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**AMENDED AND RESTATED DEVELOPMENT PLAN  
AND  
TAX INCREMENT FINANCING PLAN**

*Tax Increment Finance Authority of the City of Taylor*

With assistance provided by  
Wade-Trim / Associates, Inc.  
25251 Northline Road  
Taylor, MI 48180

August, 2000

Presented to and reviewed by the Unified Area Citizens Council, City of Taylor: June 13, 2000.  
Adopted By Tax Increment Finance Authority, City of Taylor: June 13, 2000.  
Adopted By City Council, City of Taylor: August 1, 2000.

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Section headings in this document refer to sections of Public Act 450 of 1980  
(Tax Increment Finance Authority Act)

With special thanks to all of the following for their suggestions of projects and their continued support of the Taylor Tax Increment Finance Authority:

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## Introduction

The Tax Increment Finance Authority (TIFA) of the City of Taylor was incorporated by the City of Taylor on April 12, 1983, pursuant to Act 450, Public Acts of Michigan, 1980, as amended. The TIFA was established to perform economic development activities within the City. The TIFA is governed by a 13-member board appointed by the Mayor and confirmed by the City Council.

The current Taylor TIFA Development Area (Refer to **Map 1: TIFA Development Area**) is comprised of six functionally-independent, yet contiguous, geographic sub-areas known as:

- The Eureka Road Corridor TIFA
- The Northline Road Corridor TIFA
- The Telegraph Road Corridor TIFA
- The I-94 / Beverly Road Corridor TIFA
- The Taylor Meadows Golf Course TIFA
- The Northern Corridor TIFA (Van Born Road area)

Since its adoption, the TIFA has undertaken a vast number of community enhancement projects. **Map 2: Completed TIFA Projects** depicts the location and type of activity associated with past TIFA undertakings. **Table 1: City of Taylor TIFA Projects, 1985-2000**, also provides a detailed summary of past TIFA development projects. While the results of these endeavors have had an immediate beneficial effect on the lives of Taylor residents, in many cases, these projects have also afforded a generous amount of residual benefits to surrounding communities as well. This is especially evident with projects dealing with roadway and drainage improvements and construction of, or improvements made, to community facilities.

## Purpose of the Amended and Restated Plan

At this time, the City of Taylor wishes to update its TIFA Development Plan and Tax Increment Financing Plan. There are three major reasons for this undertaking:

1. To combine the six contiguous TIFA Development Areas, which now exist, into one consolidated TIFA Development Area.
2. To facilitate the implementation of new projects throughout the entire consolidated TIFA Development Area.
3. To increase the Authority's financial flexibility with regard to the redistribution of TIFA revenues for development purposes throughout the entire consolidated TIFA Development Area.
4. To restate the Development Plan and Tax Increment Financing Plan in one document to simplify the multiple Plan amendment process which currently exists. This has been the adopted process during years 1983 to 1999.

It is intended that, as a part of this plan update, both the Development Plan and the Tax Increment Financing Plan be extended for 30 years.

The implementation of this plan will not result in any changes to the existing boundaries of the Development Area.

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## Existing Land Use

One of the most important aspects of any planning-related study conducted for a community is a firm understanding of the types of land use activities that are currently taking place within that community. A thorough knowledge of existing land use patterns and site conditions furnishes planners and community leaders with basic information by which future residential, commercial, industrial and public land use decisions can be made.

This chapter examines existing land use patterns for their distinguishing characteristics and impact on future land development. The **Existing Land Use map (Map 3)** and acreage tabulation chart (**Chart 1**) serve as key references for the City of Taylor to utilize in its consideration of land use and infrastructure improvement proposals for its TIFA Development Area in the future.

### *Methodology*

A field survey was conducted by Wade-Trim in September 1999 to gather existing land use data. Data was gathered for all parcels within the TIFA Development Area limits. Each parcel of property was inspected in the field and its use characteristics recorded on a 1999 digital city base map.

The land use field data was then transferred from the field survey notes into a computer-aided drafting (CAD) system. The resulting **Existing Land Use map (Map 3)** was prepared using Intergraph MicroStation software.

The digital property line base map was prepared by Wade-Trim using tax assessing maps obtained from the City of Taylor. Acreage tabulations for each land use classification were calculated utilizing MicroStation software which has the capability of calculating square footage areas of closed shapes.

### *Land Use Distribution*

Each existing land use was placed in one of thirteen general land use categories. The **Existing Land Use map (Map 3)** depicts the geographic distribution of the land use classifications.

The TIFA Development Area encompasses approximately 4,154 acres or about 6.50 square miles in area (Note: Entire City of Taylor encompasses approximately 15,160 acres). Data provided in **Chart 1** indicate the total acreage occupied by each land use type and its proportion of total land area within the TIFA Development Area.

**Chart 1.  
City of Taylor – TIFA Development Area  
Existing Land Use – Acreage Calculations <sup>1</sup>**

Land Use Type	Acres	Percentage of Development Area
Single Family Residential	182.35	4.39
Two-Family and Multiple-Family Residential	6.63	0.16
Office	27.69	0.67
Local Business	18.89	0.45
Community Business	332.40	8.00
General Business	245.47	5.91
Light Industrial	422.69	10.17
General Industrial	335.25	8.07
Public	48.61	1.17
Semi-Public	86.90	2.09
Park and Recreation	389.32	9.37
Extractive	57.63	1.39
Vacant	1,296.82	31.22
(Road and Utility Right-Of-Way) <sup>2</sup>	703.28	16.94
<b>Total</b>	<b>4,153.93</b>	<b>100.00</b>

**\*Notes:**

<sup>1</sup> Acreage shown is approximated.

<sup>2</sup> For purposes of this chart, calculated acreage for vacant areas and road and utility R.O.W. are displayed as separate land use categories. However, they are represented wholly under the "Vacant" land use category on the Existing Land Use Map (Map 3).

Source: Wade-Trim, Field Survey, September 1999

**Physical Setting**

The TIFA Development Area is a contiguous geographic area, made up of a central transportation corridor (Telegraph Road) which is intersected by several major cross streets. From the air, the Development Area's boundary resembles the form of a tree trunk with alternating levels of branches. The "trunk" of this "tree" is formed by Telegraph Road, which bisects the entire length of the City north-to-south. Along Telegraph Road, the Development Area boundary follows the general shape of properties which immediately abut the road, with the width of the Development Area extending no further than one to two parcel lengths in either direction from the center of the road.

Portions of the following cross streets: Van Born, Ecorse, Brest, Northline, Eureka and Pennsylvania, and their immediately adjacent properties to the north and south serve as the "branches" of the "tree". In some cases, the Development Area boundary limit expands to include large parcels serviced by collector streets or industrial park service drives which intersect these major arterial streets at various points.

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Telegraph Road is the major north-south roadway for the City of Taylor, possessing a number of light industrial, office and commercial uses in the Development Area. Secondary cross streets mentioned above also contain significant amounts of light industrial, strip-commercial and office uses, in addition to generous amounts of residential, semi-public and public lands. For the most part, heavy industrial and outdoor storage areas are situated on lands found in the northwestern and southeastern portions of the City, away from densely-populated areas. Generally, these particular land uses are located in close proximity to Interstate highways, I-94 and I-75 as well as several rail lines that traverse through the City. The majority of large-scale commercial development occurs along Eureka Road, just east of Telegraph, consisting of a Meijer Thrifty Acres shopping market, the Southland Mall complex and the Gibraltar Retail Trade Center.

### *Land Use Distribution*

Each existing land use was placed in one of fifteen general land use categories. The **Existing Land Use map (Map 3)** depicts the geographic distribution of the land use classifications. A discussion of each land use category follows.

#### *Single-Family Residential*

The Single-Family Residential land use category includes site-built single-family detached structures used as a permanent dwelling, manufactured (modular) dwelling or mobile homes located outside of designated mobile home parks, and accessory buildings, such as garages, that are related to these units.

Single-family residential development is found throughout the TIFA Development Area. In many instances, these single-family residences actually front a neighborhood street but backup to a major thoroughfare, such as Telegraph Road. Still others are intermixed with various commercial and office uses found along Telegraph, Ecorse, Van Born and Northline Roads. For the most part, these structures consist of small, single-story ranches and one and a half-story bungalows.

Single-family residential land uses occupy 182.35 acres, or approximately 4.39 percent of the total area which comprises the City of Taylor TIFA Development Area.

#### *Two-Family and Multiple-Family Residential*

This residential category includes structures that are comprised of the following uses:

- Attached housing structures having two separate living units which are combined under one roof (duplexes).

And

- Attached housing structures with two or more units on the same site.

These structures may be duplexes, apartments or townhouses developed individually or in complexes. It also includes related lawn areas, parking lots, and any accessory recreation facility.

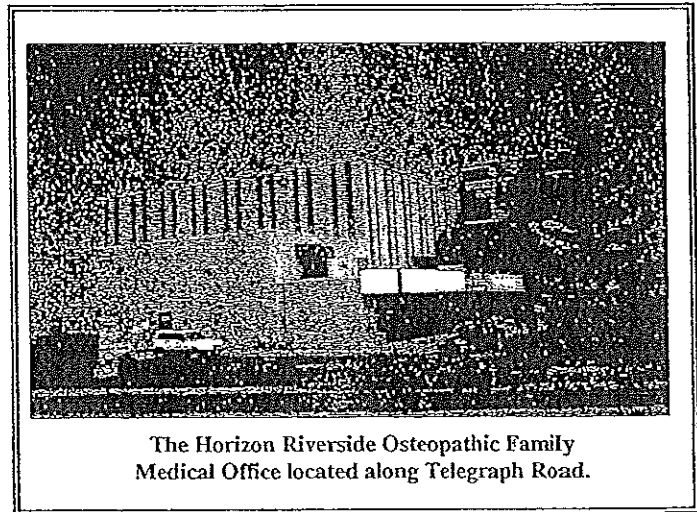
Two-family and multiple-family residential development occupy 6.63 acres, or approximately 0.16 percent of the total area which comprises the City of Taylor TIFA Development Area.

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### *Office*

The Office land use category includes business, financial, medical, professional offices, and related service establishments. The majority of office buildings found in the TIFA Development Area are located along major thoroughfares, such as Telegraph, Eureka, Goddard and Northline Roads.

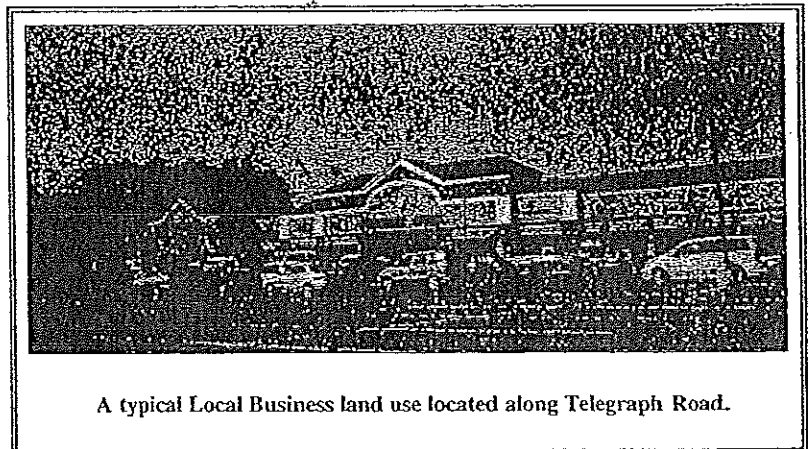
Land uses categorized as office development occupy 27.69 acres, or approximately 0.67 percent of the total area which comprises the City of Taylor TIFA Development Area.



### *Local Business*

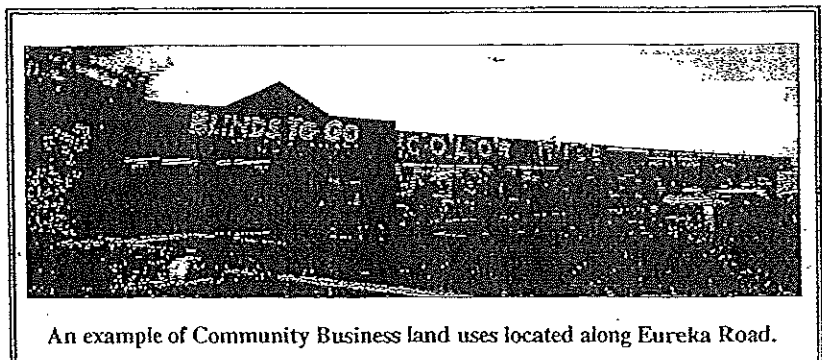
Local Business uses include convenience stores which satisfy the day-to-day shopping needs of residents. Convenience uses include small- to medium-scale food stores, hardware stores, and barber shops.

Local Business land uses occupy 18.89 acres, or approximately 0.45 percent of the total area which comprises the City of Taylor TIFA Development Area.

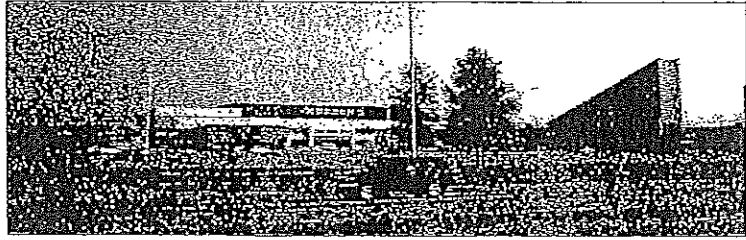


### *Community Business*

Community Business uses include comparison shopping centers which offer merchandise, products, or services needed less frequently, but which a customer usually comparison shops before buying.



Included in this land use category are clothing stores, furniture and appliance showrooms and department stores. Often, these land uses are found as part of a planned community or regional shopping center.



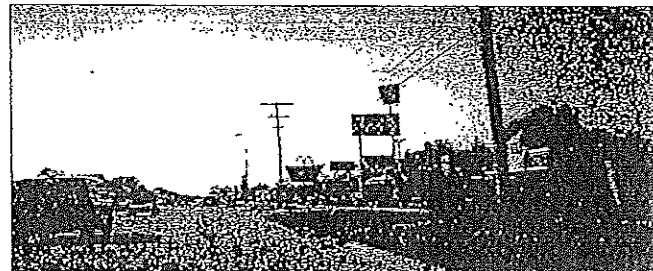
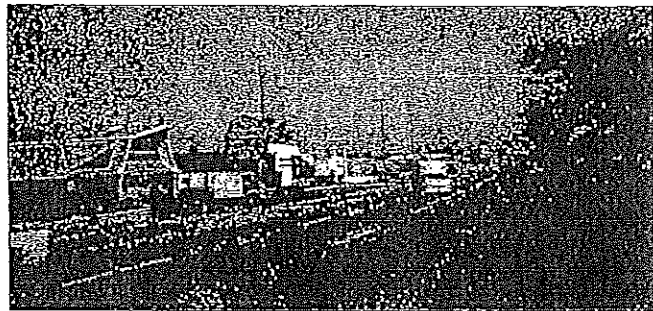
The Southland Mall along Eureka Road is an example of a large-scale Community Business land use located in the Taylor TIFA Development Area.

Community Business land uses occupy 332.4 acres, or approximately 8.00 percent of the total area which comprises the City of Taylor TIFA Development Area.

#### *General Business*

General Commercial uses differ from Community Business uses, in that, General Business uses do not require a location in a shopping center. Rather, such uses benefit from a location on a major thoroughfare that permits good vehicle access. General Business land uses include gasoline stations, restaurants, automotive sales, light auto repair/service facilities and landscaping supplies.

General Business land uses occupy 245.47 acres, or approximately 5.91 percent of the total area which comprises the City of Taylor TIFA Development Area.



Typical General Business land uses along Telegraph Road.

#### *Light Industrial*

The Light Industrial category includes land use activities which are industrial in character, but which are performed in a less-intensive manufacturing environment than those found in the General Industrial category.



The Metro-Telegraph Industrial Park is home to many light-industrial-manufacturing firms in the Taylor TIFA Development Area.

Examples of light industrial uses in the Taylor TIFA Development Area are found in either large campus or industrial park settings, such as the Metro-Telegraph Industrial Park, or as stand-alone facilities, particularly along Telegraph and Northline Roads.

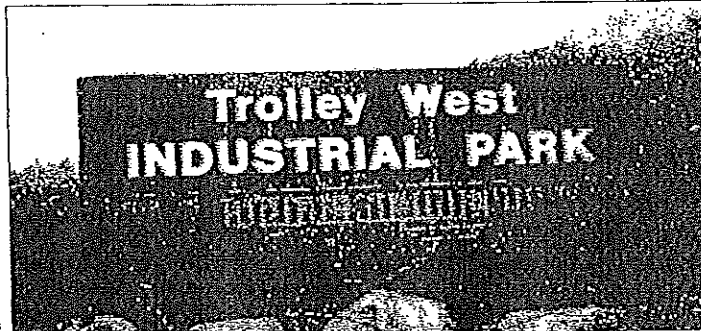


The campus-like environment of the Metro-Telegraph Industrial Park.

Light industrial uses occupy 422.69 acres, or approximately 10.17 percent of the total area which comprises the City of Taylor TIFA Development Area.

#### *General Industrial*

The General Industrial land use category includes all lands utilized in conjunction with intensive manufacturing and production as well as warehousing activities. Typical examples of general industrial uses include vehicle assembly, chemical manufacturing and other comparable uses.



A prime location for many General Industrial entities in the Taylor TIFA Development Area is the Trolley West Industrial Park.

General industrial uses in the TIFA Development Area are generally located in the northwest (Trolley West Industrial Park) and southeast quadrants. These locations provide manufacturers with quick and efficient access to both highway and rail transportation systems.

General industrial land uses occupy 335.25 acres, or approximately 8.07 percent of the total land which comprises the City of Taylor TIFA Development Area.

#### *Public*

This category includes all land devoted for public purposes such as municipal offices, township halls, police and fire departments, department of public works, sewage and water treatment facilities, libraries, military armories, etc.



City of Taylor Department of Public Works Building

### *Light Industrial*

The Light Industrial category includes land use activities which are industrial in character, but which are performed in a less-intensive manufacturing environment than those found in the General Industrial category.

Examples of light industrial uses in the Taylor TIFA Development Area are found in either large campus or industrial park settings, such as the Metro-Telegraph Industrial Park, or as stand-alone facilities, particularly Along Telegraph and Northline Roads.

Light industrial uses occupy 422.69 acres, or approximately 10.17 percent of the total area which comprises the City of Taylor TIFA Development Area.

### *General Industrial*

The General Industrial land use category includes all lands utilized in conjunction with intensive manufacturing and production as well as warehousing activities. Typical examples of general industrial uses include vehicle assembly, chemical manufacturing and other comparable uses.

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Public land uses occupy 48.61 acres, or approximately 1.17 percent of the total area which comprises the City of Taylor TIFA Development Area.

#### *Semi-Public*

This category includes structures or areas generally open to the public such as churches, meeting halls, auditoriums, cemeteries and other comparable uses.

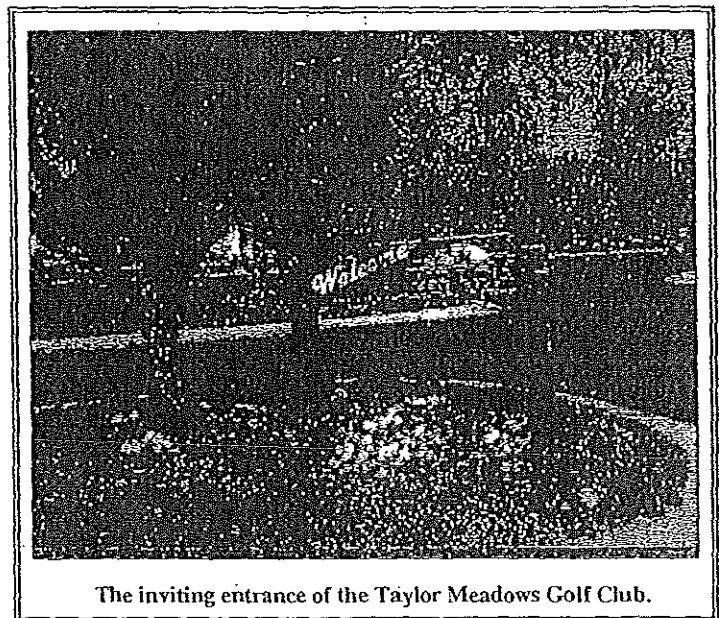
A wide-variety of semi-public lands are scattered throughout the entire City of Taylor TIFA Development Area. Generally, these areas relate well with surrounding land uses, as efficient use of landscaping associated with these areas tend to smooth the transition between differing land use types.

