Cargo, corporate and general aviation users receive the advantages of a large airport and the conveniences of a small one. Along with nearby inter-modal transportation, its prime location gives easy access to major U.S. and international markets and provides ample room for growth.

Duford Field is a small, limited-use airfield in Genesee Township.

**Information obtained from RACER research.*



Collateral Information: Port Facilities

Goods can be moved overland quickly to the Port of Detroit (www.portdetroit.com), which offers access to the Great Lakes and overseas via the St. Lawrence Seaway.

The Port of Detroit, operated by the Detroit/Wayne County Port Authority, moves 750,000 tons of steel annually, supplying the region's automotive industry. The port has long been used to import lumber, copper and automobiles as well. Its location near the Ambassador Bridge and major interstate freeways makes the Port of Detroit accessible and efficient.

The Port of Detroit, located on the Detroit River in southwest Detroit, covers 35 acres, with docks that are approximately 2,150 feet in length and a seaway depth of 27 feet. The facility has 128,000 square feet of covered storage for rolled steel or other products.

The port includes a foreign trade zone that is administered by the Greater Detroit Foreign Trade Zone, Inc. A foreign trade zone provides competitive advantages to companies involved in international trade through deferral, reduction or elimination of U.S. Customs duties. A foreign trade zone is an area within the geographical boundary of the United States that is considered to be outside the Customs territory of the U.S. Companies may bring foreign and domestic merchandise into zones for storage, testing, relabeling, displaying, manufacturing, and for the eventual entry into U.S. commerce or for exportation from the U.S. All Customs duties and federal excise taxes are deferred while merchandise is in a zone and, in many instances, these duties or taxes can be substantially reduced or eliminated through zone use.



**Information obtained from RACER research.*



Collateral Information: Regional Bus Service

The Mass Transportation Authority (www.mtaflint.org), a public transit provider, has more than 14 fixed-service routes providing service to nearby Flint residents and visitors. Access to these routes is located along major arterials, such as North Saginaw, Franklin, South Saginaw and Fenton Road. Additionally, the MTA system provides access to the downtown area, and also the Flint campus at the University of Michigan.

Primary route service hours are Monday-Saturday 6:30 a.m.-11:30 p.m. and Sunday 9:30 a.m.-7 p.m. The MTA does not operate buses on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

Burton residents may also make use of public transport options through MTA's Your Ride service. Residents simply go to the local Burton Your Ride Service Center for transportation options into and out of nearby Flint for greater shopping and convenience opportunities.



**Information obtained from RACER research.*



Collateral Information: Utilities and Natural Gas

Consumers Energy (www.consumersenergy.com), headquartered in Jackson, Mich., provides natural gas and electricity to more than 6 million of Michigan's 10 million residents and serves customers in all 68 of the state's Lower Peninsula counties.

Consumers Energy works with local businesses and potential investors to make it easier and more efficient to do business. From energy efficiency solutions to e-business to economic development, Consumers Energy has the resources to help.



Collateral Information: Utilities and Natural Gas (continued)

For the Davison Road property, Consumers Energy may be able to provide*:

- 200 psig natural gas pressure, with up to 1000 MCFH available
- Low-voltage distribution, up to 3.0 MW
- High-voltage distribution, from 5.6 MW to 100 MW
- Competitive electric and natural gas rate options
- Energy efficiency and construction incentives
- Tailored construction timelines

Consumers Energy also can provide energy rate estimates, engineering service estimates, utility infrastructure mapping, site-specific engineering information and new construction and energy efficiency incentives.

In addition, Consumers Energy has provided the following reliability estimates for base service:

- 46 kV line (5.6 MW to 11 MW):
 - Predicted interruption rate, 5 minutes or fewer: one every 4.8 years
 - Predicted outage rate, more than 5 minutes: one every 8.25 years
 - Predicted reliability (percentage of time in service): 99.997%
- 138 kV line (11 MW to 100 MW):
 - Predicted interruption rate, 5 minutes or fewer: one every 5.7 years
 - Predicted outage rate, more than 5 minutes: one every 20.1 years
 - Predicted reliability (percentage of time in service): 99.999%

**As of September 2016; subject to change. Check with RACER Trust for details.*



Collateral Information: Utilities and Natural Gas (continued)

- Consumers Energy’s natural gas system is highly reliable and the probability of interruption is very low. The most significant threat of interruption would be a damage by someone excavating near the line. The gas distribution system in this area is fed from four separate transmission interconnects, allowing flexibility in the natural gas flow should a significant unplanned event occur. We have not initiated any gas curtailment or Operational Flow Orders within the past 20 years.

Consumers Energy has developed a range of time and cost estimates specific to the Davison Road site based on anticipated electric and natural gas capacity needs. Please contact RACER Trust to request a copy of Consumers Energy’s “Energy Ready Overview” for the Davison Road site.

The City of Burton Department of Public Works’ Utilities Service Division administers water and sewer service in the City.



Collateral Information: Zoning and Business Assistance

Zoning details can be found in the Property Details pages.

