

A large, diagonal red banner with the text "PROPERTY SOLD" in white, bold, sans-serif capital letters. The banner is superimposed over a photograph of an industrial site. In the background, there are several large, cylindrical industrial tanks and two tall, red-and-white striped smokestacks. To the right, there are several large, green trees. The foreground shows a flat, paved or concrete area with some sparse grass and weeds.

PROPERTY SOLD

Prime industrial land in **Kansas City, KS**

Created January 6, 2012 • Updated August 3, 2017

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Property Summary

Fairfax Industrial Land I
100, 120 and 220 Kindelberger Road
Kansas City, KS 66115

The former Fairfax I Plant Site is comprised of 74 acres of land on Kindelberger Road in Kansas City, KS, in an industrial area known as the Fairfax District. To the west and south of the site are industrial operations, chemical companies, and refining and pipeline facilities.

- County:** Wyandotte
- Land Area:** 74 acres
- General Description:** Brownfield property with no structures immediately adjacent to the Missouri River in the Fairfax industrial district of Kansas City.
- Zoning:** Zoning details can be found in the Property Details pages.
- Tax Parcel Number:** 298401, 298402 and 298403
- RACER Site Number:** 1289-1

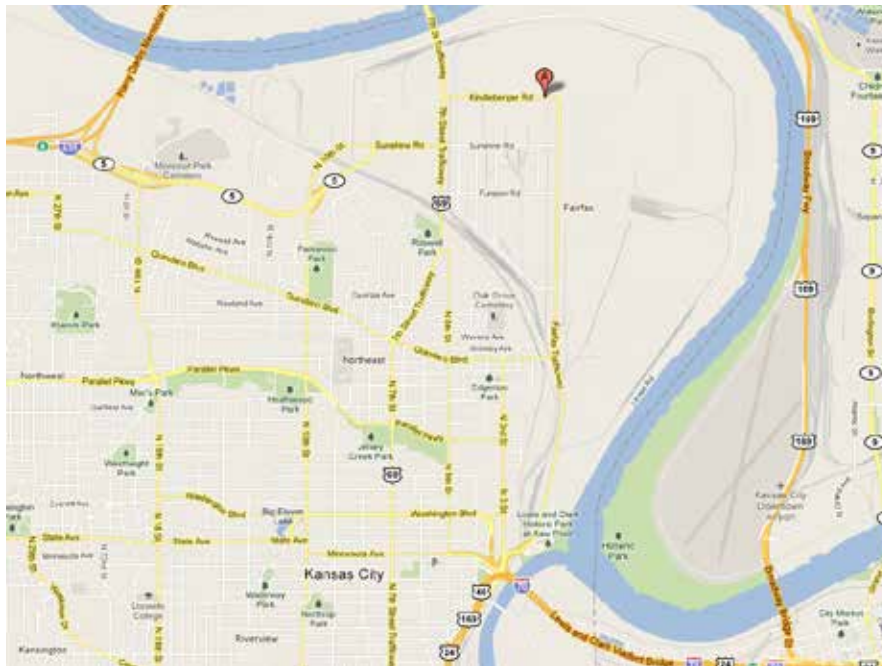


More information about this property may be reviewed on RACER's website at www.racertrust.org/Properties/PropertyDetail/Fairfax_12891.



Property Location

A Fairfax Industrial Land I
100, 120 and 220 Kindelberger Road
Kansas City, KS 66115



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



Property Assets

- The Former Fairfax I Plant site is an approximate 74-acre portion of the approximately 132-acre overall former GM property and had several buildings totaling approximately 2.2 million square feet, which were demolished in 1987. The site is mostly vacant, except for a small paved area located at the southwest corner. Surrounding land uses are industrial and/or vacant land associated with the banks of the adjacent Missouri River.
- The site is located south of a bend in the Missouri River, with the river located north, east, and southeast of the site. A levee is present between the site and the Missouri River.
- Outstanding rail and highway access, with more freeway lane-miles per capita than any other large metropolitan area in the United States and the largest rail center in the U.S. by tonnage.
- Fire station with expertise in industrial fire suppression 800 feet from Property.
- The Fairfax Industrial Association represents businesses and industries in an 1,800-acre area in the northeast portion of Kansas City, KS. This area is home to approximately 135 businesses and industries and generates approximately 12 percent of local government's assessed valuation. Fairfax companies employ approximately 6,500 people.
- Current employers include GM, Kellogg's and CertainTeed.



