

DEVELOPMENT PLAN  
AND  
TAX INCREMENT FINANCING PLAN

Downtown Development Authority  
of the  
CITY OF WESTLAND,  
MICHIGAN

UPDATED December 1, 2025 \_\_\_\_\_

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## **PURPOSE OF THE DEVELOPMENT PLAN AND THE TAX INCREMENT FINANCING PLAN**

In November of 1995, the City Council of the City of Westland held a public hearing to consider the establishment of a Downtown Development Authority under P.A. 197 of 1975, as amended, and designated the boundaries of the downtown district within which the Authority will exercise its powers. Following the hearing, the City opened discussions with Wayne County regarding the capture of county taxes through the use of tax increment financing. In February of 1996, the County approved an agreement with the City concerning the approval process of the Development Plan and Tax Increment Finance Plan (the “Plan”) in exchange for the capture of County taxes. On February 20, 1996, the City Council approved the establishment of the Downtown Development Authority of the City of Westland (the “Authority”) appointing eleven members to the Board and appointing of nine members to the Development Area Citizens Council. These groups provided continuing assistance to the City in the drafting of this document.

The district boundary of the Authority was established by the Westland City Council to include the areas along Wayne Road from Ford Road to Glenwood Road and along Ford Road from the west City line at Canton Township to the east City Line at Venoy Road at the City of Garden City. The Authority district area consists of 564 acres of which 437 acres is developed or vacant and 127 acres consist of road rights-of-way.

It is the purpose of the Plan to establish a legal basis for the capture and expenditure of tax increment revenues in accordance with P.A. 57 of 2018, as amended, for the purpose of stimulating and encouraging private investment in the Development Area through the provision of public improvements. The initial captured assessment is based upon 1995 tax year as the Plan is being adopted by the Westland City Council on May 20, 1996.

The Authority and the City amended the Original Plan with the 2009 Amendment to extend the life of the Original Plan to 2025, to raise the bonding limit to an amount not to exceed \$20,000,000.00 and authorized additional improvements. Those improvements included the redevelopment of Ford Road and the Ford Road overpass, improvements to city park property, and marketing of the downtown district.

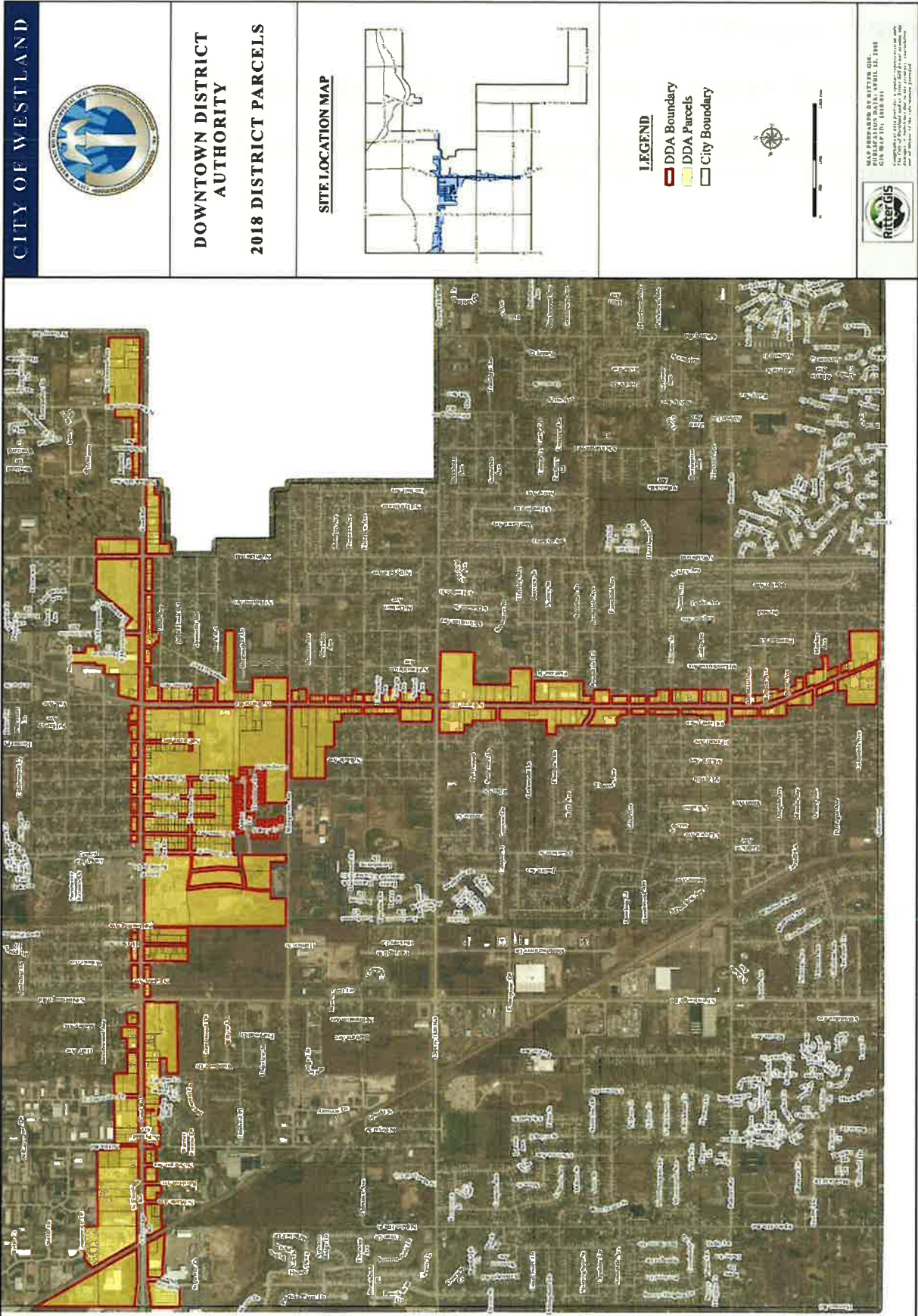
The 2025 Amendment extends the life of the Original Plan, as amended, through 2055, raises the bonding limit to an amount not to exceed \$30,000,000.00, and continues the improvements targeted therein, including the redevelopment of Ford Road and the Ford Road overpass, marketing of the district, and park and public area improvements. It additionally broadens the Plan to include potential construction, operation, and maintenance of a Community Recreation Center, and provides for the expansion of grant opportunities. Additionally, Act 197 of 1975 was replaced by the Recodified Tax Increment Financing Plan, Public Act 57 of 2018, and the 2025 Amendment updates these references.

