

TAX INCREMENT FINANCE AUTHORITY  
CITY OF WESTLAND, MICHIGAN

FINANCING AND DEVELOPMENT PLAN  
DEVELOPMENT AREA NO. 1  
ADOPTED 1986

ECONOMIC GROWTH CENTER  
37095 MARQUETTE, WESTLAND, MICHIGAN 48185  
(313) 467 3220



CHARLES T. GRIFFIN, MAYOR

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## ATTACHMENTS

- A. Resolution establishing a Tax Increment Finance Authority in the City of Westland Pursuant to Act 450, Public Acts of Michigan, 1980; to Provide for Establishment of a Board of Directors for the Authority; to Define the Boundaries of the Tax Increment Finance District Constituting the Tax Increment Finance Authority; and to Provide for all Other Matters Necessary and Related Thereto.
- B. Map of TIFA District.
- C. City of Westland Zoning Map for TIFA District.
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- E. Agreement to Share Tax Increment Revenues within the Tax Increment Finance Plan and Development Plan Area of the City of Westland and Matters Related Thereto.





## TIFA PLAN

### I. INTRODUCTION

The City of Westland is located in the western portion of Wayne County. In 1966 Nankin Township residents approved a referendum to incorporate as the City of Westland.

Between 1950 and 1960, the population of 30,407 almost doubled to 60,743 residents. A peak population of about 87,000 residents was recorded in the early 1970's. At this time, the city's population is approximately 85,000 residents. In 1965, the 870,000 sq. ft. Westland Shopping Center opened in the Wayne/Warren Road area. This shopping center has become the commercial core of the city. Another mall (Westland Crossing) has also recently opened across from the Westland Shopping Center. Surrounding retail and office establishments along Wayne Road, Ford Road, Warren Road, and Middlebelt Road are the major commercial corridors in Westland.

In addition, a substantial amount of new, multiple - family residential development occurred throughout the city in the past two decades, with several large apartment complexes in the northwest and northcentral parts of the city.

## II. TAX INCREMENT FINANCE AUTHORITY

The creation of a Tax Increment Finance Authority or TIFA (hereinafter the "Authority") is governed by the Tax Increment Finance Authority Act, 1980 P.A. 450, as amended ("P.A. 450"). The title of P.A. 450 outlines its purposes:

"AN ACT to prevent urban deterioration and encourage economic development and activity and to encourage neighborhood revitalization and historic preservation; to provide for the establishment of tax increment finance authorities and to prescribe their powers and duties; to authorize the acquisition and disposal of interests in real and personal property; to provide for the creation and implementation of development plans; to provide for the creation of a board to govern an authority and to prescribe its powers and duties; to permit the issuance of bonds and other evidences of indebtedness by an authority; and to permit the use of tax increment financing."

P.A. 450 establishes a special tax district in which revenue resulting from increases in the assessed value of the area containing a new development is diverted from the various taxing jurisdictions and used for financing of public improvements to support the development.

The key to tax increment financing is the capturing of tax revenues that result from development--and therefore increase equalized valuation--in the development area. Once the Initial Assessed Value of the properties in the development area are determined, then each year thereafter, the assessed value of the same properties is recalculated and any net increase in the assessed value over and above the Initial Assessed Value is the Captured Assessed Value. Taxes levied by all of the taxing jurisdictions on the Captured Assessed Value are paid over to the Authority and these taxes constitute the "tax increments" which are used to pay for public improvements within the development area.

Often the public improvements are financed with the proceeds of bonds as a means of spurring additional development and then the tax increments are used in whole or in part to pay debt service on the bonds.

Tax increment financing is not a new tax. Once the plan has been implemented, the Authority ceases collecting the tax revenue and the money reverts back to the various taxing units.

Under P.A. 450, the city must establish a TIFA to serve as the organization responsible to oversee the planning and implementation of the tax increment plan and redevelopment

program. On January 27, 1986, the Mayor and Council of the City of Westland established the Authority and authority district. The Mayor and Council designated the Economic Development Corporation of the City of Westland (the "EDC") as the governing body of the Authority. (See attachment A for resolution and description of boundaries, and attachment B for map of District.)

The TIFA District is located in the northwestern portion of the City of Westland. In general, the TIFA District is in an area beginning at Newburgh Road, south of the William P. Holliday Parkway, and includes parcels adjacent to Newburgh Road from Warren Road to Ford Road, then east along Ford Road to the east side of Carlson Avenue, then north along the eastern boundary of the parcels adjacent to Carlson Avenue to Elmwood Avenue, then east to Yale Avenue, then north along Yale Avenue to Warren Road, then east along Warren Road including the parcels on the south side of the street to the Warren/Wayne Road intersection, then east along Warren Road to include the Westland Crossing Mall, then north and west to Wayne Road, then north along Wayne Road to a point 340 feet north of Nankin Boulevard, then west to the southern boundary of the William P. Holliday Parkway, then west along the southern boundary of the William P. Holliday Parkway to Newburgh Road, the point of beginning.

The TIFA District and the development area are coterminous. This development plan provides for improvements which will encourage economic development within the development area/TIFA District.

### III. FINDING OF NECESSITY

For the past several years, a significant number of parcels in the TIFA District have been declining in value. Residential housing values declined 7% in 1983, an additional 3% in 1984, and remained at that level for 1985. In addition, commercial property values have not increased in value during the same period -1982 - 85. These values remained unchanged despite the fact that the Consumer Price Index (CPI) or inflation rate increased over 10% for the Detroit Metropolitan Area for the years 1982 through 1985. During the last four years, 130 parcels in the development area have declined in value, 73 parcels have the same value,, and 12 parcels have increased in value - primarily because of new construction on the property.

A number of reasons are causing depressed property values in the TIFA District. The most significant factors affecting property values are poor access and lack of utility service. Because of poor access and lack of utility service, there are still large tracts of undeveloped parcels located near the commercial core of the city -Westland Mall. This undeveloped property is in an area east of the Warren/Newburgh intersection on the north and south sides of Warren Road.

The improvements provided for in this development plan will encourage new construction on land that is now vacant. The new construction and, resulting SEV growth will not occur without these improvements. For example, the two lane Warren Road now servicing the area between Newburgh and Yale is not sufficient to support future development. The proposed widening of Newburgh Road to five lanes (between Warren and Ford) and widening of Warren Road to five lanes (between Newburgh and Wayne) would remedy this problem.

