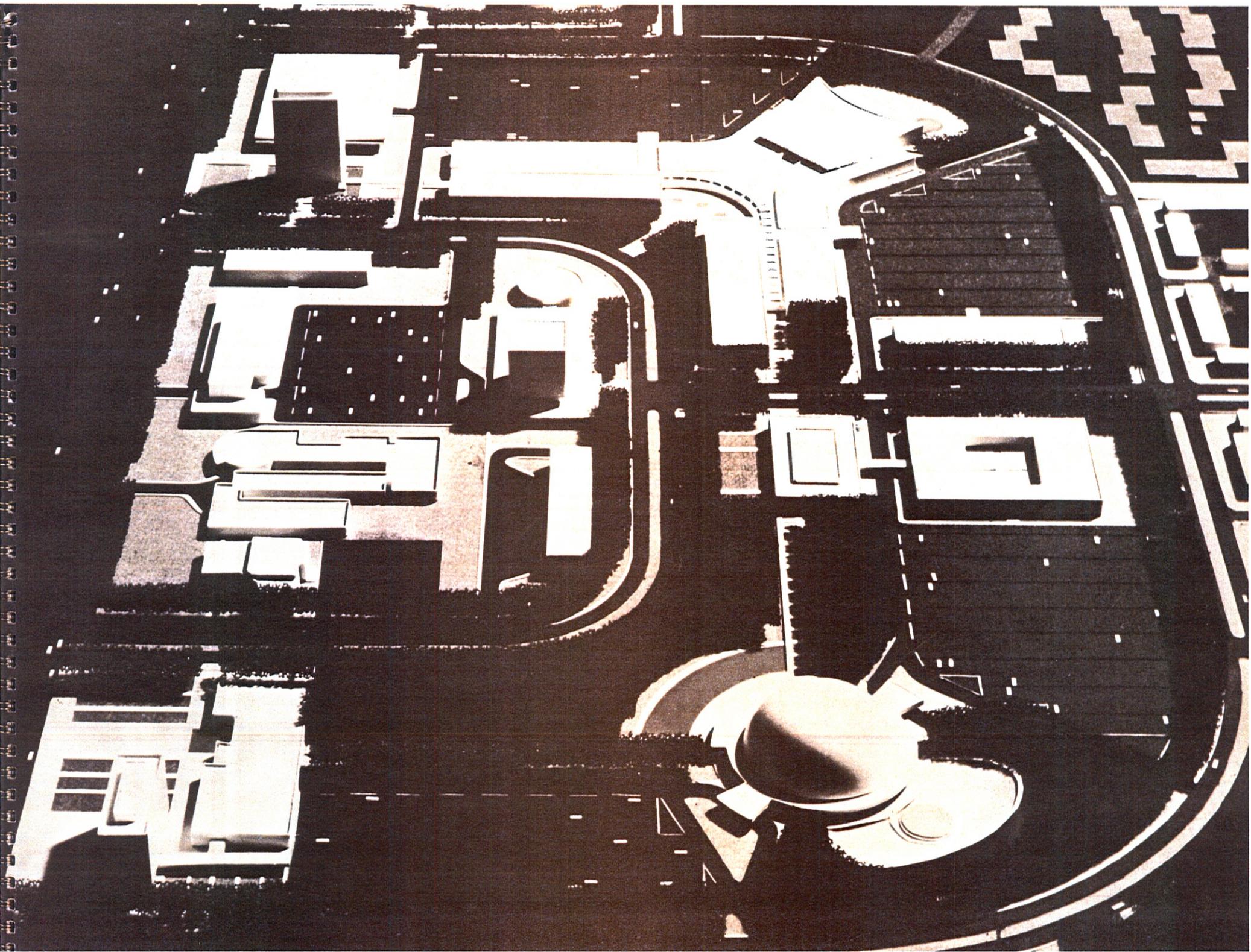


# ***DIRECTION FOR WARREN***

***a comprehensive development plan***

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.



# City of Warren

WILLIAM A. SHAW, Mayor

## PLANNING AND URBAN RENEWAL COMMISSION

29500 VAN DYKE AVENUE  
WARREN, MICHIGAN 48093  
SLOCUM 7-5100

### *Commission Officers*

GERALD E. WIXSON  
CHAIRMAN  
VINCENT VAN LAAN  
VICE CHAIRMAN  
A. THOMAS WINTERFIELD  
SECRETARY  
ROBERT P. BACH  
DIRECTOR

### *Commissioners*

CLIFFORD D. BELLEAU  
FRANCIS J. BICSAK  
RAY CARION  
ALLEN B. LONG  
KENNETH MACKENZIE  
JOHN R. SCRIVO

March, 1966

TO: Hon. William A. Shaw, Mayor and City Council  
FROM: Planning and Urban Renewal Commission

Gentlemen:

The Planning and Urban Renewal Commission is pleased to transmit herewith a guide to direct the orderly growth and development of the City of Warren.

This comprehensive development plan, through the year 1980, provides a framework upon which all future improvements, both public and private, can be built. The goal is a well balanced, desirable community. The plan attempts to analyze the needs of Warren and provide workable solutions to today's problems as well as for the future. We are living in a jet age with ever increasing technical changes and it is vital that a plan should remain a living document, continually reviewed and up-dated to meet changing living habits, development standards and community requirements.

This report, entitled "Direction for Warren" actually is a summary of all Comprehensive Development Planning completed in Warren. The supporting documents, listed in the appendix, which have previously been transmitted to you by the Planning and Urban Renewal Commission, are also a part of the Plan.

The Planning Commission appreciates the assistance in the preparation of this plan given by the Mayor, City Council, administrative officials, public and private agencies, and many of Warren's citizens. We are confident that with your support, and the collective efforts of all of Warren's citizens, this plan will provide an excellent guide to assist the numerous public officials, business-industry, and civic leaders in making the necessary day-to-day decisions that are required to make this a dynamic city, a city which satisfies the living, working and environmental needs for Warren's present and future citizens.

Respectfully submitted,



Gerald E. Wixson  
Chairman

# CITY OF WARREN, MICHIGAN

## MAYOR

William A. Shaw

## CITY COUNCIL

Orvyllie R. Young, President  
Kenneth J. Shampo, Secretary  
Howard D. Austin  
Don Binkowski  
Norman Hill  
Lewis Kingsley  
Adam Nowakowski  
Harold Perry  
Orba Underwood

## CLERK

James D. Gray

## TREASURER

Ted Bates

## JUDGES

Verne C. Boewe  
Roy R. Gruenberg

## PLANNING AND URBAN RENEWAL COMMISSION

Gerald E. Wixson, Chairman  
Vincent Van Laan, Vice Chairman  
A. Thomas Winterfield, Secretary  
Clifford D. Belleau  
Francis Bicsak  
Ray Carion  
Allen B. Long  
Kenneth MacKenzie  
John Scrivo  
Don Binkowski, Ex-Officio  
Adam Nowakowski, Ex-Officio  
Robert P. Bach, Director