Semi-public land uses occupy 86.90 acres, or approximately 2.09 percent of the total area which comprises the City of Taylor TIFA Development Area.

#### *Park and Recreation*

This category includes lands which are principally used for public recreational purposes. In the Taylor TIFA Development Area, this includes both passive and active recreation facilities and parks such as Rotary Park, and two public golf courses, Lakes of Taylor and Taylor Meadows.

Areas categorized as public land and open space uses occupy 389.32 acres, or approximately 9.37 percent of the total area which comprises the City of Taylor TIFA Development Area.



The inviting entrance of the Taylor Meadows Golf Club.

#### *Extractive Operations*

Extractive operations include quarries, gravel pits, mining sites and other operations which remove minerals and other matter from the earth's subsurface. As the Existing Land Use Map indicates, small areas of extractive land in the Taylor TIFA Development Area are found along South Telegraph Road (just south of the I-75 freeway interchange) and Northline Road (west of Beech Daly Road).

Lands used in conjunction with extractive operations occupy 57.63 acres, or approximately 1.39 percent of the total area which comprises the City of Taylor TIFA Development.

#### *Vacant*

This category includes all dedicated rights-of-way (highways, roads, and major utility easements) are included in this category. In addition, woodlands and vacant land for which no specific use was identified are also included (Note: These uses are separated in **Chart 1**).

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Lands in this category which are considered exclusively vacant occupy 1,296.82 acres, or approximately 31.22 percent of the total land which comprises the City of Taylor TIFA Development Area. Areas occupied by road and utility right-of-ways account for an additional 703.28 acres or 16.94 percent of the total area which comprises the City of Taylor TIFA Development Area.

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**Lands in this category which are considered exclusively vacant occupy 1,296.82 acres, or approximately 31.22 percent of the total land which comprises the City of Taylor TIFA Development Area. Areas occupied by road and utility right-of-ways account for an additional 703.28 acres or 16.94 percent of the total area which comprises the City of Taylor TIFA Development Area.**

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**Section 16(2)(a)**

*The designation of boundaries of the Development Area in relation to the boundaries of the authority: Development Area and any other Development Areas within the Development Area.*

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The Development Area boundaries are shown on **Map 1: TIFA Development Area map.**

Actual properties contained within the Taylor TIFA Development Area are further described in **Section 5.0 - Attachment A: Legal Descriptions of Properties By Corridor.**

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**Section 16(2)(b)**

*The designation of boundaries of the Development Area in relation to highways, streets, or otherwise.*

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The boundaries of the Development Area in relation to highways, streets, and other right-of-ways are shown on **Map 1: TIFA Development Area**, as previously mentioned under Section 16(2)(a).

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**Section 16(2)(c)**

*The location and extent of existing streets and other public facilities within the Development Area and the location, character, and extent of the categories of public and private land uses then existing and proposed for the Development Area, including residential, recreational, commercial, industrial, educational, and other uses and shall include a legal description of the Development Area.*

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The location and extent of existing streets, as well as public and private land uses within the Development Area are presented on **Map 3: Existing Land Use**. Public facilities include the following:

- Ecorse Road: Taylor Meadows Golf Course  
William D. Ford Senior Center  
City of Taylor Fire Station #2
- Northline Road: Lakes of Taylor Golf Club  
City of Taylor Animal Shelter  
City of Taylor Department of Public Works
- Beverly Road: Hoover Middle School
- Racho Road: Taylor Hills Compost and Refuse Collection Facility
- Eureka Road: City of Taylor Fire Station No. 3
- Telegraph Road: Oakdale Cemetery  
Rotary Park  
State of Michigan Police – Metro South Post

Other public facilities within the Development Area include utility systems. The land development pattern proposed for the TIFA Development Area is presented on **Map 4: Future Land Use Map**.

The legal description of properties contained in the entire TIFA Development Area are presented in **Attachment A**. The TIFA Development Area consists of these properties and all adjacent rights-of-way, as shown on the previously mentioned **TIFA Development Area map (Map1)**.

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**Section 16(2)(d)**

*A description of improvements to be made in the Development Area, a description of any repairs and alterations necessary to make the improvements, and an estimate of the time required for completion of the improvements.*

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The City of Taylor Tax Increment Finance Authority originally adopted a development plan and finance plan in April 1983. Since that time, they have made a number of improvements and completed a variety of projects. They are presented graphically on **Map 2: Completed TIFA Projects Map** and in tabular form in **Table 1: City of Taylor TIFA Projects: 1985-2000**.

The City of Taylor desires to continue to encourage economic development activities and prevent deterioration of properties within the TIFA Development Area. Proposed improvements are discussed in detail on following pages. Each project is categorized as either being a:

- Short-term project - 1 to 5 years to complete.
- Long-term project - Between 5 and 30 years to complete.
- On-going project - Time frame varies according to magnitude of project, but targeted for completion by 2030).

The actual time frame for completing each project is further delineated in **Table 2: Schedule of Expenditures**.

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**SHORT-TERM PROJECTS - Activities expected to be completed by the year 2005.**

- **Miscellaneous Improvement Projects**

1. ***Image Promotion -- Marketing Plan***

The TIFA has identified the need for a comprehensive marketing plan for the Development Area. Key components of the marketing plan will be in the promotion of targeted projects within the Development Area and will highlight specific benefits afforded to investors who complete within the Development Area. The marketing plan will be targeted to the commercial real estate and development industry and other real estate investment entities.

2. ***Welcome Signs / Entrance Enhancements***

As part of the image promotion for the TIFA Development Area the TIFA will identify gateways to the Development Area and develop gateway treatments that may include hardscape, landscape and signage enhancements. The ultimate goal of this program is to establish landmark treatments for the major portals to the TIFA area and enhance the "Sense of Place" upon entering the Taylor TIFA Development Area.

3. ***Enhanced Pedestrian Access System***

The goal of creating an enhanced pedestrian experience and increasing the number of pedestrians within the TIFA area is quite important to the success of the plan. Therefore, with the large geographic scale of the TIFA Development Area and the need to link the varied Development Areas together comes the real need for a cogent pedestrian access system. The system will be implemented as new developments come on line and be designed to complement the proposed streetscape enhancements of the TIFA area plan.

4. ***Handicap Pool Access Ladders -- Hoover Middle School***

The TIFA intends to purchase movable handicapped pool access ladders for use at the Hoover Middle School.

5. ***Relocate Knope Farm to Heritage Park***

For the sake of historical preservation, the TIFA intends to relocate the Knope Farm to Heritage Park. This will open up the property where it is presently located to new development.

6. ***Develop a New Technology Park***

The TIFA intends to facilitate the development of a Technology Park on their property at the northeast corner of Inkster and Northline Roads. This property has already been zoned Technology-Research-Office (TRO) for the purpose of drawing a specific type of development. The purpose of this park is to initiate this type of development within the City and draw similar development to the surrounding area.

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### **7. Golf Course Improvements - Taylor Meadows / Lakes of Taylor**

The TIFA intends to aid the City in making several short-term improvements to the two public golf courses that are located within the TIFA Development Area, Taylor Meadows Golf Club and the Lakes of Taylor Golf Course. The results of these plans will further enhance the beauty of these courses as well as increase their future longevity. These plans include, but are not limited to the following items:

- New electronic lighted marquees at the entrances of both courses.
- A new pavilion/clubhouse for Taylor Meadows Golf Club.
- A new storage building for Lakes of Taylor Golf Course.
- A new porte-cochere for Lakes of Taylor.
- New course restrooms at both courses.
- Other golf course improvements and additions.
- Miscellaneous equipment.

### **8. Develop an Indoor Ice/Soccer Facility**

The TIFA will facilitate the City's plans to pursue the construction of multipurpose indoor skating/soccer facility for the community. The complex is expected to be located either on the eastside of Telegraph Road, just south of Superior Parkway or on the westside of Telegraph Road, just north of Champaign.

It is anticipated that the facility will cater to both leisure and organized league skating and soccer enthusiasts. The facility will be used to develop a variety of youth-oriented athletic programs with respect to these sports as well as other indoor sporting activities. The facility would include space for offices, concession areas, restrooms and community meeting rooms. Ample parking space would also be afforded.

### **9. Rotary Park Improvements**

The TIFA intends to complete several short-term improvements to the City's Rotary Park complex, which is located within the Development Area. These include, but are not limited to the following items:

- A new concession area, complete with mens and ladies restrooms.
- A new pavilion structure and covered score boxes and dugouts.
- Miscellaneous site improvements (water, sewer, additional parking facilities).

### **10. Economic Development Plan**

The City will look to formalize its economic development strategies within the TIFA Development Area by means of an on-going Economic Development Plan. The Plan, implemented under the direction of the City of Taylor Economic Development Department, will involve the initiation of new projects utilizing tools provided by federal and state legislation for the purpose of enhancing the economic growth of the community. Special emphasis will be placed on projects aimed to retain and expand existing businesses within the community. Technical assistance will also be provided to potential commercial and industrial prospects that may be considering new operations in Taylor.

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The TIFA intends to pursue the following economic development projects in the short-term:

- Eureka Streetscape Design.
- Van Born Zoning Overlay.
- Ecorse Zoning Overlay.
- Master Plan update (TIFA portion).
- I-94 Corridor Enhancements.
- Other Economic Development planning projects.

- **Transportation Improvements**

1. ***Telegraph Road Reconstruction***

The Michigan Department of Transportation (MDOT) will be reconstructing Telegraph Road from Pennsylvania Road to Van Born Road through the Development Area. The improvements will involve removing the existing pavement and installing new concrete pavement with integral curb and gutter. Minor drainage improvements will be required in order to maintain proper drainage where curbs are being installed where none previously existed.

The project will be completed in three phases. The first phase will include the section of roadway between the Interstate 75 ramp and Ecorse Road. This phase is scheduled to be completed in 2003. The second phase will include the section of roadway between Ecorse and Van Born Road. This phase is scheduled to be completed by the end of 2004. The third phase will include the section of roadway between Pennsylvania Road and the Interstate 75 ramp. This phase is scheduled to be completed by the end of 2005. Primarily the Federal Highway Authority and MDOT will fund the project. The TIFA will fund a portion of the project.

MDOT will not make any improvements outside of the roadway. Therefore, the TIFA intends to make improvements to the area between the back-of-curb and the right-of-way line. These improvements will include things such as the installation of sidewalk, burial of utility lines, installation of irrigation systems, water main relocation and landscaping.

2. ***Telegraph Road Water Main Improvements***

The strategic plan of the City is to replace the 12-inch water main presently located in the median of Telegraph Road with two 12-inch water mains, one on each side of Telegraph Road. This would reduce a significant amount of maintenance that takes place in the median of Telegraph Road, as well as in the roadway itself. In addition, it would simplify and reduce the cost of connecting the development along Telegraph Road to the City's water main.

3. ***Eureka/Interstate 75 Ramp Improvements***

The TIFA, in conjunction with MDOT and Federal Highway Administration (FHA), will facilitate the reconstruction of ramps at Interstate 75 and Eureka Road. The existing ramp configuration creates hazardous situations. The ramps will be reconstructed to improve traffic flow and mitigate current safety concerns at this junction.

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#### ***4. Widen Beech Daly Road at Ecorse Road to five lanes***

The TIFA intends to expend funds to widen Beech Daly Road at the intersection with Ecorse Road. This will allow for the installation of a dedicated left turn lane. At the same time, a new traffic signal will be installed in the intersection providing a left turn only phase. This project will improve traffic flow, increase visibility, and improve safety in the intersection.

#### ***5. Holland/Ecorse Intersection Improvements***

The TIFA intends to make several infrastructure improvements to the intersection of Holland Road and Ecorse Road to improve safety. The improvements will involve relocating the fence and signs located in the southwest quadrant of the intersection to improve visibility and working with Wayne County to develop a barrier system in Ecorse Road to prevent left turns from Holland Road on to Ecorse Road and improvements to the Holland Douglas-Kelly Drain.

#### ***6. New Roadway from Holland Road to Beech Daly***

The City recently prohibited truck traffic on Wick Road from Holland Road to Telegraph Road. This closure has made it relatively difficult for truck traffic from Holland Road and Trolley Drive to reach westbound Ecorse Road and the ramp to westbound Interstate 94.

The TIFA intends to construct a new roadway from Holland Road to Beech Daly Road. This roadway, in combination with a left-turn phase at Beech Daly and Ecorse, would provide the access to westbound Ecorse Road and Interstate 94 along with improving traffic flow out of this area of the City. The new public road will be constructed north of the railroad tracks but not farther north than 500 feet at Beech Daly Road so as not to interfere with the Ecorse Road intersection.

#### ***7. Brest Road Reconstruction from Pine Street to Telegraph Road***

The TIFA intends to reconstruct Brest Road from Pine Street to Telegraph Road. Presently, Brest Road is a 20-foot wide, two lane bituminous pavement with ditch drainage. Brest Road will be reconstructed as a two lane concrete road with integral curb and gutter and enclosed drainage.

#### ***8. Connector Roadway from Southland Mall to Superior Road***

The TIFA previously completed the construction of Superior Road and Superior Parkway from Racho Road to Telegraph Road. This roadway was constructed to provide an alternative ingress/egress to the Eureka Road commercial corridor, particularly Southland Mall.

The TIFA intends to construct a two lane concrete roadway with integral curb and gutter and enclosed storm drainage from the north side of the Southland Mall property to Superior Road. This will provide Southland Mall customers with a more direct path to Superior Road, allowing them to get to and from the Mall quicker.

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## **9. Eureka Road Traffic Signal Improvements**

The TIFA intends to upgrade the traffic control system along Eureka Road between Allen Road and Telegraph Road. This upgrade will involve the installation of state of the art traffic control devices capable of altering the signal phasing based on traffic volumes and speeds.

## **10. Interior Access Road – off Northline Road**

The TIFA intends to construct a new roadway and associated infrastructure south of Northline between Inkster and Lange Roads. This purpose of the roadway is to provide access and utilities to the interior parcels in this area for development.

## **11. Resurface Eureka Road from Racho to Allen Roads**

The TIFA intends to participate with the Wayne County Department of Public Services in the resurfacing of Eureka Road between Racho and Allen Roads.

## **12. Northline Commerce Drive – Access Roadway**

The TIFA intends to construct a new three-lane concrete Class A road with integral curb and gutter and enclosed storm drainage off Northline Road between Beech Daly and Lange Roads. In addition to the road, the project will include the installation of sanitary sewer and water main from Northline Road to the northerly property.

## **13. Monroe Street / Van Born Road – Storm Drainage Improvement**

The TIFA intends to curb and gutter and pave existing gravel shoulders on Monroe Street south of Van Born Road and clean out the storm drains to provide for better storm drainage at the intersection.

- **Infrastructure Improvement Projects**

### **1. Department of Public Works Building – Facility Improvements**

The TIFA intends to install an additional entrance located at the front office of the Department of Public Works Building, in order to comply with BOCA Building Codes requirements.

### **2. Emergency Siren Warning System**

The TIFA intends to install an emergency siren warning system within the development (Development Area). This system will be operated to provide early warning to those within the Development Area for emergencies such as tornadoes.

### **3. Irrigation Controls**

The streetscape and open space enhancements will include extensive landscape development in associated road right-of ways. Therefore, a central processor based irrigation control system is recommended to control water usage and maximize the efficiency of the system. The CPU based electronic irrigation control system will include telemetry for monitoring flow rates, leakage and water conservation.

## **9. Eureka Road Traffic Signal Improvements**

The TIFA intends to upgrade the traffic control system along Eureka Road between Allen Road and Telegraph Road. This upgrade will involve the installation of state of the art traffic control devices capable of altering the signal phasing based on traffic volumes and speeds.

10. Interior Access Road 94 off Northline Road

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#### **4. *Racho Road Lighting***

The TIFA intends to install street lighting along Racho Road between Eureka and Pennsylvania Roads to improve driver visibility.

#### **5. *Taylor Meadows Development Infrastructure Improvements***

The TIFA intends to install the infrastructure necessary in vacant lands around the Taylor Meadows Golf Course to allow for the development of these lands. Infrastructure improvements may include, but is not limited to, public roadways, water main, sanitary sewers, storms sewers, detention facilities, and other necessary utilities.

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**LONG-TERM PROJECTS - Activities anticipated to begin on or around the year 2000 and to be completed before the year 2030.**

- **Miscellaneous Improvement Projects**

1. ***Expansion of Metro-Telegraph Industrial Park***

The Metro-Telegraph Industrial Park is near capacity and continued development of this type within the City is important. If this development need is not met by the private sector, the TIFA intends to provide this development opportunity by expanding the Metro-Telegraph Industrial Park through infrastructure improvements, such as, roads, detention basins and street lighting.

2. ***Develop a New Conference / Convention Center***

The TIFA desires to construct a large-scale multi-purpose conference/convention center within the Development Area. It is the TIFA's intention that this facility be multi-faceted, performing a variety of functions at local, and regional and statewide levels.

3. ***Themed Streetscaping Plan***

A well-designed streetscape can be a major factor in creating a sense of identity for the Development Area. Consistent use of a selected vocabulary of street trees, paving, and furnishings (light standards, benches, trash receptacles, newspaper vending machines, etc.) can create a unified streetscape framework for the area, as well as inviting and comfortable pedestrian environment. Major streetscape improvements are needed on streets intended to experience heavy pedestrian traffic or which have potential to be important pedestrian streets. The high volume vehicular traffic streets are also important to the TIFA's image and should be upgraded with street trees and other special treatments.

4. ***I-94 and Beverly Road - Site Redevelopment***

The TIFA will assist in the redevelopment of a 60-acre parcel of land in the northwest portion of the TIFA that was formally utilized for heavy industrial activities. The TIFA intends to make the necessary initial improvements to the site, including roadways and infrastructure, in order to make the site marketable and more attractive to potential private development entities.

5. ***Building Facade Standardization Plan***

The TIFA intends to facilitate the implementation of a Building Facade Standardization Plan. The goal of this plan will be to slowly eliminate unsightly and inconsistent architectural elements associated particularly with commercial and industrial properties having frontage on major thoroughfares within the TIFA Development Area. This will be accomplished through the implementation of a plan which enhances the visual quality of the community and begins to create a "sense of place" for residents of and visitors to the City of Taylor. Specific elements of the plan could include standards for lighting fixtures, signage, decorative facade treatments, display window treatments as well other architectural design considerations.

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## **6. *Develop a New Community Recreation Center***

The TIFA desires to facilitate the development of a new multi-purpose, community recreation facility, which would cater to a variety of indoor recreation and athletic enthusiasts. It is anticipated that this facility would include a number of areas for court games, such as basketball, volleyball, tennis, etc.

It is intended that this complex have the capacity to facilitate a multiple number of activities and sporting events at any given time, such as hosting community-sponsored, youth basketball, volleyball, and other games and tournaments as well as personal exercise and fitness instruction.

## **7. *Construct University Extension / Outreach Center***

With cooperation and support garnered from regional sources of higher-education, the TIFA desires to assist in the development of a local university extension and outreach center. This facility would have a regional emphasis, catering to the educational and professional needs of residents in and around southeastern Michigan. It is anticipated that this facility could serve as a satellite location for college and university course instruction, a regional technical training center or as part of a high-tech research center, in addition to serving a number of other educational and professional needs of the area.