The installation of a boulevard on the west side of existing Carlson Street from Ford Road to the Warren/Cowan intersection and extending existing Hunter Avenue west to the proposed Carlson Boulevard would open up an estimated 135 acres of property for development that is currently inaccessible. This boulevard would also provide an additional route to the commercial core of the development area from Ford Road - the major east/west artery for the city. A Carlson Boulevard would expand access near the Warren/Cowan intersection which is plagued by poor traffic circulation.

Utility service to the development area will also enable new construction to take place by providing adequate water supply, sanitary sewer, and storm drainage. Currently, the utilities are limited to existing development located near the development area boundaries. The utilities proposed in the plan would service the

vacant land and encourage construction of new buildings in the heart of the development area.

#### IV. EXISTING LAND USE WITHIN TIFA DISTRICT

There are a number of public and private land uses within the TIFA District (See attachment C for zoning map).

##### PUBLIC

The Patchin Elementary School, 6420 North Newburgh Road, in Westland, occupies approximately 25 acres east of Newburgh Road between Ford Road and Warren Road.

The Wayne County owned William P. Holliday Parkway parcel on the northeast corner of the Newburgh/Warren intersection comprises approximately 18 acres for a natural drainage basin. The Parkway continues along almost the entire northern boundary of the TIFA District.

##### PRIVATE

##### Business District Zoning -

Commercially developed parcels include the Westland Center (mall) and Westland Crossing (mall) on the corner of Warren/Wayne Roads. Other commercially zoned property includes parcels along the south of Warren Avenue between Wayne and Newburgh Roads, the Newburgh/Ford Road intersection and Carlson/Ford Road intersection, and property located directly North of Westland Center adjacent to Cowan Road.

##### Multiple Family Residential Zoning -

There are several multiple family residential complexes proposed in the development area north of Warren Road between Cowan Road and Newburgh Road: Woodcreek Condominiums, Crestwood Apartments, Woodland Villa Apartments., and Parkway Gardens. Other multiple family residential housing complexes include: The Landings (south of Warren Road), Pine Tree Apartments (east of Newburgh Road), and a Cardinal Industries Apartment complex (southwest corner of Yale and Hunter).

##### Single Family Residential

There are large tracts of single family residential zoned property along the southern border of the TIFA District on both sides of Carlson Street and Newburgh Road. The property is vacant on the west side of Carlson Street with existing dwellings along the east side of the street.

#### OTHER INFORMATION

There are no proposed zoning changes in the development area as part of this plan. No portion of the development area will be sold, donated, exchanged, or leased by the Authority to or from the Municipality. In addition, no portion of the development will be sold, leased, or conveyed to any person or persons, natural or corporate. Because there will be no leasing, purchasing, or conveying of any portion of the development, no bidding procedures will be required.

There are approximately 1486 persons residing in the development area. No families or individuals are to be displaced as a result of implementing the development plan. Because no one is to be displaced, no plan, or cost provisions for relocating residents is required. A plan for compliance with Act No. 227 of the Public Acts of 1972, is not applicable.

## V. PROPOSED IMPROVEMENTS

The following improvements are being proposed in this development plan:

- A. Warren Road will be widened from two to five lanes between Wayne Road and Newburgh Road.
- B. A boulevard will be installed on the west side of existing Carlson Avenue (from Ford Road to Warren Road (two lanes north and two lanes south.))
- C. Hunter Avenue will be extended to the proposed Carlson Boulevard.
- D. Newburgh Road will be widened from two to five lanes between Ford Road and Warren Road.
- E. A 12" water main will be installed adjacent to the proposed Carlson Boulevard from Elmwood Avenue to Warren Road.
- F. A 10" sanitary sewer will be installed adjacent to the proposed Carlson Boulevard between Elmwood Avenue and Warren Road.

A. The widening of Warren Road from two to five lanes between Wayne Road and Newburgh Road is the top priority of the proposed improvements. The present two lane road is inadequate, and will inhibit future growth in the development area.

Because Warren Road is under Wayne County jurisdiction, the City of Westland and the Authority, must coordinate these proposed improvements with the Wayne County Office of Public Works. Road widening design and consulting services would be accomplished with Wayne county staff or bid out to a private firm utilizing Wayne County's contracting ordinance. Wayne County staff would also draft the necessary legal descriptions and prepare the required deeds for parcels to be acquired for the widening of Warren Road. City of Westland and/or Authority staff will handle any negotiations with property owners for acquisition of these parcels. Wayne County staff will handle any condemnation proceedings for properties needed to be acquired for the widening of Warren Road. Under the current plan, property needed to be acquired for right of way will not result in the displacement of residents.

An additional 27' of right of way is required on the southside of Warren Road from Yale to the Cowan Road intersection. Approximately 27' of additional right of way must be acquired on the north and south sides of Warren Road from the Cowan Road



intersection west to Newburgh Road.

The Warren Road improvements include removal of the existing asphalt and concrete paving, roadway excavation, and installing an aggregate base and subgrade granular material. A 9" non-reinforced concrete roadway with curbs and storm sewers is then installed, and appropriate soil erosion control materials are utilized to finish the improvements. In addition, four fire hydrants located north of Warren Road must be moved to accommodate the widening, and at least one power pole must be relocated. The widening of Warren Road will occur in conjunction with the installation of Carlson Boulevard.

B. The proposed Carlson Boulevard will be located on the West side of the existing Carlson Avenue. An additional 34' of right of way is required from Ford Road to Elmwood Avenue and 86' of right of way must be acquired from Elmwood Avenue to Warren Road. The existing Carlson Avenue will become a service drive and provide a buffer for residents located on the east side of the street.

Improvements include grading, an aggregate base, 4" of asphalt, curbs and storm sewer. Landscaping and soil erosion materials will be utilized to finish the boulevard improvements.

A boulevard is the appropriate type of street because of the requirements to make the street aesthetically pleasing and maintain reduced traffic speeds. (See attachment D typical cross section of Carlson Boulevard.)

This boulevard would provide greater access to the "landlocked" parcels, thereby encouraging economic development within the development area. Present zoning of these parcels includes low-intensity office, single family residential, multiple family residential, and general commercial uses.