# TABLE OF CONTENTS Page

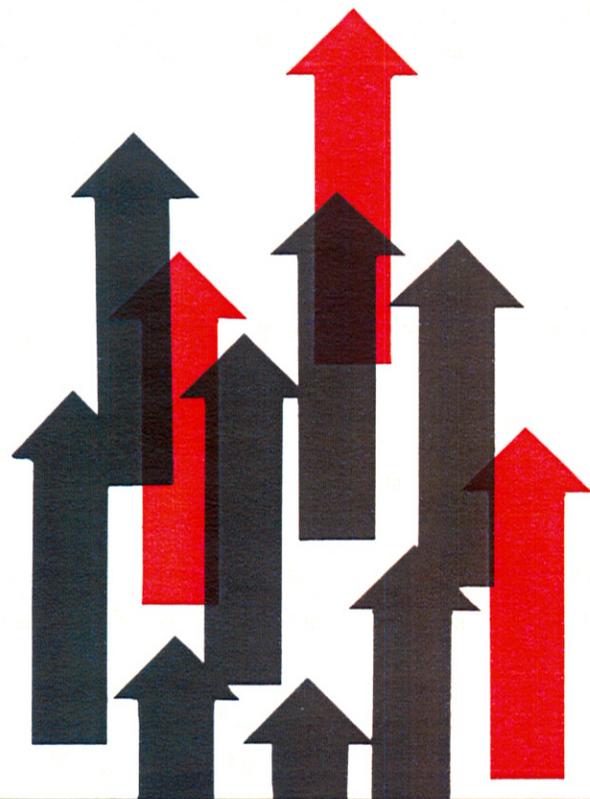
STATEMENT OF PLAN GOALS AND OBJECTIVES . . . . .	1
WARREN AT A GLANCE . . . . .	4
A CITY CENTER CREATES AN IDENTITY. . . . .	5
THE LAND USE PLAN . . . . .	9
PLANNING AREAS. . . . .	16
CIRCULATION SYSTEM . . . . .	33
WARREN'S THOROUGHFARE PLAN . . . . .	36
COMMUNITY FACILITIES . . . . .	41
CIVIC CENTER. . . . .	44
PLAN IMPLEMENTATION . . . . .	49
REGULATORY MEASURES AND TOOLS FOR PLAN IMPLEMENTATION	50

## APPENDIX Page

SUMMARY OF SUPPORTING DOCUMENTATION FOR WARREN'S COMPREHENSIVE DEVELOPMENT PLAN . . . . .	53
--	----

## MAPS AND ILLUSTRATIONS Page

WARREN'S PLACE IN THE REGION . . . . .	3
THE CITY CENTER PLAN. . . . .	7
CITY CENTER DEVELOPMENT PROPOSAL . . . . .	8
EXISTING LAND USE . . . . .	13
THE LAND USE PLAN . . . . .	15
PLANNING AREA ONE . . . . .	17
PLANNING AREA TWO . . . . .	19
PLANNING AREA THREE . . . . .	21
PLANNING AREA FOUR . . . . .	23
PLANNING AREA FIVE . . . . .	25
PLANNING AREA SIX . . . . .	27
PLANNING AREA SEVEN . . . . .	29
PLANNING AREA EIGHT. . . . .	31
EXISTING 24 HOUR TRAFFIC VOLUMES . . . . .	35
1985 DAILY TRAFFIC DEMAND . . . . .	36
RECOMMENDED SHORT RANGE TRAFFIC IMPROVEMENTS . . . . .	38
RECOMMENDED LONG RANGE TRAFFIC IMPROVEMENTS. . . . .	38
MASTER THOROUGHFARE PLAN . . . . .	40
COMMUNITY FACILITIES . . . . .	42
CIVIC CENTER PLAN. . . . .	43

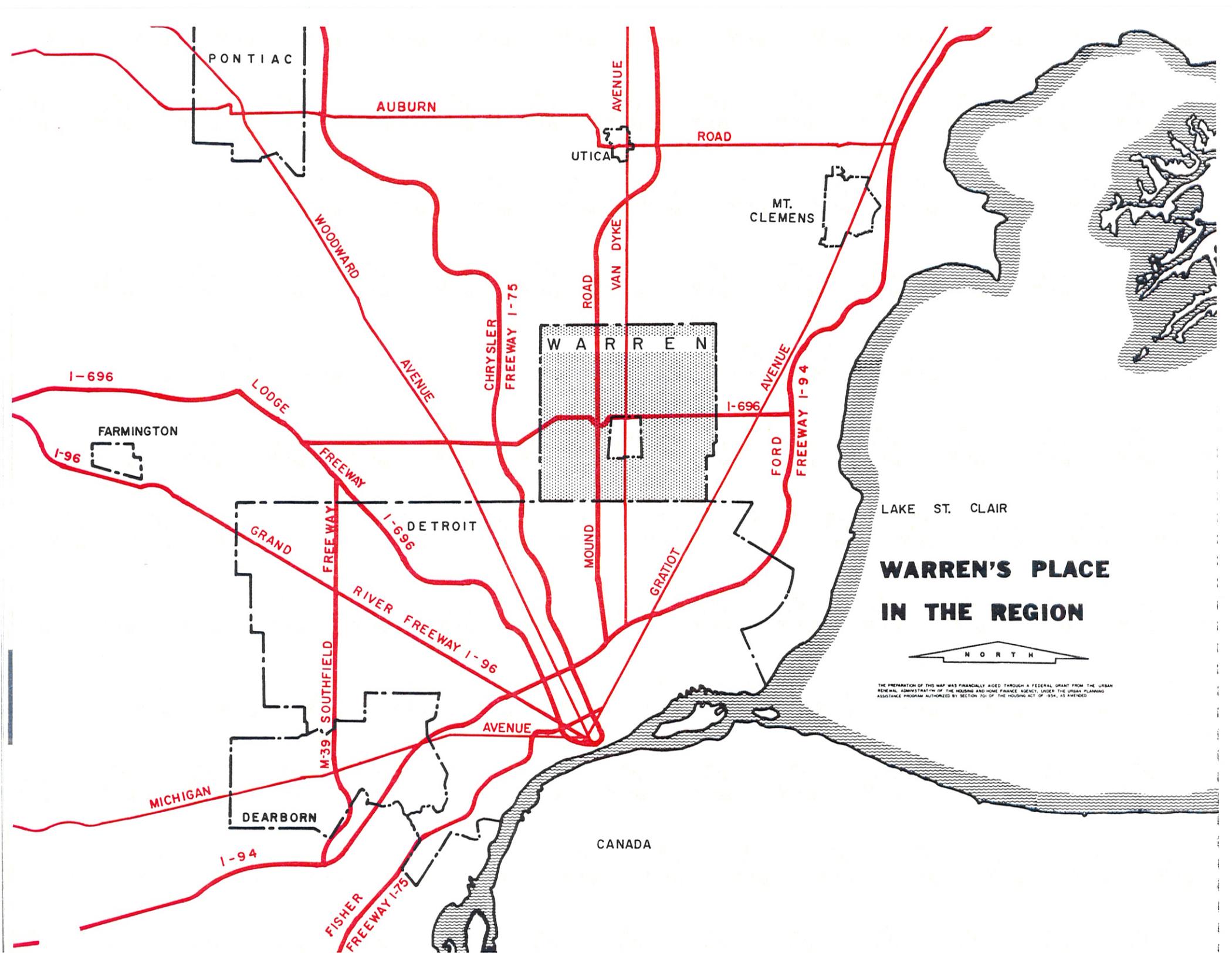


## DIRECTION FOR WARREN

# STATEMENT OF GOALS AND OBJECTIVES

- Warren needs an identity. A city center will create this identity by providing a focal point around which activities essential to a healthy urban community can evolve. (Page 5)
- Warren needs a place where trade, commerce, administration and culture can go hand in hand in pleasant surroundings. The City Center will provide for this. (Page 6)
- Warren requires continual improvement of its physical environment. The land use plan establishes this and provides a pattern for living, livelihood and leisure. (Page 9)
- Some of Warren's residential areas require redevelopment and rehabilitation; others must maintain high standards and neighborhood stability. Plan proposals are designed to achieve these goals. (Page 9)
- Understanding Warren's heritage develops community spirit. The preservation of the Village area and the Weier and Rinke Farms will provide a physical link to the past. (Page 18)