The Property is located within the boundaries of Foreign Trade Zone 140. A FTZ provides competitive advantages to companies involved in international trade through deferral, reduction or elimination of U.S. Customs duties. Potential buyers interested in applying for FTZ status or as a foreign trade subzone should contact the FTZ 140 grantee, the City of Flint, at 810-600-1429.

Renaissance Zone tax credits — which make a business virtually “tax free” on a state and local level for up to 15 years — may be available to qualified companies because the Property is within a newly designated I-69 International Trade Corridor (www.i-69internationaltradecorridor.com) Next Michigan Development Corporation Renaissance Zone Marketing Area. To be considered for Renaissance Zone tax credits, a business must be multi-modal and create 25 or more jobs or fulltime job equivalents. To view or download the I-69 NMDC Renaissance Zone Marketing Area Designation letter, please visit www.racertrust.org/files/169-NMDC-Renaissance-Zone-Marketing-Area-Designation-Letter.pdf.

To view or download a detailed explanation of the program, including a checklist and application, please visit www.racertrust.org/files/Qualified-Eligible-Next-Michigan-Businesses-Package.pdf.

Flint-Genesee Regional Chamber of Commerce (www.flintandgenesee.org) offers business services and expertise for companies expanding in Flint-Genesee County, established local businesses and entrepreneurs building start-ups. The chamber is dedicated to strengthening the businesses and economy of the community by welcoming and supporting new business and ensuring that local business owners have the tools and knowledge to stay competitive.

Through effective partnerships with multiple organizations and support from municipal, business and foundation funds, the chamber is able to offer many of these services at no cost:

- Assisting in diversification and expansion into new sectors
- Obtaining government contracts
- Streamlining processes and reducing waste
- Providing consulting and training sessions



Collateral Information: Zoning and Business Assistance (continued)

- Conducting site searches
- Evaluating financing and incentive options
- Accessing workforce hiring and training support
- Consulting and project management assistance

The Brownfields Economic Development Initiative (<http://1.usa.gov/QYX71a>) is a key competitive grant program that the U.S. Department of Housing and Urban Development administers to stimulate and promote economic and community development. BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination.

BEDI grant funds are primarily targeted for use with a particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low-and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base.

BEDI funds are used as the stimulus for local governments and private sector parties to commence redevelopment or continue phased redevelopment efforts on brownfields sites where either potential or actual environmental conditions are known and redevelopment plans exist. HUD emphasizes the use of BEDI and Section 108 Loan Guarantee funds to finance projects and activities that will provide near-term results and demonstrable economic benefits.

The Michigan Economic Development Corporation (www.michiganbusiness.org) assists thousands of Michigan businesses each year. Whether it's a new venture, expansion, relocation or even a concern with another agency of state government, the MEDC can help. The MEDC can supply customized economic development services to help companies and communities — both large and small — find success in a very competitive global economy.

The MEDC's experienced staff helps businesses in the areas of information on Michigan's key industries; site development services; business financing and incentives; labor information; permit assistance; and environmental assistance.



Collateral Information: Small Business Centers

I-69 Trade Corridor Small Business Development Center at Kettering University
(<http://sbdcmichigan.org/i-69-trade-corridor/>).



Directory of Financial Programs and Incentives Available in Michigan

The State of Michigan offers a variety of financial programs and incentives to assist businesses seeking to build or expand in the state. Fact sheets and other details about each of the following can be found on the Michigan Economic Development Corporation website at www.michiganbusiness.org/Fact-Sheets?f=sub_incent, or by clicking on the links at the top of each paragraph below:

-
- **Agribusiness Financing Programs** — <http://puremi.ch/1Biyxxm>

The Michigan Department of Agriculture & Rural Development (MDARD), in partnership with the MEDC, offers multiple programs to help support the financing and growth of agricultural businesses in Michigan.

- **Border County Incentives** — <http://bit.ly/1ceniFv>

Eligible new warehouse, distribution, or logistics facilities that locate in a county that borders another state or Canada may qualify for tax incentives.

- **Brownfield Redevelopment Authority (P.A. 381)** — <http://bit.ly/11YWPqU>

The creation of a Brownfield Redevelopment Authority allows local decision-making in the various aspects of Brownfield redevelopment.

- **Business Improvement District / Principal Shopping District / Business Improvement Zone (BID/PSD/BIZ)** — <http://puremi.ch/1C4RBiM>

Cities, villages and urban townships may create a Business Improvement District (BID) or a Principal Shopping District (PSD) to promote economic development within a defined area. A BID/PSD allows a municipality to collect revenue, levy special assessments and issue bonds in order to address maintenance, security and operation of that district. A Business Improvement Zone (BIZ) may levy special assessments to finance activities and projects outlined within a zone plan for a period of 10 years.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Capital Access Program** — <http://puremi.ch/19EZOQn>

The Capital Access Program, or CAP, is an innovative loan program available to assist businesses with capital needs. The maximum loan amount is \$5 million.

- **Commercial Redevelopment Act (P.A. 255)** — <http://bit.ly/1enLg7u>

This program encourages the replacement, restoration and new construction of eligible commercial property by abating the property taxes generated from new investment for a period up to 12 years.