C. Extending Hunter Avenue to the proposed Carlson Boulevard would accomplish the following: Open up several parcels that are now inaccessible, provide another means of ingress and egress to residents in the Landings Apartments, and provide an additional access to the apartment complex for increased police and fire protection. At this time, fire trucks located at the Carlson/Ford Road intersection can only enter at the north side of the Landings Apartments.

The Hunter Avenue extension would begin from a point west of the Hunter/Yale intersection and connect at Carlson Boulevard. The street would be 86' wide, include curb and gutters, and a roadway consisting of 9" uniform concrete. The right of way for this

extension was acquired previously so no additional property is needed to implement the Hunter Avenue improvements.

D. Newburgh Road will be widened from two to five lanes between Ford Road and Warren Road. In order to accomplish these improvements, an additional 27' of property on the east side, and an additional 17' of property on the west side of Newburgh Road must be acquired for the right of way.

Improvements to Newburgh Road consist of earth excavation, 9" reinforced concrete pavement, and storm sewer. The Newburgh Road improvements would assist the traffic moving towards the multiple family residential housing and commercial development located along Warren Road between Newburgh Road and Wayne Road. The widened Newburgh Road and Warren Road would become the main transportation arteries to the development area.

E. A 12" water main would be installed on the east side of the proposed Carlson Boulevard from Elmwood Avenue to Warren Road. Fire hydrants would also be a part of the water main improvements.

F. A 10" sanitary sewer will be installed along the west side of the proposed Carlson Boulevard between Elmwood Avenue and Warren Road. This sanitary sewer will service the development anticipated on land that is now vacant south and west of the Cowan/Warren intersection.

Due to the length of time needed for acquiring right of ways, obtaining design/consulting services, and bidding out the contracts, construction is not expected to begin until the spring of 1988. The estimated time to complete construction of the improvements is twenty four months.

## VI. IMPACT OF TIFA REVENUES ON TAXING JURISDICTIONS

The TIFA will impact on several taxing jurisdictions.

### SCHOOLS -

The TIFA District contains the Wayne-Westland and Livonia School Districts, with Cowan Road and Warren Road as the boundary. The Wayne-Westland School District has approximately 87% or a total SEV of \$29,203,200 in initial assessed value within the TIFA District. The Livonia School District has approximately 13% or a total SEV of \$3,675,910 in the TIFA District.

The Wayne-Westland School District does not lose operating money because of the TIFA plan adopted by the Authority and Westland City Council. Because Wayne-Westland School District is in-formula, the State of Michigan provides operating money to the school district to ensure a minimum level of funding for each student. However, the state school aid formula does not extend to taxes levied for purposes of school debt retirement on real property subject to the General Property Tax Act. The amount diverted to the Authority is estimated to be slightly more than 1% of the annual debt service of the Wayne-Westland School District for the first year of the development plan. Therefore, capturing revenues would have a minimal impact on the Wayne-Westland School District budget, with favorable long range benefits.

The Livonia School District does not receive state aid. Therefore, the school district will only realize the increase in tax dollars generated from the economic growth after the TIFA development plan is implemented. The revenues diverted from the school district to the Authority will have a negligible short term impact, with considerable long term benefits. For the first year of the plan, this amount is estimated to be approximately .003 of the Livonia School District Budget.

In addition, the Authority proposes to return to the Livonia School District an amount equal to the total millage levied by the School District in such year multiplied by that portion of the captured assessed value of the Properties equal to the 1986 Assessed Value of the Properties less the Initial Assessed Value of the Properties. The "1986 Assessed Value of the Properties" as used in this Agreement shall mean the assessed value determined as of the tax day, December 31, 1985, on the properties as adjusted, if necessary, by the final equalization process. (See attachment E, AGREEMENT TO SHARE TAX INCREMENT REVENUES WITHIN THE TAX INCREMENT FINANCE PLAN AND DEVELOPMENT PLAN AREA OF THE CITY OF WESTLAND AND MATTERS RELATED THERETO.)

Wayne County Community College (WCCC) boundaries are coterminous with the Wayne-Westland School District in the development area. For example, at a millage rate of \$1.05/\$1,000, the annual revenue diverted to the Authority will not severely impact on the operating budget of the college with the amount comprising less than .0003 of the WCCC budget for the first year of the plan. Schoolcraft Community College boundaries are the same as Livonia School District, within the TIFA District. At a millage rate of \$1.91/\$1,000 for Schoolcraft Community College, the annual revenues diverted to the Authority from future growth will have a negligible impact on the college's budget. The revenues are estimated to be slightly more than .0004 of the Schoolcraft Community College budget for the first year of the plan.

#### COUNTY -

Wayne County will receive a long term benefit from the TIFA development plan because one of the improvements being proposed is under County jurisdiction - The widening of Warren Road. Even though Wayne County will not receive tax revenues from new economic growth until the development plan is implemented, the widening of Warren Road will be accomplished without using County funds for the construction phase of the project. The County will then be able to take advantage of the increased growth generated as a result of the improvements. In addition, the revenue diverted to the Authority is less than .0005 of the Wayne County annual budget.

#### CITY OF WESTLAND

The development plan will positively impact the City of Westland. The improvements undertaken will encourage further development in an area that is essential for the long term stability of the City. Once the plan is implemented, the City of Westland will receive tax revenues from development that will occur as a result of the improvements. The increased access to major portions of the development area will promote considerable growth.

## VII. METHOD OF FINANCING

This development plan provides for two means of financing the proposed improvements: Using the proceeds from the sale of the tax increment bonds, and paying for the improvements as revenues are received by the Authority.

### A. Tax Increment Bonds

The Authority anticipates selling tax increment bonds backed with the limited faith and credit of the City of Westland to finance the proposed public improvements. Some or all of the activities relative to the construction of the roads and utilities may be paid for with the sale of bonds.

Under P.A. 450, the Authority may pledge for annual debt service "...not more than 80% of the estimated tax increment revenue to be received from a development area for that year, and the total aggregate amount of borrowing shall not exceed an amount which the 80% of the estimated tax increment revenue will service as to annual principal and interest requirements." Payments on the bonds would increase as larger revenues are received by the Authority during the plan. The amortization schedule used to retire the bonds reflects the anticipated growth in SEV that will occur as a result of the improvements implemented in the plan.