- Better use of Warren's existing and proposed commercial areas is required for service, convenience and a good neighborhood setting. (Page 10)
- Warren needs development of its vacant industrial land and revitalization of some industrial areas to maintain its enviable Industrial Base. (Page 11)
- Warren must provide a thoroughfare system which anticipates highway needs before development takes place. The Master Thoroughfare Plan provides the location and reserves the necessary land for major streets. (Page 36)
- A program for the safe and efficient movement of people, goods and services is required. Extremely rapid growth has resulted in deficiencies in Warren's street capacity. (Page 38)
- Warren needs to provide additional community facilities to achieve its primary function of protecting the public's welfare and safety and to provide for the conveniences normally desired by a progressive urban society. (Page 41)
- Warren's citizens need an area that expresses their aspirations and brings together the functions of government, culture, and community activities within a comprehensive framework. The civic center that is functionally efficient and emotionally satisfying will meet the aspirations of this vital community. (Page 44)
- Warren's desirable environment and continued economic strength depends on the implementation of the comprehensive plan. Legislative, administrative, and public understanding and support, coupled with effective regulatory measures, will achieve this goal. (Page 49)



PONTIAC

AUBURN

UTICA

ROAD

MT. CLEMENS

WARREN

I-696

WOODWARD AVENUE

CHRYSLER FREEWAY I-75

ROAD

VAN DYKE

LODGE AVENUE

FORD AVENUE

I-94

FARMINGTON

I-96

FREEWAY

I-696

LAKE ST. CLAIR

GRAND

DETROIT

I-696

MOUND

GRATIOT

**WARREN'S PLACE  
IN THE REGION**



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REVENUE ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

M-39 SOUTHFIELD

RIVER FREEWAY I-96

AVENUE

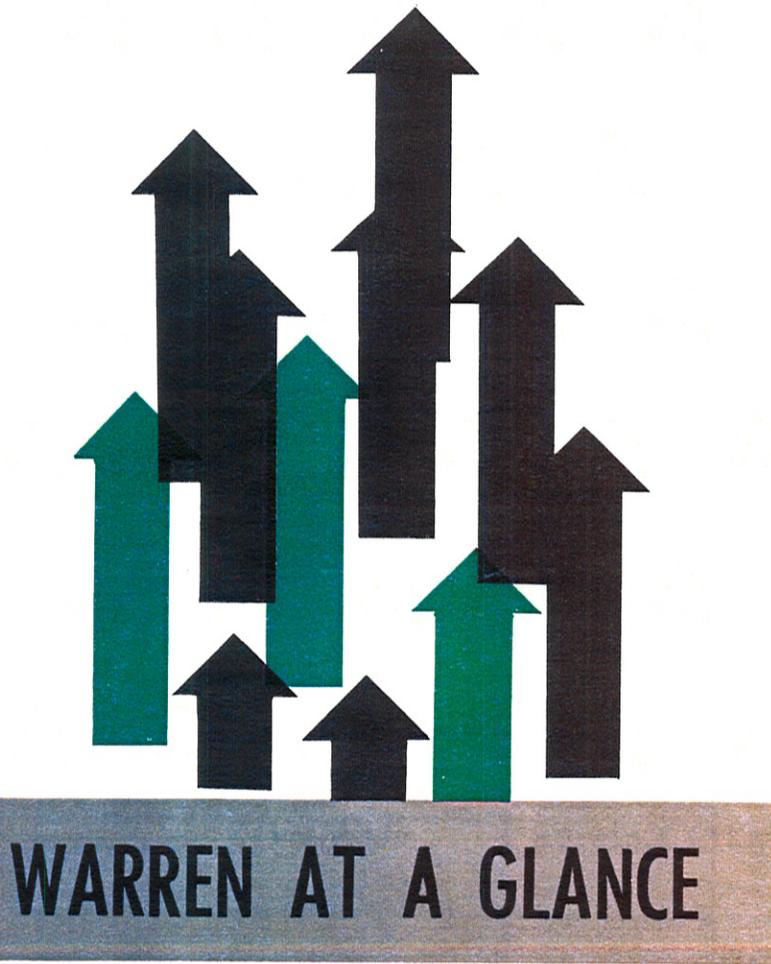
MICHIGAN

DEARBORN

I-94

FISHER FREEWAY I-75

CANADA



**SIZE**

- Approximately 34.4 square miles or 22,005 acres; Generally very flat land.

**LOCATION**

- State of Michigan, Detroit Metropolitan Area, southwestern corner of Macomb County, on the north-eastern border of the City of Detroit.

**MAJOR ACCESS**

- Mound Road, Van Dyke Avenue (M-53), Groesbeck Highway (M-97), 12 Mile Road, and the future I-696.

**HISTORY**

- Originated in 1835 as Hickory Township; Changed name to Warren in 1839, after first hero of Revolutionary War, General Joseph Warren; Center Line (an enclave of 1.7 sq. miles in Warren's center) incorporated as a City in 1936. Warren almost exclusively rural prior to 1930; Rotary Electric Steel Company and Carboly provided impetus for growth in late 1930's followed by auto-oriented industrial uses; Warren incorporated as a City in January, 1957.

**MAJOR IMPETUS**

- In 1950, General Motors located their Technical Center and major offices in the City, investing over \$200,000,000.