- **Commercial Rehabilitation Act (P.A. 210)** — <http://bit.ly/1aHIGoT>

This program encourages rehabilitation of eligible commercial property 15 years or older by abating the property taxes generated from new investment for a period up to 10 years. The primary purpose of the facility must be for operation of a commercial business enterprise or multifamily residential use.

- **Community Development Block Grant (CDBG) Program Business Development Initiatives** — <http://puremi.ch/1AP2mS6>

CDBG is a federal grant program funded by the U.S. Department of Housing and Urban Development (HUD). Funds are used to provide grants to eligible counties, cities, villages and townships, usually with populations under 50,000, for economic development, community development and housing projects.

- **Community Development Block Grant (CDBG) Program Community Development Initiatives** — <http://bit.ly/176lvSL>

The Michigan Strategic Fund (MSF), in cooperation with the MEDC, administers the economic and community development portions of the CDBG program. CDBG is a federal grant program utilizing funds received from the U.S. Department of Housing and Urban Development (HUD). This fact sheet provides a broad overview of the community development portions of the program that the MEDC administers, including Blight Elimination, Façade Improvements, Downtown Public Infrastructure and Signature Building Acquisition.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Community Development Block Grant Revolving Loan Fund (RLF)** — <http://bit.ly/144S2HH>

The Revolving Loan Fund (RLF) portion of Michigan's CDBG Program has a specific focus: lending to small businesses that are unable to secure competitive financing traditionally, but will meet a national objective of the CDBG Program. The program provides funds through either existing RLFs based within a specific Unit of General Local Government (UGLG) or through newly established Regional RLFs.

- **Community Ventures** — <http://puremi.ch/19EZYHq>

An economic development initiative that promotes employment and social enterprise. The mission of CV is to alleviate poverty and promote safe and vibrant communities.

- **Corridor Improvement Authority (P.A. 280)** — <http://bit.ly/15yUnZb>

The Corridor Improvement Authority assists communities with funding improvements in commercial corridors outside of their main commercial or downtown areas.

- **Emerging Technologies Fund (ETF)** — <http://bit.ly/11IDV7R>

The Michigan Emerging Technologies Fund (ETF) expands funding opportunities for eligible Michigan technology-based small businesses in the federal innovation research and development arena.

- **Geographic Renaissance Zones** — <http://bit.ly/11YZXmq>

Geographic Renaissance Zones are regions of the state designated as virtually tax free for any business or resident presently in or moving to a zone. The zones were designed to provide selected communities with a market-based incentive of no state or local taxes to encourage new jobs and investment.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Historic Neighborhood Tax Increment Financing Authority (HNTIF)** — <http://bit.ly/1ONGCd6>

A Historic Neighborhood Tax Increment Financing Authority may be established to fund residential and economic growth in local historic districts. An authority may also issue bonds to finance these improvements.

- **Industrial Property Tax Abatement (P.A. 198)** — <http://bit.ly/1fscJRT>

Industrial property tax abatements provide incentives for eligible businesses to make new investment in Michigan. These abatements encourage Michigan manufacturers to build new plants, expand existing plants, renovate aging plants, or add new machinery and equipment. High-technology operations also are eligible for the abatement.

- **Local Development Financing Act (LDFA) (P.A. 281)** — <http://bit.ly/12dNC19>

The Local Development Financing Act allows a city, village or urban township to utilize tax increment financing to fund public infrastructure improvements — such as sewer and water lines, and roads — to promote economic growth and job creation.

- **Michigan Business Development Program** — <http://bit.ly/1iq4PeD>

The Michigan Business Development Program is a new incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC). The program is designed to provide grants, loans or other economic assistance to businesses for highly competitive projects in Michigan that create jobs and/or provide investment.

- **Michigan Collateral Support Program** — <http://bit.ly/1358ue4>

The Michigan Collateral Support Program supplies cash collateral accounts to lending institutions to enhance the collateral coverage of borrowers. To be eligible, the company must fall under the definition of a firm that may be eligible for a Michigan Economic Growth Authority tax credit.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Michigan Community Revitalization Program** — <http://bit.ly/11Z1byb>

The Michigan Community Revitalization Program (CRProgram) is a new incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC), designed to promote community revitalization that will accelerate private investment in areas of historical declining values, contribute to Michigan's reinvention as a vital, job generating state, foster redevelopment of functionally obsolete or historic properties, reduce blight and protect natural resources of the state. The program is designed to provide grants, loans, or other economic assistance for eligible investment projects in Michigan. Generally, no funds will be disbursed until the project is verified as complete.

- **Michigan Corporate Income Tax** — <http://bit.ly/18b5rSy>

A 6% Michigan Corporate Income Tax (CIT) applies to C corporations and any entity that elects to be taxed as a C Corporation. Income is apportioned based 100% on the sales factor. Corporations with less than \$350,000 of apportioned gross receipts or less than \$100 in liability will not be required to file or pay the CIT.

- **Michigan Defense Center (formerly known as the Defense Contract Coordination Center or DC3)** — <http://puremi.ch/19F04ig>

The Michigan Defense Center (MDC) provides resources and guidance to Michigan-based businesses to secure defense contracting opportunities to create jobs and increase Michigan's share of defense business.