The two components of the Plan - development and financing - are both required by Act 57, as amended, and are presented herein as one document. Common elements are contained in appendices and are referenced in both plans. This document should be considered aspirational for the Authority, and does not bind them to the estimated timelines or project costs presented herein or in any Appendices.

## **THE DEVELOPMENT PLAN**

### **A. DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA.**

Map 1 indicates the boundaries of the development area. The Development Area and the Authority District are the same. (See next page, page 6)



**B. LOCATION CHARACTER AND EXTENT OF EXISTING STREETS, AND CATEGORIES OF PUBLIC AND PRIVATE USES/ EXISTING LAND USE/ AREA DESCRIPTION.**

Existing land uses in the Development Area are shown on Map 2a and Map 2b, “Existing Land Use”. These maps were generated from the City of Westland Geographic Information System and were prepared by the Staff of the City’s Departments of Planning and Economic Development.

**1. Public Facilities**

Public facilities in the Development Area include street rights-of-way and easements, the 18<sup>th</sup> District Court and Police Department Building. Additionally, several parcels are used for quasi-public purposes, including churches and Central City Park. The City of Westland Historical Museum is located on Wayne Road south of Marquette. St. Johns Evangelical Lutheran Church and School are located on the west side of Wayne Road just north of Glenwood Road.

Existing streets -within the Development area include Ford Road and Wayne Road as major thoroughfares. The right-of-way along both roads vary from 100 feet to 150 feet in width. There are 90 local streets which intersect either Ford or Wayne Road. There is an additional nine-street intersections with secondary streets including Hix Road, Newburgh Road, Wayne Road, Wildwood Road, Venoy Road, Marquette Avenue, Cherry Hill Road, Palmer Road and Glenwood Road. Total street right-of-way in the development area comprises 127 acres.

**2. Private Uses**

**(a) Residential:**

Residential uses in the Development Area include 41 single family homes and two apartment buildings with 45 units. Structures are typically small, single, two or three-family homes on lots containing 7,000 to 9,000 square feet each. There are two apartment complexes located in the development area. The 33 unit Barsudor Arms Apartments are located on the east side of Wayne Road just north of Glenwood. Another apartment building is located on the west side of Wayne Road just north of Marquette. This building contains 12 units. There is a small mobile home park located on the north side of Glenwood Road just west of Wayne Road. The Old Orchard Mobile Home Park contains 31 units.

(b) Recreational/Agricultural Uses:

There are a variety of recreational uses within the development area. Central City Park is located along Ford Road. The site comprises 100 acres and forms an integral recreation resource for the use of the community. Adjacent to Central City Park is the Tattan Park “Mission to Mars” playscape and H2O Zone Splash Pad. There are two bowling facilities located in the development area. The first is Vision Lanes on Ford Road east of Hix Road. The second facility is the Town & Country Bowl located on the west side of Wayne Road south of Cherry Hill Road. There is an outdoor mini-golf, batting cage, and go-kart area called Sportway of Westland on Ford Road west of Hix Road.

(c) Commercial:

There are 206 commercial structures in the area. Commercial land uses also include accessory uses related to commercial structures such as parking lots. Commercial and office uses are located in a range of building types including converted single family homes to multi-tenant buildings to larger neighborhood retail centers. These commercial and office uses combine to make up more than half of the land area of the DDA. There is a definite trend toward the automotive retail and service type uses within the Development Area. There are two full-service auto dealerships along the north side of Ford Road including Todd Wenzel’s Buick/GMC of Westland and North Brothers Ford. A variety of auto service malls, standalone service shops, tire and battery facilities, communication installation shops, and related auto services are available within the Development Area.

(d) Industrial:

There are 18 industrial buildings in the Development Area. There are two areas of industrial use within the Development Area. Both of these areas are located north and south of Ford Road west of Hix Road and adjacent to the Ford Road overpass at the CSX tracks. These industrial areas are located at the northwestern edge of the district. On the north side of Ford Road is the National Block Co., Michigan Truck Parts, Inc., US Farathane, and Trailer Equipment Inc. On the south side of Ford Road there is R&A Tool & Engineering and Truck Tech Engineers. There is also a microbusiness for cannabis sales following the legalization of cannabis in Michigan. Plans have been submitted to the City for the construction of a medical office building on the corner of Ford and Knolson. Vacant industrial areas can be utilized for commercial use with approval by City Council.

(e) Educational:

There is (1) one vacant middle school adjacent in the Development Area. Marshall Middle School is located on the north side of Bayview and east of Wayne Road.





(f) Quasi-Public

The Quasi-Public use includes facilities used by non-profit organizations such as churches and the Wayne Ford Civic League. This type of use contributes significantly to the quality of life in the City but, because of its tax-exempt status, does not contribute to the City's tax base. Quasi- public uses represent 8.3 percent of the total land area in the DDA area.

The following Table contains a listing of the existing land use within the Development Area.