**EMPLOYMENT**

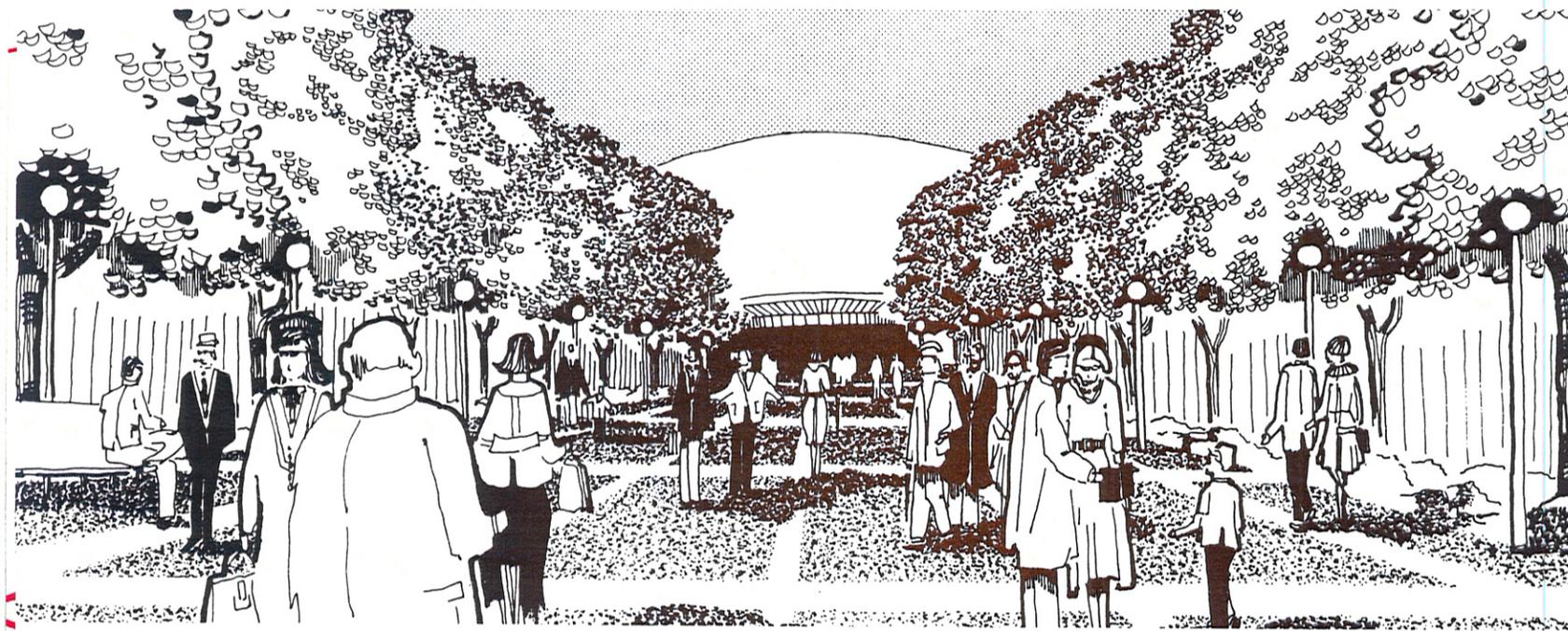
- The City of Warren acts as a major employment center of the Detroit Metropolitan Area; Warren's industry alone provides more than 45,000 jobs, which are projected to grow to 65,000.

**POPULATION**

- 1950 Population - 42,653  
 1960 Population - 89,246  
 Present (Est.) Population - 155,000  
 1980 (Est.) Population - 200,000 - 210,000

**DEVELOPED LAND**

- 70% of the City is developed  
 48.9% Residential                      3.9% Commercial  
 16.3% Industrial                        9.9% Public & Semi-Public  
 21% Street & Railroad



## A CITY CENTER CREATES AN IDENTITY

The City of Warren has a history of rapid expansion in terms of both population and industry. Between 1950 and 1960 the population of Warren grew 109%. Between 1960 and the present it increased by almost as much. With such an enviable record Warren finds itself high on the list of the fastest growing cities not only in Michigan but in the nation as well. This rapid expansion indicates basic economic strength but it also tends to create a gap between the growth of the population and the provision of public facilities. This gap is especially marked in Warren by the lack of a well defined focal point . . . . a City Center.

In the case of older communities, they and their 'centers' started simultaneously and grew together over a long period of time. In the case of new communities the city center must be consciously conceived and patiently implemented.

### THE CITY CENTER . . . . LOCATION

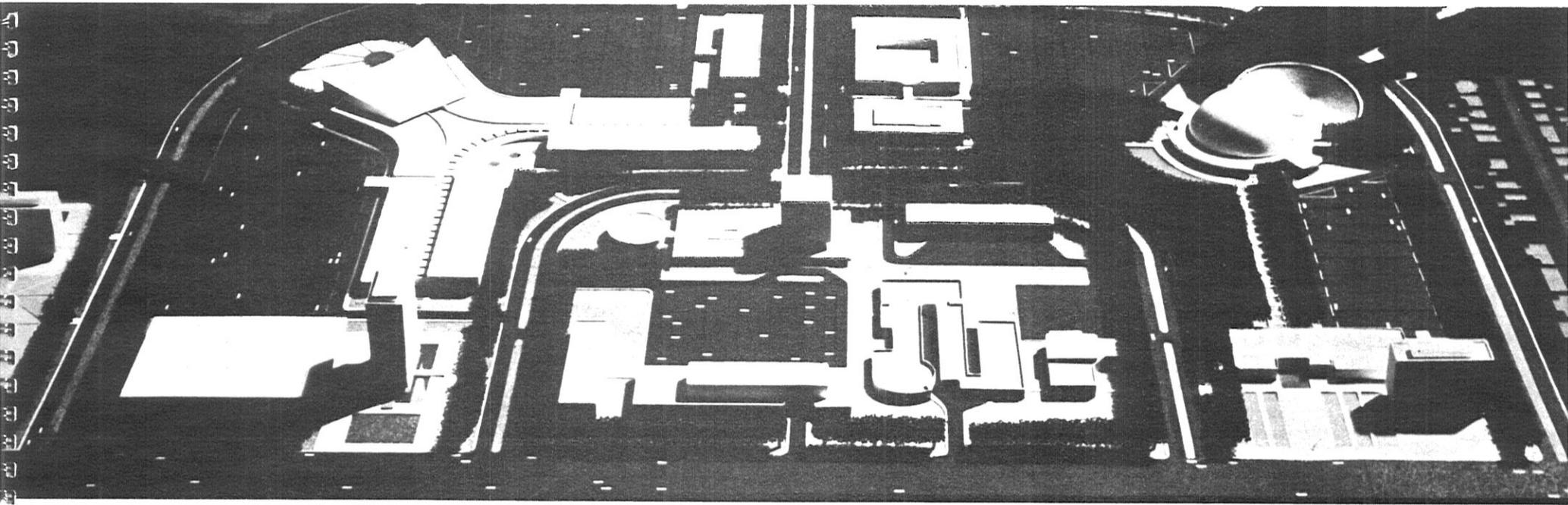
Within the 34-1/2 square miles covered by the City of Warren the 1/2 square mile bounded by Van Dyke Avenue on the West, Lorraine Avenue on the East, 12 Mile Road on the South and 13 Mile Road on the North,

occupies a unique position. It faces the General Motors Technical Center complex across Van Dyke Avenue, Warren's main street. It includes the site of City Hall, the proposed Civic Center, and an existing Junior High School. It is centrally located in terms of the bulk of the future development of the City. In short, it has all of the attributes of an ideal location for a City Center.

### THE CITY CENTER . . . . ELEMENTS

The overall concept for the City Center involves five elements:

- The Civic Center, consisting of government offices and the courts, a civic auditorium, a main library building and a community activities building linked through a series of malls, squares and landscaped areas devoted to passive recreation.
- A shopping and office center complex featuring comparison and specialty shops grouped around an air-conditioned mall, linked to an office tower.
- A general commercial area which already contains the National Bank and Executive Inn.



- The convention and entertainment center consisting of a motor hotel with facilities for small conventions, meetings, and parties. In addition a bowling alley and theater is provided along with an enclosed parking garage.
- A multiple housing area composed of a series of two-story units grouped around landscaped courts and two high-rise structures.