- **Michigan Loan Participation Program** — <http://bit.ly/11IFtP3>

The Michigan Loan Participation Program participates with lenders to finance diversification projects when faced with eligible borrower companies whose projected cash flows are considered speculative by the lender.

- **Michigan Manufacturing Technology Center (MMTC)** — <http://puremi.ch/19F08yh>

MMTC offers direct technical assistance to small- and medium-sized manufacturers and food processors to connect them to the best manufacturing practices and technologies available. Services are delivered through regional affiliates.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Michigan Personal Property Tax Reform** — <http://puremi.ch/1C4UBM9>

Beginning in 2014, Personal Property Tax (PPT) was phased out for most businesses, substantially reducing compliance and administrative costs for businesses. This reform will be especially attractive to manufacturers who rely on expensive capital investments in tools and other equipment.

- **Neighborhood Enterprise Zone** — <http://bit.ly/19vH8N8>

The Neighborhood Enterprise Zone Program provides a tax incentive for the development and rehabilitation of residential housing in communities where it may not otherwise occur.

- **Neighborhood Improvement Authority** — <http://bit.ly/18b5Vlk>

A Neighborhood Improvement Authority (NIA) may be established, and may use its funds for residential and economic growth in residential neighborhoods. An authority may also issue bonds to finance these improvements.

- **Next Michigan Development Act** — <http://puremi.ch/1LzF7Gg>

Established by PA 275 of 2010, the Act is to encourage the creation of Next Michigan Development Corporations (NMDC) to foster economic opportunities in the Michigan. As of March 2015, there were five active NMDCs that can grant incentives to new and expanding businesses in Michigan.

- **Obsolete Property Rehabilitation Act (OPRA)** — <http://bit.ly/1eRcCh7>

Obsolete Property Rehabilitation Act provides for a tax incentive to encourage the redevelopment of obsolete buildings that are contaminated, blighted or functionally obsolete. The goal is to rehabilitate older buildings into vibrant commercial and mixed-use projects.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Personal Property Tax Relief in Distressed Communities (P.A. 328)** — <http://bit.ly/1fMChuA>

Personal Property Tax Relief in Distressed Communities allows distressed communities, county seats and certain border county communities to abate personal property taxes on new investments made by eligible businesses.

- **Private Activity Bond Program (former IRDB)** — <http://bit.ly/1bry5zw>

Similar to public financing for revenue-generating projects; the governmental unit borrows money from private capital markets, secured only by the project's revenues rather than the government's full faith and credit. Interest income earned on bonds is tax-exempt, thereby reducing the cost of capital.

- **Pure Michigan Business Connect - Program Overview** — <http://puremi.ch/1BaVWMo>

Michigan Business Connect is a public-private initiative developed by the MEDC that introduces Michigan companies to growth opportunities. Companies receive business assistance at little to no cost; access to a new business-to-business (B2B) network; and find new customers while also leveraging procurement resources to enhance their supply chains.

- **State Essential Services Assessment Exemption and Alternative State Essential Services Incentive Programs (SESA)** — <http://puremi.ch/1BWuohq>

Projects located in Eligible Distressed Areas (EDAs) that result in \$25 million or more of qualifying investments in eligible manufacturing personal property may be considered for a State Essential Services Assessment (SESA) Exemption. Projects that are not located in a distressed area may be considered for an Alternative SESA if the MSF Board determines the project is a transformational project.

- **Tax Exemptions for Michigan Companies** — <http://bit.ly/LvZPZU>

A variety of specialized tax exemptions are highlighted.



Directory of Financial Programs and Incentives Available in Michigan (continued)

- **Taxable Bond Financing** — <http://bit.ly/MrQxPk>

This program can provide small- and medium-sized companies with access to public capital markets normally available to larger companies.

- **Tool & Die Recovery Zones** — <http://bit.ly/1enN8gy>

The Michigan Strategic Fund Board is empowered to designate up to 35 tool and die renaissance recovery zones. A list of requirements for consideration can be found here: <http://bit.ly/1enN8gy>.



Regional Overview: Community Snapshot

The City of Burton, originally established as Burton Township, was initially was part of Grand Blanc Township, which was established in 1831. When the City of Flint was incorporated in 1855, the Genesee County Board of Supervisors separated Burton Township from Flint Township. The first township meeting was in 1856. Over the years, portions of Burton Township, particularly the northern and western sides, were annexed by the City of Flint. In 1972, residents voted to incorporate and the City of Burton was officially formed.

Family entertainment in Genesee Township includes such popular destinations as Huckleberry Railroad, Crossroads Village, Johnson Memorial Library, Mott Lake, Stepping Stones Falls and Bluebell Beach, among others.

The greater Flint area is the population and economic anchor of a larger region that extends into Oakland, Lapeer, Shiawassee, Saginaw and Tuscola counties. This primary trade area, with a total population of approximately 640,000 residents, is the geographic boundary from which Flint/Genesee County and its businesses draw approximately 60 percent of their visitors, customers and workforce.

Beginning in the late 1800s, the economy of the Flint area has been heavily influenced by the production of vehicles — initially, the wagon and carriage industry and, later, the automobile industry. The establishment of the Durant-Dort Carriage Company and numerous other subsidiary manufacturers in the 1880s first led to Flint becoming known as “Vehicle City.”