Issuance costs for the bond sale are estimated to be approximately \$400,000, and would include printing, bond counsel, financial consultant, bond rating, and marketing fees.

The amount of bonds to be sold to support the project will not exceed \$8 million dollars. Based on the estimated projected revenues, the bonds can be retired and the project completed in 15 years. Revenues collected which are not used to make bond payments will be placed in a bond reserve fund up to a maximum of \$1.2 million, or 15% of the total bond sale. Administrative costs for implementing the development plan will also be paid from the revenues captured by the Authority. If sufficient revenues are available after payment on bonds, bond reserve fund, and administrative costs, the bonds will be retired sooner than the proposed schedule of payments. This will be accomplished by incorporating a call provision as part of the sale of the tax increment bonds. The development plan will be fully implemented when the bonds are retired.

The bonds are expected to be sold in 1987. The bonds may be issued in two or more series. Revenues collected prior to the bond sale may be used for engineering, design, and consulting fees relative to the improvements, administrative costs, fees incurred

establishing the Authority, and bond issuance costs.

B. Financing Improvements as Revenues are Received by the Authority

If for some reason the sale of tax increment bonds is not feasible, the improvements may be financed with tax increment revenues as they are received by the Authority. The proposed improvements would be prioritized and initiated in order of importance. The priority of improvement is anticipated to be similar as stated in Section V Proposed Improvements. These may be modified to realize economies of scale.

In addition to the costs incurred in establishing the Authority, the following outline lists the major activities required to implement the development plan: 1. Acquire engineering, design, and consulting services. 2. Appraise property required for right of way acquisition. 3. Acquire right of ways. 4. Bid out construction contracts. 5. Begin improvements as specified in the development plan.

# VIII. ESTIMATED TAX INCREMENT REVENUES

The Authority will capture tax revenues generated from real and personal property valuation within the TIFA District. The increases are based on the growth anticipated as a result of the improvements. Projections of economic growth in the development area over the next fifteen years cannot be made with precision. The figures presented here are based upon what are believed to be conservative estimates of growth and inflation rates in the development area, and assumes that millage rates for all taxing jurisdictions remain constant. The Authority expects to use all of the tax increment revenues for debt service on tax increment bonds or, if bonds cannot be sold, for payments of the costs of improvements as the revenues become available. However, if more revenues are collected than are needed annually, the additional revenues will be used for paying bonds or will be returned to the taxing jurisdictions in accordance with P.A. 450.

FISCAL YEAR	CAPTURED ASSESSED VALUE*	TAX INCREMENT REVENUES
1986	\$11,056,911	\$ 698,026
1987	17,149,512	1,139,893
1988	22,552,375	1,523,743
1989	27,454,894	1,863,018
1990	28,050,614	1,909,148
1991	28,671,480	1,954,829
1992	29,288,530	2,001,041
1993	29,911,826	2,047,790
1994	30,541,436	2,095,089
1995	31,177,426	2,142,945
1996	31,818,461	2,189,964
1997	32,465,914	2,237,461
1998	33,119,852	2,285,443
1999	33,780,340	2,333,915
2000	34,447,443	2,382,882

\* NOTE: All revenues will be captured. A portion will be returned to the Livonia School District based upon the agreement referred to in Attachment E.

# IX. COST OF PROJECT

\$2,900,000	Warren Road Widening
1,150,000	Newburgh Road Widening & Paving
1,100,000	Carlson Boulevard
200,000	Carlson Water Main
200,000	Carlson Sanitary Sewer
750,000	Hunter Paving
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\$6,300,000	Total Construction Cost
\$ 700,000	Engineering, design, inspection fees
400,000	Bond Issuance Costs
500,000	Acquisition of Right of Way
40,000	Property Appraisals
10,000	Consulting/Attorney fees relative to creation of TIFA
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\$7,950,000	Total cost of Project

In addition, staff time and administrative expenses for implementing the development plan were computed at \$50,000/year for the first five years, and \$20,000/year thereafter. The total staff time and administrative expenses during the life of the plan is estimated at \$450,000. The total cost of the plan is estimated to be \$7,950,000, plus \$450,000, or a total of \$8,400,000.



ATTACHMENT A

RESOLUTION ESTABLISHING A TAX INCREMENT FINANCE AUTHORITY IN THE CITY OF WESTLAND PURSUANT TO ACT 450, PUBLIC ACTS OF MICHIGAN, 1980; TO PROVIDE FOR ESTABLISHMENT OF A BOARD OF DIRECTORS FOR THE AUTHORITY; TO DEFINE THE BOUNDARIES OF THE TAX INCREMENT FINANCE DISTRICT CONSTITUTING THE TAX INCREMENT FINANCE AUTHORITY; AND TO PROVIDE FOR ALL OTHER MATTERS NECESSARY AND RELATED THERETO.

City of Westland  
County of Wayne  
State of Michigan

Minutes of a Special meeting of the City Council of the City of Westland, County of Wayne, Michigan, held in the City Hall in said City on the 27th day of January, 1986, at 7:30 o'clock p.m., Eastern Standard Time.

PRESENT: Members Artley, Newell, Ziemba, Mehl

ABSENT: Members DeHart, Herbert

The following preamble and resolution were offered by Member Newell and supported by Member Ziemba:

WHEREAS, the City of Westland (the "City") is authorized by the provisions of Act 450, Public Acts of Michigan, 1980 as amended, ("Act 450") to create a Tax Increment Finance Authority and an authority district; and

WHEREAS, the City Council of the City has determined that it is in the best interest of the City to consider the creation of a Tax Increment Finance Authority and the District for the Authority as described in this resolution; and



WHEREAS, on January 27, 1986, the City Council conducted a public hearing with respect thereto after publication of a notice of such hearing in the Westland Eagle, a newspaper of general circulation in the City, twice before the hearing, not more than twenty, nor more than forty days before the date set for the hearing and mailing of such notice by the City Clerk by first class mail to all property owners in the proposed District as shown by the most recent Tax Roll of the City at least twenty days prior to the date of the hearing as required by Act 450; and

WHEREAS, the City Council now desires to create such a Tax Increment Finance Authority.

