

105 Acre Site Carries Key To Industry in Westland

A 105-acre parcel of land, which now stands vacant, is Westland's hope for an industrial tax base for the future.

The site on the northeast corner of Palmer and Newburgh Roads, in the southwest corner of the city, is owned by the Leho Corporation and officially known as the Nankin Industrial Park.

The land, when fully developed, would bring in a tax income to the city which would surpass the entire industrial development now in Westland.

According to the community's Comprehensive Plan completed in 1963, when there were only nine small industries in the city, occupying less than 40 acres and employing about 35 persons.

The Nankin Industrial Park already has had seven sites out of the first 24 sold to companies. The park is bisected by the Chesapeake and Ohio Railroad tracks. Some 45 acres south of the tracks are available for immediate development. The remaining 60 acres will be developed at a future date.

The Leho Corporation hopes to have the completed development with a total real estate of \$5,000,000 or considerably more than the practically-non-existent industrial tax base which now exists.

Westland now has nine properties classified as industrial. These include Pam Transmission Rebuilders, 2945 S. Wayne; National Block Co., 39000 Joy Road; Lake Master Boat Co., 8630 Middlebelt

Road; Kenwood Fence Co., 28975 Joy Road; Nankin Auto Parts, 310 S. Newburgh Road; Adroc Waterproof Paint Manufacturing Co., Joy at Ravine; Joy Tool and Die, 8611 Oxbow; and Reese Motor Sales, 350 S. Newburgh Road.

Reflecting the low industrial activity are the building permits issued for plants within the past few years. In 1960, a \$21,000 building went up and two years, construction went up on a building valued at \$22,000, or about the same value of a single-family home.

Parkins, Rogers and Associates, planning consultants who drafted the 1963 comprehensive plan, said that by 1980, the city should have 806 acres of industrial use, representing 6.2 per cent of the city's total land area.

The planners urged that future plants would require access to good roads, railroads, and often, air and water transportation.

Their assumptions for the 1980 industrial plan include available land near major roads and railroad tracks; the consideration of large undeveloped parcels for industrial use; the reservation of enough land for non-residential uses to give a high tax value to stabilize and strengthen the city's tax base; reservation for potential plants of large parcels in established or natural industrial corridors; and industrial sites should be provided to encourage diversification of industrial activities.

The planners urged that the principal areas for future use be corridors along the C&O and New-York-Central Railroads and in an area bordered on the southwest and west by Holliday Park, near the present Westland Shopping Center.

In the past year, Westland leaders have recognized the need for industrial plants with the Chamber of Commerce forming its own group and city officials lending their support to the newly-formed Westland Industrial and Commercial Development Corporation, a private, non-profit group.

Gerald T. Harris, public affairs of the Detroit Trade Center and president of the development group, said last month:

"The best possibilities in the city (for industrial growth) will be the areas running along the west, near the C&O Railroad, and the entire corridor."

Directors OK Merger

Formal approval was given last week to the agreement for the proposed merger of Detroit Bank & Trust and the Commercial State Bank of Roseville by the boards of directors of both banks meeting simultaneously.

Under the agreement, shareholders of the Commercial State Bank of Roseville would receive two-and-a-quarter shares of \$10 par value capital stock in the consolidated bank for every one share of stock in the Roseville bank.



THIS SCENE WAS duplicated many times at the Chevrolet and Fisher Body Livonia plants as 331 salaried employees received approximately \$451,500 for their participation in the 1961 Class of the General Motors Savings-Stock Purchase Program. Shown receiving her GM common stock, government bonds, and cash from H. W. Horne, Fisher Body resident comptroller, is Mrs. Barbara Novak, 19657 Parker, Livonia, a secretary at the Fisher Body Livonia plant.

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