- **Infrastructure Improvements**

### **1. *Frank and Poet Drain Enclosure***

The City intends to enclose the Frank and Poet Drain from West Point Avenue to Racho Road. This enclosure will open up significantly more land for development along the north side of Eureka Road.

- **Transportation Improvements**

### **1. *Inkster Road Improvements (Airport Ring Road Concept)***

Wayne County intends to improve Inkster Road from Interstate 94 south through the City. The purpose of the improvement is to open access to the airport as well as the land zoned commercial and industrial surrounding the airport.

The specifics of the improvements have not been defined, but approximately 2.5 miles of the roadway lies within the Development Area. With the financial backing from the TIFA, the City intends to participate with Wayne County in the Inkster Road improvements.

### **2. *Extension of Lange Road from Northline Road to Brest Road***

The TIFA intends to construct a new roadway and associated infrastructure in line with Lange Road between Northline Road and Brest Road. The purpose of the roadway is to provide access and utilities to the interior parcels in this area for development.

### **3. *Trolley Drive West Improvements***

The TIFA intends to reconstruct Trolley Drive from Inkster to Holland Road. The reconstruction will include the installation of integral curb and gutter and enclosure of the

storm drainage system (roadside ditches) along with other improvements. In order to enclose the roadside ditches it will be necessary to clean out the Douglas-Kelley Drain from Trolley Drive to Beverly Road to allow for adequate drainage.

- **Public Facility Expansion / Renovation**

1. ***Fire Station No. 2 (Ecorse Road)***

To address current space deficiencies, the TIFA intends to assist the City in expansion plans to the 20-year old Fire Station #2 which include an addition to the existing structure as well as a number of other facility improvements. Plans also call for the development of a new "real time" fire training facility on vacant property to the west of the station.

2. ***Fire Station No. 3 (Eureka Road)***

The TIFA intends to either make major renovations to or replace Station #3 located on Eureka Road with a new facility within the Development Area. Traffic volumes and patterns as well as signal locations at the current location hamper the efficient delivery of fire and rescue services to the community. Moving the station to an alternative site within the Development Area may alleviate these serious problems.

3. ***William D. Ford Senior Center (Phase II)***

Phase II of the work being done to William D. Ford Senior Center is expected to include further repairs, renovations and expansion to the existing facility. Improvements will also be made to parking facilities, including new surfacing, lighting and expansion.

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**ON-GOING PROJECTS - Activities anticipated to begin on or around the year 2000 and which may to continue to the year 2030.**

- **Miscellaneous Improvement Projects**

1. ***Economic Development Plan***

The TIFA intends to expend funds on an annual basis to continue the initiatives as outlined in the City's Economic Development Plan, as previously mentioned.

2. ***Open Space – Land Acquisition***

In an effort to increase the amount of land available to residents of the City for passive recreational activities, the TIFA will aid the City in acquiring open space or wooded lands within the Development Area as they become available.

3. ***Public Art Installation***

The streetscape improvements recommended in the TIFA plan are regarded as the foundation, which can be enriched with special features. The installation of the streetscape improvements should receive first priority, in order to establish a quality environment that will serve as the framework for future enhancements. Many cities have successfully implemented programs, which designated a percentage of development cost, or other mechanisms, to assure that sculpture, fountains, relief carvings and other art forms are incorporated in major private developments. The TIFA will encourage the City to undertake such a public policy. The TIFA will facilitate the acquisition and installation of artwork to be installed in prominent locations within the Development Area.

4. ***Nonconforming, Blighted and Obsolete Property Acquisition***

When available and economically feasible, the TIFA will facilitate the acquisition of nonconforming, blighted or obsolete buildings and properties within the Development Area as they become available, for the express purpose of demolition and/or clearance for future redevelopment.

5. ***Perform ADA Assessment***

The TIFA desires to help facilitate an assessment exercise of public facilities located within the Development Area in order to evaluate their compliance with ADA provisions and make the necessary changes where needed.

6. ***Golf Course Improvements - Taylor Meadows / Lakes of Taylor***

In an effort to increase the economic viability and longevity of the City's two public golf courses, the TIFA will undertake a number of enhancement projects on an on-going basis. The TIFA will support these efforts by expending funds annually for the purpose of completing these projects.

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- **Transportation Improvements**

1. ***Van Born Road Parking Facilities***

When available, the TIFA will facilitate the purchase of property in the Development Area along Van Born Road for the purpose of creating parking facilities. Once an adequate amount of property has been assembled, the City intends to construct paved parking facilities on this property.

2. ***Improved Street Signage***

The TIFA intends to facilitate the City's plan of improving street signage within the Development Area by installing back lit and/or larger-sized street signs at intersections.

3. ***Relocate Traffic Signals***

The TIFA intends to facilitate City plans to improve aesthetics and visibility along major roadways within the Development Area by removing the overhead traffic signals. Current traffic signals centered above the intersections will be removed. New traffic signals will be placed on poles at the intersection corners.

4. ***Bike Paths/Jogging Trails***

The TIFA intends to facilitate the City's desire to improve access through the Development Area as well as provide pedestrian access. Bike paths/jogging trails will be constructed linking locations within the Development Area. The paths will provide a means of pedestrian access throughout the Development Area as well as recreational opportunities.

- **Infrastructure Improvements**

1. ***Regional Storm Water Detention Systems***

Where available, the TIFA will facilitate the construction of regional storm water detention facilities. These facilities will be located such that surrounding properties can make use of the facilities to provide the storm water detention required as part of site development, making more land available for development. In addition, these facilities will provide excellent sedimentation basins to improve storm water runoff quality as will be required by the U.S. Environmental Protection Agency (EPA) in 2003.

2. ***Relocate Overhead Utilities Underground***

Where possible, the TIFA intends to facilitate the relocate the overhead utilities underground throughout the Development Area. This relocation will improve utility service by reducing outages resulting from weather conditions and improve the aesthetics by removing the unsightly utility poles, street lights and wires.

3. ***Infrastructure Improvements for Potential Development***

Recognizing that the only issue that often prevents property from being developed is the availability of proper infrastructure, the City intends to install this infrastructure where appropriate.

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Specific infrastructure improvements may involve the following:

Roads  
Sanitary Sewers  
Water Mains  
Storm Water and Storm Water Detention  
Geotechnical Issues  
Utilities

- **Contingency and Administration**

The TIFA intends to expend funds annually for the operation and administration of this Amended and Restated Development Plan and Tax Increment Financing Plan.

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**Section 16(2)(e)**

*The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the Development Area and an estimate of the time required for completion.*

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The location, extent, and character of the improvements are identified in Section 16(2)(d) above. It is estimated that the projects can be completed by the Year 2030. The cost for each project and their priority are listed in **Table 2: Schedule of Expenditures**.

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**Section 16(2)(f)**

*A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.*

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The stages of planned construction regarding this Amended and Restated Plan are presented in **Table 2**, as previously mentioned in Section 16(2)(e).

Specifically, "short-term" projects are those activities expected to be completed by the year 2005. "Long-term" projects represent activities anticipated to begin on or around the year 2000 and be completed sometime before the year 2030. In addition, "On-going" projects represent activities anticipated to begin on or around the year 2000 and continue to the year 2030.

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**Section 16(2)(g)**

*A description of any parts of the Development Area to be left as open space and the use contemplated for the space.*

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According to the City of Taylor's Future Land Use Plan (i.e., **Map 4**) for the TIFA Development Area, a total of at least 389.32 acres or 9.37 percent of the total Development Area are to be left as public open space. These areas are more closely associated with the two public golf courses, Lakes of Taylor and Taylor Meadows and the City's Rotary Park. The City intends for these areas to remain open to the public.

Wherever feasible and available, the City intends to incorporate additional open space areas into the TIFA Development Area, to be utilized by the public for passive recreational activities.

## **Section 16(2)(g)**

---

### **A description of any parts of the Development Area to be left as open space and the use contemplated for the space.**

---

According to the City of Taylor's Future Land Use Plan (i.e., *Map 4*) for the TIFA Development Area, a total of at least 389.32 acres or 9.37 percent of the total Development Area are to be left as public open space. These areas are more closely associated with the two public golf courses, Lakes of Taylor and Taylor Meadows and the City's Rotary Park. The City intends for these areas to remain open to the public.

Wherever feasible and available, the City intends to incorporate additional open space areas into the TIFA Development Area, to be utilized by the public for passive recreational activities.

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**Section 16(2)(h)**

*A description of any portions of the Development Area which the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.*

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Not Applicable.

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**Section 16(2)(i)**

*A description of desired zoning changes and changes in streets, street levels, intersections, and utilities.*

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The existing Zoning Districts for the Development Area are shown on **Map 5: Zoning Districts**. It is anticipated that a zoning change may be required for the recreation center project, changing from the existing zoning classification to one that is more in accordance with activities associated with this type of land use. There are no other zoning changes currently anticipated to be required in order to implement this Amended and Restated Development Plan.

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**Section 16(2)(j)**

*An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.*

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The total cost for undertaking the projects identified under Section 16(2)(e) is approximately \$ 215,640,000 (Refer also to Table 2).

The activities of the Authority and the development of public improvements shall be financed from one or more of the following sources:

1. Contributions to the Authority for the performance of its functions.
2. Revenues from any property, building, or facility owned, leased, licensed, or operated by the authority or under its control, subject to the limitations imposed upon the authority by trusts or other agreements.
3. Tax increments received pursuant to a tax increment financing plan.
4. Proceeds of tax increment bonds.
5. Proceeds of revenue bonds.
6. Interest earnings.
7. Money obtained from any other sources approved by the governing body of the municipality.
8. Grants from federal, state or private sources.
9. Bequests.

The ability of the Authority to arrange the financing is considered to be established on the basis of tax increment revenues currently available to the Authority.

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**Section 16(2)(k)**

*Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed and for whose benefit the project is being undertaken, if that information is available to the authority.*

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The TIFA acquired and remodeled the Don Lee Building through the issuance of Bonds by the Taylor Building Authority in 1989. Part of the building is leased to the State of Michigan for office space. The lease payments and tax increment revenues are used to pay debt service on the Bonds.

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**Section 16(2)(f)**

*The procedures for bidding for the leasing, purchasing, or conveying of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed to those persons.*

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Where applicable, the Authority will follow established City procedures that address this issue.

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**Section 16(2)(m)**

*Estimates of the number of persons residing in the Development Area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.*

---

At the time of the development of this Plan, the most recent and reliable population data (1990 U.S. Census and subsequent Departmental counts) indicated that approximately 500 persons were residing in the TIFA Development Area, which represents 0.706 percent (or less than 1 percent) of the entire City of Taylor 1990 population (70,811 people).

No occupied residence is targeted for acquisition or clearance by the Authority. No forced relocation of families is anticipated as a result of the development projects.

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**Section 15(2)(n)**

*A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the Development Area.*

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Not applicable.

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**Section 16(2)(o)**

*Provision for the costs of relocating persons displaced by the development, and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the federal uniform relocation assistance and real property acquisition policies act of 1970, 42 USC 4601 to 4655.*

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No residential displacement of persons or households is anticipated to occur as a result of this Plan. However, the Authority recognizes that condemnation of private commercial property for the public welfare may occur and that as a result, it is possible that displacement of businesses may occur. Any such displacement that occurs will be carried out in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 USC 4601 to 4655.

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**Section 16(2)(p)**

*A plan for compliance with Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.*

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The Authority does not anticipate that it will be necessary to exercise its powers of condemnation to implement the development program; however, the Authority reserves its rights to exercise its powers of condemnation for the projects in this plan, including but not limited to the recreation complex. If condemnation is required, the Authority will comply, when necessary, with the provisions of Act 227 of 1972.

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*Section 16(2)(g)*

*Other material which the authority, local public agency, or governing body considers pertinent.*

It is intended that this Amended and Restated Plan shall replace the prior Development Plan and Development Plan amendments. This Restated Plan amends the boundaries of the six existing Development Areas by uniting them into one combined Development Area. Each of the Development Areas will retain its separate initial assessed value based on the year that a Development Plan and Tax Increment Financing Plan was first approved.

In the event that a court or other administrative agency determines that this Amended and Restated Plan does not amend the boundaries of the Development Areas into one combined Development Area, or that the existing Development Areas do not retain their original initial assessed values based on the year that a Development Plan and Tax Increment Financing Plan was first approved, then this Amended and Restated Plan shall be void and the previous Development Plan and Tax Increment Financing Plan and related amendments shall spring back into effect and continue in existence.

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## **Section 16(2)(q)**

*Other material which the authority, local public agency, or governing body considers pertinent.*

It is intended that this Amended and Restated Plan shall replace the prior Development Plan and Development Plan amendments. This Restated Plan amends the boundaries of the six existing Development Areas by uniting them into one combined Development Area. Each of the Development Areas will retain its separate initial assessed value based on the year that a Development Plan and Tax Increment Financing Plan was first approved.

In the event that a court or other administrative agency determines that this Amended and Restated Plan does not amend the boundaries of the Development Areas into one combined Development Area, or that the existing Development Areas do not retain their original initial assessed values based on the year that a Development Plan and Tax Increment Financing Plan was first approved, then this Amended and Restated Plan shall be void and the previous Development Plan and Tax Increment Financing Plan and related amendments shall spring back into effect and continue in existence.

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**Section 13(1)(a)**

*A statement of the reasons that the plan will result in the development of captured assessed value that could not otherwise be expected. The reasons may include, but are not limited to, activities of the municipality, authority, or others undertaken before formulation or adoption of the plan in reasonable anticipation that the objectives of the Plan would be achieved by some means.*

---

This Amended and Restated Development Plan of the Tax Increment Finance Authority (TIFA) of the City of Taylor is designed to encourage the private sector to commit to economic development within the City. The boundaries of the Development Area were selected to enable the Authority to promote commercial and industrial development in this geographic area of the community.

Proposed improvement expenditures as identified in this Restated and Amended Development Plan should accomplish one or more of the following items:

1. Provide a boost to the existing industrial and commercial properties in the area and allow for additional expansion.
2. Improve transportation linkages in the area and draw new businesses into the area.
3. Improve the overall appearance of the area, which should lead to additional residential demand.
4. Provide additional jobs in the area which should lead to additional residential demand.

None of this potential development/redevelopment would likely occur without the TIFA making the infrastructure and community facility improvements as identified in the Restated and Amended Development Plan portion of this document.

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**Section 13(2)(b)**

*An estimate of the captured assessed value for each year of the plan.*

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Data in **Table 3** reveal that the entire TIFA Development Area had a calculated initial value of \$ 117,861,900. The estimated captured taxable value through year 2030 is presented in **Table 4**. Growth is based upon a conservative annual inflation and growth rate of 5 percent (0.05) for the first five years of the Plan (2000-2005), and by 3 percent (0.03) thereafter. The TIFA shall capture all the assessed value (be it greater than or less than the estimates shown in **Table 4**) in each year of the plan and utilize captured value in accordance with this Restated and Amended Plan.

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**Section 13(2)(c)**

*The estimated tax increment revenues for each year of the plan.*

Tax increment revenues means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon captured assessed value of real and personal property.

Data in **Table 5** reveal the applicable millage rates available for application by the TIFA for fiscal year end (FYE) 1999-2000 and FYE 2000-2001. Data in **Table 6** show the estimated revenues captured from homestead and nonhomestead properties in TIFA Development Area for the lifetime of this Plan. The Table also summarizes the total tax increment revenues projected to be available each year.

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**Section 13(2)(d)**

*A detailed explanation of the tax increment procedure.*

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Tax Increment Financing is a method of funding public investments in an area slated for (re) development by capturing, for a time, all or a portion of the increased tax revenue that may result if the (re)development stimulates private investment. The concept of tax increment financing is applied only to the Development Area (D.A.) for which a development plan has been prepared by the Tax Increment Finance Authority and adopted by the community's legislative body.

"Captured Assessed Value" means the amount in any one year by which the current assessed value of the district, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. "Initial assessed value" means the assessed value, as equalized, of all the taxable property within the boundaries of the D.A. at the time the resolution establishing the Tax Increment Financing Plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted. (Property exempt from taxation at the time of the determination of the initial assessed value is included as zero.) Tax dollars accruing from any incremental increase in the SEV above the initial assessed value (base year total) may then be "captured" and used by the TIFA.

To utilize tax increment financing, the TIFA must prepare and submit to the City governing body a tax increment financing and development plan which the City must approve by resolution. Following the adoption of the resolution, municipal and county treasurers must, according to the Act, transmit to the TIFA that portion of the tax levy of all taxing bodies paid each year on real and personal property in the D.A. on the captured assessed value, including that portion of a commercial facilities tax levied pursuant to P.A. 255 of 1978 and that portion of an industrial facilities tax levied pursuant to P.A. 198 of 1974, attributable to the captured assessed value. Such funds transmitted are termed "tax increment revenues". Tax increment revenues are further limited as described below:

*"Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the D.A., subject to the following requirements:*

- (i) Tax increment revenues include ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state pursuant to the state education tax, Act No. 331 of the Public Acts of 1993, being sections 211.901 and 211.906 of the Michigan Compiled Laws, and local or intermediate school districts upon the captured assessed value of real and personal property in the development area for any purpose authorized by this act.*
- (ii) Tax increment revenues include ad valorem property taxes and specific local taxes attributable to the application of the levy of the state pursuant to the state education tax act, Act No. 331 of the Public Acts of 1993, and local or intermediate school districts upon the captured assessed value of real and personal property in the development area in an amount equal to the amount necessary, without regard to subparagraph (i), to repay eligible advances, eligible obligations, and other protected obligations.*

*(iii) Tax increment revenues do not include any of the following:*

*(A) Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to such ad valorem property taxes.*

*(B) Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to such ad valorem property taxes.*

*(iv) The amount of tax increment revenues authorized to be included under subparagraph (ii), and required to be transmitted to the authority under section 14(l), from ad valorem property taxes and specific local taxes attributable to the application of the levy of the state education tax act, Act No. 331 of the Public Acts of 1993, a local school district or an intermediate school district upon the captured assessed value of real and personal property in a development area shall be determined separately for the levy by the state, each school district, and each intermediate school district as the product of sub-subparagraphs (A) and (B):*

*(A) The percentage which the total ad valorem taxes and specific local taxes available for distribution by law to the state, local school district, or intermediate school district, respectively, bear to the aggregate amount of ad valorem millage taxes and specific taxes available for distribution by law to the state, each local school district, and each intermediate school district.*

*(B) The maximum amount of ad valorem property taxes and specific local taxes considered tax increment revenues under subparagraph (ii).*

---

**Section 13(2)(e)**

*The maximum amount of bonded indebtedness to be incurred.*

---

The maximum amount of bonded indebtedness to be incurred by, or on behalf of, the TIFA is approximately \$75,000,000, excluding the debt previously issued by the TIFA.

---

**Section 13(2)(f)**

*The amount of operating and planning expenditures of the authority and municipality, the amount of advances extended by or indebtedness incurred by the municipality, and the amount of advances by others to be repaid from tax increment revenues.*

---

Data in Tables 7A through 7D present the bond payment schedules and amount of indebtedness currently being incurred by the City of Taylor's TIFA. The current bonds being paid by the TIFA are as follows:

- The Don Lee Building Public Facility Bonds (mature in 2001).
- Series 1991 Tax Increment Bonds (mature in 2001).
- Series 1993 Tax Increment Bonds (mature in 2003).
- 1998 Tax Increment Refunding Bonds (mature in 2011).

The TIFA anticipates that it will allocate approximately 10 to 15 percent, or approximately \$1,250,000 of each year's annual tax increment revenues (\$37,500,000 total over the 30-year period) for operating and planning expenditures.

---

**Section 13(2)(g)**

*The costs of the plan anticipated to be paid from tax increment revenues as received.*

---

The TIFA anticipates that it will pay all the costs of the Plan from tax increment revenues.