NOW, THEREFORE, BE IT RESOLVED:

1. Definitions. The terms used in this resolution shall have the same meaning as given to them in Act 450 or as hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this resolution:

"Authority" means the Tax Increment Finance Authority of the City of Westland created by this resolution.

"Board" or "Board of Directors" means the Board of Directors of the Authority, the governing body of the Authority.

"Chief Executive Officer" means the mayor of the City.

"City" means the City of Westland.

"Council" or "City Council" means the City Council of the City.



"District" means the tax increment finance district designated by this resolution as now existing or hereafter amended.

2. Determination Of Necessity. The City Council of the City hereby determines that it is necessary for the best interests of the City to halt a decline in property values, increase property tax valuation, eliminate the cause of the decline in property values and to promote growth within the District by establishing the Authority pursuant to Act 450.

3. Creation Of Authority. There is hereby created pursuant to Act 450 a tax increment finance authority for the City. The Authority shall be a public body corporate and shall be known and exercise its powers under title of "Tax Increment Finance Authority of the City of Westland". The Authority may adopt a seal, may sue and be sued in any court of this state and shall possess all of the powers necessary to carry out the purpose of its incorporation as provided by this resolution and Act 450. The enumeration of a power in this resolution or in Act 450 shall not be construed as a limitation upon the general powers of the Authority.

4. Description Of District. The District in which the Authority shall exercise its powers as provided by Act 450 shall consist of the following described territory in the City, subject to such changes as may hereafter be made pursuant to this resolution and Act 450:

See Exhibit A attached



5. Board Of Directors. The Authority shall be under supervision and control of a Board of Directors consisting of 9 members. The members shall be the Board of Directors of the City's Economic Development Corporation established pursuant to Act 338 of the Public Acts of 1974, as amended.

6. Powers Of The Authority. Except as specifically otherwise provided in this resolution, the authority shall have all powers provided by law subject to the limitations imposed by law and herein.

7. Fiscal Year; Adoption Of Budget. (a) The fiscal year of the Authority shall begin on July 1st of each year and end on June 30th of the following year, or such other fiscal year as may hereafter be adopted by the City.

(b) The Board shall annually prepare a budget and shall submit it to the Council on the same date that the proposed budget for the City is required by the city charter to be submitted to the Council. The Board shall not finally adopt a budget for any fiscal year until the budget has been approved by the Council. The Board may, however, temporarily adopt a budget in connection with the operation of any improvements which have been financed by revenue bonds where required to do so by the resolution authorizing the revenue bonds.





(c) The Authority shall submit financial reports to the Council at the same time and on the same basis as departments of the City are required to submit reports. The Authority shall be audited annually by the same independent auditors auditing the City and copies of the audit report shall be filed with the Council.

8. Section Headings; Severability; Repealer.

Paragraph headings are provided for convenience only and are not intended to be part of this resolution. If any portion of this resolution shall be held to be unlawful, the remaining portions shall remain in full force and effect. All resolutions and parts of resolutions in conflict herewith are hereby repealed.

9. Publication, Recording and Filing. This resolution shall be published once after its adoption in full in the Westland Eagle, a newspaper of general circulation in the City of Westland and the City Clerk shall file a certified copy of the resolution with the Michigan Secretary of State promptly after its adoption.

AYES: Artley, Newell, Ziemba, Mehl

NAYS: None

RESOLUTION DECLARED ADOPTED.

Debbie Bohraff  
City Clerk



I hereby certify that the foregoing is a true and complete copy of a resolution, duly adopted by the City Council of the City of Westland, County of Wayne, State of Michigan, at a Special meeting held on January 27, 1986, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Debra C. Robb  
City Clerk