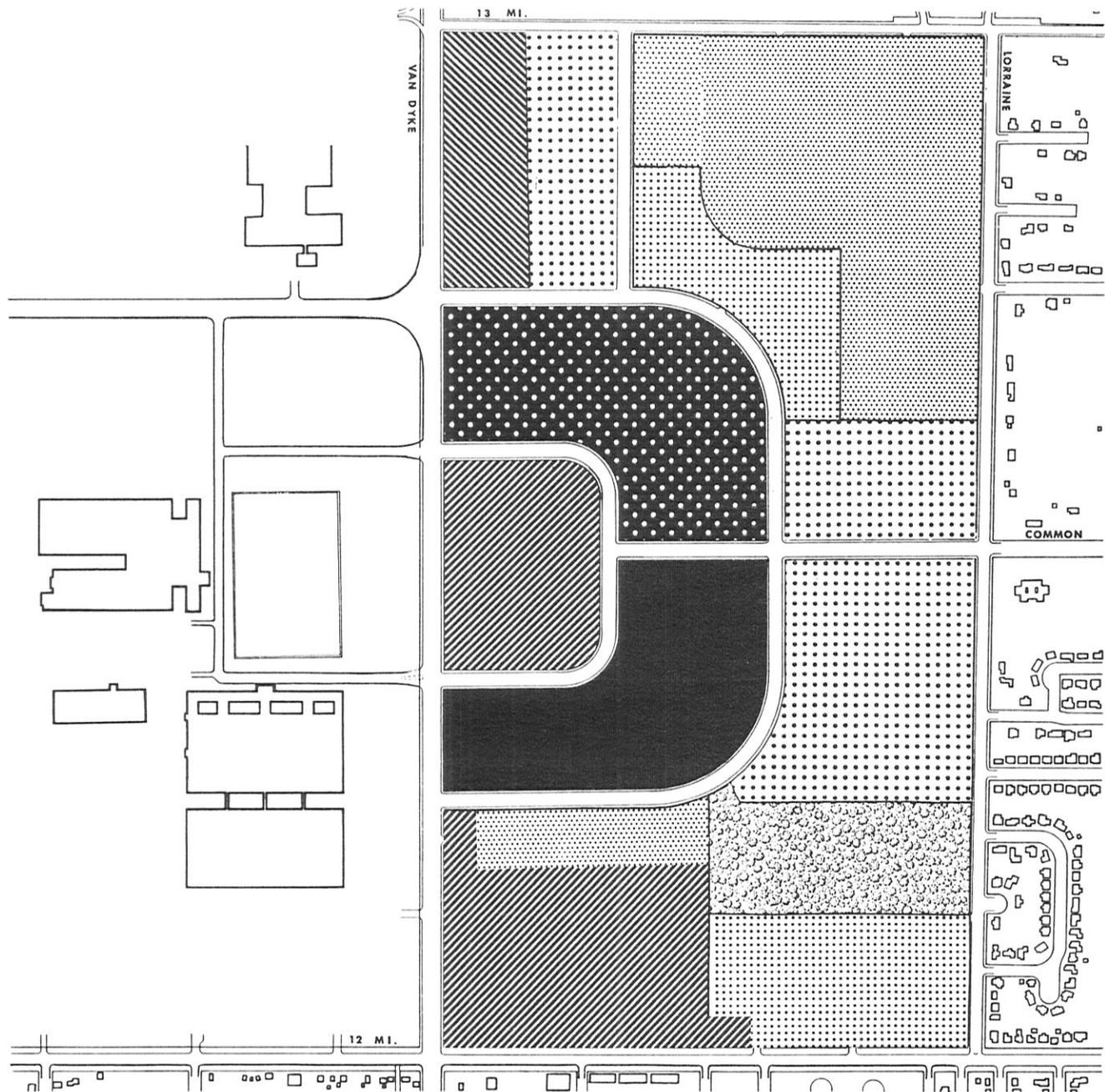
All of these elements are tied together by a circulation system which will allow for the most efficient movement of vehicular and pedestrian traffic, and provide a means of easy access and egress to and from any part of the City Center.

## THE CITY CENTER . . . NOT AN EXTRA.

The City Center is not an optional extra. It is a vital element of a healthy urban community, a place where trade, commerce, administration and culture can go hand in hand. A City Center acts as a magnet both for people and activities providing the focal point for the community, cohesion and a sense of identity.

Warren can and should have a City Center to be enjoyed by its present as well as future residents.





# CITY CENTER LAND USE



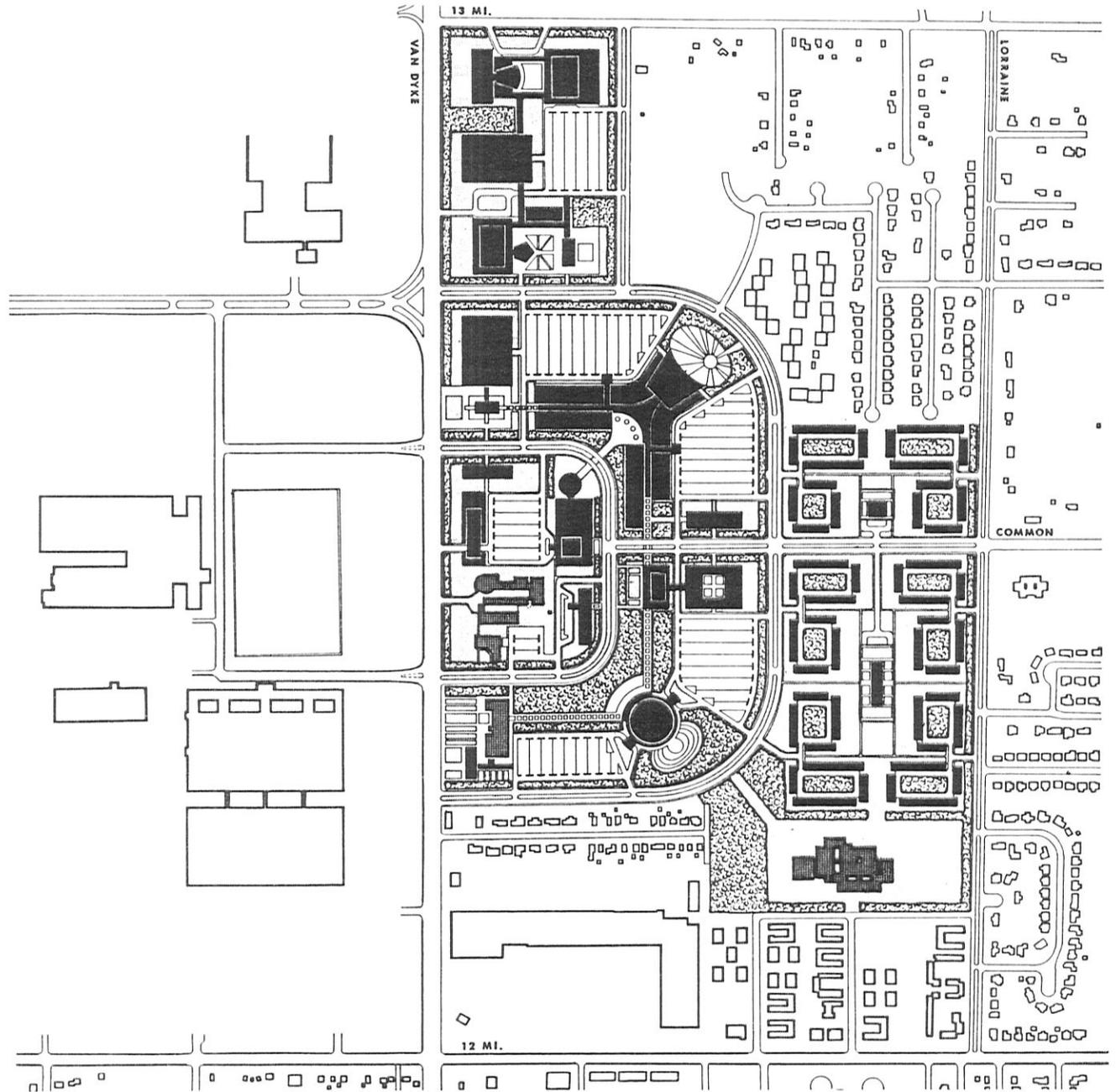
- CIVIC CENTER
- SHOPPING & OFFICE CENTER
- GENERAL COMMERCIAL
- CONVENTION & ENTERTAINMENT
- NEW MULTIPLE HOUSING
- MULTIPLE HOUSING
- SINGLE FAMILY HOUSING
- SCHOOL