**TABLE 1**

**CITY OF WESTLAND DOWNTOWN DEVELOPMENT AUTHORITY**

**Development Area Land Use Summary Total Uses**

<b><u>Classification</u></b>	<b><u>Acres</u></b>	<b><u>Distribution</u></b>
Commercial – Improved	292.56	51.79%
Commercial – Vacant	81.89	14.50%
Residential – Improved	76.80	13.59%
Residential – Vacant	2.92	0.52%
Industrial – Improved	35.28	6.24%
Industrial – Vacant	6.77	1.20%
Public	67.69	11.98%
Utilities	1.03	0.18%
<b>TOTAL DDA</b>	<b>564.94</b>	<b>100.00%</b>

Source: City of Westland Assessing Department Land use inventories as of August 2025

**C. EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED AND TIME REQUIRED FOR COMPLETION**

When acquisition of property is proposed as an action by the Development Plan, appropriate relocation activities will take place assuring the occupants of satisfactory replacement housing that is decent, safe and sanitary. Once relocation takes place, the existing structures will be demolished and the site will be cleared for redevelopment. Such activity may occur where the DDA assembles property to consolidate buildable sites for reuse or in cases where there are existing non-conforming uses and/or structures. There may also be cases where existing commercial structures can be rehabilitated and improved to the current standards. Estimated time periods for implementation of these activities are listed in the Appendix of this Plan.

**D. THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF IMPROVEMENTS CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.**

The Original Plan proposed public improvement projects for the Development Area included the acquisition of land, relocation of occupants, demolition and site clearance of parcels for property consolidation, and redevelopment by the private sector. Other improvements included the construction of the following: Sidewalks, bike paths, streetlights, pedestrian lighting, brick pavers, landscaping, pedestrian street furniture, façade rehabilitation, purchase of identification signs, and the purchase of non-conforming building and non-conforming signs.

The 2009 Amended Plan continued to implement the general development program outlined in the Original Plan. In addition, it included the redevelopment of Ford Road and the Ford Road overpass, improvements to city park property, and marketing of the downtown district.

The 2025 Amendment and continues the improvements of the 2009 Amended Plan, including the redevelopment of Ford Road and the Ford Road overpass, marketing of the district, and park and public area improvements, and broadens the Plan to include potential construction, operation, and maintenance of a Community Recreation Center. Additionally, it seeks to expand the availability of grant opportunities for business attraction and expansion. Furthermore, the City and DDA have expressed interest in seeing the redevelopment of the old City Hall site along Ford Road and have expressed interest in contributing to assist developers in the redevelopment of the property.

The estimated cost of the Development Plan is shown in Appendix B.

Appendix A contains the schedule for project components and the project schedule.

**E. A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION.**

The tentative schedule for the construction components of the project improvements is outlined in Appendix A.

**F. PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND CONTEMPLATED USE.**

There are two sites where significant open space will be retained during the period of this plan. The Central City Park area is the first area that will remain as open space. The westerly portion of the park site is currently undeveloped and in a natural state. The second area of open space will be the land adjacent to Marshall Middle School.

**G. PORTIONS OF THE DEVELOPMENT AREA WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.**

The City of Westland will transfer tax-reverted parcels of land to the DDA for property consolidation and redevelopment. In turn, the DDA will combine properties, solicit development proposals and sell the land.

Land may be acquired by the Authority by purchase or otherwise for the purpose of redevelopment. Land assembly for the redevelopment generally involves the acquisition of a number of parcels to provide an area of sufficient size to attract proposals for redevelopment. The Authority has not identified a specific site or sites for land assembly and redevelopment at the time of approval of the 2009 Amended Plan. Acquisition may be undertaken by the Authority, by the City or by private developer(s).

The Authority may also acquire properties on a piecemeal basis in order to accomplish the purposes of the Authority. This may include property acquisition of blighted or contaminated property or property that has been used for purposes inconsistent with the Original Plan.

**H. DESIRED CHANGES IN ZONING, STREETS, STREET LEVELS, INTER- SECTIONS AND UTILITIES.**

The Development Area contains a variety of zoning districts. Areas now zoned CB-3, General Commercial, may be changed to accommodate new in-fill residential housing. Further, there may be instances where residential zoned R-3 land will be rezoned to CB-3 to facilitate new commercial development. Since the original plan was adopted, a portion of Ford Road has been zoned as an overlay district, meant to create a pedestrian friendly, viable, and attractive mixed-use corridor along Ford Road by utilizing higher design standards and flexibility from underlying zoning regulations.

Street surfaces may be upgraded during the duration of the Plan. There may be the need to upgrade utilities that service the Development Area. There may be a necessity to modify existing street grades, utilities and/or similar facilities to accommodate development activities within the District.



**I. AN ESTIMATE OF THE COST OF THE DEVELOPMENT, PROPOSED METHOD OF FINANCING AND ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.**

Financing of the development activities as described in the Plan will be carried out in accordance with requirements of Act 57.

Under Act 57, the Authority is empowered to carry out a public improvement program utilizing tax increment financing and such other funds that may be obtained from sources approved by the City Council. The components of the public improvements to the Development Area include the acquisition of land, the relocation of residents, the clearance of land parcels, the consolidation of parcels and the construction of miscellaneous public improvements within the district. Governmental action is required in the land assembly process and to provide assembled land parcels. Other improvements include acquisition of non-conforming uses and signs, provision of various public improvements, such as sidewalks, bike paths, road paving, streetlights, pedestrian lighting, brick pavers, landscaping, pedestrian street furniture and facade improvements.

Financing of the development projects as described in the 2025 Amended Plan will be carried out in accordance with requirements of Act 57. The Authority may pay all or part of the costs of the development program described in the 2025 Amended Plan with tax increment revenues collected during the duration of the 2025 Amended Plan. In addition, the Authority may issue bonds or request the City to issue bonds on behalf of the Authority in order to pay part of the costs of the development program. If bonds are issued, tax increment revenues will be used to pay principal of and interest on the bonds as well as related costs.

The following is a listing of the major sources of revenues for the Authority:

- 1) Tax increment revenues captured on new construction and on inflationary increases in property values.
- 2) Added tax increment revenues captured from properties within the Development Area, such as the Senior Campus Project on Marquette and Wayne Road.
- 3) Millage enacted by the City Council for the operation of the DDA.