EXHIBIT A

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





# CITY OF WESTLAND

OFFICE OF THE MAYOR

36601 FORD ROAD  
WESTLAND, MICHIGAN  
AREA CODE 313 467-

CHARLES T. "Trav" GRIFFIN  
Mayor

## TIFA DISTRICT

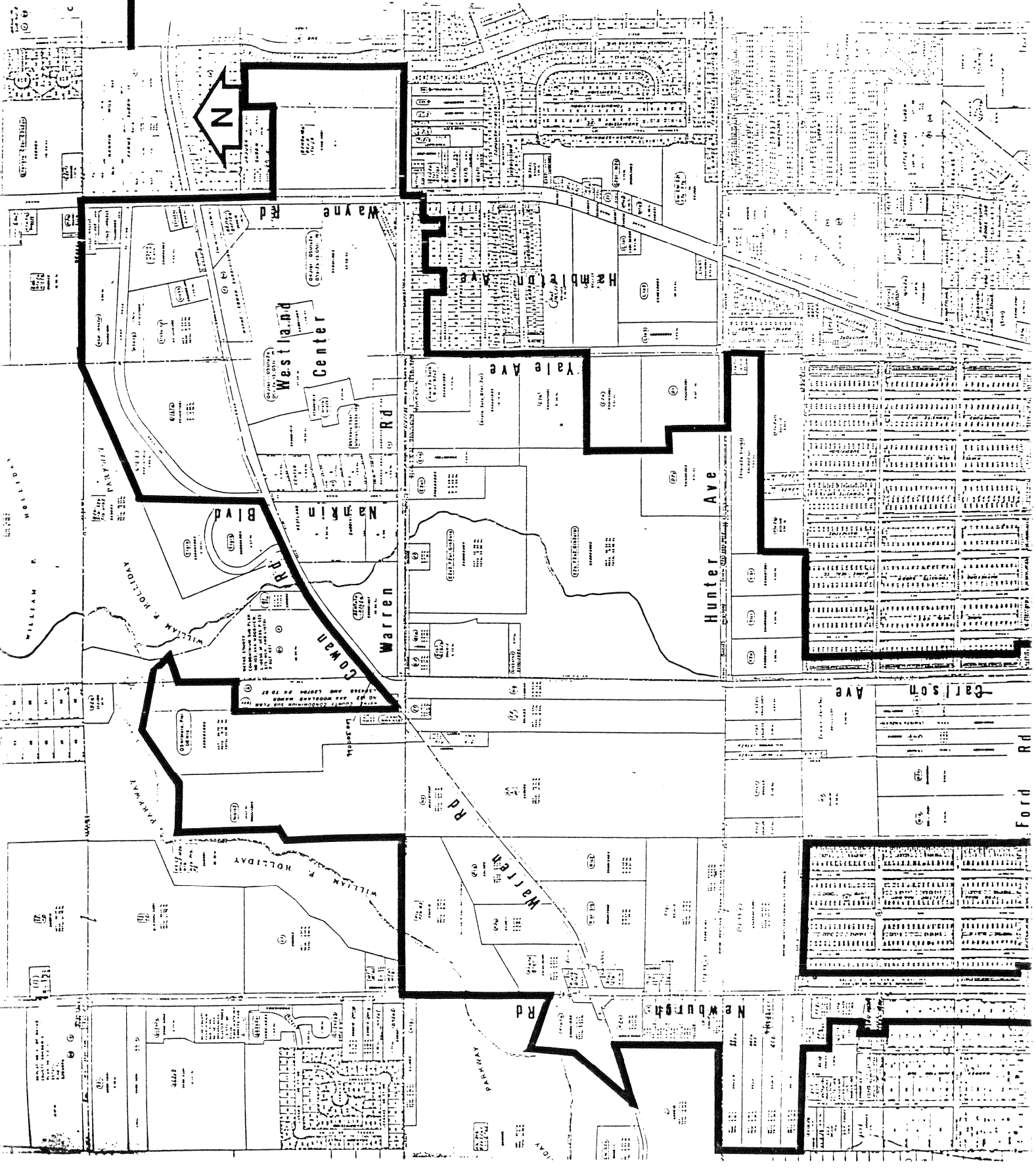
Point of beginning - at the intersection of Wayne & Warren thence east along the center line of Warren 1,050 ft; thence proceeding North 1,340 ft; thence West 330 ft; thence South 265 ft; thence West to the center line of Wayne Road; thence North to the North east corner of parcel H3A2H4B2A2; thence West along the Northerly boundary of the SW  $\frac{1}{4}$  of Section 4 to the Northeast corner of the SE  $\frac{1}{4}$  of Section 5; thence Southwest along the Southerly boundary of the William P. Holliday Parkway to the Northwest corner of parcel U1B1B; thence South to the center line of Cowan Road; thence proceeding West along the center line of Cowan Road to the Southwest corner of the Woodland Manor Condominiums; thence North to the Southwest corner of the Woodcreek Manor Condominiums; thence East 280 ft; thence North to the Southerly boundary of the William P. Holliday Parkway; thence West and South along said Parkway to the Northern boundary of the Northwest  $\frac{1}{4}$  of Section 3; thence West to the center line of Newburgh Road; thence South along the center line of Newburgh Road to the Northeast corner of parcel A1A1A; thence along the Northwest and Southwest boundary of said parcel to the center line of Warren Road; thence East along Warren Road to the Northwest corner of parcel A2A; thence South to the Northern boundary of the Southeast  $\frac{1}{4}$  of Section 7; thence West along said boundary to the Northeast corner of the Ford-Hix Westland Industrial Subdivision No. 2; thence South 660 ft; thence East 900 ft; thence South 230 ft; thence East 220 ft; thence South 200 ft; thence Northwest 90 ft; thence South 190 ft; thence East 50 ft; thence South to the center line of Ford Road; thence East 440 ft; thence North 110 ft; thence West 40 ft; thence North to the center line of Elmwood Avenue; thence East to the center line of Dowling; thence South to the center line of Ford Road; thence East to 133 ft. East of the center line of Carlson; thence North 110 ft; thence West 30 ft; thence North to the center line of Elmwood; thence East to the Southeast corner of parcel Y1B1; thence North to the Southwest corner of parcel Y1A1A2A, Y1A1B1, and East to the center line of Yale Avenue; thence North to the center line of Hunter Avenue; thence West 630 ft; thence North 475 ft; thence West 160 ft; thence North to the Northwest corner of parcel C2A; thence East to the center line of Yale Avenue; thence North to the Southwest corner of lot 21, Bakewell Hills Sub.; thence East along the Southern borders of Lots 14 thru 21; thence South 123 ft; thence East 120 ft; thence North 123 ft; thence East along the Southern border of lots 7 thru 11, Bakewell Hills Sub.; thence South 123 ft; thence East 60 ft; thence North 123 ft; thence East to the center line of Wayne Road; thence North to point of beginning.