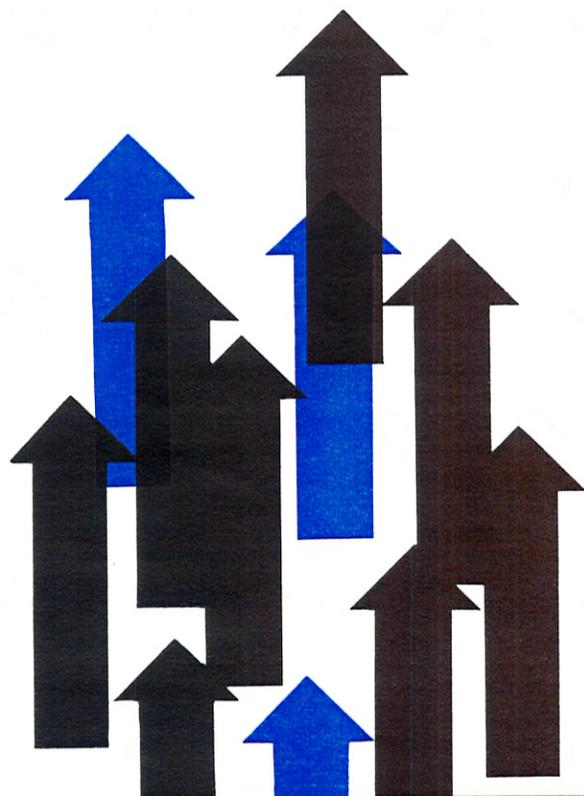
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

# CITY CENTER DEVELOPMENT

0 200 400 600 800 1600



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



## THE LAND USE PLAN

The Land Use Plan sets the physical environment for the activities of people and organizations within the City. It determines how the land should be used for living, livelihood and leisure. The principal objective of the Plan is to attain a balanced physical environment which meets the needs of Warren's total population. Future development and re-development of land use according to the goals and standards of this Plan will provide Warren with this desired balanced environment.

### RESIDENTIAL LAND USE

Warren is primarily a low density residential community with over 48% of its developed area being devoted to this use. Although Warren is generally thought of as a new and rapidly growing community, it is important to note that over one-third of the City's 40,000 dwelling units were constructed prior to 1950. In the southern portion of Warren, the first area to develop, neighborhoods were formed without benefit of basic improvements and controls, and contain 5,000 to 6,000 residential structures 20 to 30 years of age. These neighborhoods are more susceptible to deterioration if action is not taken to encourage property maintenance and improvement, as well as the elimination of adverse physical and environmental factors, such as:

- Obsolete platting and land division
- 1,671 deteriorated housing units
- Inadequate separation between dissimilar uses and mixture of dissimilar uses, i.e. (commercial and industrial)
- Inadequate community facilities, i.e. (paving, recreation, sewers, etc.)
- Residential streets being utilized for non-residential through traffic
- Lack of property maintenance

Additional factors are further detailed in a Study of Warren's Neighborhoods, 1965 listed in the appendix.

In contrast, Warren's newer residential areas which developed, for the most part, with proper consideration to most of these factors, have resulted in generally well-balanced and pleasant neighborhoods. The primary concern in these areas is a program for maintaining high standards and neighborhood stability. Also, some areas require additional recreation sites and other community facilities. High density residential areas have been proposed in the comprehensive plan to provide balanced residential development, and to meet changing residential needs resulting from population explosion, people's desires, and rapidly changing concepts in urbanizing metropolitan areas. Proper development standards and controls are essential to insure good quality and lasting development.

## RESIDENTIAL GROWTH POTENTIAL

The total number of dwelling units in Warren is expected to increase from some 40,000 in 1965 to a holding capacity of 55,000 units in 1980.

## PLAN PROPOSALS

The plan proposes:

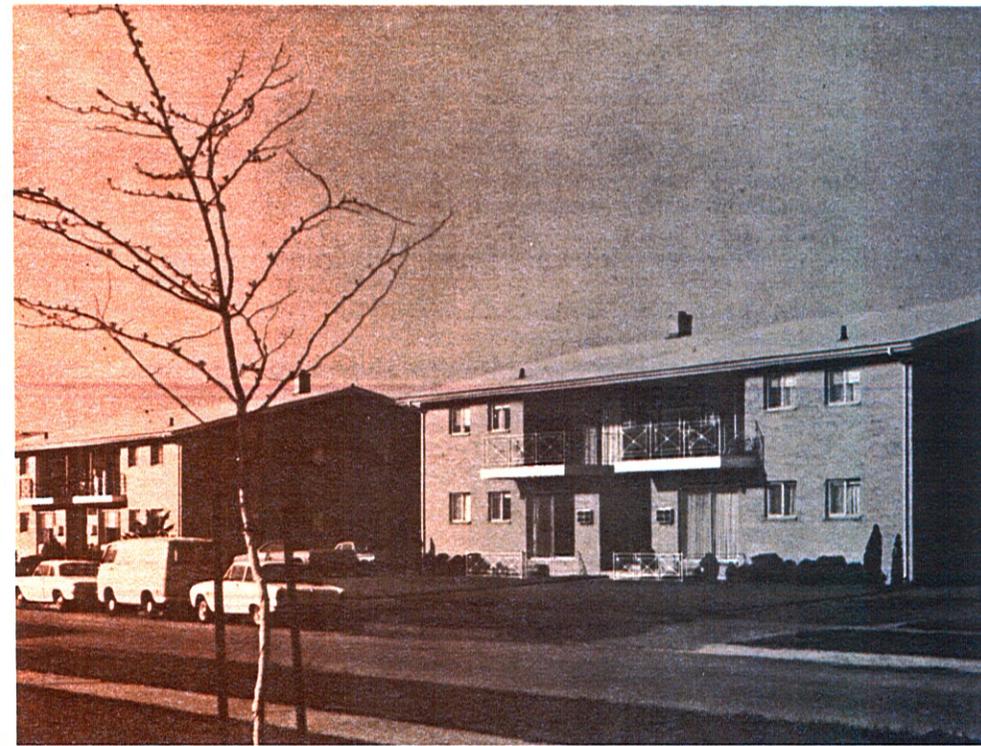
- Continuation of the residential character.
- Programs of code compliance in all areas.
- Renewal and rehabilitation in some areas.
- Re-platting of obsolete sites.
- Providing adequate separation of dissimilar and objectionable uses.
- Elimination of non-residential through traffic.
- Providing community facilities necessary to maintain a safe, livable and healthy environment.
- Re-evaluation of standards to insure good quality and lasting development.