**J. DESIGNATION OF PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN.**

Any private property consolidated by the DDA will be leased, sold or held in the following manner:

- 1) Maintained in public ownership for specific public improvements such as pedestrian access, parking areas, open space or rights-of-way expansion, bike path construction, landscaping, street lighting.



- 2) Sold to a private entity for redevelopment purposes. The sale must be subject to the terms and conditions defined in a development agreement, which must be approved by the Authority.
- 3) Sold to adjoining property owner for purposes of expansion of an existing use of the adjoining owner's property.

The Authority does not own any property at this time. It is not presently the intent of the Authority to lease, own or otherwise control property solely in its name for any significant period of time. Tax-reverted lands under City ownership may be acquired by the Authority to assist in the property consolidation efforts.

**K. PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION.**

When the Authority purchases property within the Development Area, the following procedures will be used:

- 1) The DDA intends to obtain bids from several appraisers for estimating prices for the acquisition of the property.
- 2) An appraiser will be selected and appraisals obtained for the purchase of the land.
- 3) An offer will be made to every property owner. If necessary, the property will be purchased using the eminent domain authority under Act 57, with approval of City Council.
- 4) The property will be sold to a developer and/or an adjoining property owner.

**L. OTHER PERTINENT INFORMATION**

None.

## **TAX INCREMENT FINANCING PLAN FOR DDA DEVELOPMENT AREA**

### **A. EXPLANATION OF THE TAX INCREMENT PROCEDURE.**

As provided in Act 57 of 2018, as amended, tax increment financing is a financing tool for the redevelopment of designated development areas within a Downtown Development Authority District. Tax increment financing is the process of expending new tax dollars for improvements that benefit the source of the taxes. Taxes generated from new private property developments and from improvements to existing private property within a designated development area are “captured” and utilized by the Authority to finance public improvements within the development area. This process supports and encourages continued private investment.

To utilize tax increment financing, the Authority must prepare a development plan and a tax increment financing plan and submit both plans to the City Council. The Council must approve the plans. The plans specify the initial assessed value, estimate the captured assessed value, and provide for the expenditure of the funds.

“Captured assessed value” is defined in the Act as the amount in any one year by which the current assessed value of the development area exceeds the initial assessed value. “Initial assessed value” is defined as the most recently assessed value as finally equalized by the State board of equalization, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment financing plan is approved.

Beginning with the next tax collection following the approval of the Plan and for each collection in years covered by the Plan, municipal and county treasurers must transmit directly to the Authority. The applicable portion of the tax levy set by the taxing units on the real and personal property in the development area. Such funds transmitted to the Authority are termed “tax increment revenues”. This tax increment revenue is computed as the levy on the captured assessed value, including that portion of any commercial facilities tax levied to P.A. 198 of 1974 attributable to the captured assessed value.

The Authority anticipates using all of the revenues captured from existing property, future construction of property, acquisition of new personal property by owners within the Development Area, and revenues realized from the expiration of Industrial Facilities Exemption Certificates issued under P.A. 198. The Authority will also capture growth in property value resulting solely from inflation. The “initial assessed value” for real and personal property under the Tax Increment Financing Plan is approximately \$50,000,000 for the 1995 valuation.

The “captured assessed value” in this Plan is based on the following assumptions: Construction of new developments, new personal property installed within the District, and 2% increases in property value in years 4 through 15 of the Plan, and a constant millage rate of 24 mills. The duration of the Plan is through 2055. The estimated tax increment revenues for each year of the Plan are:

**TABLE 2**

**CITY OF WESTLAND DOWNTOWN DEVELOPMENT AUTHORITY**

FISCAL YEAR	CAPTURED ASSESSED VALUE	TAX INCREMENT REVENUES
June 30, 2026	\$86,644,292	\$2,079,463
2027	\$90,543,292	\$2,173,039
2028	\$93,712,333	\$2,249,096
2029	\$96,992,250	\$2,327,814
2030	\$100,386,958	\$2,409,287
2031	\$103,900,500	\$2,493,612
2032	\$105,978,510	\$2,555,952
2033	\$108,098,080	\$2,619,851
2034	\$110,260,042	\$2,685,347
2035	\$112,465,243	\$2,752,481
2036	\$114,714,547	\$2,821,293
2037	\$117,008,838	\$2,891,825
2038	\$119,349,015	\$2,964,121
2039	\$121,735,996	\$3,038,224
2040	\$124,170,715	\$3,114,180
2041	\$126,654,130	\$3,192,034
2042	\$129,187,212	\$3,271,835
2043	\$131,770,957	\$3,353,631
2044	\$134,406,376	\$3,437,472
2045	\$137,094,503	\$3,523,408
2046	\$139,836,393	\$3,611,494
2047	\$142,633,121	\$3,701,781
2048	\$145,485,784	\$3,794,326
2049	\$148,395,499	\$3,889,184
2050	\$151,363,409	\$3,986,413
2051	\$154,390,677	\$4,086,074
2052	\$157,478,491	\$4,188,225
2053	\$160,628,061	\$4,292,931
2054	\$163,840,622	\$4,400,254
2055	\$167,117,434	<u>\$4,510,261</u>
		\$96,414,909

Act 57 establishes a district whereby revenue resulting from increases in assessed valuation is captured by the Authority and used for the financing of improvements within the district, once the initial assessed valuation of the properties is 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 except the State of Michigan for education purposes, the Wayne-Westland Community School District and the Wayne County Regional Educational Service Agency (RESA) on the captured assessed value are paid to the



Authority to implement the projects in the development plan.

Tax increment financing is not a new tax. Once the development plan has been implemented, the Authority ceases collecting the tax revenue and funds revert back to the various taxing jurisdictions.

**B. MAXIMUM AMOUNT OF BONDED INDEBTEDNESS TO BE INCURRED.**

The maximum principal amount of bonded indebtedness, if any, to be incurred will be \$30,000,000.00. Interest on the bonded indebtedness will also be paid from tax increment revenues.