---

**Section 13(2)(h)**

*The duration of the development plan and the tax increment plan.*

---

This Tax Increment Financing Plan shall endure until June 30, 2030. This Plan shall not be abolished until the principal and interest on all bonded debt has been paid or funds sufficient to make such payment in full have been segregated.

---

**Section 13(2)(i)**

*An estimate of the impact of tax increment financing on the revenues of all taxing jurisdictions in which the Development Area is located.*

---

The impact of tax increment financing on the revenues of all taxing units is shown in **Tables 8 and 9.**

The TIFA is eligible to capture tax increment revenues from the State, local school district and intermediate school district to the extent necessary to pay debt service on the outstanding bonds, which are "eligible obligations." The TIFA will pay the debt service on the outstanding bonds from the tax increment revenues captured in the Development Areas which pledged the tax increment revenues as security for the Bonds. The TIFA will only capture tax increment revenues from the State, local school districts and intermediate school districts from the property located in the prior Development Areas which pledged tax increment revenues for the bonds. As such, this Amended and Restated Plan shall have no impact on the ability of the TIFA to capture tax increment revenues to pay debt service on the outstanding bonds.

The City of Taylor and the County of Wayne entered into an agreement dated July 21, 1988 which excludes the County's charter millage and additional voted millages from any present or subsequently created tax increment financing district under Act 450, Public Acts of 1980, as amended.

The City and the TIFA agree that the TIFA will not capture the millages levied to pay debt service bonds issued by the Taylor Building Authority, pursuant to Act 31, Public Acts of Michigan, 1948, and the millage authorized by the electors of the City of Taylor at the May 1996 election.

The TIFA also hereby agrees to share captured tax increment revenues, pursuant to Section 13(4) of Act 450, Public Acts of Michigan, 1980, as amended, with the City of Taylor, Wayne County Community College, Wayne County Transit Authority, Wayne County Parks and Huron Clinton Metropolitan Authority, in such amounts as determined on an annual basis by the TIFA. The returned tax increment revenues pursuant to this sharing agreement are not deemed to be surplus under Section 14(2) of the Act and the TIFA intends to comply with the provisions of Section 13(2)(b) which prevents the TIFA from capturing and using a greater percentage of taxes levied for school operating purposes than taxes levied by the City for operating purposes.

**TABLE 1.**  
**City of Taylor TIFA Projects 1985-2000**

Type of Project	Name	Project Time Frame	Description	Benefits
<i>Water Main Projects</i>	Van Born Road - Pardee to Telegraph	1989	Installation of a 12-inch water main on Van Born Road, from Telegraph Road to Pardee Road.	Improve water flows and pressures along with fire protection.
	Inkster Road - Wick to Trolley	1991-1992	Installation of 2,900 feet of 12-inch and 500 feet of 16-inch water main on Wick, Inkster (Wick to Trolley), and Trolley Roads.	Improve water flows and pressures along with fire protection.
	Holland Road - Norfolk and Southern Railroad to Ecourse Road		Installation of 3,750 feet of 12-inch water main from the Norfolk and Southern Railroad, north on Holland Road to Ecourse Road, east on Ecourse Road to Beech Daly Road.	
	Ecourse Road - Holland Road to Beech Daily Road.			
	Telegraph Road - Wick to Mary	1991-1992	Installation of new water mains and replace deteriorated water mains at various locations along Telegraph Road.	Improve water flows and pressures along with fire protection.
	Pardee Road - Eureka 2,000 feet north	1987	Installation of 2,000 feet of 12-inch water main along Eureka Road, extending 2,000 feet north.	Improved water flows to commercial water customers in the area.
	Eureka Road - I-75 to Allen Road	1994-1995	Install new 12-inch water main on Eureka Road, from I-75 to Allen Road, to replace old 8-inch main.	Improved water flows to commercial water customers in the area.
<i>Landscaping Projects</i>	I-94 Beautification	1997	Cleared portion of I-94 Right-of-Way between Inkster Road and Telegraph Road. Planted trees, shrubs and wildflowers.	Overall beautification of corridor.
	Van Born Tree Planting	1998	Planted trees in Van Born Road Right-of-Way, between Telegraph Road and Pelham Road.	Overall beautification of corridor.
	Telegraph Beautification	1989-1991	Installation of curb and gutter, sidewalks, pavers, planted flowers, trees, shrubs and hydroseeded between median of Telegraph Road, at Wick, Goddard and Eureka Roads.	Overall beautification and image improvement.
	Eureka Beautification	1988	Installation of 1,400 trees and shrubs, 17,000 square feet of flowers and irrigation system. Installation of two welcome signs on Eureka Road, from Racho Road to Allen Road.	Overall beautification and image improvement.

Table 1.

**TABLE 1.**  
**City of Taylor TIFA Projects 1985-2000**

Type of Project	Name	Project Time Frame	Description	Benefits
<i>Drainage Projects</i>	Water Supply to Taylor Meadows Golf Course	1999-2000	Provide source of fresh water for irrigation.  Fresh water is mixed with storm water, which is high in sodium, to eliminate adverse effects that high sodium water concentrations have on golf course fairways and greens.	Improve golf course conditions. Reduce maintenance costs associated with the replacement of damaged sod.
	Frank and Poet Drain Relocation	1988	Cleanout 1,561 feet, relocate 1,295 feet of drain from DT & I Railroad to I-75 northbound.	Improved storm water flow in drain. Cleared property for Holiday Inn expansion. Reduced maintenance costs for Wayne County.
	Holland Road Detention Basin	1989-1990	Construction of an 11.9 acre-foot detention basin which also served as a wetland storm water mitigation area. Included storm sewer on Holland Road to improve and provide storm water drainage for nearby parcels. Cleared for future development. Cleanout of 1,300 feet of drain.	Provided flood protection both upstream and downstream of basin. Improved flows in drain. Improved drainage on Holland Road. Provided wetland storm water mitigation for Worthington Steel Drive Project. Reduced maintenance costs for Wayne County.
	Lakes of Taylor Golf Course	1995-1996	Construction of 190 acre-feet of storm water detention for Frank and Poet drain in conjunction with the 18-hole championship golf course.	Flood protection and provision of a community recreation area. Reduced the number of flooding complaints from residents in drainage district.
<i>Paving Projects</i>	Brest Road Widening - Telegraph to Universal	1985	Widened Brest Road, from Universal Drive to Telegraph Road, by 6.5 feet on the south side.	Improved access for trucks from Telegraph Road to Universal Drive.
	Van Born Road - Pardee to Monroe	1985	Alley paving. Construction of screening walls between commercial and residential uses. Construction of sidewalks, curbing and drainage improvements.	Improved appearance. Improved parking and access to commercial areas. Screened residential areas from commercial uses.
	Van Born Road - Monroe to Pelham	1989-1990	Alley paving. Construction of screening walls between commercial and residential uses. Construction of sidewalks, curbing and drainage improvements.	Improved appearance. Improved parking and access to commercial areas. Screened residential areas from commercial uses.
	Northline Road - Inkster to Telegraph	1989-1990	Reconstruct Northline Road, from Inkster Road to Telegraph Road. Was a two-lane road in poor condition, reconstructed as a 5-lane road.	New Class A road improved the area and allowed for future industrial and commercial expansion in the area. Reduced maintenance costs for upkeep of old road.

**TABLE 1.**  
**City of Taylor TIFA Projects 1985-2000**

Type of Project	Name	Project Time Frame	Description	Benefits
<i>Paving Projects</i>	Van Born Road - West Point to Pardee	1992	Alley paving. Construction of screening walls between commercial and residential uses. Construction of sidewalks, curbing and drainage improvements.	Improved appearance. Improved parking and access to commercial areas. Screened residential areas from commercial uses.
	Pardee Road - Eureka to Superior	1992	Reconstruct Pardee Road, from Eureka Road to Superior Road. Widen road from 4 lanes to 5 lanes.	Provided left turn lane for motorists. Improved safety and traffic flow.
	Eureka Road - at Penn Street	1992	Improvements to median on Eureka Road at Penn Street.	Reduced potential for traffic accidents. Improved safety.
	Van Born Road - Pine to Syracuse	1992	Alley paving. Construction of screening walls between commercial and residential uses. Construction of sidewalks, curbing and drainage improvements.	Improved appearance. Improved parking and access to commercial areas. Screened residential areas from commercial uses.
	Superior Road - Racho to Pardee	1994	Construct 5-lane Class A road to replace a 2-lane gravel road.	First phase of program to alleviate congestion on Eureka Road.
	Resurface Beech Daly / Ecorse Road Intersection	1994	Resurface Beech Daly, 500 feet north and south of Ecorse Road, in conjunction with Wayne County's resurfacing of Ecorse Road.	Improved road surface. Less maintenance.
	Racho Road - Eureka to Northline	1994-1995	Reconstruction - Widen to 5-lanes, from Eureka Road, north of Mall entrance, then 4-lane boulevard to Racho Road. Boulevard buffers commercial uses on the west from residential uses on the east.	Second phase of program to alleviate congestion on Eureka Road.
	Racho Road - South	1995-1996	Reconstruction - Widen from 4 lanes to 5 lanes, north of railroad. Widen from 2 lanes to 3 lanes, south of railroad. Enclose the Coan Drain.	Improved the commercial traffic flow to Gibraltar Retail Trade Center. Cleared more property for development.
	Superior Road - Pardee to Telegraph	1998-1999	Construction of new 5-lane roadway. Included installation of new water lines and sanitary sewer lines.	Third phase of program to alleviate congestion on Eureka Road. Cleared more property for future development.
	Northbound Telegraph Road to Northline Road	1995	Construction of right turn lane from northbound Telegraph Road to east Northline Road	Improved traffic flow.
	Eureka Road / I-75	2000	Reconstruct ramp from southbound I-75 to Eureka Road to form a T-insection.	Improve traffic flow and safety.

**TABLE 1.**  
**City of Taylor TIFA Projects 1985-2000**

Type of Project	Name	Project Time Frame	Description	Benefits
<i>Varied</i>	Telegraph Road Sidewalk Project	1992	Install new sidewalk along Telegraph Road at various locations where no sidewalks existed.	Safe and efficient pedestrian access.
	State Police Post	1997	Provide water and sanitary sewer service for the State Police Post on Telegraph Road.	Improve health, safety and welfare of State Police Post employees.
	Oil Separator	1995	Construct an oil separator upstream from Taylor Meadows detention ponds.	Improved storm water treatment. Environmental protection.
	Traffic Analysis	1999	Analyze traffic flow at the following intersections: Beech Daly Road and Ecorse Road Beech Daly Road and Wick Road Ecorse Road and Holland Road Inkster Road and Trolley Road	Recommendations to implement future traffic flow improvements.
	Van Born Road Lighting	1987-1988	Installation of new street lighting, from Pelham Road to Telegraph Road.	Improve overall corridor appearance. Improve safety. Reduce maintenance costs for Wayne County, as City of Taylor owns and maintains.

**TABLE 2.**  
**Tax Increment Finance Authority of the City of Taylor**  
**Schedule of Expenditures**  
**Years 2000-2030**

Project Description	Total Project Cost	Projected Activity Schedule					
		Years 2000-2005	Years 2005-2010	Years 2010-2015	Years 2015-2020	Years 2020-2025	Years 2025-2030
<b>SHORT TERM</b>							
<i>Miscellaneous Improvement Projects</i>							
1. Image Promotlon - Marketing Plan	\$200,000						
2. Welcome Signs / Entrance Enhancements	\$500,000						
3. Enhanced Pedestrian Access System	\$250,000						
4. Handicap Pool Access Ladders - Hoover Middle School	\$5,000						
5. Relocate Knope Farm to Heritage Park	\$300,000						
6. Develop New Technology Park	\$2,000,000						
7. Golf Course Improvements (Meadows Clubhouse, etc)	\$2,500,000						
8. Indoor Ice / Soccer Facility	\$12,000,000						
9. Rotary Park Improvements	\$350,000						
10. Economic Development							
Eureka Streetscape Design	\$50,000						
Van Born Zoning Overlay	\$25,000						
Ecorse Zoning Overlay	\$25,000						
Master Plan (TIFA portion)	\$50,000						
I-94 Corridor Enhancement	\$25,000						
Other Economic Development planning projects	\$50,000						
<i>Transportation Improvement Projects</i>							
1a. Telegraph Road Reconstruction - Phase I	\$5,000,000						
1b. Telegraph Road Reconstruction - Phase II	\$2,000,000						
1c. Telegraph Road Reconstruction - Phase III	\$1,000,000						
2. Water Main Improvements - Telegraph Road (Phase I)	\$8,000,000						
3. Freeway Ramp Improvements - I-75 and Eureka Road	\$3,500,000						
4. Beech Daly Street Widening at Ecorse Road	\$305,000						
5. Intersection Improvements - Holland and Ecorse Road	\$100,000						
6. New Road Surface - Holland Rd to Beech Daly	\$1,800,000						
7. Road Reconstruction - Brest Rd	\$600,000						
8. Connector Roadway - Superior Rd to Southland Mall	\$1,200,000						
9. Traffic Signal Improvements - Eureka Road	\$200,000						
10. Interior Access Road (Northline at Inkster)	\$4,500,000						
11. Resurface Eureka Road - Racho to Allen Roads	\$250,000						
12. Northline Commerce Drive - Access Roadway	\$415,000						
13. Monroe Street / Van Born Road - Storm Drainage Improvement	\$150,000						
<i>Infrastructure Improvement Projects</i>							
1. DPW Building - Facility Improvements	\$40,000						
2. Emergency Siren System	\$250,000						

4. Racho Road Lighting	\$300,000						
5. Taylor Meadows Development Infrastructure Improvements	\$1,200,000						
<b>SUBTOTAL</b>	<b>\$49,340,000</b>						
<b>LONG TERM</b>							
<i>Miscellaneous Improvement Projects</i>							
1. Expansion of Metro-Telegraph Industrial Park	\$4,000,000						
2. Conference / Convention Center	\$15,000,000						
3. Themed Streetscaping Plan	\$11,500,000						
4. I-94 / Beverly Rd Site Redevelopment	\$2,500,000						
5. Building Façade Standardization Plan	\$50,000						
6. Community Recreation Center Development	\$10,000,000						
7. University Outreach / Extension Center Development	\$2,000,000						
<i>Infrastructure Improvement Projects</i>							
1. Frank and Post Drain Enclosure - Eureka Road	\$14,000,000						
<i>Transportation Improvement Projects</i>							
1. Inkster Road Improvements - Airport Ring Road Concept	\$2,000,000						
2. Extension of Lange Road - Northline Road to Brest Road	\$4,500,000						
3. Trolley Drive West Improvements	\$3,500,000						
<i>Public Facility Expansion / Renovation/ New Construction Projects</i>							
1. Fire Station No. 2	\$2,000,000						
2. Fire Station No. 3	\$3,250,000						
3. William D. Ford Senior Center (Phase II)	\$3,000,000						
<b>SUBTOTAL</b>	<b>\$77,300,000</b>						
<b>ON-GOING</b>							
<i>Miscellaneous Improvement Projects</i>							
1. Economic Development Plan	\$750,000						
2. Open Space - Land Acquisition	\$450,000						
3. Public Art Installation	\$1,000,000						
4. Acquisition of Nonconforming, Blighted and Obsolete Properties	\$15,000,000						
5. Perform ADA Assessment	\$50,000						
6. Golf Course Improvements - Taylor Meadows / Lakes of Taylor	\$2,000,000						
<i>Transportation Improvement Projects</i>							
1. Parking Lot Land Assembly - Van Born Avenue	\$750,000						
2. Improved Street Signage - Development Area	\$250,000						
3. Relocate Traffic Signals - Development Area	\$1,500,000						
4. Bike Paths / Jogging Trails - Development Area	\$250,000						
<i>Infrastructure Improvement Projects</i>							
1. Regional Storm Water Detention Systems	\$2,000,000						
2. Relocate Overhead Utilities Underground	\$30,000,000						
3. Infrastructure Improvements for Potential Development	\$5,000,000						
<i>Contingency and Administration</i>							
	\$30,000,000						
<b>SUBTOTAL</b>	<b>\$89,000,000</b>						
<b>Total Cost of Projects</b>	<b>\$215,640,000</b>						

Table 2.

**Table 2. Schedule of Expenditures, Years 2000-2030**

Tax Increment Finance Authority of the City of Taylor

	Project Description	Total/Project Cost	Years 2000- 2005	Projected Activity Schedule				
				Years 2005- 2010	Years 2010- 2015	Years 2015- 2020	Years 2020- 2025	Years 2025- 2030
<b>Short term</b>	<i>Miscellaneous Improvement Projects</i>							
	<b>1. Image Promotion - Marketing Plan</b>	\$200,000	Planned					
	<b>2. Welcome Signs / Entrance Enhancements</b>	\$50,000	Planned					
	<b>3. Enhanced Pedestrian Access System</b>	\$250,000	Planned					
	<b>4. Handicap Pool Access Ladders - Hoover Middle School</b>	\$5,000	Planned					

Project Description	Total/Project Cost	Years 2000-2005	Projected Activity Schedule				
			Years 2005-2010	Years 2010-2015	Years 2015-2020	Years 2020-2025	Years 2025-2030
<b>5. Relocate Knope Farm to Heritage Park</b>	\$300,000	Planned					
<b>6. Develop New Technology Park</b>	\$2,000,000	Planned					
<b>7. Golf Course Improvements (Meadows Clubhouse, etc)</b>	\$2,500,000	Planned					
<b>8. Indoor Ice / Soccer Facility</b>	\$12,000,000	Planned					
<b>9. Rotary Park Improvements</b>	\$350,000	Planned					
<b>10. Economic Development</b>							
<b>Eureka Streetscape Design</b>	\$50,000	Planned					
<b>Van Born Zoning Overlay</b>	\$25,000	Planned					
<b>Ecorse Zoning Overlay</b>	\$25,000	Planned					
<b>Master Plan (TIFA portion)</b>	\$50,000	Planned					
<b>I-94 Corridor Enhancement</b>	\$25,000	Planned					
<b>Other Economic Development planning projects</b>	\$50,000	Planned					
<b><i>Transportation Improvement Projects</i></b>							
<b>1a. Telegraph Road Reconstruction - Phase I</b>	\$5,000,000	Planned					
<b>1b. Telegraph Road Reconstruction - Phase II</b>	\$2,000,000	Planned					
<b>1c. Telegraph Road Reconstruction - Phase III</b>	\$1,000,000	Planned					
<b>2. Water Main Improvements - Telegraph Road (Phase I)</b>	\$8,000,000	Planned					
<b>3. Freeway Ramp Improvements - I-75 and Eureka Road</b>	\$3,500,000	Planned					
<b>4. Beech Daly Street Widening at Ecorse Road</b>	\$305,000	Planned					
<b>5. Intersection Improvements - Holland and Ecorse Road</b>	\$100,000	Planned					
<b>6. New Road Surface - Holland Rd to Beech Daly</b>	\$1,800,000	Planned					
<b>7. Road Reconstruction - Brest Rd</b>	\$500,000	Planned					

Project Description	Total/Project Cost	Years 2000-2005	Projected Activity Schedule				
			Years 2005-2010	Years 2010-2015	Years 2015-2020	Years 2020-2025	Years 2025-2030
<b>8. Connector Roadway - Superior Rd to Southland Mall</b>	\$1,200,000	Planned					
<b>9. Traffic Signal Improvements - Eureka Road</b>	\$200,000	Planned					
<b>10. Interior Access Road (Northline at Inkster)</b>	\$4,500,000	Planned					
<b>11. Resurface Eureka Road - Racho to Allen Roads</b>	\$250,000	Planned					
<b>12. Northline Commerce Drive - Access Roadway</b>	\$415,000	Planned					
<b>13. Monroe Street / Van Born Road - Storm Drainage Improvement</b>	\$150,000	Planned					
<b>Infrastructure Improvement Projects</b>							
<b>1. DPW Building - Facility Improvements</b>	\$40,000	Planned					
<b>2. Emergency Sign System</b>	\$250,000	Planned					

Accessibility note: the original page presents this as a rotated table with small text and shaded cells. The shaded activity cells visible on this page have been converted to the word "Planned" in the Years 2000-2005 column for screen-reader clarity; alternating light gray year columns in the source were decorative table striping.