Beginning in the 1900s, Flint’s manufacturing companies quickly shifted production from wagons to automobiles and automobile parts. During this time, General Motors and Chevrolet Motor Company established several large automobile manufacturing complexes within the Flint area.

The automobile industry flourished in the Flint area through the 1970s, with the total General Motors employment reaching more than 80,000 workers. Beginning in the late 1970s and continuing through today, however, a significant decline in the automobile industry has occurred, which has forced the closures of numerous manufacturing plants in the Flint area. Today, the total General Motors employment in Genesee County has declined to below 10,000 workers.

During this period of great economic upheaval, the Flint region is seeking to create a sustainable economy and reestablish economic prosperity.



Regional Overview: Workforce

The U.S. Department of Labor's Bureau of Labor Statistics reported a preliminary unemployment rate of 4.3 percent in the Flint labor market for April 2017, the most recent month for which statistics are available. The state rate was 4.7 percent and the national rate was 4.4 percent.

At the state level, a variety of industry sectors have been proposed as strategic opportunities for job growth to bring Michigan out of the recession and lessen the state's historical reliance on the manufacturing and automotive industries. Some prognosticators have recommended that Michigan secure its future by focusing on electronics, biotech and biofuels, and health care.

As demonstrated by the recent passage of the Clean Renewable and Efficient Energy Act, the State of Michigan also is eager to promote alternative energy and tap into the job growth potential of the alternative energy sector.

Within the Flint region, as the manufacturing and automotive sectors have declined, other industries have become much more prevalent in the local employment base. This represents a positive trend toward diversification and stabilization of the local economy.

By 2008, health care and social assistance had surpassed manufacturing as the largest employer at 19.5 percent, as well as generator of wages at 22.8 percent. Office-using industries had overtaken manufacturing as a share of county-wide wages, reflecting the growing importance of service-based industries in the local economy. This was driven primarily by growth in finance, insurance and health care sectors.

The 2010 Flint & Genesee County Comprehensive Economic Development Strategy introduced both short-term and long-term strategies to foster job creation within the Flint region. One short-term job creation strategy is to focus on capital spending for specific economic development projects that can sustain construction employment and lay the groundwork for long-term economic progress. Another short-term strategy is to focus on jobs sustained by maximizing existing local opportunities, such as stable automotive, health care and education sectors; construction employment; government contract acquisition; and small business support and incubation.

The Flint/Genesee Job Corps (www.flintgenesee.jobcorps.gov/faq.aspx) offers hands-on career technical training as well as academic training. Its services include career planning, on-the-job training, job placement, residential housing, food service,



Regional Overview: Workforce (continued)

driver's education, health and dental care, a bi-weekly basic living allowance and clothing allowance. Some centers offer childcare programs for single parents, as well.

The Michigan Economic Development Corporation (www.michiganbusiness.org) is ready and able to provide an extensive talent package through its Talent Enhancement program. These services are provided by a team that includes economic development experts, workforce development specialists and college placement offices, coordinated by a designated Talent Advisor who works closely with a company's leadership team to create and implement a custom Talent Enhancement strategy. The MEDC programs are designed to attract, train and retain key talent who will help drive business success.

The following tools are available to identify potential job candidates:

- Pure Michigan Talent Connect (www.MiTalent.org) for job postings and resume searches
- Virtual Career Fairs
- Feature opportunities and company profiles in e-newsletters that reach 500,000 job seekers
- Social media campaigns that includes Facebook, LinkedIn and Twitter
- Coordination with Michigan college and university placement offices for on-campus interviewing and promotions, as well as a feature in communications to all college placement offices
- Robust series of events and career fairs to facilitate in-person connections

The Michigan Talent Bank (www.mitalent.org) is a free internet-based resume and job bank available to employers. On average the system has 60,000 resumes from across the state.

Associated Builders & Contractors (www.abcgmc.org) provides training on all facets of construction from demolition to construction and maintenance.



Regional Overview: Education

Three public school districts are within the Burton city limits: Atherton Community Schools, Bendle Public Schools and Bentley Community Schools. In addition, Carman-Ainsworth Community Schools, Davison Community Schools, Grand Blanc Community Schools and Kearsley Community Schools also enroll some students who reside within the City of Burton.

Atherton Community Schools (www.athertonschools.org) has nearly 1,100 students, and is comprised of one elementary school, one combined middle and high school. Bendle Public Schools (www.bendleschools.org) has four schools: two elementary schools, one middle school and one high school. Bentley Community Schools (www.bentleyschools.org), a smaller district, has one elementary school, a middle school and a high school.

There are four colleges/universities in and around the Burton/Flint area, including the University of Michigan-Flint (www.umflint.edu). Since 1956, the University of Michigan-Flint has embraced the importance of “doing” as fundamental to each student’s personal, professional and academic growth. As part of the world-renowned University of Michigan system, UM-Flint is committed to the development of the next generation of “Leaders and Best.” UM-Flint faculty from more than 100 areas of study lead the development of research and service-learning projects that match course curriculum with today’s most pressing issues. Such projects bring learning to life, address community needs, and fulfill students’ desires to contribute to “something bigger than themselves.”