Property Details

Overview	
Location	100, 120 and 220 Kindelberger Road, Kansas City, KS 66115
Zoning/Tax ID Number(s):	M3, Industrial Land: 298401, 298402, 298403
Total Land Area of Property (Acres)	74
Total Assessment	\$545,146
Total Annual Property Taxes	\$97,545
Visibility	Good visibility, immediately adjacent to GM Assembly facility
Shape	Nearly rectangular
Road Access	Within two miles of highway
Number of Structures at Property	None
Utilities	All at street
Electricity	All at street
Sewer	All at street
Water	All at street
Natural Gas	All at street



Property Details (continued)

Licenses for Temporary Use (If Any)	None
Vehicle Parking (Number of Spaces)	There is an existing asphalt parking lot at the south end of the site along Kindelberger Road. It is overgrown and not in use.
Owner(s)/Use(s) Prior to GM	The U.S. Government constructed the Fairfax I Plant in 1940 for North American Aviation. North American Aviation assembled B-52 bombers at the site through 1944 for use in World War II. In 1945, GM negotiated a lease for this site from the U.S. Government and began assembling automobiles. During the Korean conflict, GM assembled F-84F jet aircraft in addition to continuing to assemble automobiles. GM purchased the facility from the U.S. Government in 1960 and continued automobile assembly operations until 1986-87.
Previous Operations by GM	Vehicle assembly
Surrounding Owners/Uses	The site is located south of a bend in the Missouri River, with the river located to the north, a General Motors Corporation Assembly Plant to the east, industrial use to the south, and parking lots to the west. A levee is present between the site and the Missouri River.
Rail Service	At north side of site between river and site boundary
Name and Proximity to Nearest Interstate Highway(s)	I-635 (1 mile); I-70 (2 miles)
Name and Proximity to Nearest Commercial Airport(s)	Charles B. Wheeler Downtown Airport (5 miles); Kansas City International Airport (approximately 10 miles)
Name and Proximity to Nearest Commercial Seaport(s)	N/A
School District	Kansas City, Kansas Public School District



Property Ownership and Recent History

GM purchased the facility from the U.S. Government in 1960 and continued automobile assembly operations until 1986-87. The plant was decommissioned in 1987. Asbestos abatement activities were completed in 1988, and all aboveground storage tanks and underground storage tanks were cleaned and removed from the site during this same time period. The demolition of the site buildings was conducted from July 1988 to May 1989.

An Environmental Site Assessment was performed in 1987-88, and GM initiated cleanup activities in 1988.

The parcel is mostly vacant, except for a small paved area located at the southwest corner.



Community Vision for Property

The RACER Trust was created in March 2011 by the U.S. Bankruptcy Court to clean up and position for redevelopment 89 properties and other facilities owned by the former General Motors Corp. before its 2009 bankruptcy. The Settlement Agreement establishing the Trust described the criteria that the Trust, at a minimum, must consider when selling properties. These criteria include the views of the local communities. The community has provided the following in response to RACER's request:

Unified Government Vision of the RACER Trust Property in Kansas City, KS

The RACER Trust Property has a rich and storied history as a successful manufacturing and industrial location. It continues to be accessible to major highways, river and air travel. The Property is in the heart of the metro area. The Unified Government strives to return the Property to a productive and prosperous site for business and the community.

Joe Reardon
Mayor and CEO
Unified Government of Wyandotte County and Kansas City, KS