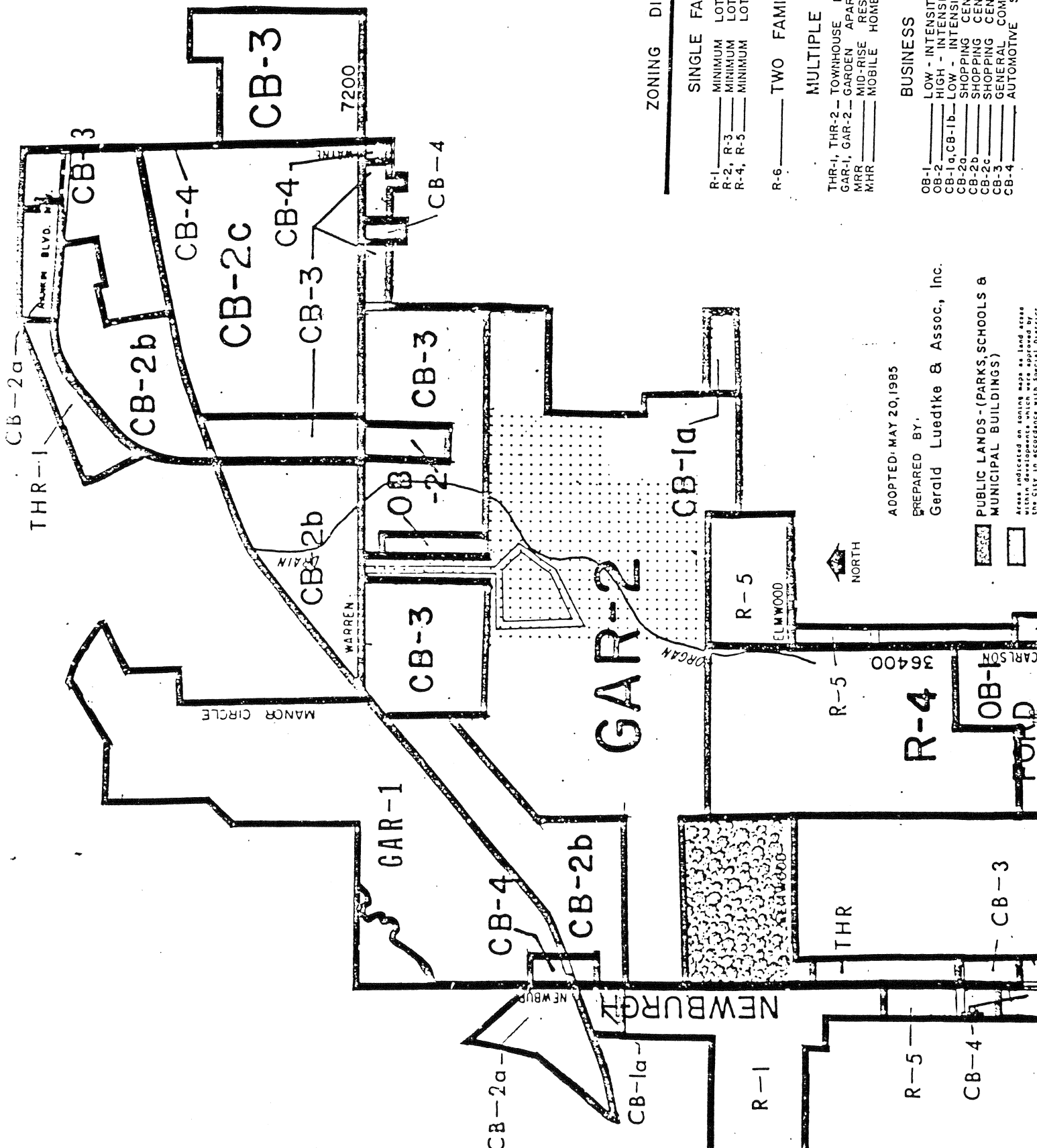


BOUNDARIES OF  
TIFA DISTRICT  
DEVELOPMENT  
AREA

ATTACHMENT B







ZONING DISTRICTS

SINGLE FAMILY RESIDENTIAL	
R-1	MINIMUM LOT AREA: 9,600 SQ. FT.
R-2, R-3	MINIMUM LOT AREA: 8,400 SQ. FT.
R-4, R-5	MINIMUM LOT AREA: 7,200 SQ. FT.

R-6 TWO FAMILY RESIDENTIAL

MULTIPLE FAMILY RESIDENTIAL	
THR-1, THR-2	TOWNHOUSE RESIDENCE
GAR-1, GAR-2	GARDEN APARTMENT RESIDENCE
MRR	MID-RISE RESIDENCE
MHR	MOBILE HOME RESIDENCE

BUSINESS DISTRICTS

OB-1	LOW - INTENSITY OFFICE
OB-2	HIGH - INTENSITY OFFICE
CB-1a, CB-1b	LOW - INTENSITY COMMERCIAL
CB-2a	SHOPPING CENTER (4 ACRES MIN.)
CB-2b	SHOPPING CENTER (10 ACRES MIN.)
CB-2c	SHOPPING CENTER (25 ACRES MIN.)
CB-3	GENERAL COMMERCIAL
CB-4	AUTOMOTIVE SERVICE

ADOPTED: MAY 20, 1985

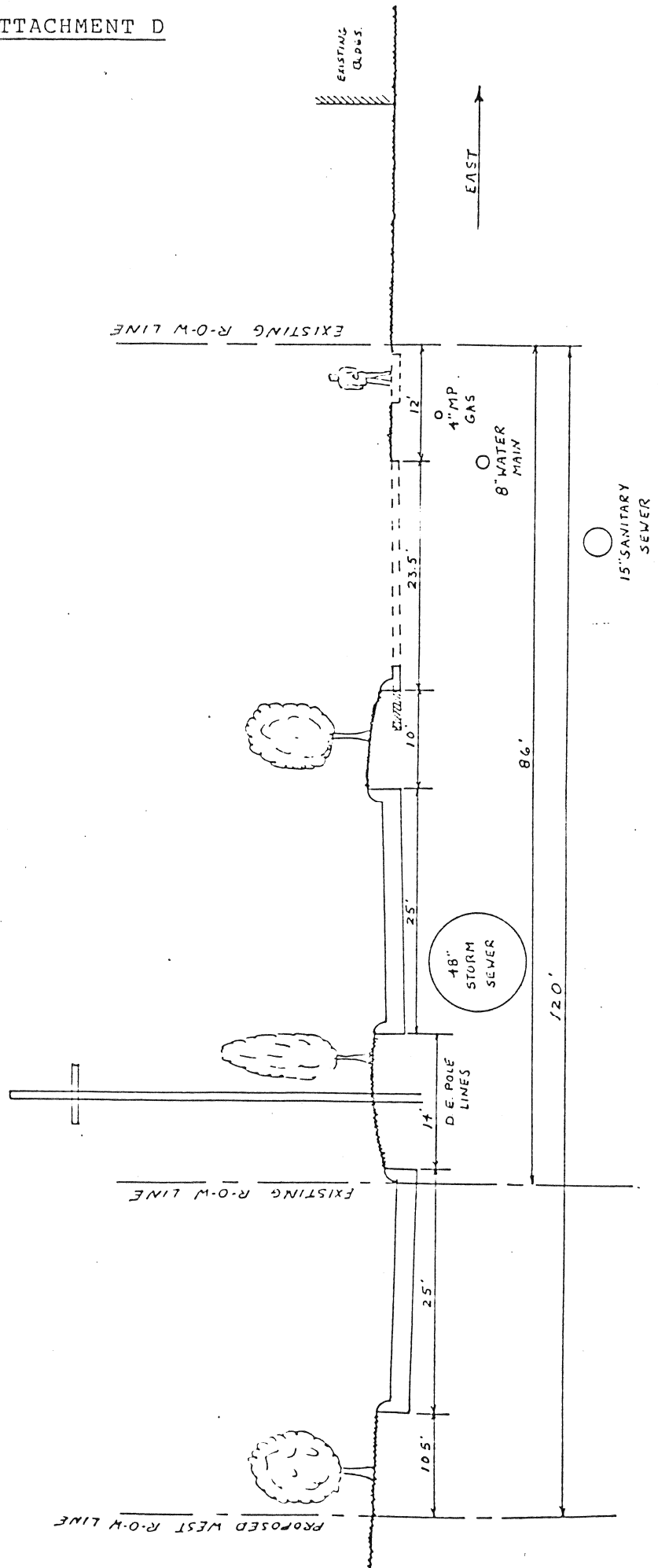
PREPARED BY:

Gerald Luedtke & Assoc., Inc.