Page 58 is complex and may be difficult to understand. This page is a rotated continuation of a very wide, small-text, multi-page table with graphical schedule cells and missing year labels on this page, creating high risk of ambiguity for screen reader users. I preserved all visible text and costs in a structured HTML table and added text descriptions for the visible shaded schedule bands to improve accessibility. If you need help understanding this page, please use the live assistance options in the sidebar.

**Additional content from previous item:** continuation of a multi-page table.

**Table 2.**

The supplied PDF shows a continuation of a wide expenditure schedule table with very small text and shaded timeline cells. The year labels for the timeline continue from the previous page, so the HTML below preserves all visible words and dollar amounts and provides a text description of the schedule graphic shown on this page.

Section	Project	Cost	Schedule graphic shown on this page
<b>Continuation from previous section</b>			
Additional content from previous section	4. Reacho Road Lighting	\$300,000	Shaded schedule cells are visible on this page.

<b>Section</b>	<b>Project</b>	<b>Cost</b>	<b>Schedule graphic shown on this page</b>
Additional content from previous section	5. Taylor Meadows Development Infrastructure Improvements	\$1,200,000	Schedule cells continue across this page with no distinct shaded block clearly visible.
Additional content from previous section	<b>Subtotal</b>	<b>\$49,340,000</b>	Subtotal row.

### **Long term**

#### ***Miscellaneous Improvement Projects***

Long term	1. Expansion of Metro-Telegraph Industrial Park	\$4,000,000	Shaded schedule cells are visible on this page.
Long term	2. Conference / Convention Center	\$15,000,000	Shaded schedule cells are visible on this page.
Long term	3. Themed Streetscaping Plan	\$11,500,000	Shaded schedule cells are visible on this page.
Long term	4. I-94 / Beverly Rd Site Redevelopment	\$2,500,000	Shaded schedule cells are visible on this page.
Long term	5. Building Facade Standardization Plan	\$50,000	Schedule cells are present; any shaded block is small and difficult to distinguish.
Long term	6. Community Recreation Center Development	\$10,000,000	Shaded schedule cells are visible on this page.
Long term	7. University Outreach / Extension Center Development	\$2,000,000	Shaded schedule cells are visible on this page.

#### ***Infrastructure Improvement Projects***

Long term	1. Frank and Poet Drain Enclosure - Eureka Road	\$14,000,000	Shaded schedule cells are visible on this page.
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#### ***Transportation Improvement Projects***

Long term	1. Inkster Road Improvements - Airport Ring Road Concept	\$2,000,000	Shaded schedule cells are visible on this page.
Long term	2. Extension of Lange Road - Northline Road to Brest Road	\$4,500,000	Shaded schedule cells are visible on this page.
Long term	3. Trolley Drive West Improvements	\$3,500,000	Shaded schedule cells are visible on this page.

#### ***Public Facility Expansion / Renovation / New Construction Projects***

Long term	1. Fire Station No. 2	\$2,000,000	Shaded schedule cells are visible on this page.
Long term	2. Fire Station No. 3	\$3,250,000	Shaded schedule cells are visible on this page.
Long term	3. William D. Ford Senior Center (Phase II)	\$3,000,000	Shaded schedule cells are visible on this page.
Long term	<b>Subtotal</b>	<b>\$77,300,000</b>	Subtotal row.

### **Ongoing**

#### ***Miscellaneous Improvement Projects***

Ongoing	1. Economic Development Plan	\$750,000	A long shaded schedule band is visible on this page.
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<b>Section</b>	<b>Project</b>	<b>Cost</b>	<b>Schedule graphic shown on this page</b>
Ongoing	2. Open Space - Land Acquisition	\$450,000	A long shaded schedule band is visible on this page.
Ongoing	3. Public Art Installation	\$1,000,000	A long shaded schedule band is visible on this page.
Ongoing	4. Acquisition of Nonconforming, Blighted and Obsolete Properties	\$15,000,000	A long shaded schedule band is visible on this page.
Ongoing	5. Perform ADA Assessment	\$50,000	Schedule cells are present; any shaded block is small and difficult to distinguish.
Ongoing	6. Golf Course Improvements - Taylor Meadows / Lakes of Taylor	\$2,000,000	A long shaded schedule band is visible on this page.
<b><i>Transportation Improvement Projects</i></b>			
Ongoing	1. Parking Lot Land Assembly - Van Born Avenue	\$750,000	A long shaded schedule band is visible on this page.
Ongoing	2. Improved Street Signage - Development Area	\$250,000	A long shaded schedule band is visible on this page.
Ongoing	3. Relocate Traffic Signals - Development Area	\$1,500,000	A long shaded schedule band is visible on this page.
Ongoing	4. Bike Paths / Jogging Trails - Development Area	\$250,000	A long shaded schedule band is visible on this page.
<b><i>Infrastructure Improvement Projects</i></b>			
Ongoing	1. Regional Storm Water Detention Systems	\$2,000,000	A long shaded schedule band is visible on this page.
Ongoing	2. Relocate Overhead Utilities Underground	\$300,000	A long shaded schedule band is visible on this page.
Ongoing	3. Infrastructure Improvements for Potential Development	\$5,000,000	A long shaded schedule band is visible on this page.
Ongoing	<i>Contingency and Administration</i>	\$30,000,000	A long shaded schedule band is visible on this page.
Ongoing	<b>Subtotal</b>	<b>\$89,000,000</b>	Subtotal row.
	<b>Total Cost of Projects</b>	<b>\$216,640,000</b>	Total row.

**TABLE 3.**  
**Initial Year Taxable Value Calculations**  
**By TIFA District <sup>1</sup>**

<i>TIFA District</i>	<i>State Equalized Valuation <sup>2</sup></i>
<i>Northern</i>	\$ 7,041,254.00
<i>I-94 / Beverly</i>	\$ 23,688,776.00
<i>Eureka</i>	\$ 44,774,077.00
<i>Northline</i>	\$ 11,347,760.00
<i>Telegraph</i>	\$ 30,729,083.00
<i>Golf</i>	\$ 280,950.00
<b>INITIAL YEAR TOTAL VALUE</b>	<b>\$ 117,861,900</b>

Notes:

(1) Data compiled by Wade-Trim from the City of Taylor Office of Economic Development, June 2000.

(2) Taxable values represent the sum of real and personal property according to each district's origination date.

**TABLE 4.**  
**Estimated Captured Taxable Value**  
**Taylor TIFA Development Area**  
**2000 - 2030**

BASE YEAR VALUE:                      \$ 117,861,900

FYE	Current Taxable <sup>1</sup>	Captured Taxable <sup>2</sup>	Abated <sup>3</sup>	Total Taxable <sup>4</sup>
2000	\$322,019,981	\$204,158,081	\$13,199,745	\$217,357,826
2001	\$338,120,980	\$220,259,080	\$11,879,771	\$232,138,851
2002	\$355,027,029	\$237,165,129	\$10,559,796	\$247,724,925
2003	\$372,778,381	\$254,916,481	\$9,239,822	\$264,156,302
2004	\$391,417,300	\$273,555,400	\$7,919,847	\$281,475,247
2005	\$410,988,165	\$293,126,265	\$6,599,873	\$299,726,137
2006	\$423,317,809	\$305,455,909	\$5,279,898	\$310,735,807
2007	\$436,017,344	\$318,155,444	\$3,959,924	\$322,115,367
2008	\$449,097,864	\$331,235,964	\$2,639,949	\$333,875,913
2009	\$462,570,800	\$344,708,900	\$1,319,975	\$346,028,874
2010	\$476,447,924	\$358,586,024		\$358,586,024
2011	\$490,741,362	\$372,879,462		\$372,879,462
2012	\$505,463,603	\$387,601,703		\$387,601,703
2013	\$520,627,511	\$402,765,611		\$402,765,611
2014	\$536,246,336	\$418,384,436		\$418,384,436
2015	\$552,333,726	\$434,471,826		\$434,471,826
2016	\$568,903,738	\$451,041,838		\$451,041,838
2017	\$585,970,850	\$468,108,950		\$468,108,950
2018	\$603,549,975	\$485,688,075		\$485,688,075
2019	\$621,656,475	\$503,794,575		\$503,794,575
2020	\$640,306,169	\$522,444,269		\$522,444,269
2021	\$659,515,354	\$541,653,454		\$541,653,454
2022	\$679,300,815	\$561,438,915		\$561,438,915
2023	\$699,679,839	\$581,817,939		\$581,817,939
2024	\$720,670,234	\$602,808,334		\$602,808,334
2025	\$742,290,341	\$624,428,441		\$624,428,441
2026	\$764,559,051	\$646,697,151		\$646,697,151
2027	\$787,495,823	\$669,633,923		\$669,633,923
2028	\$811,120,698	\$693,258,798		\$693,258,798
2029	\$835,454,319	\$717,592,419		\$717,592,419
2030	\$860,517,948	\$742,656,048		\$742,656,048

Notes:

- (1) Data from City of Taylor Office of Economic Development for fiscal year ending 2000. Assumed rate of inflation and growth: 5% (0.05) annually for years 2000-2006, 3% (0.03) annually thereafter.
- (2) Current Taxable less base year.
- (3) FYE 2000 from City of Taylor Office of Economic Development, valued at 1/2 of the actual. Values for 2001-2009 are assumed at a depreciation rate of 10% annually.
- (4) Figures represent the sum of column 2 and column 3.

**TABLE 5.**  
**Millage Rates Subject to Capture**  
**Taylor TIFA Development Area <sup>1</sup>**  
**FYE 2000 and FYE 2001**

<u>Current Non-School Taxing Jurisdictions</u>			
CITY		<u>99/00</u>	<u>00/01</u>
		OTHER CITY	17.9615
	SEWER	0.2200	0.2000
	CHPT 20 DRAIN	2.2200	1.3500
	EPA <sup>2</sup>	5.5300	5.2535
<u>Current School Taxing Jurisdictions</u>			
SCHOOL		<u>HOMESTEAD</u>	<u>NON HOMESTEAD</u>
		6.0000	6.0000
	STATE	1.7953	1.7953
	ISD		18.0000
	TAYLOR SCHOOL DISTRICT		
<b>Total</b>		<b>7.7953</b>	<b>25.7953</b>

Source: City of Taylor Office of Economic Development, June 2000.

**Notes:**

The TIFA does not capture Wayne County millages per 1998 Northline Road agreement, Wayne County Community College debt millage, or the City of Taylor millages levied specifically to pay debt service on Taylor Building Authority bonds or the City of Taylor millage approved by the electors at the May 1996 election.

(1) The millage assumptions inherent in the spreadsheet take into account periodic reductions in millage levels.

(2) The EPA Millage will decrease at approximately 0.25% (0.0025) annually until 12/2/17, then will be cut in half for the remaining 2 years.

TABLE 6.  
ESTIMATED TAX INCREMENT REVENUE CAPTURE  
CITY OF TAYLOR TIFA DEVELOPMENT AREA  
FYE 2000-2030

FYE	Non-School Capture <sup>1</sup>	School Capture for Debt <sup>2</sup>	Total Capture <sup>3</sup>
2000	\$6,048,960	\$3,892,554	\$9,941,514
2001	\$5,657,642	3,834,598	\$9,492,240
2002	\$5,846,903	3,613,675	\$9,460,578
2003	\$5,942,936	3,612,180	\$9,555,116
2004	\$6,081,864	3,615,843	\$9,697,707
2005	\$6,363,126	2,281,670	\$8,644,796
2006	\$6,483,627	2,281,970	\$8,765,597
2007	\$6,607,585	2,283,027	\$8,890,612
2008	\$6,735,112	2,279,538	\$9,014,650
2009	\$6,866,251	2,286,420	\$9,152,671
2010	\$7,001,069	2,281,894	\$9,282,963
2011	\$7,165,028	2,281,014	\$9,446,042
2012	\$7,331,990		\$7,331,990
2013	\$7,502,154		\$7,502,154
2014	\$7,675,555		\$7,675,555
2015	\$7,852,383		\$7,852,383
2016	\$8,032,694		\$8,032,694
2017	\$8,216,576		\$8,216,576
2018	\$7,898,842		\$7,898,842
2019	\$8,126,761		\$8,126,761
2020	\$7,755,267		\$7,755,267
2021	\$7,970,268		\$7,970,268
2022	\$8,189,429		\$8,189,429
2023	\$8,412,855		\$8,412,855
2024	\$8,640,655		\$8,640,655
2025	\$8,872,878		\$8,872,878
2026	\$9,575,321		\$9,575,321
2027	\$9,351,170		\$9,351,170
2028	\$9,597,475		\$9,597,475
2029	\$9,848,597		\$9,848,597
2030	\$10,104,727		\$10,104,727

Source: City of Taylor Office of Economic Development, June 2000.

Notes:

- (1) Total Taxable from Table 4 times the Non-School millage rate for that year.
- (2) Debt that can be capture from School millage.
- (3) Total of column 1 and column 2.

TABLE 7-A.

1989 Don Lee Building Public Facility Bond

Original Bond Amount: \$4,950,000

FISCAL YEAR	(1)		(2)	AGENT FEE	TOTAL	OUTSTANDING BALANCE
	1-Nov PRINCIPAL	1-Nov INTEREST	1-May INTEREST			
90/91	\$0.00	\$ 159,639.38	\$ 159,639.38	\$1,500.00	\$ 320,778.76	\$ 4,950,000.00
91/92	\$340,000.00	\$ 159,639.38	\$ 149,269.38	\$1,500.00	\$ 650,408.76	\$ 4,610,000.00
92/93	\$370,000.00	\$ 149,269.38	\$ 137,799.38	\$1,500.00	\$ 658,568.76	\$ 4,240,000.00
93/94	\$400,000.00	\$ 137,799.38	\$ 125,199.38	\$1,500.00	\$ 664,498.76	\$ 3,840,000.00
94/95	\$430,000.00	\$ 125,199.38	\$ 111,439.38	\$1,500.00	\$ 668,138.76	\$ 3,410,000.00
95/96	\$465,000.00	\$ 111,439.38	\$ 96,326.88	\$1,500.00	\$ 674,266.26	\$ 2,945,000.00
96/97	\$500,000.00	\$ 96,326.88	\$ 79,826.88	\$1,500.00	\$ 677,653.76	\$ 2,445,000.00
97/98	\$540,000.00	\$ 79,826.88	\$ 62,006.88	\$1,500.00	\$ 683,333.76	\$ 1,905,000.00
98/99	\$585,000.00	\$ 62,006.88	\$ 42,409.38	\$1,590.00	\$ 691,006.26	\$ 1,320,000.00
99/00	\$635,000.00	\$ 42,409.38	\$ 20,978.13	\$1,590.00	\$ 699,977.51	\$ 685,000.00
00/01	\$685,000.00	\$ 20,978.13		\$1,590.00	\$ 707,568.13	\$0.00

Source: City of Taylor Office of Economic Development, June-2000.

Notes:

- (1) Principal and Interest payments due November 1st of each year.
- (2) Interest only payment due May 1st of each year.

**Table 7A. 1989 Don Lee Building Public Facility Bond Schedule**

**Table 7-A.**

**1989 Don Lee Building Public Facility Bond**

Original Bond Amount: \$4,950,000

<b>Fiscal Year</b>	<b>(1) 1-Nov Principal</b>	<b>(1) 1-Nov Interest</b>	<b>(2) 1-May Interest</b>	<b>Agent Fee</b>	<b>Total</b>	<b>Outstanding Balance</b>
90/91	\$0.00	\$159,639.38	\$159,639.38	\$1,500.00	\$320,778.76	\$4,950,000.00
91/92	\$340,000.00	\$159,639.38	\$149,269.38	\$1,500.00	\$650,408.76	\$4,610,000.00
92/93	\$370,000.00	\$149,269.38	\$137,799.38	\$1,500.00	\$658,568.76	\$4,240,000.00
93/94	\$400,000.00	\$137,799.38	\$125,199.38	\$1,500.00	\$664,498.76	\$3,840,000.00
94/95	\$430,000.00	\$125,199.38	\$111,439.38	\$1,500.00	\$668,138.76	\$3,410,000.00
95/96	\$465,000.00	\$111,439.38	\$96,326.88	\$1,500.00	\$674,266.26	\$2,945,000.00
96/97	\$500,000.00	\$96,326.88	\$79,826.88	\$1,500.00	\$677,653.76	\$2,445,000.00
97/98	\$540,000.00	\$79,826.88	\$62,006.88	\$1,500.00	\$683,333.76	\$1,905,000.00
98/99	\$585,000.00	\$62,006.88	\$42,409.38	\$1,590.00	\$691,006.26	\$1,320,000.00
99/00	\$635,000.00	\$42,409.38	\$20,978.13	\$1,590.00	\$699,977.51	\$685,000.00
00/01	\$685,000.00	\$20,978.13		\$1,590.00	\$707,568.13	\$0.00

Source: City of Taylor Office of Economic Development, June 2000.

**Notes:**

(1) Principal and Interest payments due November 1st of each year.

(2) Interest only payment due May 1st of each year.

TABLE 7-B.  
Series 1991 Tax Increment Finance Authority Bonds

Original Bond Amount: \$2,250,000

FISCAL YEAR	NORTHLINE - 50%				EUREKA - 45%				TELEGRAPH - 5%			
	(1) INTEREST	(2) P & I	AGENT FEE	TOTAL	(1) INTEREST	(2) P & I	AGENT FEE	TOTAL	(1) INTEREST	(2) P & I	AGENT FEE	TOTAL
98/99	\$ 352,500	\$ 70,920	\$ 1,325	\$ 424,745	\$ 317,250	\$ 63,828	\$ 1,193	\$ 382,271	\$ 35,250	\$ 7,092	\$ 133	\$ 42,475
99/00	\$ 375,000	\$ 79,085	\$ 1,325	\$ 455,390	\$ 337,500	\$ 71,159	\$ 1,193	\$ 409,851	\$ 37,500	\$ 7,907	\$ 133	\$ 45,539
00/01	\$ 397,500	\$ 25,440	\$ 1,325	\$ 424,265	\$ 357,750	\$ 22,896	\$ 1,193	\$ 381,839	\$ 39,750	\$ 2,544	\$ 133	\$ 42,427

FISCAL YEAR	TOTAL PAYMENTS	BALANCE OF LIABILITY			OUTSTANDING BALANCE YEAR END
		NORTHLINE	EUREKA	TELEGRAPH	
					\$ 2,250,000
98/99	\$ 849,490	\$ 772,500	\$ 695,250	\$ 77,250	\$ 1,545,000
99/00	\$ 910,780	\$ 397,500	\$ 357,750	\$ 39,750	\$ 795,000
00/01	\$ 848,530	\$0	\$0	\$0	\$0

Source: City of Taylor Office of Economic Development, June 2000.

Notes:

- (1) Interest only payments due November 1st of each year.
- (2) Principal and Interest payments due May 1st of each year.