Environmental Conditions

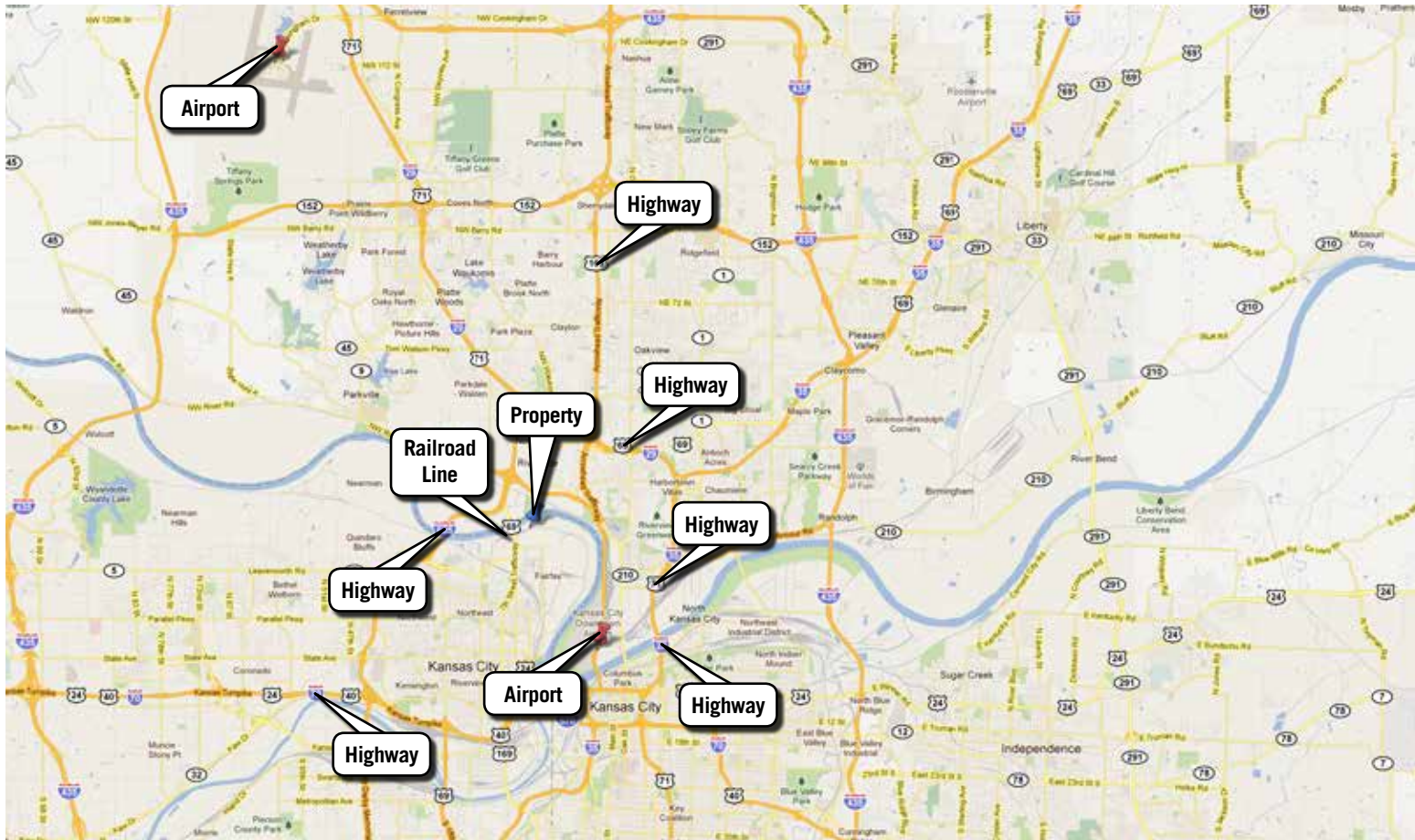
There has been a significant amount of environmental investigation of this property. A small number of additional investigations are planned to fill in data gaps, and there are some petroleum impacts that are planned to be addressed.

The Trust is working with the Kansas Department of Health and Environment on an environmental investigation and remediation plan for the site. \$4,786,321 was set aside by the Settlement Agreement that established the Trust for environmental cleanup work.

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



Collateral Information: Transportation Assets



2 mi
2 km

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racertrust.org

Collateral Information: Access/Linkage

The Kansas City area has several key components that make it an excellent hub for all transportation and logistics operations.

It is located near the intersection of three of the nation's major interstate highways (I-35, I-70, I-29) and soon to be a fourth, I-49. Interstates 70 and 435, which loops through the Kansas and Missouri suburbs, converge 11 miles from downtown Kansas City.

The Kansas City metropolitan area has by far more freeway lane-miles per capita than any other large metropolitan area in the United States, over 27 percent more than the second-place Dallas/Fort Worth Metroplex and over 50 percent more than the average American metro area.

It is the largest rail center in the United States by tonnage, and Kansas City, KS, is the site of Argentine Yard, the second-largest railroad hump yard in the world and the primary BNSF railroad yard in Kansas City.

Union Pacific, the largest freight railroad network in North America, operates a transcontinental corridor through the northeastern corner of the state, where as many as 60 trains a day travel between Topeka and Kansas City.