Kettering University (www.kettering.edu), formerly known as GMI for General Motors Institute, is best known for its engineering and hard sciences programs. Kettering offers some of the nation’s most advanced cooperative education students, to help companies build highly productive, professional workforces. Innovation and entrepreneurship are infused throughout all of Kettering’s engineering, science, math and business programs. Recognized by U.S. News & World Report as one of the top co-op schools in the nation, Kettering has the experts, the labs and the programs that bring theory and practice together better than anywhere else. Kettering also can satisfy the continuing education needs of a workforce. Corporations and organizations searching for a facility for research can connect to state-of-the-art labs and knowledgeable faculty through Kettering’s research opportunities.

Mott Community College (www.mcc.edu) is a community college in Flint with satellite campuses in nearby Fenton, Lapeer and Clio. Since its founding in 1923 as Flint Junior College, Mott Community College has grown to become the largest college in the Flint/Genesee County region and an institution marked by innovation, excellence and wide support in the community. Surveys reveal that more than half the households in Genesee County contain a present or former MCC student.



Regional Overview: Education (continued)

From traditional liberal arts and college transfer to high-tech computer and simulation manufacturing, MCC offers the community more than 100 different programs to prepare for successful careers and productive lives. As of August 2014, Mott's president is Dr. Beverly Walker-Griffea, the first female and first African American president in Mott Community College's history. She is committed to academic excellence, student access and success, dynamic industry partnerships, and significantly impacting local economies. The college features its landmark Regional Technology Center (RTC), a \$40 million high-technology educational facility that enabled Mott to create the world's first Manufacturing Simulation Technology curriculum with support from the National Science Foundation, the U.S. Department of Labor and the Mott Foundation.

Central Michigan University (www.cmich.edu) has a satellite location in Flint (<http://bit.ly/QmFLGr>). It offers master's and bachelor's degree completion programs designed for working adults. Its current location in Flint opened in 2004.



Regional Overview: Largest Employers in the Flint Area

• General Motors (County-wide)*	6,504 employees
• Genesys Medical Center	4,000
• McLaren Regional Medical Center	2,600
• Hurley Medical Center	2,400
• Citizens Bank	2,164
• Kroger	1,500
• Flint Schools	1,396
• Mott Community College	1,179
• Genesee County Government	1,100
• Meijer	1,081
• Baker College	1,014
• University of Michigan	1,000
• City of Flint	850
• Kettering University	386

* Flint Truck Assembly; Flint Metal Center; Flint Engine Operations; Grand Blanc WTC; Flint Tool and Die; Customer Care & After-Sales HQ; Swartz Creek and Davison Road.



Regional Overview: Medical Facilities and Emergency Services

Hurley Medical Center (www.hurleymc.com) in Flint provides the region's only Level I Trauma Center, as well as neonatal intensive care, pediatric intensive care, a pediatric emergency department and a burn unit. Providing the most innovative, leading-edge technology and medical services, Hurley Medical Center is widely recognized as an institution of exceptional excellence. As the safety-net provider for the Flint-Genesee County area, Hurley Medical Center is vitally important to the people of the community. It treats every person who comes in, regardless of ability to pay, and also routinely goes into surrounding neighborhoods to participate in health fairs, expos and community fundraisers. Its doctors and nurses visit schools, places of worship, community groups, libraries, professional organizations and assisted-living facilities, talking with people about their health and conducting screenings that can identify potential problems or conditions.

McLaren Regional Medical Center (www.mclarenregional.org/flint/flint.aspx) has a legacy of clinical excellence and a longstanding tradition of compassionate, patient-focused care. McLaren-Flint continues to be mid-Michigan's leading health care provider. The 378-bed teaching hospital is affiliated with Michigan State University College of Human Medicine (www.humanmedicine.msu.edu), blending the experience and expertise of its medical staff with MSU's physicians-in-training, thereby delivering academic, clinical and research-based innovations, world-class treatment, and cutting-edge technology to mid-Michigan residents. McLaren's 2,600 employees and 600 medical staff members combine "high tech" with "high touch" health care. McLaren's commitment to clinical quality earned it recognition among the Top 100 Hospitals nationwide.

Two former full-service hospitals — St. Joseph's Hospital and Flint Osteopathic Hospital — are now medical clinics that are part of the Genesys Health System (www.genesys.org), and currently referred to as Genesys East Flint Campus and Genesys West Flint Campus, respectively.