TABLE 7-C.  
Series 1993 Tax Increment Finance Authority Bonds

Original Bond Amount: \$11,205,000

FISCAL YEAR	EUREKA - 84%				TELEGRAPH - 16%				TOTAL PAYMENTS	BALANCE OF LIABILITY		OUTSTANDING BALANCE YEAR END
	(1) P & I	(2) INTEREST	AGENT FEE	TOTAL	(1) P & I	(2) INTEREST	AGENT FEE	TOTAL		EUREKA	TELEGRAPH	
93/94	\$ 910,232	\$ 216,048	\$ 1,827	\$ 1,128,107	\$ 173,378	\$ 41,152	\$ 348	\$ 214,878	\$ 1,342,985	\$ 8,727,600	\$ 1,662,400	\$ 11,205,000
94/95	\$ 921,648	\$ 204,053	\$ 1,827	\$ 1,127,528	\$ 175,552	\$ 38,867	\$ 348	\$ 214,767	\$ 1,342,295	\$ 8,022,000	\$ 1,528,000	\$ 10,390,000
95/96	\$ 939,053	\$ 188,618	\$ 1,827	\$ 1,129,498	\$ 178,867	\$ 35,927	\$ 348	\$ 215,142	\$ 1,344,640	\$ 7,287,000	\$ 1,388,000	\$ 9,550,000
96/97	\$ 953,018	\$ 171,419	\$ 1,827	\$ 1,126,264	\$ 181,527	\$ 32,651	\$ 348	\$ 214,526	\$ 1,340,790	\$ 6,522,600	\$ 1,242,400	\$ 8,675,000
97/98	\$ 969,419	\$ 152,865	\$ 1,827	\$ 1,124,111	\$ 184,651	\$ 29,117	\$ 348	\$ 214,116	\$ 1,338,228	\$ 5,724,600	\$ 1,090,400	\$ 7,765,000
98/99	\$ 988,665	\$ 132,388	\$ 1,936	\$ 1,122,989	\$ 188,317	\$ 25,217	\$ 369	\$ 213,903	\$ 1,336,893	\$ 4,888,800	\$ 931,200	\$ 6,815,000
99/00	\$ 1,010,188	\$ 110,004	\$ 1,936	\$ 1,122,128	\$ 192,417	\$ 20,953	\$ 369	\$ 213,739	\$ 1,335,868	\$ 4,011,000	\$ 764,000	\$ 5,820,000
00/01	\$ 1,034,004	\$ 85,749	\$ 1,936	\$ 1,121,689	\$ 196,953	\$ 16,333	\$ 369	\$ 213,655	\$ 1,335,345	\$ 3,087,000	\$ 588,000	\$ 4,775,000
01/02	\$ 1,060,149	\$ 59,441	\$ 1,936	\$ 1,121,526	\$ 201,933	\$ 11,322	\$ 369	\$ 213,624	\$ 1,335,150	\$ 2,112,600	\$ 402,400	\$ 3,675,000
02/03	\$ 1,084,241	\$ 31,002	\$ 1,936	\$ 1,117,179	\$ 206,522	\$ 5,905	\$ 369	\$ 212,796	\$ 1,329,975	\$ 1,087,800	\$ 207,200	\$ 2,515,000
11/01/03	\$ 1,118,802	\$ 0	\$ 1,936	\$ 1,120,738	\$ 213,105	\$ 0	\$ 369	\$ 213,474	\$ 1,334,213	\$ 0	\$ 0	\$ 1,295,000

Source: City of Taylor Office of Economic Development, June 2000.

Notes:

- (1) Principal and Interest payments due May 1st of each year.
- (2) Interest only payments due November 1st of each year.

TABLE 7-D.  
1998 Tax Increment Refunding Bonds

Original Bond Amount: \$19,570,000

FISCAL YEAR	NORTHLINE - 65%				EUREKA - 40%				TELEGRAPH - 5%			
	(1) INTEREST	(2) P & I	AGENT FEE	TOTAL	(1) INTEREST	(2) P & I	AGENT FEE	TOTAL	(1) INTEREST	(2) P & I	AGENT FEE	TOTAL
98/99	\$ 264,000	\$ 524,977	\$ 1,603	\$ 790,580	\$ 192,000	\$ 381,801	\$ 1,166	\$ 574,967	\$ 24,000	\$ 47,725	\$ 146	\$ 71,871
99/00	\$ 313,500	\$ 474,430	\$ 1,603	\$ 789,533	\$ 228,000	\$ 345,040	\$ 1,166	\$ 574,206	\$ 28,500	\$ 43,130	\$ 146	\$ 71,776
00/01	\$ 324,500	\$ 461,890	\$ 1,603	\$ 787,993	\$ 236,000	\$ 335,920	\$ 1,166	\$ 573,086	\$ 29,500	\$ 41,990	\$ 146	\$ 71,636
01/02	\$ 803,000	\$ 448,586	\$ 1,603	\$ 1,253,189	\$ 584,000	\$ 326,244	\$ 1,166	\$ 911,410	\$ 73,000	\$ 40,781	\$ 146	\$ 113,927
02/03	\$ 838,750	\$ 414,880	\$ 1,603	\$ 1,255,233	\$ 610,000	\$ 301,716	\$ 1,166	\$ 912,882	\$ 76,250	\$ 37,715	\$ 146	\$ 114,111
03/04	\$ 874,500	\$ 378,793	\$ 1,603	\$ 1,254,896	\$ 636,000	\$ 275,486	\$ 1,166	\$ 912,652	\$ 79,500	\$ 34,436	\$ 146	\$ 114,082
04/05	\$ 913,000	\$ 340,315	\$ 1,603	\$ 1,254,918	\$ 664,000	\$ 247,502	\$ 1,166	\$ 912,668	\$ 83,000	\$ 30,938	\$ 146	\$ 114,084
05/06	\$ 954,250	\$ 299,230	\$ 1,603	\$ 1,255,083	\$ 694,000	\$ 217,622	\$ 1,166	\$ 912,788	\$ 86,750	\$ 27,203	\$ 146	\$ 114,099
06/07	\$ 998,250	\$ 255,812	\$ 1,603	\$ 1,255,665	\$ 726,000	\$ 186,045	\$ 1,166	\$ 913,211	\$ 90,750	\$ 23,256	\$ 146	\$ 114,152
07/08	\$ 1,042,250	\$ 209,892	\$ 1,603	\$ 1,253,745	\$ 758,000	\$ 152,649	\$ 1,166	\$ 911,815	\$ 94,750	\$ 19,081	\$ 146	\$ 113,977
08/09	\$ 1,094,500	\$ 161,428	\$ 1,603	\$ 1,257,531	\$ 796,000	\$ 117,402	\$ 1,166	\$ 914,568	\$ 99,500	\$ 14,675	\$ 146	\$ 114,321
09/10	\$ 1,144,000	\$ 109,439	\$ 1,603	\$ 1,255,042	\$ 832,000	\$ 79,592	\$ 1,166	\$ 912,758	\$ 104,000	\$ 9,949	\$ 146	\$ 114,095
10/11	\$ 1,199,000	\$ 53,955	\$ 1,603	\$ 1,254,558	\$ 872,000	\$ 39,240	\$ 1,166	\$ 912,406	\$ 109,000	\$ 4,905	\$ 146	\$ 114,051

Source: City of Taylor Office of Economic Development, January 2000.

Notes:

- (1) Principal and Interest payments due May 1st of each year.
- (2) Interest only payments due November 1st of each year.

TABLE 7-D. (continued)  
 1998 Tax Increment Finance Authority Refunding Bonds

FISCAL YEAR	TOTAL PAYMENTS	BALANCE OF LIABILITY			OUTSTANDING BALANCE YEAR END
		NORTHLINE	EUREKA	TELEGRAPH	
					\$ 19,570,000
98/99	\$ 1,437,418	\$ 10,499,500	\$ 7,636,000	\$ 954,500	\$ 19,090,000
99/00	\$ 1,435,515	\$ 10,186,000	\$ 7,408,000	\$ 926,000	\$ 18,520,000
00/01	\$ 1,432,715	\$ 9,861,500	\$ 7,172,000	\$ 896,500	\$ 17,930,000
01/02	\$ 2,278,525	\$ 9,058,500	\$ 6,588,000	\$ 823,500	\$ 16,470,000
02/03	\$ 2,282,205	\$ 8,219,750	\$ 5,978,000	\$ 747,250	\$ 14,945,000
03/04	\$ 2,281,630	\$ 7,345,250	\$ 5,342,000	\$ 667,750	\$ 13,355,000
04/05	\$ 2,281,670	\$ 6,432,250	\$ 4,678,000	\$ 584,750	\$ 11,695,000
05/06	\$ 2,281,970	\$ 5,478,000	\$ 3,984,000	\$ 498,000	\$ 9,960,000
06/07	\$ 2,283,028	\$ 4,479,750	\$ 3,258,000	\$ 407,250	\$ 8,145,000
07/08	\$ 2,279,538	\$ 3,437,500	\$ 2,500,000	\$ 312,500	\$ 6,250,000
08/09	\$ 2,286,420	\$ 2,343,000	\$ 1,704,000	\$ 213,000	\$ 4,260,000
09/10	\$ 2,281,895	\$ 1,199,000	\$ 872,000	\$ 109,000	\$ 2,180,000
10/11	\$ 2,281,015	\$0	\$0	\$0	\$0

Source: City of Taylor Office of Economic Development, June 2000.

Notes:

- (1) Principal and Interest payments due May 1st of each year.
- (2) Interest only payments due November 1st of each year.

**TABLE 8.**  
**Estimated Revenue Allocation**  
**By Non-School Taxing Jurisdiction**  
**Tax Increment Finance Authority of the City of Taylor**  
**Years 2000 - 2020**

Year Producing Captured Value	Total Captured Value <sup>1</sup>	City Millages				Other Millages				
		City Operating	Sewer	Chpt 20 Drain	EPA	County RESA Operating	WCCC (Net of Rebata Portion)	Transit Authority	HCMA	Parks
		Varies	Varies <sup>2</sup>	Varies <sup>3</sup>	Varies <sup>4</sup>	0.0981%	1.00%	0.3288%	0.2493%	0.2218%
2000	\$ 217,357,826	\$ 3,904,073	\$ 47,810	\$ 482,534	\$ 1,201,989	\$ 21,323	\$ 217,358	\$ 71,467	\$ 54,187	\$ 48,210
2001	\$ 232,138,851	\$ 3,637,885	\$ 48,428	\$ 313,387	\$ 1,219,541	\$ 22,773	\$ 232,139	\$ 76,327	\$ 57,872	\$ 51,488
2002	\$ 247,724,925	\$ 3,843,105	\$ 49,545	\$ 247,725	\$ 1,236,346	\$ 24,302	\$ 247,725	\$ 81,452	\$ 61,758	\$ 54,945
2003	\$ 264,156,302	\$ 4,057,045		\$ 132,078	\$ 1,252,444	\$ 25,914	\$ 264,156	\$ 86,855	\$ 65,854	\$ 58,590
2004	\$ 281,475,247	\$ 4,279,803			\$ 1,267,821	\$ 27,613	\$ 281,475	\$ 92,549	\$ 70,172	\$ 62,431
2005	\$ 299,728,137	\$ 4,511,718			\$ 1,282,528	\$ 29,403	\$ 299,726	\$ 98,550	\$ 74,722	\$ 66,479
2006	\$ 310,735,807	\$ 4,630,678			\$ 1,263,172	\$ 30,483	\$ 310,738	\$ 102,170	\$ 77,466	\$ 68,921
2007	\$ 322,115,367	\$ 4,752,265			\$ 1,243,945	\$ 31,800	\$ 322,115	\$ 105,912	\$ 80,303	\$ 71,445
2008	\$ 333,875,913	\$ 4,876,525			\$ 1,224,891	\$ 32,753	\$ 333,878	\$ 109,778	\$ 83,235	\$ 74,054
2009	\$ 346,028,874	\$ 5,003,474			\$ 1,206,014	\$ 33,945	\$ 346,029	\$ 113,774	\$ 86,265	\$ 76,749
2010	\$ 359,586,024	\$ 5,133,195			\$ 1,187,278	\$ 35,177	\$ 358,586	\$ 117,903	\$ 89,395	\$ 79,534
2011	\$ 372,879,462	\$ 5,284,410			\$ 1,172,892	\$ 36,579	\$ 372,879	\$ 122,603	\$ 92,959	\$ 82,705
2012	\$ 387,601,703	\$ 5,438,091			\$ 1,158,231	\$ 38,024	\$ 387,602	\$ 127,443	\$ 96,629	\$ 85,970
2013	\$ 402,765,611	\$ 5,594,334			\$ 1,143,371	\$ 39,511	\$ 402,766	\$ 132,429	\$ 100,409	\$ 89,333
2014	\$ 418,384,436	\$ 5,753,163			\$ 1,128,299	\$ 41,044	\$ 418,384	\$ 137,565	\$ 104,303	\$ 92,798
2015	\$ 434,471,826	\$ 5,914,639			\$ 1,113,117	\$ 42,622	\$ 434,472	\$ 142,854	\$ 108,314	\$ 96,366
2016	\$ 451,041,838	\$ 6,078,826			\$ 1,097,791	\$ 44,247	\$ 451,042	\$ 148,303	\$ 112,445	\$ 100,041
2017	\$ 468,108,950	\$ 6,245,744			\$ 1,082,362	\$ 45,921	\$ 468,109	\$ 153,914	\$ 116,700	\$ 103,827
2018	\$ 485,688,075	\$ 6,415,502			\$ 561,504	\$ 47,646	\$ 485,688	\$ 159,694	\$ 121,082	\$ 107,726
2019	\$ 503,794,575	\$ 6,588,122			\$ 582,437	\$ 49,422	\$ 503,795	\$ 165,648	\$ 125,596	\$ 111,742
2020	\$ 522,444,269	\$ 6,763,688				\$ 51,252	\$ 522,444	\$ 171,780	\$ 130,245	\$ 115,878

Source: City of Taylor Office of Economic Development, June 2000.

Notes:

- (1) Total Estimated Captured Taxable Value amount taken from Table 4, Column 4.
- (2) Millage expires FYE 2002.
- (3) Millage expires FYE 2003.
- (4) Millage expires FYE 2019.
- (5) Equals Total Non-School Capture amount from Table 6, Column 1.

**Table 8. Estimated Revenue Allocation by Non-School Taxing Jurisdiction**

**Tax Increment Finance Authority of the City of Taylor**  
Years 2000 - 2020

Year Producing Captured Value	Total Captured Value <sup>1</sup>	City Millages				Other Millages			
		City Operating	Sewer	Chpt 20 Drain	EPA	County RESA Operating	WCCC (Net of Rebate Portion)	Transit Authority	HCMA
		Varies	Varies <sup>2</sup>	Varies <sup>3</sup>	Varies <sup>4</sup>	0.0981%	1.00%	0.3286%	0.2493%
2000	\$217,357,826	\$3,904,073	\$47,819	\$482,534	\$1,201,989	\$21,323	\$217,358	\$71,467	\$54,187
2001	\$232,138,851	\$3,637,685	\$48,428	\$313,387	\$1,219,541	\$22,773	\$232,139	\$76,327	\$57,872
2002	\$247,724,925	\$3,843,105	\$49,545	\$247,725	\$1,236,346	\$24,302	\$247,725	\$81,452	\$61,758
2003	\$264,156,302	\$4,057,045		\$132,078	\$1,252,444	\$25,914	\$264,156	\$86,855	\$65,854
2004	\$281,475,247	\$4,279,803			\$1,267,821	\$27,613	\$281,475	\$92,549	\$70,172
2005	\$299,728,137	\$4,511,718			\$1,282,528	\$29,403	\$299,726	\$98,550	\$74,722
2006	\$310,735,807	\$4,630,678			\$1,263,172	\$30,483	\$310,738	\$102,170	\$77,466
2007	\$322,115,367	\$4,752,265			\$1,243,845	\$31,600	\$322,115	\$105,912	\$80,303
2008	\$333,875,913	\$4,876,525			\$1,224,891	\$32,753	\$333,878	\$109,778	\$83,235
2009	\$346,028,874	\$5,003,474			\$1,206,014	\$33,945	\$346,029	\$113,774	\$86,265
2010	\$358,586,024	\$5,133,195			\$1,187,278	\$35,177	\$358,586	\$117,903	\$89,395
2011	\$372,879,462	\$5,284,410			\$1,172,892	\$36,579	\$372,879	\$122,603	\$92,959
2012	\$387,601,703	\$5,438,091			\$1,158,231	\$38,024	\$387,602	\$127,443	\$96,629
2013	\$402,765,611	\$5,594,334			\$1,143,371	\$39,511	\$402,766	\$132,429	\$100,40
2014	\$418,384,436	\$5,753,163			\$1,128,299	\$41,044	\$418,384	\$137,565	\$104,30
2015	\$434,471,826	\$5,914,639			\$1,113,117	\$42,622	\$434,472	\$142,854	\$108,31
2016	\$451,041,838	\$6,078,826			\$1,097,791	\$44,247	\$451,042	\$148,303	\$112,44
2017	\$468,108,950	\$6,245,744			\$1,082,362	\$45,921	\$468,109	\$153,914	\$116,70
2018	\$485,688,075	\$6,415,502			\$561,504	\$47,646	\$485,688	\$159,694	\$121,08
2019	\$503,794,575	\$6,588,122			\$582,437	\$49,422	\$503,795	\$165,648	\$125,59
2020	\$522,444,269	\$6,763,668				\$51,252	\$522,444	\$171,780	\$130,24

Source: City of Taylor Office of Economic Development, June 2000.

**Notes:**

- (1) Total Estimated Captured Taxable Value amount taken from Table 4, Column 4.
- (2) Millage expires FYE 2002.
- (3) Millage expires FYE 2003.
- (4) Millage expires FYE 2019.
- (5) Equals Total Non-School Capture amount from Table 6, Column 1.

Note: A dark shaded vertical area appears along the right edge of the scanned table and does not contain readable tabular data.

**TABLE 9.**  
**Estimated School Debt Capture**  
**By Taxing Jurisdiction**  
**Tax Increment Finance Authority of the City of Taylor**  
**Years 2000 - 2011**

Fiscal Year	RESA / ISD	Taylor School District	State	Eligible School Capture For Debt <sup>1</sup>
	7.25%	69.89%	22.86%	100.00%
2000	\$ 282,346	\$ 2,720,501	\$ 889,707	\$ 3,892,554
2001	\$ 278,143	\$ 2,679,995	\$ 876,460	\$ 3,834,598
2002	\$ 262,118	\$ 2,525,593	\$ 825,964	\$ 3,613,675
2003	\$ 262,009	\$ 2,524,548	\$ 825,623	\$ 3,612,180
2004	\$ 262,275	\$ 2,527,108	\$ 826,460	\$ 3,615,843
2005	\$ 165,501	\$ 1,594,656	\$ 521,513	\$ 2,281,670
2006	\$ 165,523	\$ 1,594,866	\$ 521,581	\$ 2,281,970
2007	\$ 165,599	\$ 1,595,605	\$ 521,823	\$ 2,283,027
2008	\$ 165,346	\$ 1,593,166	\$ 521,026	\$ 2,279,538
2009	\$ 165,845	\$ 1,597,976	\$ 522,599	\$ 2,286,420
2010	\$ 165,517	\$ 1,594,813	\$ 521,564	\$ 2,281,894
2011	\$ 165,453	\$ 1,594,198	\$ 521,363	\$ 2,281,014

Source: City of Taylor Office of Economic Development, June 2000.

Notes:

(1) Equals School Capture for Debt amount in Table 6, Column 2.

ATTACHMENT A

CITY OF TAYLOR TIFA AREA  
LEGAL DESCRIPTIONS OF PROPERTIES – BY CORRIDOR

NORTHERN CORRIDOR:

Land in the City of Taylor, County of Wayne, Michigan, generally described as:

A part of the N.E. ¼, Section 3, T3S., R10E., Wayne County, Michigan, more specifically described as follows:

Cooper J. Lingemen Aircraft Park Subdivision  
Lots: 24-33, 80-89, 136-145, 192-201, 248-257, 304-313, 359-368, 419-428, all inclusive.

A part of the N.W. ¼, Section 3, T3S., R10E., Wayne County, Michigan, more specifically described as follows:

Tomlinson Lawns Subdivision  
Lots: 1-49, all inclusive: and

Sidwell Parcell Numbers., 990001, 990002, 990003.

A part of the N.E. ¼, Section 4, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Pilgrims Monroe Subdivision  
Lots: 1-30, 49-61, all inclusive.