Expenses incurred by the City in implementing this Plan will be reimbursed by the Authority as requested by the City. The City may advance funds to the Authority which the Authority will reimburse. The amount of operating and planning expenditures is anticipated to be a total of \$2,500,000. The total staffing cost of administering the Plan for its 30 year duration is estimated to be \$3,750,000. The maximum bond issuance costs not paid out of bond proceeds is an estimated \$1,500,000. Other reimbursable expenses for professional services include publishing the annual report, audit fees, financial consultants, accounting services, and legal counsel at an estimated cost of \$1,000,000 over the life of the Plan. All other project costs are outlined on Appendix B.

It is anticipated that the entire cost of the implementation of the development plan will be paid from tax increment revenues. The Authority will make every effort to leverage other funding sources to implement the development plan. Administrative costs may be paid from millage the City is authorized to levy on property in the Authority District.

### **C. DURATION OF THE DEVELOPMENT PROGRAM**

The duration of the tax increment financing plan as amended is thirty years. Commencing upon approval by the City Council in 2025 and will cease with tax collections due in December 2055, unless this plan is amended to extend or shorten its duration.

### **D. STATEMENT OF THE ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS IN WHICH THE DEVELOPMENT AREA IS LOCATED.**

The current tax collections within the District will not be affected by this Plan because only future taxes levied upon new investment and inflationary increases in SEY will be captured. The Plan will positively impact the City by encouraging further growth and redevelopment within the district. Although the trucing jurisdictions will not receive tax revenues from the new economic growth until the Development Plan is implemented, the taxing jurisdictions will receive the long term benefit by the increased growth in the district as a result of the improvements.

### **E. PLAN FOR THE EXPENDITURE OF CAPTURED ASSESSED VALUE BY THE AUTHORITY**

#### **1. Estimate of Tax Increment Revenues**

Table 2 also provides estimates for the Tax Increment revenues accruing to the DDA. Additional increases in the assessed valuation for the development area may result from other new construction, rehabilitation, or further appreciation of property values.

#### **2. Expenditure of Tax Increment Revenues**

The program and schedule for the expenditure of tax increment revenues to accomplish the proposed public improvements for the Development Area is included in Appendix A.

Costs noted for the projects are current estimates only. They are based upon a design concept. No inflationary factor has been forecasted. Cost estimates include fees for design, preparation of construction drawings or other professional services as stated. The Authority's annual budget will propose specific activities which in turn will be approved by the City Council for implementation.

Any additional tax increment revenues beyond those projected in this plan will:

- 1) be used to expedite debt service,
- 2) further the implementation of other public improvement programs,
- 3) be returned, pro-rata, to the taxing units.

Should the tax increment revenues be less than projected, the Authority may choose to:

- 1) Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements.
- 2) Consider implementing public improvement projects based upon the ability to match existing funds with expenditures while seeking out additional funding sources.
- 3) Amend the development plan to alternative design plans.

## **Appendix A: Proposed Schedule of Activities**

<b>Legend</b>	
S	Short Term (within 5 years)
M	Medium Term (5 - 15 years)
L	Long Term (15+ years)
O	Ongoing

### **Community Center**

Acquire Property to Serve as Site of Community Recreation Center	S
Construct Community Recreation Center	M - L
Maintain Community Recreation Center (w/ Staffing and Programming)	L, then O

### **Ford Road Property Redevelopment**

Assist Developer with Redevelopment of site	S - M
Transition Site Control to Developer	L

### **Ford Road**

Redevelop and improve Ford Road Overpass	M
Study effect of road diet along Ford Road	M
Make Improvements to Ford Road Corridor	M

### **Public Area Improvements**

Make Improvements at Parks within the DDA District	O
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### **Business Assistance**

Issue Façade Improvement Grants	O
Develop Small Business Grant Programs	S
Issue Small Business Grants	O

## **Appendix B: Proposed Budget**

<b>Downtown Development Authority Proposed Budget - 30 Years</b>		
<b>Property Assembly</b>	<b>\$</b>	<b>5,000,000</b>
<b>Façade Improvement Program</b>		<b>3,750,000</b>
<b>Streetscape Improvements</b>		<b>2,500,000</b>
<b>Public Area Improvements (Parks Included)</b>		<b>10,000,000</b>
<b>Construction of Off-Street Parking</b>		<b>2,500,000</b>
<b>Public Improvement in Roads</b>		<b>5,000,000</b>
<b>Ford Road Improvements</b>		<b>5,000,000</b>
<b>Small Business Grants</b>		<b>3,000,000</b>
<b>Old City Hall Site Redevelopment Costs</b>		<b>12,000,000</b>
<b>Construction of a Community Center</b>		<b>25,000,000</b>
<b>Contingencies</b>		<b>5,000,000</b>
<b>Professional Services</b>		<b>8,500,000</b>
<b>Sub-Total</b>		<b>82,250,000</b>
<b>Operating Expenditures</b>		<b>2,500,000</b>
<b>Staff for Plan Administration</b>		<b>3,750,000</b>
<b>Bond Issuance Cost</b>		<b>1,500,000</b>
<b>Audit, Legal, Financial Consultants</b>		<b>1,000,000</b>
<b>Sub-Total</b>		<b>8,750,000</b>
<b>TOTAL</b>		<b>96,000,000</b>