Links to Helpful Resources

- ✧ Local/Regional Resources
 - Local Economic Development — www.flintandgeneseesee.org
- ✧ State Resources
 - State — www.michigan.gov
 - State Economic Development — www.michiganbusiness.org
 - State Education — www.michigan.gov/mde
- ✧ Federal Resources
 - U.S. Census Bureau — www.census.gov
 - U.S. Department of Commerce — www.commerce.gov
 - U.S. Economic Development Administration — www.eda.gov
 - U.S. General Services Administration — www.gsa.gov
 - U.S. Small Business Administration — www.sba.gov



Regional Overview: Demographic Information for Burton, MI

Population:

2010: 29,999
2000: 30,308

Population Growth:

2000 – 2010: -309

Median Age:

2010: 38.6
2000: 34.6

Median Household Income:

2010: \$44,798
2000: 44,050

Per Capita Income:

2010: \$20,641
2000: 20,548

Housing Units:

2010: 13,075
2000: 12,348

Vacant Units:

2010: 1,111
2000: 649

Owner Occupied:

2010: 8,935
2000: 9,447

Renter Occupied:

2010: 3,029
2000: 2,252

Housing Value:

2010: \$89,600
2000: 84,500

2010 Household Income:

Income less than \$15,000:	11.5%
\$15,000 to \$24,999:	12.4%
\$25,000 to \$34,999:	13.2%
\$35,000 to \$49,999:	19.9%
\$50,000 to \$74,999:	22.8%
\$75,000 to \$99,999:	8.7%
\$100,000 to \$149,999:	9.5%
\$150,000 to \$199,999:	1.7%
\$200,000 and Higher:	0.4%

Average Household Size:

2010: 2.50
2000: 2.58

2010 Population by Race and Origin:

White:	26,442
Black:	2,203
Hispanic or Latino (of any race):	930
Asian:	177
Native Hawaiian and Other Pacific Islander:	7
American Indian/Alaska Native:	192
*Some Other Race:	219
Two or More Races:	759

2010 Population by Age:

TOTAL POPULATION:	29,999
Aged Under 5 Years:	1,840
Aged 5 to 9 Years:	1,948
Aged 10 to 14 Years:	2,088
Aged 15 to 19 Years:	2,198
Aged 20 to 24 Years:	1,779
Aged 25 to 29 Years:	1,807
Aged 30 to 34 Years:	1,899
Aged 35 to 39 Years:	2,016
Aged 40 to 44 Years:	2,069
Aged 45 to 49 Years:	2,356
Aged 50 to 54 Years:	2,394
Aged 55 to 59 Years:	2,048
Aged 60 to 64 Years:	1,596
Aged 65 to 69 Years:	1,120
Aged 70 to 74 Years:	983
Aged 75 to 79 Years:	834
Aged 80 to 84 Years:	546
Aged 85 Years and Over:	478

*Includes people who self-identified as Hispanic or Latino.



Regional Overview: Demographic Information (continued)

2010 Population Over 25 by Educational Attainment:

Did Not Complete High School:	12.2%
Completed High School:	36.0%
Some College:	29.2%
Completed Associate Degree:	9.9%
Completed Bachelor's Degree:	9.3%
Completed Graduate Degree:	3.4%

2010 Owner Occupied Units by Housing Value:

Valued Less than \$50,000:	17.3%
Valued \$50,000 to \$99,999:	39.6%
Valued \$100,000 to \$149,999:	23.2%
Valued \$150,000 to \$199,999:	15.2%
Valued \$200,000 to \$299,999:	3.8%
Valued \$300,000 to \$499,999:	0.5%
Valued \$500,000 to \$999,999:	0.3%
Valued More than \$1,000,000:	0.0%

2010 Estimated Housing Units by Year Structure Built:

Structure Built 2000 or Later:	12.1%
Structure Built 1990 to 1999:	9.3%
Structure Built 1980 to 1989:	3.9%
Structure Built 1970 to 1979:	9.6%
Structure Built 1960 to 1969:	15.0%
Structure Built 1950 to 1959:	29.2%
Structure Built 1940 to 1949:	10.9%
Structure Built 1939 or Earlier:	10.0%



Trustee:



Elliott P. Laws
trustee@racertrust.org

Who is RACER and What Do We Do

The RACER Trust was created in March 2011 by the U.S. Bankruptcy Court to clean up and position for redevelopment 89 properties and other facilities owned by the former General Motors Corp. before its 2009 bankruptcy.

Offers for purchase must be evaluated by RACER against six criteria required by a Settlement Agreement that, with the Court's approval, created the Trust. You may view the Settlement Agreement at www.racertrust.org/About_RACER/Settlement_Agreement. While purchase price is a factor, RACER also must consider each proposal's ability to create jobs and generate new economic opportunity in the communities hurt by the GM bankruptcy. RACER will require prospective buyers to furnish detailed information to demonstrate that its offer satisfies each of the six criteria described in the Settlement Agreement.



The RACER Trust Redevelopment Team:



Bruce Rasher
Redevelopment Manager
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Patricia Spitzley
Deputy Redevelopment Manager
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Steven Black
Transaction Manager
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Conditions

The material contained in this brochure is for the purpose of considering the purchase of the Property (the "Property") described herein.

The information contained in this brochure was prepared on September 21, 2012 and last updated on June 5, 2017 by the Revitalizing Auto Communities Environmental Response Trust ("RACER" or "Trust"), which owns the Property. It is intended to be used by prospective buyers in evaluating this Property for sale. Neither RACER, nor its respective officers, employees or agents, makes any representation or warranty, express or implied, as to the completeness or the accuracy of the material contained herein or any of its contents, and no legal commitments or obligations shall arise based upon this brochure or any of its contents.