E.D.P. Parcels Numbers.: 005-99-0003, 005-99-0004, 005-99-0005, 005-99-0007-005,  
005-99-0007-006, 005-99-0006-000, 005-99-0018-001, 005-99-0016-000.

A part of the N.W. ¼, Section 4, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Tomlinson Highland Subdivision  
Lots: 155-164, 182-184, 188-193, all inclusive.

Dearborn-Telegraph-Townline Subdivision No. 2  
Lots: 580, 599, 600-632, 701-716, 785-800, 869-885, 954-968, all inclusive.

E.D.P. Parcel Numbers.: 006-99-0005, 006-99-0003, 006-99-0004, 006-99-0006.

I-94 / BEVERLY ROAD CORRIDOR:

Land in the City of Taylor, County of Wayne, Michigan, generally described as:

A part of the S.E. ¼, Section 5, T3S., R10E., Wayne County, Michigan, more specifically described as follows:

Hand Station Business Center Subdivision  
Lots: 287-303, 399-425, all inclusive.

E.D.P. Parcel Number: 012-99-0003-001.

A part of the S.W. ¼, Section 5, T3S., R10E., Wayne County, Michigan, more specifically described as follows:

Flaishaus Subdivision  
Lots: 11-16, all inclusive.

E.D.P. Parcel Numbers: 011-99-0007-003, 011-99-0007-004

A part of the N.E. ¼, Section 8, T3S., R10E., Wayne County, Michigan, more specifically described as follows:

William H. Hanks Subdivision  
Lots: 1-31, all inclusive.

E.D.P. Parcel Numbers: 021-99-0003, 021-99-0005-001.

A part of the N.W. ¼, Section 8, T3S., R10E., Wayne County, Michigan, more specifically described as follows:

Watson Ecorse Subdivision  
Lots: 1-31, all inclusive.

Land in the City of Taylor, County of Wayne, Michigan, generally described as the following Wayne County Bureau of Taxation Numbers:

60-11-01-19  
60-011-01-0022-000 through 60-011-01-0025-000  
60-011-01-0062-000 through 60-011-01-0067-000  
60-011-01-0105-000 through 60-011-01-0111-000  
60-011-01-0148-000 through 60-011-01-0154-000  
60-015-99-0008-000 through 60-015-99-0014-000  
60-015-99-0018-000 through 60-015-99-0021-000  
60-016-99-0117-000 through 60-016-99-0165-000  
60-016-99-0001-000 through 60-016-99-0002-000  
60-016-99-0008-000 through 60-016-99-0012-000  
60-017-99-0001-000, 60-017-99-0002-001, 60-017-99-0003-000  
60-017-99-0005-000 through 60-017-99-0008-000  
60-017-99-0011-001 through 60-017-99-0037-002  
60-018-99-0001-001 through 60-018-99-0002-008  
60-018-99-0004-003 through 60-018-99-0014-000  
60-018-99-0002-014, 60-018-99-0002-015

I-94 / BEVERLY ROAD CORRIDOR (Continued):

60-019-99-0001-000 through 60-019-99-0020-000  
60-019-99-0024-000, 60-019-99-0026-000, 60-019-99-0027-000  
60-020-99-0001-000 through 60-020-99-0007-000  
60-022-03-0030-000 through 60-022-03-0040-000  
60-022-04-0001-000  
60-022-99-0001-000 through 60-020-99-0007-000  
60-022-03-0030-000 through 60-022-03-0040-000  
60-022-04-0001-000  
60-022-99-0001-000 through 60-022-99-0003-002  
60-022-99-0007-000, 60-022-99-0008-000, 60-067-01-0002-000

EUREKA ROAD CORRIDOR:

Land in the City of Taylor, County of Wayne, Michigan, generally described as:

A part of the NW ¼, Section 27, T3S, R10E, Wayne County, Michigan, more specifically described as:

E.D.P. Parcel Numbers: 066-99-0032-000, 066-99-0029-000, 066-99-0027-001,  
066-99-0024-001, 066-99-0023-001.

A part of the SE ¼, Section 28, T3S, R10E, Wayne County, Michigan, more specifically described as:

E.D.P. Parcel Numbers: 072-99-0008-000, 072-99-0009-000, 072-99-0010-000,  
072-99-0019-000.

A part of the SW ¼, Section 27, T3S, R10E, Wayne County, Michigan, more specifically described as:

Racho Farms Subdivision  
Lots 26-30, all inclusive.

A part of the NW ¼, Section 27, T3S, R10E, Wayne County, Michigan, more specifically described as:

E.D.P. Parcel Number: 027-99-0031.

A part of the NE ¼, Section 28, T3S, R10E, Wayne County, Michigan, more specifically described as:

Supervisor's Taylor Plat No. 2  
Lot 33a1.

A part of the SE ¼, Section 28, T3S, R10E, Wayne County, Michigan, more specifically described as:

E.D.P. Parcel Numbers: 072-99-0011 through 072-99-0017, 072-99-0007,  
072-99-0020 through 072-99-0021.

And:

E.D.P. Parcel Number 095-01-0036-000, more specifically described as:

LOTS 36 TO 86 INCL EXC NE TRIANG PT MEAS 70.34 FT ON N LINE AND 62.44 ON E LOT LINE, ALSO LOTS 148 TO 171 INCL EXC NELY PT MEAS 3.21 FT ON THE W LINE AND 124 FT ON THE E LINE, ALSO LOTS 209 TO 227 INCL EXC NELY PT MEAS 0.98 FT ON THE W LINE AND 168.95 FT ON THE E LINE, ALSO LOTS 292 TO 300 INCL EXC NELY PT MEAS 0.93 FT ON THE W LOT LINE AND 219.04 FT ON E LOT LINE THEREOF, ALSO ALL VAC STREETS 60 FT WD AND ALL VAC ALLEYS 20 FT WD, OSBERG MONROE BLVD SUB t3s, R10e I55 P19 WCR

Commonly known as: 16455 Racho Road.

EUREKA ROAD CORRIDOR (Continued):

Land in the City of Taylor, County of Wayne, Michigan, generally described as the following Wayne County Bureau of Taxation numbers:

60-067-01-0002-000, 60-067-01-0010-001, 60-067-01-0010-002, 60-067-01-0013-000,  
60-067-01-0036-002, 60-067-01-0037-000,  
60-067-99-0002-001 through 60-067-99-0012-001  
60-068-01-0001-000 through 60-068-01-0040-000  
60-068-02-0050-000 through 60-068-02-0069-000  
60-068-03-0011-000 through 60-068-03-0002-000  
60-068-03-0041-000 through 60-068-03-0049-000  
60-069-01-0034-003, 60-069-01-0037-004, 60-069-01-0037-005, 60-069-01-0037-010,  
60-069-01-0037-012, 60-069-01-0037-014, 60-070-01-0126-000, 60-070-01-0134-000,  
60-070-01-0139-001 through 60-070-01-0178-001  
60-071-99-0003-000, 60-071-99-0004-001, 60-071-99-0005-002, 60-071-99-0005-003,  
60-072-99-0001-000, 60-072-99-0002-000,  
60-072-99-0004-000 through 60-072-99-0006-000  
60-072-99-0022-002, 60-072-99-0022-004,  
60-072-99-0022-006 through 60-072-99-0022-009  
60-072-99-0023-000  
60-089-01-0571-001 through 60-089-01-574-001  
60-089-01-0578-003  
60-089-01-0581-002 through 60-089-01-0592-008  
60-090-01-0544-005, 60-090-01-0565-006,  
60-090-01-0566-002 through 60-090-01-0569-003  
60-090-02-0821-001 through 60-090-02-0866-000  
60-092-99-0008-000, 60-032-99-0010-000, 60-092-99-0011-000,  
60-093-01-0629-001 through 60-093-01-0631-002  
60-093-01-0689-001 through 60-093-01-0691-001  
60-093-99-0001-000 through 60-093-99-0022-000  
60-094-99-0001-000, 60-094-99-0002-002, 60-094-99-0004-001, 60-094-99-0005-004,  
60-094-99-0005-007 through 60-094-99-0005-010  
60-094-99-0008-003  
60-094-99-0008-005 through 60-094-99-0008-009  
60-094-99-0010-000 through 60-094-99-0015-000  
60-094-99-0017-000 through 60-094-99-0020-000  
60-095-01-0036-000 through 60-095-01-0046-000  
60-095-01-0115-000, 60-095-01-0148-001, 60-095-01-0167-000, 60-095-01-0209-000,  
60-095-01-0124-000, 60-095-01-0244-000, 60-095-01-0292-001,  
60-095-01-0295-001 through 60-095-01-0303-000  
60-095-01-0371-001, 60-095-01-0505-001, 60-095-99-0001-001, 60-095-99-0002-000,  
60-096-99-0001-000 through 60-096-99-0008-000

TIFA GOLF COURSE:

Land in the City of Taylor, County of Wayne, Michigan, generally described as:

A part of the S.E. ¼, Section 5, T3S, R10E, Wayne County, Michigan, more specifically described as:

Taylor Heights Subdivision  
Lots: 137-161

E.D.P. Parcel Numbers: 011-99-0001 through 011-99-0006, 011-99-0008-004,  
011-99-0007-004, 012-99-0001, 012-99-0002, 012-99-0005, 012-99-0004-001.

TELEGRAPH ROAD CORRIDOR:

Land in the City of Taylor, County of Wayne, Michigan, generally described as:

A part of the S.W. ¼, Section 4, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Watsonia Park Subdivision No. 1  
Lots 1197-1245, all inclusive.

Roosevelt Heights Subdivision  
Lots: 1-37, all inclusive.

A part of the N.E. ¼, Section 5, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Telegraph Town Line Subdivision  
Lots: 456-494, all inclusive.

A part of the S.E. ¼, Section 5, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Taylor Heights Subdivision  
Lots: 432-458, all inclusive.

Hand Station Business Center Subdivision  
Lots: 190-218, all inclusive.

A part of the N.E. ¼, Section 8, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers: 021-99-0001, 021-99-0002-002, 021-99-0002-003,  
021-99-0002-004, 021-99-0002-007, 021-99-0007-001, 021-99-0007-002, OLala, OLA2,  
OLB, 021-9, Ola1b.

A part of the S.E. ¼, Section 8, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Kennedy Bro's Little Farms Subdivision  
Lots: 27-35, all inclusive.

Telewich Gardens Subdivision  
Lots: 56-66, all inclusive.

E.D.P. Parcel Numbers: 08eBa, 08eCa2bld, 08eCa2blc2, 08eCa2blcl, 08eCa2blb,  
08eCa2bla, 229albl, 230alb, 08eCa2b2230a2229a2, 024-99-0018.

A part of the N.W. ¼, Section 9, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Three Point Subdivision  
Lots: 1-10, all inclusive.

Telegraph Park Subdivision  
Lots: 1-87, all inclusive.  
E.D.P. Parcel Numbers: 026-99-0003, 026-99-0001, 026-99-0002.

TELEGRAPH ROAD CORRIDOR (Continued):

A part of the S.W. ¼, Section 9, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Cooper's Telegraph Road Subdivision  
Lots: 1-28, all inclusive.

Supervisor's Taylor Plat Number 11  
Lots: 593-595, 624-62, all inclusive.

Sloan's Telegraph Road Subdivision  
Lots: 12-13, all inclusive.

E.D.P. Parcel Numbers: 027-99-0001, 027-99-0003, 027-99-0004-003, 027-99-0004-002, 027-99-0005, 027-99-0006, OLA.

A part of the N.W. ¼, Section 16, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Telegraph Road Little Farms Subdivision  
Lots: 1-8, all inclusive.

E.D.P. Parcel Numbers: 038-99-0018, 038-99-0019, 038-99-0020, 038-99-0021, 038-99-0022-006, 038-99-0022-007, 038-99-0022-007, 038-99-0022-004, 038-99-0024-001, 038-99-0024-002, 038-99-0025-002, 038-99-0025-001, 038-99-0026, 038-99-0027.

A part of the N.W. ¼, Section 16, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Supervisor's Taylor Plat Number 4  
Lots: 113-122, 123alal, 123ala2, alal, 123a2, 174b, all inclusive.

E.D.P. Parcel Numbers: 039-99-0010, 039-99-0008, 039-99-0012, 039-99-0011, 039-99-0002.

A part of the N.W. ¼, Section 17, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Wick-Telegraph Subdivision  
Lots: 287-298, 312-323, 339-371, all inclusive.

E.D.P. Parcel Numbers: 041-99-0001-003, 041-99-0002-003, 041-99-0003-001, 041-99-0003-002, 041-99-0004-002, 041-99-0005-002, 041-99-0006-002, 041-99-0007-002, 041-99-0008-002, 041-99-0009, 041-99-0010.

A part of the S.E. ¼, Section 17, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

MillerSager and Brast's Subdivision  
Lots: 044-01-0001, 044-01-0002, 044-01-0003, 044-01-0004-003, 044-01-0004-004, 044-01-0004-002, 044-01-0006, 044-01-0007-002, 044-01-0008, 044-01-0005-001, 044-01-0005-005, 044-01-0007-001, 044-01-0005-006, 044-01-0005-004.

TELEGRAPH ROAD CORRIDOR (Continued):

Supervisor's Taylor Plat Number 14

Lots: 770a-773a, 804a-807a, all inclusive 809b3a3b809b2a, 809b3a1, 809b3a3, b3a3a810a1, ala811, alb811, 813a.

Harvey Miller Subdivision

Lots: 1a, 2a, 2b1, 43a, 44a.

E.D.P. Parcel Numbers: 044-99-0001.

A part of the N.E. ¼, Section 20, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Jeffery Taylor Center Estates Subdivision

Lots 1-162, all inclusive.

E.D.P. Parcel Numbers: 053-99-0001, 20a35a to 41a, 81b, 82, 20a78a to 81a, 053-99-0004, 053-99-0003, 053-99-0030-001, 053-99-0030-002.

A part of the S.E. ¼, Section 20, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Graton Subdivision

Lots: 1a, 2a, 11a, 12a.

E.D.P. Parcel Number: 056-99-0015-001.

A part of the N.W. ¼, Section 21, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Taylor Center Little Farms Subdivision

Lots: 60-114, all inclusive.

Telegraph Hills Subdivision

Lots: 1-70, all inclusive.

E.D.P. Parcel Numbers: 058-99-0031, 058-99-0032, 058-99-023.

A part of the S.W. ¼, Section 21, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Telegraph Manor Subdivision

Lots 1-30, all inclusive.

E.D.P. Parcel Numbers: 059-99-0001, 059-99-0002, 059-99-0003-001, 059-99-0003-002, 059-99-0003-003, 059-99-0004, 059-99-0005, 059-99-0006, 059-99-0007-002, 059-99-0008, 059-99-0009.

A part of the N.W. ¼, Section 28, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Paterson's Telreka Subdivision

Lots: 1-14, all inclusive.

TELEGRAPH ROAD CORRIDOR (Continued):

E.D.P. Parcel Numbers: 070-99-0034, 070-99-0035, 070-99-0038, 070-99-0039-001, 070-99-0039-002, 070-99-039-003, 070-99-0040, 070-99-0041, 070-99-0042, 070-99-0043, 070-99-0044, 070-99-0045, 070-99-0046, 070-99-0047, 070-99-0048, 070-99-0049, 070-99-0050-002, 070-99-0051.

A part of the S.W. ¼, Section 28, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Paterson's Telreka Subdivision  
Lots: 15-125, all inclusive.

A part of the S.W. ¼, Section 33, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Supervisor's Taylor Plat Number 9  
Lots: 557, 558

E.D.P. Parcel Numbers: 091-99-0005-003, 091-00-0005-004, 091-00-0006, 091-99-0012, 091-99-0007, 091-99-0008, 091-99-0009-001, 091-99-0011-003, 091-99-0010.

**NORHLINE ROAD CORRIDOR:**

Land in the City of Taylor, County of Wayne, Michigan, generally described as:

A part of the S.W. ¼, Section 29, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers: 075-99-0003-001, 075-99-0001-001.

A part of the N.E. ¼, Section 30, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers 077-99-0007, 077-99-0008, 077-99-0009, 077-99-0010, 077-99-0011-001, 077-99-0012, 077-99-0013.

A part of the N.W. ¼, Section 30, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers: 078-99-0002, 078-99-0003.

Parts of the S.W. ¼, Section 19, T3S, R10E, Wayne County, Michigan, more specifically described as follows:

Beginning at a point on the East and West ¼ Section line distant due West 856.74 feet from the center ¼ corner of Section 19 and proceeding thence South 3 degrees 07 minutes West 217.0 feet thence due West 200.0 feet thence North 3 degrees 07 minutes East 217.0 feet thence due East along the East and West ¼ Section line 200.0 feet to P.O.B.

Sidwell Parcel Number: 99 0001 000

Beginning at a point on the East and West ¼ Section line distant North 87 degrees 16 minutes East 590.75 feet from the West ¼ corner of Section 19 and proceeding thence North 87 degrees 16 minutes East along said line 252.75 feet thence due South 413.12 feet thence South 86 degrees 43 minutes West 252.95 feet thence due North 415.5 feet to the P.O.B.

Sidwell Parcel Number: 99 0005 000

Beginning at a point on the East and West ¼ Section line distant North 87 degrees 16 minutes East 490.75 feet from the West ¼ corner of Section 19 and proceeding thence North 87 degrees 16 minutes East along said line 100 feet thence due South 415.55 feet thence South 86 degrees 43 minutes West 100.09 feet thence due North 416.1 feet to the P.O.B.

Sidwell Parcel Number: 99 0006 000

Beginning at a point on the East and West ¼ Section line distant North 87 degrees 16 minutes East 370.95 feet from the West ¼ corner of Section 19 and proceeding thence North 87 degrees 16 minutes East along said line 120.0 feet thence due South 416.67 feet thence South 86 degrees 40 minutes West 120.0 feet thence due North 417.2 feet to the P.O.B.

Sidwell Parcel Number: 99 0007 000

**NORTHLINE ROAD CORRIDOR (Continued):**

Beginning at a point on the East and West  $\frac{1}{4}$  line of said Section distant North 87 degrees 16 minutes East 250.95 feet from the West  $\frac{1}{4}$  corner of Section 19 and proceeding thence North 87 degrees 16 minutes East along said line 120.0 feet thence due South 417.92 feet thence South 86 degrees 40 minutes West 120.0 feet thence due North 419.17 feet to the P.O.B.

Sidwell Parcel Number: 99 0008 000

Beginning at the West  $\frac{1}{4}$  corner of Section 19 and proceeding thence North 87 degrees 16 minutes East along the East and West  $\frac{1}{4}$  line of said Section 250.95 feet thence due South 135.87 feet thence South 86 degrees 40 minutes West 251.35 feet thence North along the West line of said Section 137.90 feet to the P.O.B.

Sidwell Parcel Number: 99 0009 000

Beginning at a point on the West Section line distant due South 137.90 feet from the West  $\frac{1}{4}$  corner of Section 19 and proceeding thence due South along said West line 110.0 feet thence North 86 degrees 40 minutes East 251.35 feet thence due North 110.0 feet thence South 86 degrees 40 minutes West 251.35 feet to the P.O.B.

Sidwell Parcel Number: 99 0010 000

Beginning due South 247.93 feet from Western  $\frac{1}{4}$  corner Section 19 thence North 86 degrees 40 minutes East 251.35 feet thence due South 86.65 feet thence South 86 degrees 40 minutes West 251.35 feet thence due North 86.65 feet to the P.O.B.

Sidwell Parcel Number: 99 0011 001

Beginning due South 354.58 feet from West  $\frac{1}{4}$  corner Section 19 thence North 86 degrees 40 minutes East 251.35 feet thence due South 86.65 feet thence South 86 degrees 40 minutes West 251.35 feet thence due North 86.35 feet to the P.O.B.

Sidwell Parcel Number: 99 0011 002

Beginning due South 1069.57 feet from West  $\frac{1}{4}$  corner Section 19 thence due East 300 feet thence due South 125 feet thence due West 300 feet thence due North 125 feet to the P.O.B.