## **Appendix C: Legal Description of District**

The NW comer of NW  $\frac{1}{4}$  of Section 18, T. 2 S., R. 9 E., City of Westland, Wayne County, Michigan beginning at the intersection of the centerline of Ford Road with the west section line of Section 18, thence north 2,110 feet to a point at the intersection of the westerly boundary of Lot 33, Tonquish Industrial Park Subdivision No. 2, thence southeasterly 1,390 feet to the southwest comer of Lot 8, Westland Commerce Park South Subdivision, thence northeast 241 feet to the south right-of-way line of Commerce Drive, thence east 560 feet to the northeast comer of Lot 4 Westland Commerce Park South Subdivision, thence south 264 feet to the southwest comer of said Lot 4, thence east 1,490 feet to the east right-of-way line of Hix Road, thence south 296 feet to the southwest comer of Lot 48 Ford Hix Westland Industrial Subdivision, thence east 1,250 feet to the northeast comer of Lot 37, Ford Hix Westland Industrial Subdivision No. 3, thence south 235 feet to a point on the easterly line of Lot 38, Ford Hix Industrial Subdivision No. 3, thence east 1,075 feet to the northeast comer of Lot 21, Warren Junction Subdivision, thence south 188 feet to the north right-of-way line of Ford Road, thence east 433 feet to a point along the north right-of-way line of Ford Road, thence north 110 feet along the westerly property line of Lot 44 of Ford Road Electric Railway subdivision to the center of the east-west vacated alley, thence east 1,050 feet to the east property line of Lot 1 of the Ford Road Electric Railway Subdivision, thence south 110 feet to the north right-of-way line of Ford Road, thence east 1,460 feet along the north right-of-way line of Ford Road, thence north 110 feet along the westerly property line of Lot 228 of Kirke Neal Co's Wayneford Townsite Subdivision to the center of the east-west vacated alley, thence east 1,980 feet to the southwest comer of Lot 748, Kirke Neal Co's Wayneford Townsite No. 2 Subdivision, thence north 50 feet to the northwest comer of Lot 748 Kirke Neal Co's Wayneford Townsite No. 2 Subdivision, thence east 195 feet to a point on the easterly right-of-way line of Harvey Avenue to the northwest comer of Lot 797 of the Kirke Neal Co.'s Wayneford Townsite Subdivision No. 2, thence, east 130 feet to the center of the north-south vacated alley, thence south 50 feet to the center of the vacated east-west alley, thence east 260 feet in the center of the vacated east-west alley to the easterly right-of-way line of Wayne Road, thence northeast 240 feet to the northwest comer of Parcel 56-35-990012001, thence east 360 feet to the northeast comer of Parcel 56-35-990012001, thence north 250 feet to the northwest comer of Lot 30 of Warner's Ford Marior Subdivision in the center of the east-west vacated street, thence east 390 feet in the center of the vacated street to the northeast comer of Lot 36 of Warner's Ford Manor Subdivision, thence south 335 feet to the center of a vacated east-west street comprising the southwest corner of Lot 34 of Hawthorn Woods Subdivision, thence east 400 feet to the east right-of-way line of Christine Avenue, thence southeast 225 feet to the center of a vacated street comprising the northwest corner of Parcel 56-35-990015, thence northeast 800 feet to a point at the center of the southerly lot line of Lot 20 of Stacy Little Farms Subdivision, thence east 650 feet to the easterly right-of-way line of Wildwood Avenue, thence east 272 feet to the northeast comer of Parcel 56-36-990001001, thence south 720 feet to the north right-of-way line of Ford Road, thence east 1,150 feet to Radcliffe Avenue, thence north 110 feet to a point adjoining the northwest comer of Lot 1 of Vincent Manor Subdivision, thence east 1,163 feet in the center of the vacated alley, thence north 320 feet to the northwest comer of Parcel 56-36-990010, thence east 118 feet to the westerly right-of-way line of Farmington Road, thence north 190 feet to the north right-of-way line of Beechwood Avenue, thence east 1,330 feet to the center line of Venoy Road, thence south 680 feet to the center

line of Ford Road, thence west 2,640 feet to the center line of Radcliffe Avenue, thence south 210 feet, thence west 189 feet, thence south 100 feet to the southeast corner of Lot 845 Supervisor's Nankin Plat No. 17., thence west 880 feet to the southwest corner of Lot 842a1a1 Supervisor's Nankin Plat No. 17, thence south 190 feet to the southeast corner of Lot 841a2 Supervisor's Nankin Plat No. 17, thence west 270 feet to the westerly right-of-way line of Wildwood Avenue, thence north 320 feet to the center of the vacated east-west alley adjacent to Lot 31 of Ford-Wayne Subdivision, thence west 1,240 feet to the easterly right-of-way line of vacated Christine Avenue, thence south 100 feet to the north right-of-way line of Pardo Avenue, thence west 300 feet to the center of vacated Imperial Highway, thence north 70 feet to the center of the vacated alley, thence northwest 120 feet in the center of the vacated alley, thence west 365 feet to the easterly right-of-way line of Hambleton Avenue, thence north 145 feet to the center of the vacated east-west alley comprising the northwest corner of Lot 412 of Ford-Wayne Subdivision No. 1, thence west 400 feet to the west right-of-way line of Arthur Avenue, thence south 1,150 feet to the north right-of-way line of Bock Road, thence east 180 feet to a point on the center line of Bock Road, thence south 150 feet along the westerly property line of Lot 1 of Pratt Farm Subdivision, thence east 840 feet to the northeast corner of Lot 895 of Supervisor's Nankin Plat No. 18, thence south 164 feet to the southeast corner of Lot 895 of Supervisor's Nankin Plat No. 18, thence west 1,263 feet to the northeast corner of Lot 892a of Supervisor's Nankin Plat No. 18, thence south 340 feet to the southeast corner of Lot 887a of Supervisor's Nankin Plat No. 18, thence east 260 feet to the northeast corner of Lot 886 Parcel e1c of Supervisor's Nankin Plat No. 18, thence south 630 feet to the north right-of-way line of Marquette Avenue, thence west 220 feet along said right-of-way to a point, thence south 120 feet on the easterly property line of Lot 50 of Wayne-Marquette Subdivision, thence east 20 feet in the center of the vacated east-west alley to the easterly lot line of Lot 67, Wayne-Marquette Subdivision, thence south 210 feet to the southerly right-of-way line of Barton Avenue, thence west 90 feet to the center of the vacated north-south alley comprising the northwest corner of Lot 117, Wayne-Marquette Subdivision, thence south 800 feet to the southwest corner of Lot 246 of Wayne-Marquette Subdivision, thence east 100 feet to the southwest corner of Lot 244, Wayne Marquette Subdivision, thence south 55 feet to the southeast corner of Parcel 56-43-990001, thence west 80 feet to the northwest corner of Parcel 56-43-990003, thence south 610 feet to the northwest corner of Lot 245, Wayne Highlands No. 3 Subdivision, thence east 120' to the northeast corner of Lot 245 of Wayne Highlands No. 3 Subdivision, thence south 190 feet to the south right-of-way line of College Avenue, thence west 60 feet to the northwest corner of Lot 256b of Wayne Highlands No. 3 Subdivision, thence south 350 feet to the south right-of-way line of School Street, thence west 65 feet to the northeast corner of Lot 276 of Wayne Highlands No. 3 Subdivision, thence south 365 feet to the south right-of-way line of Cherry Hill Road, thence east 820 feet on the southerly right-of-way line of Cherry Hill Road to a point, thence south 600 feet to the southeast corner of Lot 168-a2 of Supervisor's Nankin Plat No. 4, thence west 575 feet to the northeast corner of Lot 169-a-1-a of Supervisor's Nankin Plat No. 4, thence south 663 feet to the southeast corner of Lot 172-a1 of Supervisor's Nankin Plat No. 4, thence east 300 feet to the northeast corner of Parcel 56-62-990009001, thence south 430 feet to the southerly right-of-way line of Bayview Street, thence west 240 feet along said south line of Bayview Street, thence south 890 feet to the southeast corner of Parcel 56-62-990015, thence west 250 feet to the center of the vacated north-south alley comprising the northwest corner of Lot 28 of Maplewood Estates Subdivision, thence south 188 feet to the southerly right-of-way line of Avondale Avenue, thence east 100 feet to the northeast corner of Lot 112 of Maplewood Estates Subdivision, thence south to the northerly right-of-way line of Fairchild Avenue, thence