In addition, Kansas is cobwebbed with a network of light-density, grain-gathering branch lines, many of which have been leased or sold to new short line railroads. Union Pacific also operates an important north-south couplet of main lines from Kansas City south to the Gulf Coast, as well as a trackage-rights route on the BNSF Railway.



**Information obtained from www.wyedc.org.*

Collateral Information: Airports

Kansas City International Airport in Missouri (www.flykci.com) was built by the City of Kansas City and opened in 1972. Its lack of congestion, easy terminal access and low number of flight delays have long established it as one of the most convenient commercial airports in the world.

The KCI complex spans more than 10,000 acres, and its three runways can accommodate up to 139 aircraft operations per hour. New surfaces on the runways, taxiways and terminal aprons, along with ongoing infrastructure improvements, enhance the airport's efficiency and convenience to air carriers.

Carriers serving the airport include American, Continental, Delta, Southwest, United and US Airways. Nonstop flights are available to 51 cities throughout the U.S., Mexico and Canada, including Atlanta, Boston, Cancun, Chicago, Houston, Los Angeles, New York, Orlando, Philadelphia, San Francisco, Toronto and Washington, D.C.

Air cargo, which consists of freight and mail, exceeds 20 million pounds per month.

Dedicated by Charles Lindbergh in 1927, Charles B. Wheeler Downtown Airport (www.flymkc.com) in Kansas City, MO, is the city's first airport and still one of its busiest. Originally home to commercial aviation, the airport now attracts a large number of corporate, charter and recreational flyers.

Located on 695 acres, Downtown Airport is just across the Missouri River from Kansas City's business center. Airport users have easy access to all interstate highways that serve the metropolitan area, as well as other major thoroughfares.

In the shadows of the downtown skyline, up to 700 aircraft per day take off or land at the airport — everything from single-engine propeller craft to sleek corporate jets. The facility and its control tower are open 24 hours a day and consistently rank highly among private and corporate pilots for their full range of service to general aviation. Fixed-base operators service nearly 300 based aircraft, as well as itinerant and charter aircraft, offering fuel, full maintenance, aircraft rentals, sales and flight training.



**Information obtained from www.wyedc.org.*



Collateral Information: Port Facilities

The Missouri Port Authorities (www.missouriports.org/kansas.html) operates a port at the confluence of the Missouri and Kansas rivers in Kansas City, Mo. The port is one of the largest storage and distribution centers serving the Missouri River, transferring product between barge, rail and truck.

MWT Bulk Services (www.mwtco.com) operates the facility as a public terminal specializing in the unloading, storage, and loading of dry bulk and steel product. Product through the terminal includes fertilizer, grain, corn, meal, bark, rock clinker, salt, rolled and coiled steel, H-beams, plate steel, rebar and petroleum coke.

The port offers approximately 60,000 tons of covered bulk storage space and also has outside storage pads available. It has an efficient inbound/outbound loading system comprised of three 25-ton cranes, eight front-end loaders and portable conveyor systems, and an on-site truck scale allows for fast and efficient loading.

The port is served by the Union Pacific Railroad, with extensive rail track at the facility for loading/unloading, and offers immediate access to I-70, I-35, I-29 and Highway 71.



**Information obtained from www.wyedc.org.*



Collateral Information: Regional Bus Service

Unified Government Transit (www.kcata.org/maps_schedules/unified_government_transit) offers The Bus, a fixed-route transit service for Wyandotte County, with connections to The Metro (www.kcata.org), serving metropolitan Kansas City, and Johnson County Transit (The JO, www.thejo.com), serving the southern part of the metro area.



**Information obtained from www.kcata.org.*



Collateral Information: Utilities

The Kansas City Board of Public Utilities, or BPU (www.bpu.com), provides electric and water service to Kansas City, KS.

Electric rates in Kansas City are stable when compared with the rest of the U.S. The BPU offers rebates for the installation of electric heating equipment in new or existing commercial or industrial properties within its service territory.

Whether a business is a start-up venture, a multi-national corporation or a small, family-operated enterprise, BPU offers a variety of economic development incentives to lower the cost of investing in the Kansas City area.

Collateral Information: Natural Gas

Kansas Gas Service (www.kansasgasservice.com) is the largest natural gas distribution company in Kansas, providing natural gas to more than 643,000 customers in 337 communities.