Sidwell Parcel Number: 99 0013 002

Beginning due South 1194.57 feet from West  $\frac{1}{4}$  corner Section 19 thence due East 300 feet thence due South 98.56 feet thence South 86 degrees 43 minutes West 300.49 feet thence due North 115.77 feet to the P.O.B.

Sidwell Parcel Number: 99 0013 004

The West 150.0 feet of the South 323.40 feet of the West  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southwest  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

Sidwell Parcel Number: 99 0016 000

**NORTHLINE ROAD CORRIDOR (Continued):**

Beginning South 86 degrees 44 minutes 50 seconds West 1033.23 feet from South  $\frac{1}{4}$  corner Section 19 thence South 86 degrees 44 minutes 50 seconds West 104 feet thence North 00 degrees 7 minutes 28 seconds West 323.40 feet thence North 86 degrees 44 minutes 50 seconds East 104 feet thence South 00 degrees 07 minutes 28 seconds East 323.40 feet to the P.O.B. except South 60 feet thereof

Sidwell Parcel Number: 99 0017 000

Beginning South 86 degrees 44 minutes 50 seconds West 928.23 feet from South  $\frac{1}{4}$  corner Section 19 thence South 86 degrees 44 minutes 50 seconds West 105 feet thence North 00 degrees 07 minutes 28 seconds West 323.40 feet thence North 86 degrees 44 minutes 50 seconds East 105 feet thence South 00 degrees 07 minutes 28 seconds East 323.40 feet to the P.O.B. except South 60 feet thereof.

Sidwell Parcel Number: 99 0018 000

Parts of the Southeast  $\frac{1}{4}$  of Section 19, T3S, R10E, more specifically described as:

Frank Brast Subdivision

Lots 1, 2, the South  $\frac{1}{2}$  of lot 3, the North  $\frac{1}{2}$  of lot 3, the South  $\frac{1}{2}$  of lot 4, the North  $\frac{1}{2}$  of lot 4, 5, 6, 7, 8, 9, 10, 11 and 12.

Sidwell Parcel Numbers: 01 0001 000, 01 0002 000, 01 0003 001, 01 0003 002, 01 0004 001, 01 0004 002, 01 0005 000, 01 0006 000, 01 0007 000, 01 0008 000, 01 0009 000, 01 0010 000, 01 0011 000, 01 0012 000.

The East 2 acres of the West 4 acres of the North  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19.

Sidwell Parcel Number: 99 0001 000

The East 2 acres of the West 6 acres of the North  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19.

Sidwell Parcel Number: 99 0002 000

The West 2 acres of the North  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19.

Sidwell Parcel Number: 99 0003 000

The South  $\frac{1}{2}$  of the East 333 feet of the South 528 feet of the South  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the East 60 feet thereof

Sidwell Parcel Number: 99 0004 000

North 120 feet of North  $\frac{1}{2}$  of East 333 feet of South  $\frac{1}{2}$  of Northeast  $\frac{1}{4}$  of Southeast  $\frac{1}{4}$  of Section 19 except East 60 feet also except North 120 feet.

Sidwell Parcel Number: 99 0005 001

North 120 feet of North  $\frac{1}{2}$  of East 333 feet of South 528 feet of South  $\frac{1}{2}$  of Northeast  $\frac{1}{4}$  of Southeast  $\frac{1}{4}$  of Section 19 except East 60 feet.

Sidwell Parcel Number: 99 0005 002

**NORTHLINE ROAD CORRIDOR (Continued):**

The East 333 feet of the North 132 feet of the South  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the East 60 feet thereof.

Sidwell Parcel Number: 99 0007 000

Beginning at a point on the South line of said Section distant due West 1685.25 feet from the Southeast corner of Section 19 and proceeding thence due West along said South line 93.0 feet thence North 1 degree 29 minutes East 325.0 feet thence due East 93.0 feet thence South 1 degree 29 minutes West 325.0 feet to the P.O.B. except the South 60 feet thereof.

Sidwell Parcel Number: 99 0013 000

Beginning at a point on the South line of said Section distant due West 1778.25 feet from the Southeast corner of Section 19 and proceeding thence due West along the said South line 93 feet thence North 1 degree 29 minutes East 325.0 feet thence due East 93.0 feet thence South 1 degree 29 minutes West 325.0 feet to the P.O.B. except the South 60 feet thereof.

Sidwell Parcel Number: 99 0014 000

Beginning at a point on the South line of said Section distant due West 1871.25 feet from the Southeast corner of Section 19 and proceeding thence due West along said South line 111.0 feet thence North 1 degree 29 minutes East 325 feet thence due East 111.0 feet thence South 1 degree 29 minutes West 325.0 feet to the P.O.B. except the South 60 feet thereof.

Sidwell Parcel Number: 99 0015 000

The East 2 acres of West 6 acres of South  $\frac{1}{2}$  of Southeast  $\frac{1}{4}$  of Southeast  $\frac{1}{4}$  Section 19 Town 3 South Range 10 East except the South 60 feet thereof.

Sidwell Parcel Number: 99 0020 000

The East 2 acres of the West 8 acres of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

Sidwell Parcel Number: 99 0021 000

The East 1 acre of the West 9 acres of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

Sidwell Parcel Number: 99 0022 000

The East 1 acre of the West 10 acres of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

Sidwell Parcel Number: 99 0023 000

The East 2 acres of the West 12 acres of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

Sidwell Parcel Number: 99 0024 000

The East 2 acres of the West 14 acres of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

NORTHLINE ROAD CORRIDOR (Continued)

Sidwell Parcel Number: 99 0025 000

The East 2 acres of the West 16 acres of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 19 except the South 60 feet thereof.

Sidwell Parcel Number: 99 0026 000

Parts of the Southeast  $\frac{1}{4}$  of Section 20, Town 3 South, Range 10 East more specifically described as:

The East 100.0 feet of the North 660.0 feet of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 20.

Sidwell Parcel Number: 99 0001 000

The West 198.0 feet of the East 298.0 feet of the North 660.0 feet of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 20.

Sidwell Parcel Number: 99 0002 000

The West 132 feet of the East 430 feet of the North 660 feet of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 20.

Sidwell Parcel Number: 99 0003 000

The West 98.0 feet of the East 528.0 feet of the North 660.0 feet of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of Section 20.

Sidwell Parcel Number: 99 0004 000

Beginning at a point on the West line of Telegraph Road 204 feet wide distant due South along the East Section line 523 feet and due West 164.73 feet from the East  $\frac{1}{4}$  corner of Section 20 and proceeding thence due West 57.27 feet thence due South 62 feet thence due East 56.96 feet thence North 0 degrees 17 minutes 20 seconds East along said West line of Telegraph Road 62 feet to the P.O.B.

Sidwell Parcel Number: 99 0006 000

Beginning due North 870 feet and due East 60 feet from the Southwest corner of Section 20 thence due North 228.66 feet thence due East 140 feet thence due South 228.66 feet thence due West 140 feet to the P.O.B.

Sidwell Parcel Number: 99 0008 001

Part of the Southeast  $\frac{1}{4}$  Section 20 Town 3 South Range 10 East Beginning South 89 degrees 25 minutes 50 seconds West 168.10 feet and South 0 degrees 23 minutes 45 seconds West 582.73 feet from the East  $\frac{1}{4}$  corner Section 20 thence South 0 degrees 23 minutes 45 seconds West 325.82 feet thence South 89 degrees 25 minutes 50 seconds West 670 feet thence North 0 degrees 23 minutes 45 seconds East 387.82 feet thence North 89 degrees 25 minutes 50 seconds East 617.15 feet thence South 0 degrees 16 minutes 33 seconds West 62 feet thence North 9 degrees 25 minutes 50 seconds East 52.73 feet to the P.O.B.

Sidwell Parcel Number: 99 0022 000

NORTHLINE ROAD CORRIDOR (Continued):

Beginning South 89 degrees 25 minutes 50 seconds West 168.10 feet and South 0 degrees 23 minutes 45 seconds West 908.55 feet from the East  $\frac{1}{4}$  corner of Section 20 thence South 0 degrees 23 minutes 45 seconds West 400 feet thence South 89 degrees 25 minutes 50 seconds West 670 feet thence North 0 degrees 23 minutes 45 seconds East 400 feet thence North 89 degrees 25 minutes 50 seconds East 670 feet to the P.O.B.

Sidwell Parcel Number: 99 0023 000

Parts of the Northeast  $\frac{1}{4}$  of Section 29 Town 3 South, Range 10 East more specifically described as:

Beginning at a point on the North line of said Section distant North 89 degrees 50 minutes 10 seconds East 771.01 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence North 89 degrees 50 minutes 10 seconds East along said North line 210.29 feet thence South 0 degrees 13 minutes 50 seconds East 416.55 feet thence North 89 degrees 58 minutes 06 seconds 200.93 feet thence North 1 degree 31 minutes 31 seconds West 416.55 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0012 000

Beginning at a point on the North line of said Section distant North 89 degrees 50 minutes 10 seconds East 981.30 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence North 89 degrees 50 minutes 10 seconds East along said North line 132.0 feet thence South 0 degrees 13 minutes 50 seconds East 330.0 feet thence South 89 degrees 50 minutes 10 seconds West 132.0 feet thence North 0 degrees 13 minutes 50 seconds West 330.0 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0013 000

Beginning at a point on the North line of said Section distant North 89 degrees 50 minutes 10 seconds East 639.01 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence North 89 degrees 50 minutes 10 seconds East along said North line 132.0 feet thence South 1 degree 31 minutes 31 seconds East 330 feet thence South 89 degrees 50 minutes 10 seconds West 132 feet thence North 1 degree 31 minutes 31 seconds West 330 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0014 000

The East 75 feet of the West 250 feet of the South 290 feet of the North 350 feet of the West  $\frac{1}{2}$  of the Northwest  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 29.

Sidwell Parcel Number: 99 0015 000

The North 350 feet of the West 175 feet of the West  $\frac{1}{2}$  of the Northwest  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 29 except the North 60 feet thereof.

Sidwell Parcel Number: 99 0016 000

**NORTHLINE ROAD CORRIDOR (Continued):**

Parts of the Northwest  $\frac{1}{4}$  of Section 29, Town 3 South, Range 10 East more specifically described as:

Beginning at a point on the North line of said Section distant South 89 degrees 31 minutes 30 seconds West 647.60 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence South 89 degrees 31 minutes 30 seconds West along said North line 82.50 feet thence South 0 degrees 20 minutes 30 seconds West 528.05 feet thence North 89 degrees 31 minutes 30 seconds East 82.50 feet thence North 0 degrees 20 minutes 30 seconds East 528.05 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0004 000

Beginning at a point on the North line of said Section distant South 89 degrees 31 minutes 30 seconds West 730.10 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence South 89 degrees 31 minutes 30 seconds West along said North line 82.50 feet thence South 0 degrees 20 minutes 30 seconds West 528.05 feet thence North 89 degrees 31 minutes 30 seconds East 82.50 feet thence North 0 degrees 20 minutes 30 seconds East 528.05 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0005 000

Beginning at a point on the North line of said Section distant South 89 degrees 31 minutes 30 seconds West 977.60 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence South 89 degrees 31 minutes 30 seconds West along said North line 82.50 feet thence South 0 degrees 20 minutes 30 seconds West 528.05 feet thence North 89 degrees 31 minutes 30 seconds East 82.50 feet thence North 0 degrees 20 minutes 30 seconds East 528.05 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0006 000

Beginning at a point on the North line of said Section distant South 89 degrees 31 minutes 30 seconds West 812.60 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence South 0 degrees 20 minutes 30 seconds West 528.05 feet thence South 89 degrees 31 minutes 30 seconds West 82.50 feet thence North 0 degrees 20 minutes 30 seconds East 528.05 feet to the North line of Section 29 thence North 89 degrees 31 minutes 30 seconds East along said North line 82.50 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0007 000

Beginning at a point on the North line of said Section distant South 89 degrees 31 minutes 30 seconds West 895.10 feet from the North  $\frac{1}{4}$  corner of Section 29 and proceeding thence South 0 degrees 20 minutes 30 seconds West 528.05 feet thence South 89 degrees 31 minutes 30 seconds West 82.50 feet thence North 0 degrees 20 minutes 30 seconds East 528.05 feet thence North 89 degrees 31 minutes 30 seconds East along the North Section line 82.50 feet to the P.O.B. except the North 60 feet thereof.

Sidwell Parcel Number: 99 0008 000

South 330 feet of West 165 feet of North  $\frac{1}{2}$  of Northwest  $\frac{1}{4}$  of Northwest  $\frac{1}{4}$  of Section 29 Town 3 South Range 10 East except West 60 feet thereof.

Sidwell Parcel Number: 99 0013 001

NORTHLINE ROAD CORRIDOR (Continued):

Beginning South 0 degrees 01 minute East 988.03 feet and North 89 degrees 56 minutes East 60 feet from the Northwest corner Section 29 thence North 89 degrees 56 minutes East 298.67 feet thence South 0 degrees 01 minute East 329.12 feet thence South 89 degrees 56 minutes West 298.67 feet thence North 0 degrees 01 minute West 329.12 feet to the P.O.B.

Sidwell Parcel Number: 99 0014 001

Beginning due North 645 feet and North 89 degrees 56 minutes East 60 feet from West  $\frac{1}{4}$  corner of Section 29 thence due North 220 feet thence North 89 degrees 56 minutes East 320 feet thence due South 220 feet thence South 89 degrees 56 minutes West 320 to the P.O.B.

Sidwell Parcel Number: 99 0017 001

Parts of the Southwest  $\frac{1}{4}$  of Section 29, Town 3 South, Range 10 East more specifically described as:

Beginning due South, 428.59 feet and North 89 degrees 51 minutes 30 seconds East, 60 feet from West  $\frac{1}{4}$  corner Section 29 thence 89 degrees 51 minutes 30 seconds East, 245 feet thence due South, 65.63 feet, thence South 89 degrees 51 minutes 30 seconds West, 245 feet thence due North, 65.63 feet to the P.O.B.

Sidwell Parcel Number: 99 0004 001

Parts of the Northeast  $\frac{1}{4}$  of Section 30, Town 3 South, Range 10 East more specifically described as:

Beginning South 0 degrees 14 minutes 30 seconds East 354.50 feet and South 89 degrees 50 minutes 30 seconds West 60 feet from Northeast corner Section 30 thence South 0 degrees 14 minutes 30 seconds East 69 feet thence South 89 degrees 50 minutes 30 seconds East 69 feet thence South 89 degrees 50 minutes 30 seconds West 255 feet thence North 0 degrees 14 minutes 30 seconds West 69 feet thence North 89 degrees 50 minutes 30 seconds East 255 feet to the P.O.B.

Sidwell Parcel Number: 99 0001 001

The North 315.10 feet of the West 138.0 feet of the Northeast  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 30 except the North 60 feet thereof.

Sidwell Parcel Number: 99 0003 000

The West 100 feet of the East 200 feet of the North 435.60 feet of the Northwest  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 30 except the North 60 feet thereof.

Sidwell Parcel Number: 99 0005 000

The East 100.0 feet of the North 435.60 feet of the Northwest  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 30 except the North 60 feet thereof.

Sidwell Parcel Number: 99 0006 000

A part of the Southwest  $\frac{1}{4}$  Section 29, Town 3 South, Range 10 East, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers: 075-99-0003-001, 075-99-0001-001

NORTHLINE ROAD CORRIDOR (Continued):

A part of the Northeast ¼ Section 30, Town 3 South, Range 10 East, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers: 077-99-0007, 077-99-0008, 077-99-0009, 077-99-0010, 077-99-0011-001, 077-99-0012, 077-99-0013

A part of the Northwest ¼ Section 30, Town 3 South, Range 10 East, Wayne County, Michigan, more specifically described as follows:

E.D.P. Parcel Numbers: 078-99-0002, 078-99-0003

Land in the City of Taylor, County of Wayne, Michigan, generally described as the following Wayne County Bureau of Taxation numbers:

T120-60-051-99-0002-001	T120-60-051-99-0002-002	T120-60-051-99-0003-000
T120-60-051-99-0012-000	T120-60-051-99-0013-003	T120-60-051-99-0014-001
T120-60-051-99-0015-000	T120-60-051-99-0019-001	T120-60-051-99-0019-003
T120-60-052-99-0004-000	T120-60-052-99-0006-000	T120-60-052-99-0008-000
T120-60-052-99-0009-000	T120-60-052-99-0010-000	T120-60-052-99-0011-000
T120-60-052-99-0012-000	T120-60-052-99-0016-000	T120-60-052-99-0017-000
T120-60-052-99-0018-000	T120-60-052-99-0019-000	T120-60-052-99-0020-000
T120-60-052-99-0027-003	T120-60-052-99-0027-004	T120-60-052-99-0027-005
T120-60-055-99-0001-000	T120-60-055-99-0002-000	T120-60-055-99-0003-000
T120-60-055-99-0003-000	T120-60-055-99-0004-001	T120-60-055-99-0004-002
T120-60-055-99-0005-000	T120-60-055-99-0006-000	T120-60-055-99-0007-000
T120-60-055-99-0009-002	T120-60-055-99-0009-004	T120-60-055-99-0009-005
T120-60-055-99-0009-006	T120-60-055-99-0010-000	T120-60-055-99-0011-000
T120-60-055-99-0012-000	T120-60-055-99-0013-000	T120-60-055-99-0014-000
T120-60-055-99-0015-000	T120-60-055-99-0016-001	T120-60-055-99-0016-002
T120-60-055-99-0016-003	T120-60-055-99-0017-000	T120-60-055-99-0018-000
T120-60-056-99-0019-001	T120-60-055-99-0019-002	T120-60-056-99-0005-000
T120-60-056-99-0010-000	T120-60-056-99-0016-000	T120-60-056-99-0017-000
T120-60-056-99-0018-000	T120-60-056-99-0021-000	T120-60-073-99-0002-001
T120-60-073-99-0002-002	T120-60-073-99-0003-000	T120-60-073-99-0004-000
T120-60-073-99-0008-000	T120-60-073-99-0009-000	T120-60-073-99-0011-002
T120-60-073-99-0011-004	T120-60-073-99-0011-006	T120-60-073-99-0011-007
T120-60-073-99-0017-000	T120-60-073-99-0018-000	T120-60-074-99-0001-000
T120-60-074-99-0003-000	T120-60-074-99-0009-000	T120-60-074-99-0010-000
T120-60-074-99-0011-000	T120-60-074-99-0012-000	T120-60-074-99-0015-001
T120-60-074-99-0016-001	T120-60-074-99-0018-001	T120-60-074-99-0018-003
T120-60-074-99-0018-004	T120-60-074-99-0018-005	T120-60-074-99-0018-006
T120-60-076-01-1635-000	T120-60-076-01-1636-000	T120-60-076-01-1637-000
T120-60-076-01-1638-000	T120-60-076-01-1639-000	T120-60-076-01-1640-000
T120-60-076-01-1641-000	T120-60-076-01-1642-000	T120-60-076-01-1643-000
T120-60-076-01-1644-000	T120-60-076-01-1645-000	T120-60-076-01-1646-000
T120-60-076-01-1647-000	T120-60-076-01-1648-000	T120-60-077-99-0002-005
T120-60-077-99-0002-007	T120-60-077-99-0002-008	T120-60-077-99-0002-010
T120-60-077-99-0002-011	T120-60-077-99-0002-012	T120-60-077-99-0002-013
T120-60-077-99-0002-014	T120-60-077-99-0002-015	T120-60-078-99-0001-004
T120-60-078-99-0001-005	T120-60-078-99-0001-006	T120-60-078-99-0001-007
T120-60-078-99-0018-000	T120-60-078-99-0019-001	T120-60-078-99-0019-002
T120-60-078-99-0020-000	T120-60-078-99-0021-001	T120-60-078-99-0021-002