PUBLIC LANDS - (PARKS, SCHOOLS & MUNICIPAL BUILDINGS)

Area indicated on zoning maps as land areas which are not subject to the provisions of the Ordinance of Ordinance 133 and other applicable regulations.





TYPICAL CROSS SECTION CARLSON BLVD.



ATTACHMENT E

AGREEMENT TO SHARE TAX INCREMENT  
REVENUES WITHIN THE TAX INCREMENT  
FINANCE PLAN AND DEVELOPMENT PLAN  
AREA OF THE CITY OF WESTLAND AND  
MATTERS RELATED THERETO

THIS AGREEMENT is entered into among the CITY OF WESTLAND, a Michigan municipal corporation, THE TAX INCREMENT FINANCE AUTHORITY OF THE CITY OF WESTLAND, a Michigan public body corporate and politic, and the LIVONIA PUBLIC SCHOOLS SCHOOL DISTRICT, a Michigan Third Class School District.

WHEREAS, the City Council (the "City Council") of the City of Westland (the "City") has established a Tax Increment Finance Authority (the "TIFA" or the "Authority") and defined the boundaries of the authority district within which the Authority may exercise its powers; all pursuant to Act 450 of the Public Acts of Michigan, 1980, as amended (the "Act"); and,

WHEREAS, the Authority desires to use the tax increment finance provisions of the Act to finance various components of a Development Plan and Tax Increment Finance Plan (the "Plan") prepared pursuant to the Act; and,

WHEREAS, pursuant to Section 13 of the Act, the Authority is empowered to enter into agreements with the City Council and taxing jurisdictions situated within the Plan Area as defined in the Development Plan and Tax Increment Finance Plan (the "Plan Area"); and,

WHEREAS, the Authority has fully informed the Livonia Public Schools School District (the "School District")





regarding the fiscal and economic implications of the proposed Plan; and all parties to this Agreement have fully reviewed and evaluated the contents as well as the fiscal and economic implications of the proposed Plan.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. The Authority and the City and the School District hereby agree to share the captured assessed value derived from properties located within that portion of the Plan Area which is also within the boundaries of the School District (the "Properties") as provided in this Agreement. Where used in this Agreement, the terms "captured assessed value" and "initial assessed value" shall have the meanings as set forth in the Act.

2. From the tax increment revenues received by the Authority from the captured assessed value of the Properties during each year in which tax increment revenues are used to pay directly or to pay debt service on moneys borrowed or bonds issued to pay the cost of improvements as set forth in the Plan, the Authority shall return to the School District an amount equal to the total millage levied by the School District in such year multiplied by that portion of the captured assessed value of the Properties equal to the 1986 Assessed Value of the Properties less the Initial Assessed Value of the Properties. The "1986 Assessed Value of the Properties" as used in this Agreement shall mean the assessed value determined as of the tax day, December 31, 1985, on the



Properties as adjusted, if necessary, by the final equalization process. The "Initial Assessed Value of the Properties" shall mean the initial assessed value of the Properties as determined in the Plan in accordance with the Act.

3. Notwithstanding any provision to the contrary in this Agreement, the amount of tax increment revenues to be returned to the School District in any year shall not exceed the lesser of:

- (a) an amount equal to the total millage levied by the School District in such year multiplied by that portion of the captured assessed value of the Properties equal to the 1986 Assessed Value of the Properties less the Initial Assessed Value of the Properties;
- (b) the total amount of tax increment revenues received by the Authority from the captured assessed value of the Properties for such year;
- (c) the total amount of tax increment revenues received by the Authority from the captured assessed value of the total Plan Area for such year; or
- (d) during any year when bonds issued by the Authority or the City to pay the costs of the improvements described in the Plan which pledge for the payment thereof the tax increments received by the Authority from captured assessed value in the Plan



Area remains outstanding, the total amount of tax increment revenues received by the Authority for such year less the amount of tax increment revenues required to pay debt service on said bonds during the same time period;

provided, however, that if the amount of tax increment revenues returned to the School District in any year is less than the amount provided in Section 2 of this Agreement because of the application of the provisions set forth in subparagraph (c) or (d) above, then the deficiency shall cumulate and be credited with interest thereon at the prime rate announced from time to time by the National Bank of Detroit and shall be paid in whole or in part as soon as tax increment revenues become available to make such payments. Partial payments shall be credited first against accrued interest. Such deficiency shall be paid in full before tax increment revenues may be paid out to other taxing bodies subject to the Plan.

4. The parties hereto expressly agree that the validity of the Plan and the ability of the Authority to collect tax increments thereunder shall in no way be impaired by a determination of a court of competent jurisdiction that this Agreement, or any portion thereof, is unlawful or unconstitutional.

5. This Agreement constitutes the entire agreement between the parties pertaining to the sharing of captured assessed value in connection with the Plan; there being no



other oral or written understanding regarding this matter between the parties thereto. This Agreement may not be amended except in writing.

6. The City will provide a written computation and explanation for each year of its determination of moneys due the School District.

7. This Agreement shall be governed by the laws of the State of Michigan.

IN WITNESS WHEREOF, the undersigned have executed this Agreement.

LIVONIA PUBLIC SCHOOLS  
SCHOOL DISTRICT

By *Marjorie A. Paack*  
Its Secretary

Dated 3/31/86

By *Carol M. Stone*  
Its President

Dated 3/31/86

THE CITY OF WESTLAND

By \_\_\_\_\_  
Its \_\_\_\_\_

Dated \_\_\_\_\_

By \_\_\_\_\_  
Its \_\_\_\_\_

Dated \_\_\_\_\_





THE TAX INCREMENT FINANCE  
AUTHORITY OF THE CITY  
OF WESTLAND

By \_\_\_\_\_

Its Chairman

Dated \_\_\_\_\_

By \_\_\_\_\_

Its Secretary

Dated \_\_\_\_\_