Kansas Gas Service also has an active economic development program, which works with businesses worldwide to show them the benefits of doing business in Kansas. Kansas Gas Service's Economic Development staff works with local and state economic development officials to bring new businesses and jobs to Kansas, as well as helping established Kansas businesses grow and expand.



Collateral Information: Zoning and Business Assistance

Zoning details can be found in the Property Details pages.

The Property is located within the boundaries of Foreign Trade Zone 17. A FTZ provides competitive advantages to companies involved in international trade through deferral, reduction or elimination of U.S. Customs duties. Potential buyers interested in applying for FTZ status or as a foreign trade subzone should contact the FTZ 17 grantee, Greater Kansas City FTZ, Inc., at 816-474-2227.

The cost of doing business in Kansas averages more than 23 percent below the highest-indexed states. This is largely attributable to a state law that exempts the property tax on commercial and industrial machinery and equipment purchased or transferred into Kansas after June 30, 2006.

In addition, Wyandotte County is home to numerous production facilities, warehouses and distribution centers that make it easier, cheaper and more profitable to ship raw materials and finished goods from the nation's heartland.

The Wyandotte Economic Development Council (www.wyedc.com) is a non-profit economic development corporation whose mission is to promote and strengthen Wyandotte County's economy through innovative approaches to programs, partnerships and leadership in industrial, residential, office and retail markets. The Wyandotte Economic Development Council has been active since 1992 and been involved in more than 250 economic development projects to date. It can help businesses access various forms of tax abatement or rebates for both property and sales tax, including Tax Increment Financing (TIF), Industrial Revenue Bonds (IRB), State Constitutional Exemption (EDX), Community Involvement Districts (CID) and Transportation Development Districts (TDD), as well as a variety of tax credit programs.

The Kansas Department of Commerce (www.kansascommerce.com) is the state's leading economic development agency. It provides incentive programs in the form of tax credits, loans, grants and services. Its Business Development Division is comprised of five sections: Business Assistance; Business Finance; National Marketing; Workforce Training; and the Office of Minority and Women-Owned Business Development.

The state of Kansas also helps fund the needs of Kansas businesses through three major workforce training programs. They are:



Collateral Information: Zoning and Business Assistance (continued)

- Investments in Major Projects and Comprehensive Training, or IMPACT — <http://bit.ly/PfEWzx>

The IMPACT program is designed to respond to the training and capital requirements of major business expansions and locations in the state. Under certain circumstances, IMPACT may also be used for job retention projects. IMPACT has two major components: SKILL (State of Kansas Investments in Lifelong Learning) and MPI (Major Project Investment). SKILL funds may be used to pay for expenses related to training a new, and under certain instances, an existing workforce. MPI funds may be used for other expenses related to the project, such as the purchase or relocation of equipment, labor recruitment, or building costs.

IMPACT costs are financed through tax-exempt, public purpose bonds issued by the Kansas Development Finance Authority. These bonds are retired through the revenue received from statewide employer withholding taxes.

New and expanding basic enterprises (individual firms or consortiums of businesses) that are creating new jobs are eligible. IMPACT is typically reserved for projects involving at least 100 new jobs at a higher-than-average wage. The IMPACT program also may be used for job retention projects that have compelling economic benefit for Kansas. Minimum requirements to qualify: 250 jobs in metropolitan counties, 100 in all other counties.

Examples of eligible expenses include instructor salaries; travel, meals and lodging; textbooks; supplies and materials; minor equipment; certain utility costs; temporary training facilities; and curriculum planning and development. Also, up to 50 percent of funds may be used to lease or purchase training equipment for local educational institutions.

To apply, the company and a Kansas public educational institution jointly submit a proposal. Staff negotiates a funding amount based on the level of training required, the efficiency of the project, and the quality of the jobs. The company must receive approval from the Secretary of Commerce to file an application.

- Kansas Industrial Training, or KIT — www.kansascommerce.com/index.aspx?NID=140

The KIT program may be used to assist firms involved in both pre-employment and on-the-job training. Pre-employment training may be used to allow the company and prospective employees an opportunity to evaluate one another before making employment commitments.



Collateral Information: Zoning and Business Assistance (continued)

Prospective employees are given the knowledge and specific skills necessary for job entry. On-the-job training is conducted after hiring. Trainees may receive instruction on the company's own production equipment on the plant floor or on similar machinery in a classroom setting.