west along said northerly right-of-way line 100' to the center of the vacated north-south alley, thence south 850 feet along the center of the vacated north-south alley, thence east 100 feet to the northeast corner of Lot 15 of Hambleton's Wayne Gardens Subdivision, thence south 1,300 feet to the north right-of-way line of Palmer Road, thence south 76 feet to the northeast corner of Lot 8, DeClement's Subdivision, thence west 110 feet to the center of the vacated north-south alley, thence south 600 feet to the northerly right-of-way line of Wallace Avenue, thence east 110 feet to the southeast corner of Lot 51, Washington Avenue Heights Subdivision, thence south 240 feet to the southeast corner of Lot 137 Supervisor's Nankin Plat No. 3, thence west 60 feet to the center of the vacated north-south alley at the northwest corner of Lot 36 of B.D. Wright's Subdivision, thence southeasterly 330 feet in the center of the vacated north-south alley, thence east 100 feet to the northeast corner of Lot 11, B.D. Wright's Subdivision, thence south 110 feet to the center of Norene Avenue, thence east 100 feet along said center line to a point, thence south 160 feet along the easterly lot line of Lot 5, Markey's Washington Avenue Subdivision, thence east 70 feet along the north property line of Parcel 56-75-990006001, thence east 200 feet to the north east corner of Parcel 56-75-99007001, thence north 30 feet to the northwest corner of Lot 30, Markey's Washington Avenue Subdivision, thence east 43 feet to the northeast corner of Lot 30, Markey's Washington Avenue Subdivision, thence south 116 feet to the center of the vacated east-west alley, thence west 250 feet to the alley, thence southeasterly 450 feet in the north-south alley east of Lots 1-4 and 31-34 of George Handyside's Washington Avenue Subdivision, thence east 565 feet to the easterly right-of-way line of Christine Avenue, thence south 510 feet to the centerline of Glenwood Avenue, thence west 1,340 feet to the southwest corner of Lot 524, Supervisor's Nankin Plat No. 7, thence north 570 feet to the southwest corner of Lot 48, George Handyside's Washington Avenue Subdivision No. 1, thence east 200 feet to the southeast corner of Lot 45, George Handyside's Washington Avenue Subdivision No. 1, thence north 210 feet to the northerly right-of-way line of Farragut Avenue, thence east 66 feet to the southwest corner of Lot 40, George Handyside's Washington Avenue Subdivision No. 1, thence northwest 410 feet to the northerly right-of-way line of Schley Avenue, thence west 120 feet to the southwest corner of Parcel 28K529a, thence north 480 feet to the southeast corner of Lot 291, Wayne Ford Subdivision No. 1, thence west 269 feet to the southeast corner of Lot 292, Wayne Ford Subdivision No. 1, thence north 1,055 feet to the northerly right-of-way line of Palmer Road, thence north 1,920 feet in the center of the vacated north-south alley to a point at the northeast corner of Lot 13, Glenhaven Subdivision, thence west 30 feet to the southeast corner of outlot 8B, Florane Woods Subdivision, thence north 61 feet to the northeast corner of outlot 8b, Florane Woods Subdivision, thence west to the southeast corner of Lot 41, Florane Woods Subdivision, thence north 1,110 feet to the northeast corner of Lot 219, Florane Woods Subdivision, thence west 150 feet to the southwest corner of Parcel 56-57-990028, thence north 165 feet to the southwest corner of Parcel 56-57-990026, thence east 250 feet to the southeast corner of Parcel 56-57-990027, thence north 1,340 feet to the northwest corner of Parcel 56-57-990001, thence west 75 feet to the southwest corner of Lot 179a1a, Supervisor's Nankin Plat No. 5, thence north 150 feet to the northeast corner of Lot 179a1b Supervisor's Nankin Plat No. 5, thence west 140 feet to the southeast corner of Lot 20, Dodson Subdivision, thence north 437 feet to the southerly right-of-way line of Cherry Hill Road, thence east 200 feet to a point on the Cherry Hill southerly right-of-way line, thence north 750 feet to the northerly right-of-way line of College Avenue, thence east 140 feet to the southeast corner of Lot 99, J.F. Key's Wayne Acres Subdivision, thence north 1,010 feet to the southeast corner of Lot 91, J.F. Key's Wayne Acres Subdivision, thence west 140 feet along the southerly property line of Lot 91 J.F. Key's Wayne Acres Subdivision, thence north 132 feet to the northwest corner of Lot 91, J.F. Key's Wayne Acres