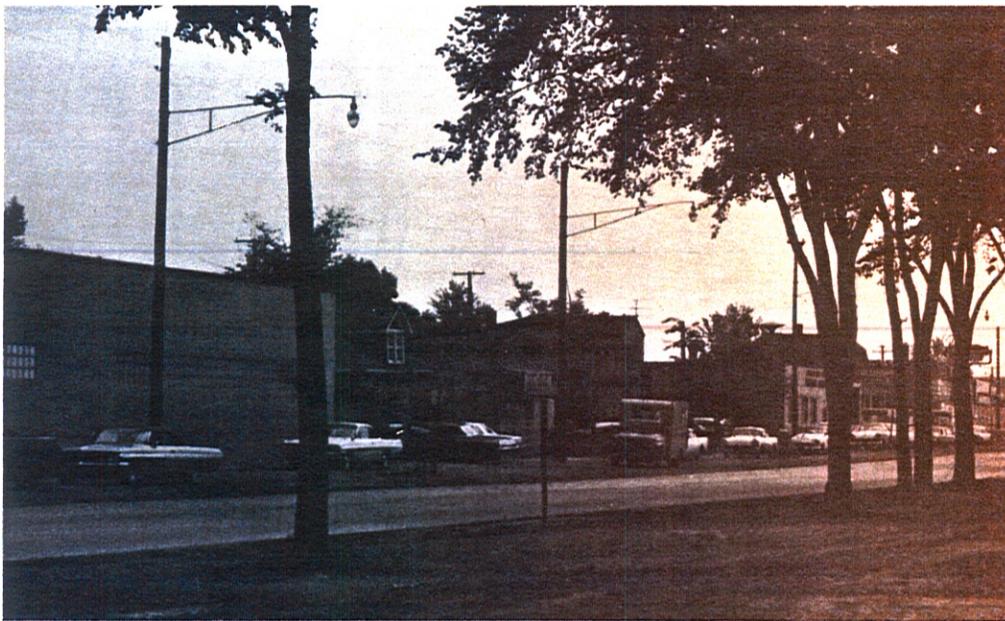
## COMMERCIAL LAND USE

Warren has over 700 acres of land zoned for commercial use, which according to the Land Use Report of 1964 is 60% utilized. This represents 3.9% of Warren's developed area compared to 2.5% in 1959, which indicates Warren's commercial growth has begun to catch up with other uses. Although the amount of land zoned for commercial use might appear high in comparison to other suburban areas, this is explained by the following facts:

- Commercial development is mostly of one-story construction.
- New commercial areas have been built as centers with large parking areas to serve the auto-oriented population of today.

The market potential determined through a Commercial Base Study listed in the appendix indicates that the approximately 290 vacant acres of commercially zoned property should be sufficient to meet our 1980 needs. Therefore, increased commercial zoning would tend to affect adversely present commercial centers, and create future vacant structures, as well as sites which may be unuseable.





## CHARACTER OF COMMERCIAL DEVELOPMENT

In new areas of Warren, commercial development has been restricted to centers at major intersections. These centers are designed to serve neighborhood needs. An occasional community center provides a broader type of merchandise and serves a larger area. One regional shopping center exists on the western edge of the city. For the most part, new commercial centers are well located and serve their adjacent neighborhoods. However, in both present and future commercial areas, greater emphasis should be placed on better design, more esthetic value and improved maintenance. In addition, studies indicate that there is a need for specialty shops in a comparison center. These needs will be met in our City Center development.

In the areas of Warren that developed prior to the fantastic increase of automobile traffic, commercial growth occurred in strips along major roads with little regard to future street expansion, off-street parking, and the mobility of the shopper. As pointed out in a prototype Strip Development Study of 1965, listed in the appendix, these areas no longer are adequate to meet today's commercial demands as a result of:

- Competition from new shopping centers.
- Increased travel speed and traffic volumes on adjacent streets.
- Lack of adequate off-street parking and loading facilities.
- Improper mixture of types of businesses.
- Physical deterioration of buildings.
- Lack of vacant property for expansion.



## PLAN PROPOSALS

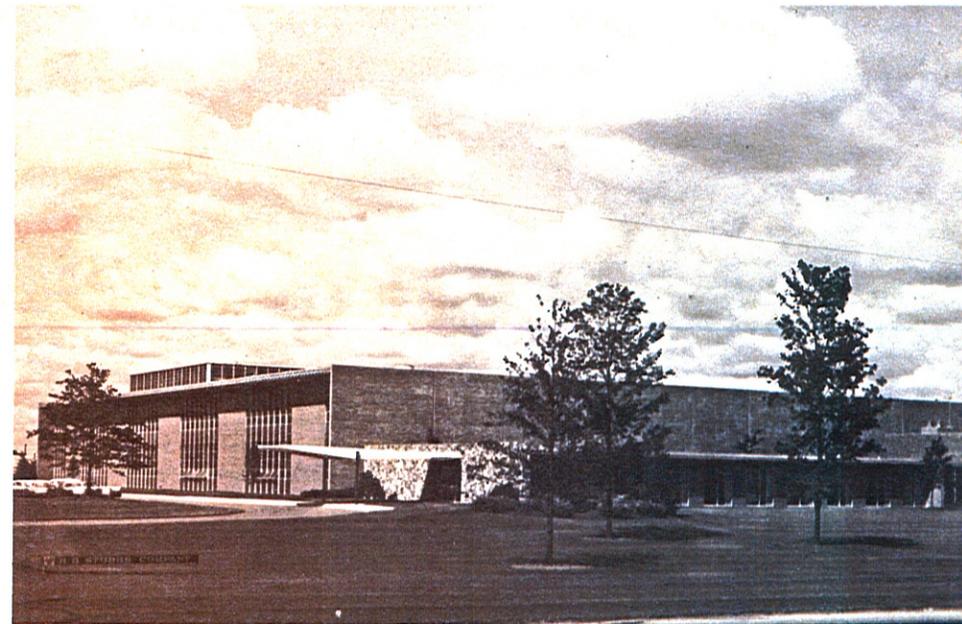
The plan provides, in some areas of the commercial community, that the strip development be deepened to provide additional off-street parking, traffic access, and room for modernizing and expansion. In most cases, however, it is proposed that strip business be eliminated, or consolidated through renewal process into centers which can be designed to serve the needs of the modern commercial establishment.

## INDUSTRIAL LAND USE

The Detroit Region has experienced a continual movement of plants outward from the older industrial areas of Wayne County. This industrial migration has tended to follow major transportation routes.

The City of Warren has been very fortunate, from the standpoint of industrial development, that its location falls within the natural extensions of two of the major industrial corridors of the Detroit area. The Mound Road corridor and the Groesbeck Highway corridor, when tied together by 8 Mile Road, comprise one of the region's major industrial and employment centers. The fact that Warren falls within the natural growth corridors of industry should be a major planning factor for industrial development in the community.

Warren's current Land Use Study dated 1964, points out that 2,488 acres of land used for industrial purposes are being utilized by over 700 industries. The comprehensive plan calls for a total of 5,077 acres of industrial land by 1980.



## PROBLEMS IN EXISTING INDUSTRIAL AREAS

In a Survey and Analysis of Warren's Industrial Areas 1963, it was pointed out that there are many very real problems in expansion potential and stability of some industrial areas. Although the report listed in the appendix explains these in great detail, they deal generally with the problems of:

- Obsolete sites in terms of size and shape.
- Residential uses in industrial areas. (Over 698 acres of industrial land are being utilized for residential use.)
- Poor traffic circulation causing traffic congestion.
- Front loading areas causing blockage of streets.
- Inadequate and uncontrolled access to parking lots.
- Improper setbacks from streets and adjacent areas.
- Use of 285 acres of industrial property for retail commercial activity.