Examples of eligible expenditures include instructor salaries, curriculum planning and development, travel, materials, supplies, textbooks, minor training equipment and certain training facility costs.

To be eligible, a company must add at least one net new position at an average wage of at least \$11 per hour in Douglas, Johnson, Leavenworth, Sedgwick, Shawnee and Wyandotte counties, or \$9.50 per hour in the rest of the state.

- Kansas Industrial Retraining, or KIR — www.kansascommerce.com/index.aspx?NID=139

The Kansas Industrial Retraining program is a job retention tool that helps employees of restructuring companies who are likely to be displaced because of obsolete or inadequate job skills and knowledge.

Eligible industries include basic enterprises that are restructuring operations through incorporation of new technology, diversification of production or the development and implementation of new production activities. At least one current employee must be trained to qualify for assistance.

Examples of eligible expenditures include instructor salaries, curriculum development, travel, materials, supplies, textbooks, minor training equipment and some facility costs. To be eligible, a company must retrain at least one existing position at an average wage of at least \$11 per hour in Douglas, Johnson, Leavenworth, Sedgwick, Shawnee and Wyandotte counties, or at least \$9.50 per hour in the rest of the state.



Technology Infrastructure

Google announced plans to build its first ultra high-speed fiber optic network in Kansas City, KS, bringing gigabyte speed and data service to the community and opening portals to innovation and product development. The new service is expected to be available sometime in the first quarter of 2012.



Regional Overview: Community Snapshot

Wyandotte County, with roughly 160,000 residents, boasts one of the most vibrant economies in Kansas, featuring the state's premier tourist and retail destination, The Legends at Village West.

Kansas City, KS, made national headlines in March 2011 with Google's announcement that it would build its first ultra high-speed fiber optic network in the city. Google, which selected Kansas City over more than 1,100 other contenders, plans to have the service up and running in 2012. Once activated, the network will offer Kansas City residents and businesses Internet access that is more than 100 times faster than is available to most other U.S. communities, opening a portal to innovation and the potential for countless new products and services.

Despite the overall sluggish national economy, Wyandotte County is in the midst of a housing and commercial construction boom. The Associated General Contractors of America ranked Kansas City third in the nation for new construction jobs in 2009, and the county expected to issue \$303.7 million in commercial building permits in 2011.

Major projects include the \$200 million Hollywood Casino, scheduled to open in 2012; an office campus for medical software company Cerner Corporation that is expected to ultimately house 4,500 employees; and Sara Lee's \$130 million, state-of-the-art facility for the production of sliced-meat products. The county also is home to Sporting Kansas City of MLS, the only major-league professional sports franchise in Kansas, which plays in a new, 18,500-seat stadium in Village West.

Kansas City, Bonner Springs and Edwardsville are the primary communities of Wyandotte County, which is located at the confluence of the Kansas and Missouri rivers in easternmost Kansas. In addition to The Legends at Village West, which features national retailers, unique restaurants and destination hotels, the county is the location of the Kansas International Speedway and the University of Kansas Hospital, a leader in cardiovascular, neurological and cancer research and treatment.



Sporting Kansas City of MLS



Regional Overview: Community Snapshot (continued)

The development of the speedway and Village West has been followed by an impressive surge in housing. New housing permits are being issued at a faster rate in Wyandotte County than in any other section of the great Kansas City metropolitan area, increasing nearly 50 percent from 2005-2006 levels.

Longstanding attractions include the Verizon Wireless Amphitheater, featuring live concerts by America's most popular performers, and the Renaissance Festival held in Bonner Springs each fall.



Kansas International Speedway



Regional Overview: Workforce

The U.S. Department of Labor's Bureau of Labor Statistics reported a preliminary unemployment rate of 3.8 percent in the Kansas City, MO-KS labor market for June 2017, the most recent month for which statistics are available. The state rate was 4.1 percent and the national rate was 4.4 percent.

Wyandotte County is part of a large metropolitan area that is home to an estimated 2 million people. Wyandotte County has nearly 160,000 residents, with a median household income of \$33,784 and median wages of \$27,987, according to the Wyandotte County Economic Development Council (www.wyedc.org). One of every eight people 25 and older has at least a bachelor's degree.