Prospective buyers are advised (i) that changes may have occurred in the Property or property value described herein, as well as the condition of the Property since the time this brochure was issued and that (ii) all information is provided for general reference purposes only in that they are based on assumptions relating to the general economy, competition, and other factors beyond the control of RACER and, therefore, are subject to material variation. Prospective buyers are advised and encouraged to conduct their own comprehensive review and analysis of the information contained herein.

Contact Us by Mail

To send correspondence to RACER Trust staff:

RACER Trust
500 Woodward Avenue, Suite 2650
Detroit, MI 48226

This brochure is a solicitation of interest only and is not an offer to sell the Property. RACER expressly reserves the right, at its sole discretion, to reject any or all expressions of interest or offers to purchase the Property, and expressly reserves the right, at its sole discretion, to terminate discussions with any entity at any time with or without notice.

RACER has no legal commitment or obligation to any entity reviewing this brochure or making an offer to purchase the Property unless and until a written agreement satisfactory to RACER has been fully executed, delivered and approved by RACER and any conditions to RACER thereunder have been satisfied or waived.

By accepting this brochure, you agree that the information contained herein (i) will be used solely for the purpose for which it is intended; (ii) will remain the property of RACER and; (iii) will not be used by you for your own purpose except in connection with a potential agreement with RACER.

The terms and conditions stated in this section relate to all sections of this brochure as if stated independently therein. If, after reviewing this brochure, you have no further interest in purchasing the Property at this time, kindly destroy any downloaded due diligence at your earliest possible convenience.



Transaction Guidelines/Bid Instructions

Prospective buyers interested in bidding on the Property described herein must first execute a Confidentiality Agreement, schedule a Property inspection through RACER's Redevelopment office and then submit a Letter of Intent form. A Confidentiality Agreement and Letter of Intent form are available for download at RACER's website: www.racertrust.org.

RACER will evaluate all Letters of Intent for the Property against six criteria (the "Sales Criteria") required by the Settlement Agreement that established the Trust. These Sales Criteria are described in detail on RACER's website and generally include:

- i. whether the monetary value of the purchase price is sufficient in light of the projected budget for the sale of the Property, taking into account any surplus from past Properties sold or projected shortfall on the sale of the remaining Properties;
- ii. the potential for the proposed reuse to create jobs in the State and the affected community;
- iii. other benefits to the State and affected communities (such as increasing tax revenue, reducing blight, and providing a sense of renewal);
- iv. avoiding a material increase in the cost of or interference with the Environmental Action;
- v. the views of the State and affected communities; and
- vi. the reputation and credibility of the prospective buyer.

The Letter of Intent will not constitute a binding offer by prospective buyers to purchase the Property for the price submitted. Letters of Intent must include a detailed proposal for the redevelopment of the Property and a detailed explanation with supporting information for how the proposal would satisfy all of the Settlement Agreement Sales Criteria.

RACER will evaluate the Letters of Intent received for the Property and may, in its sole discretion, select one or more for further due diligence and may request submission of final proposals for sale. If RACER approves a Letter of Intent, RACER is not obligated to sell the Property. RACER reserves the right to accept or reject any

or all proposals, regardless of purchase price, or to withdraw the assets from the sale, in its sole discretion, for any or no reason. Approval or consent by any community or stakeholder is not needed for RACER to move forward with a particular project.

Prospective purchasers may be asked to participate in the negotiation of a Purchase and Sale Agreement, which will be available for download on RACER's website. Purchase and Sale Agreements for the Property will be evaluated against the Settlement Agreement Sales Criteria generally described above and more fully described on RACER's website.

Each transaction involving Trust property will have unique circumstances, which may require RACER to consider additional factors, and balance their relative merits and weight differently, after analyzing the requisite due diligence, including a careful review of objective information, consultations with community officials and local community investment in the subject project, with due consideration given to any intangible benefits of the offer. The Trust will strive to balance all of these factors, with the ultimate goal of achieving the optimum outcome for stakeholders in every case, but the Trust retains the ultimate discretion on how best to weight these factors and which offer or project, if any, best satisfies the Sales Criteria and the Trust's other requirements.

As Purchase and Sales Agreements are evaluated, RACER also will encourage local community officials to execute a development agreement with prospective buyers describing, among other things, the level of investment, schedule for the project and specific job creation goals.

The Property will be sold for cash, due at closing, based upon the terms and provisions described in the Purchase and Sales Agreement. RACER will not pay a seller's commission to brokers, unless approved in advance by RACER in writing.

File Review:

Prospective buyers are encouraged to review the information contained in this Brochure and on RACER's website prior to submission of a Letter of Intent.



Links for Bidders

- * Settlement Agreement — www.racertrust.org/About_RACER/Settlement_Agreement
- * Sale Process — www.racertrust.org/Economic_Development
- * Sales Criteria — www.racertrust.org/Economic_Development/Sales_Criteria
- * Confidentiality Agreement — http://buyfromracer.org/confidentiality_agreement
- * Letter of Intent — http://racertrust.org/Properties/Submitting_Offers
- * Online Property Information — www.racertrust.org/Properties/PropertyDetail/Davison_Road_12920