Subdivision, thence west 450 feet to a point on the northerly line of Lot 60b, J. F. Key's Wayne Acres Subdivision, thence north 160 feet to the northeast corner of Parcel 56-48-990040-001, thence west 565 feet to the northwest corner of Parcel 56-48-990037, thence north 610 feet to the southerly right-of-way line of Marquette Avenue, thence west 1,435 feet to a point, thence north 375 feet to the northwest corner of Lot 432, Hawthorne Bungalow Subdivision, thence west 650 feet to the southeast corner of Lot 210, Hawthorne Bungalow Subdivision, thence southerly to the south right-of-way line of Marquette Avenue, thence west 500 feet to a point along the southerly right-of-way line of Marquette Avenue, thence north 1,810 feet in the center of the vacated Dowling Avenue, thence west 625 feet on the southerly right-of-way line of Theresa Avenue to the easterly right-of-way of Wilmer Boulevard, thence north 700 feet to the center of the vacated east-west alley, thence west 650 feet to the easterly right-of-way line of Newburgh Road, thence south 75 feet along the easterly right-of-way line of Newburgh Road, thence west 970 feet to the northwest corner of Lot 16, Nankin Little Farms Subdivision, thence south 80 feet to the southwest corner of Lot 16, Nankin Little Farms Subdivision, thence west 1,050 feet to the southwest corner of Lot 965a Supervisor's Nankin Plat No. 21, thence north 25 feet to the southeast corner of Parcel 56-49-990005003, thence west 305 feet to the southwest corner of Parcel 56-49-990001, thence south 25 feet to the southeast corner of Parcel 56-49-990002001, thence west 410 feet to the west right-of-way line of Hix Road, thence north 80 feet to the southeast corner of Lot 12, Zacharias Subdivision, thence west 980 feet to the westerly right-of-way line of Marie Avenue, thence south 80 feet to the southeast corner of Lot 211, Ford Park Boulevard Subdivision, thence west 415 feet to a point on the easterly property line of Parcel 56-50-990001001, thence south 100 feet to a point on the easterly right-of-way line of the CSX Railroad tracks, thence northwest 1,020 feet to the westerly right-of-way of Superior Parkway, thence south 350 feet along the westerly right-of-way of Superior Parkway to a point, thence west 350 feet to the southwest corner of Parcel 56-50-990005006, thence north 665 feet along the westerly property line of said Parcel to the point of beginning.

The following lots and parcels are not included within the Downtown Development Authority boundary: Lots 318 through 430, Wayne Highlands Subdivision No. 4; Parcels 56-45-990028, 56-45-99-0029, 56-45-99-030001, 56-45-99-030002, 56-45-99-003-3701, 56-45-99-030-003, 56-45-99-003-3702, 56-45-99-003-2701, 56-45-99-003-3903, 56-45-99-003-2702, 56-45-99-003-3704, 56-45-99-003-2703, 56-45-99-003-5701, 56-45-99-003-5702, 56-45-003-5703, 56-45-99-003-5704, 56-01-99-0034; Lots 4 through 18, Laitner Subdivision.

**Appendix D:**  
**DDA**  
**Resolution**  
**Authorizing**  
**Amendment**

**CITY OF WESTLAND  
DOWNTOWN DEVELOPMENT AUTHORITY**

**RESOLUTION 2025 -01**

**A RESOLUTION TO RECOMMEND APPROVAL OF  
UPDATED DOWNTOWN DEVELOPMENT AUTHORITY PLAN**

**WHEREAS**, the City of Westland Downtown Development Authority ("DDA") Development Plan and Tax Increment Financing Plan ("DDA Plan") currently expires in 2025; and

**WHEREAS**, the DDA believes it is in the best interests of the City of Westland to extend the plan through 2055; and

**WHEREAS**, the amended plan extends the life of the original plan, as amended, through 2055, raises the bonding limit to an amount not to exceed \$30,000,000.00, and continues the improvements targeted therein, including the redevelopment of Ford Road and the Ford Road overpass, marketing of the district, and park and public area improvements. It additionally broadens the Plan to include potential construction, operation, and maintenance of a Community Recreation Center, and provides for the expansion of grant opportunities.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Downtown Development Authority for the City of Westland hereby approves and recommends that the City of Westland City Council approve the amended Development Plan and Tax Increment Financing Plan.

Yeas: *Kelly, Scott, Bowman, Brown, Cabildo, Freese, Murray*

Nays: *None*

Absent: *Coleman*

**RESOLUTION DECLARED ADOPTED**

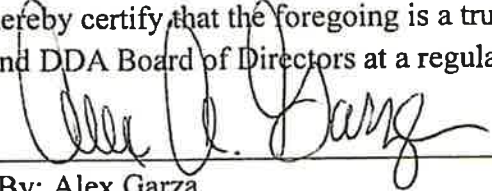
Dated: SEPT 25, 2025

  
\_\_\_\_\_  
Robert Kelly, Chairperson

**CERTIFICATION**

I, the undersigned duly qualified representative, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Westland DDA Board of Directors at a regular meeting held on September 25, 2025.

Dated: September 25 2025

  
\_\_\_\_\_  
By: Alex Garza  
Its: Chief Business Development Officer

Approved as to form:

  
\_\_\_\_\_  
Anthony Chubb, Esq.

Downtown Development Authority Attorney