Regional Overview: Largest Employers in the Kansas City, KS Area

- | | |
|--------------------------------|-----------------|
| • General Motors | 2,479 employees |
| • Associated Wholesale Grocers | 1,300 |
| • Burlington Northern Santa Fe | 1,200 |
| • United Parcel Service | 900 |
| • Union Pacific | 750 |
| • Bulk Mail Center | 600 |
| • Owens Corning | 525 |



Regional Overview: Education

The Kansas City, Kansas Public Schools district (www.kckps.org) is the largest by far in Wyandotte County, with 20,172 students in 30 elementary schools, eight middle schools and five high schools. The district also operates two secondary/adult alternative schools. Other public school districts in the Wyandotte County are:

- Turner Unified School District (4,076 students) — www.turnerusd202.org
- Bonner Springs-Edwardsville Unified School District (2,516 students) — www.usd204.k12.ks.us
- Piper Unified School District (1,718 students) — www.piperschools.com

In its 2010 Rankings Report, Business Facilities magazine ranked Kansas No. 3 overall among U.S. states for both Best Education Climate and Quality of Life.

Wyandotte County is served by three main colleges, along with several other colleges that are located in nearby portions of the Kansas City metropolitan area:

- Donnelly College in Kansas City — www.donnelly.edu

An independent, coeducational, Catholic institution founded by the Benedictine Sisters in 1949 and sponsored by the Archdiocese of Kansas City.

- Kansas City Kansas Community College — www.kckcc.edu

A 7,000-student, two-year public college offering individual career and vocational programs in Business, Nursing Education, Paramedic Mobile Intensive Care Technician, Physical Therapist Assistant Program, Mortuary Science and Respiratory Therapy.

- University of Kansas Medical Center — www.kumc.edu

Home of KU's Schools of Medicine, Nursing and Allied Health.



Wyandotte High School



Regional Overview: Medical Facilities and Emergency Services

- The University of Kansas Medical Center — www.kumc.edu

The University of Kansas Medical Center occupies more than 3 million square feet in Wyandotte County, employing more than 2,700 faculty and staff and educating more than 3,000 students at its Schools of Medicine, Nursing, Allied Health and Graduate Studies. On the leading edge of cancer research, KUMC is transforming clinical care by linking innovative approaches to drug discovery, delivery and development to its nationally accredited patient care program. The KUMC Cancer Center was scheduled to apply for the National Cancer Institute designation in late 2011, which, if granted, would bring an additional \$1.3 billion in annual economic activity and 9,400 permanent new jobs to the county.

- Providence Medical Center — www.providence-health.org

Providence Medical Center combines high-quality doctors, innovative technology and a caring staff with easy accessibility to I-435 and I-70. Providence is a not-for-profit, community hospital affiliated with the Sisters of Charity of Leavenworth Health System. Providence also is affiliated with Saint John Hospital, located in Leavenworth, Kan. More than 1,300 individuals provide nursing, medical and support services. Hospital services include orthopedic care (including total joint and hip replacements); neurosurgery; cancer care; spine care; cardiac care, including cardiothoracic surgery and cardiac catheterization; family care, including maternity, obstetrical, gynecological and pediatrics; sports medicine; and a variety of rehabilitative and outpatient services.



Links to Helpful Resources

✧ Local Resources

- Local Government: Unified Government of Wyandotte County/Kansas City, KS — www.wycokck.org
- Local Economic Development: Wyandotte Economic Development Council — www.wyedc.com

✧ State Resources

- State — www.kansas.gov
- State Economic Development: Kansas Department of Commerce — www.kansascommerce.com
- State Education: Kansas State Department of Education — www.ksde.org

✧ Federal Resources

- U.S. Census Bureau — www.census.gov
- U.S. Department of Commerce — www.commerce.gov
- U.S. Economic Development Administration — www.eda.gov
- U.S. General Services Administration — www.gsa.gov
- U.S. Small Business Administration — www.sba.gov



Regional Overview: Demographic Information for Kansas City, KS

Population:

2010: 145,786
2000: 146,866

Population Growth:

2000 – 2010: -1,080

Median Age:

2010: 32.5
2000: 32.3

Median Household Income:

2010: \$36,677
2000: 33,011

Per Capita Income:

2010: \$17,577
2000: 15,737

Housing Units:

2010: 61,969
2000: 61,446

Vacant Units:

2010: 8,044
2000: 5,946

Owner Occupied:

2010: 32,065
2000: 34,422

Renter Occupied:

2010: 21,860
2000: 21,078

Housing Value:

2010: \$95,100
2000: 52,500

2010 Household Income:

Income less than 10,000:	13.9%
\$10,000 to \$14,999:	6.4%
\$15,000 to \$24,999:	13.2%
\$25,000 to \$34,999:	14.1%
\$35,000 to \$49,999:	15.6%
\$50,000 to \$74,999:	18.4%
\$75,000 to \$99,999:	9.9%
\$100,000 to \$149,999:	5.5%
\$150,000 to \$199,999:	1.9%
\$200,000 and higher:	1.2%

Average Household Size:

2010: 2.68
2000: 2.62

2010 Population by Race and Origin:

White:	76,034
Black:	39,080
Hispanic or Latino (of any race):	40,522
Asian:	3,887
Native Hawaiian and Other Pacific Islander:	157
American Indian/Alaska Native:	1,196
*Some Other Race:	19,892
Two or More Races:	5,540

2010 Population by Age:

TOTAL POPULATION:	145,786
Aged Under 5 years:	12,855
Aged 5 to 9 Years:	11,595
Aged 10 to 14 Years:	10,565
Aged 15 to 19 Years:	10,328
Aged 20 to 24 Years:	10,190
Aged 25 to 29 Years:	11,665
Aged 30 to 34 Years:	10,560
Aged 35 to 39 Years:	9,485
Aged 40 to 44 Years:	8,745
Aged 45 to 49 Years:	9,753
Aged 50 to 54 Years:	9,716
Aged 55 to 59 Years:	8,303
Aged 60 to 64 Years:	6,653
Aged 65 to 69 Years:	4,748
Aged 70 to 74 Years:	3,474
Aged 75 to 79 Years:	2,844
Aged 80 to 84 years:	2,178
Aged 85 years and over:	2,129

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



Regional Overview: Demographic Information (continued)

2010 Population Over 25 by Educational Attainment:

Did Not Complete High School:	21.1%
Completed High School:	78.8%
Some College:	22.1%
Completed Associate Degree:	6.2%
Completed Bachelor's Degree:	9.7%
Completed Graduate Degree:	4.9%

2010 Owner Occupied Units by Housing Value:

Less than \$50,000:	16.5%
\$50,000 to \$99,999:	37.5%
\$100,000 to \$149,999:	27.0%
\$150,000 to \$199,999:	8.6%
\$200,000 to \$299,999:	6.7%
\$300,000 to \$499,999:	1.9%
\$500,000 to \$999,999:	0.5%
\$1,000,000 or more:	1.2%

2010 Estimated Housing Units by Year Structure Built:

Built 2005 or later:	3.3%
Built 2000 to 2004:	3.2%
Built 1990 to 1999:	4.0%
Built 1980 to 1989:	7.5%
Built 1970 to 1979:	17.2%
Built 1960 to 1969:	11.8%
Built 1950 to 1959:	21.1%
Built 1940 to 1949:	11.6%
Built 1939 or earlier:	20.2%



Trustee:



Elliott P. Laws
trustee@racertrust.org

Who is RACER and What Do We Do

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

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



The RACER Trust Redevelopment Team:



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pspitzley@racertrust.org



Steven Black
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sblack@racertrust.org

Conditions

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

The information contained in this brochure was prepared on January 6, 2012 and last updated on August 3, 2017 by the Revitalizing Auto Communities Environmental Response Trust ("RACER" or "Trust"), which owns the Property. It is intended to be used by prospective buyers in evaluating this Property for sale. Neither RACER, nor its respective officers, employees or agents, makes any representation or warranty, express or implied, as to the completeness or the accuracy of the material contained herein or any of its contents, and no legal commitments or obligations shall arise based upon this brochure or any of its contents.

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

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

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

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

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

Contact Us by Mail

To send correspondence to RACER Trust staff:

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



Transaction Guidelines/Offer Instructions

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

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

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

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

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

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

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

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

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

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

File Review:

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



Links for Buyers

- * Settlement Agreement — www.racertrust.org/About_RACER/Settlement_Agreement
- * Sale Process — www.racertrust.org/Economic_Development
- * Sale Criteria — www.racertrust.org/Economic_Development/Sales_Lease_Criteria
- * Confidentiality Agreement — http://buyfromracer.org/confidentiality_agreement
- * Letter of Intent — http://racertrust.org/Properties/Submitting_Offers
- * Online Property Information — www.racertrust.org/Properties/PropertyDetail/Fairfax_12891