If Warren is to have continued industrial development to provide a tax base and employment for a growing citizenry, care must be taken to conserve and maintain the present supply of desirable industrial sites. Without such care, Warren could develop a serious shortage of large sites for new industry. The 1900 acres of vacant industrial land available for development is inadequate in terms of industrial potential.

## PLAN PROPOSALS

To make better use of Warren's industrial potential, the following action should be taken:

- Elimination of non-conforming residential uses to allow industrial expansion and eliminate friction of dissimilar uses.
- Consolidation of small or odd-shaped parcels into useable industrial tracts.
- The re-platting of obsolete platted lands into modern industrial sites.
- The renewal or rehabilitation of existing industrial uses, which are inadequate by present standards, to provide land for the changing needs of modern industry.
- The development of codes and ordinances for regulating the maintenance and over-building of industrial sites to prevent plant obsolescence which will require future renewal.
- Coordination between the city and industry to locate new, and relocate existing industrial uses.
- The elimination of retail commercial uses from an industrial zone.
- Requirements for loading facilities at the side or rear of industrial buildings to eliminate traffic congestion.

## COMMUNITY FACILITIES

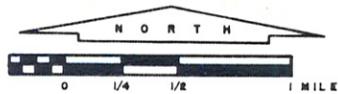
The Land Use Survey of 1964 indicates that over 1,600 acres or 9.9% of Warren's developed area is used presently for community facilities including schools, parks, churches, public buildings, major utilities and drain rights-of-way.

Detailed information concerning community facilities is provided in another section of this plan.

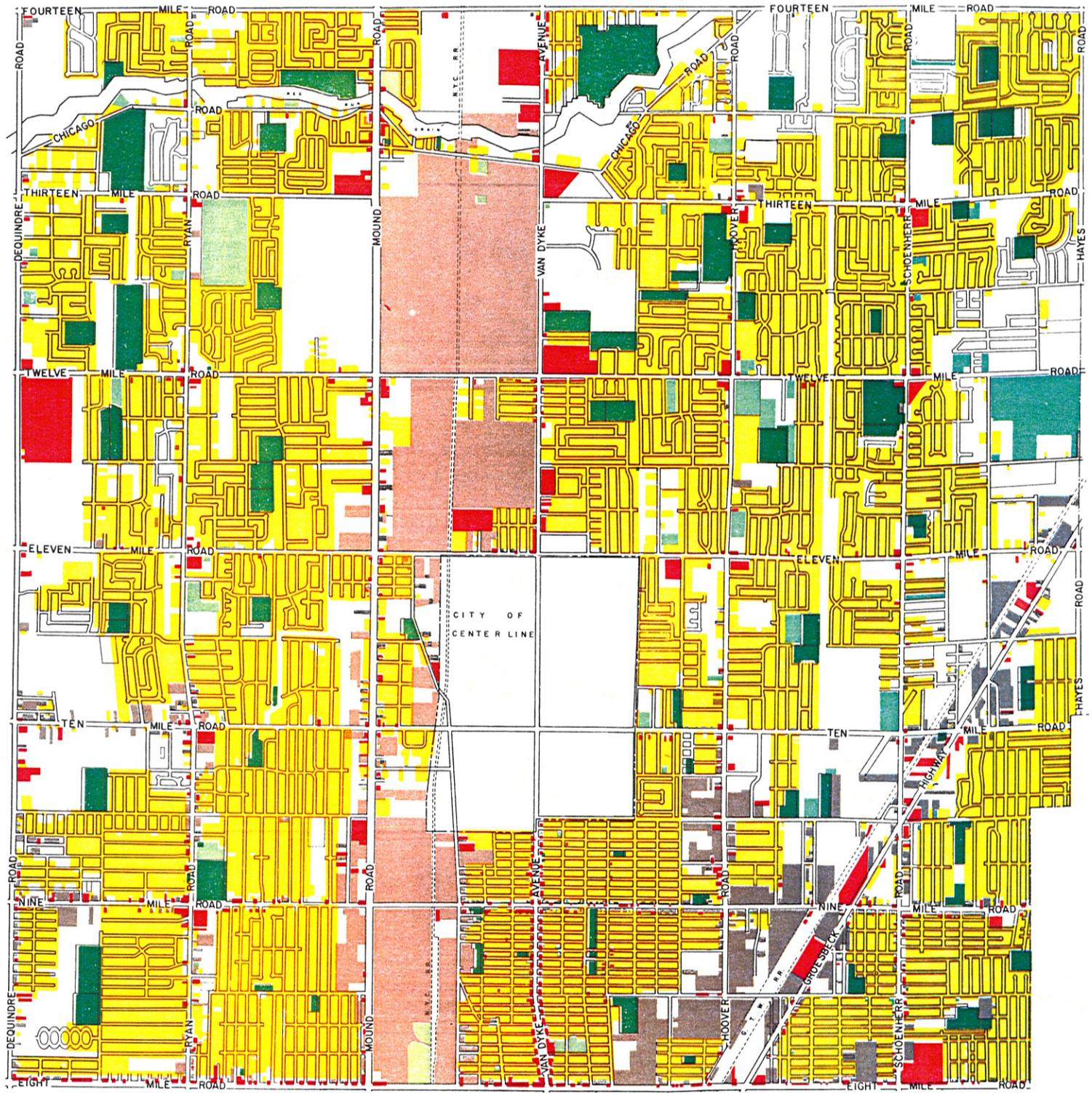
# EXISTING LAND USE

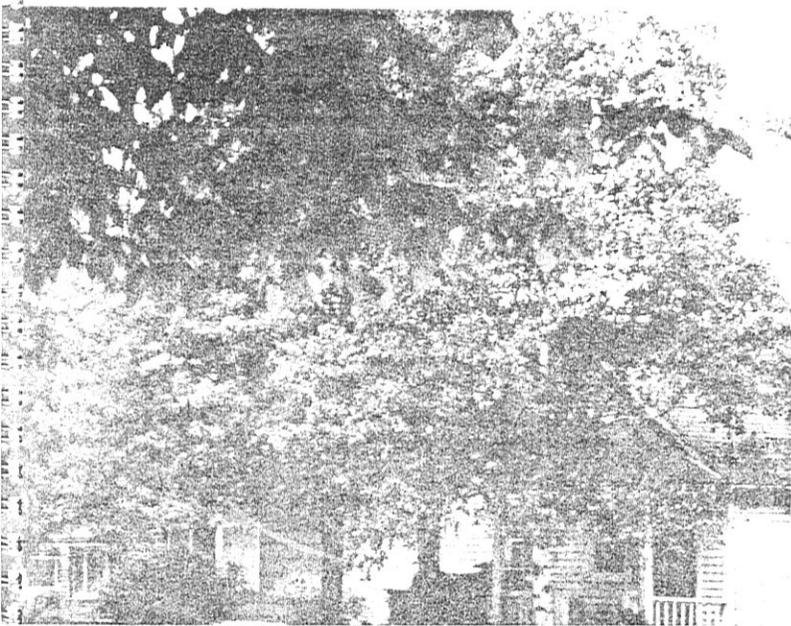
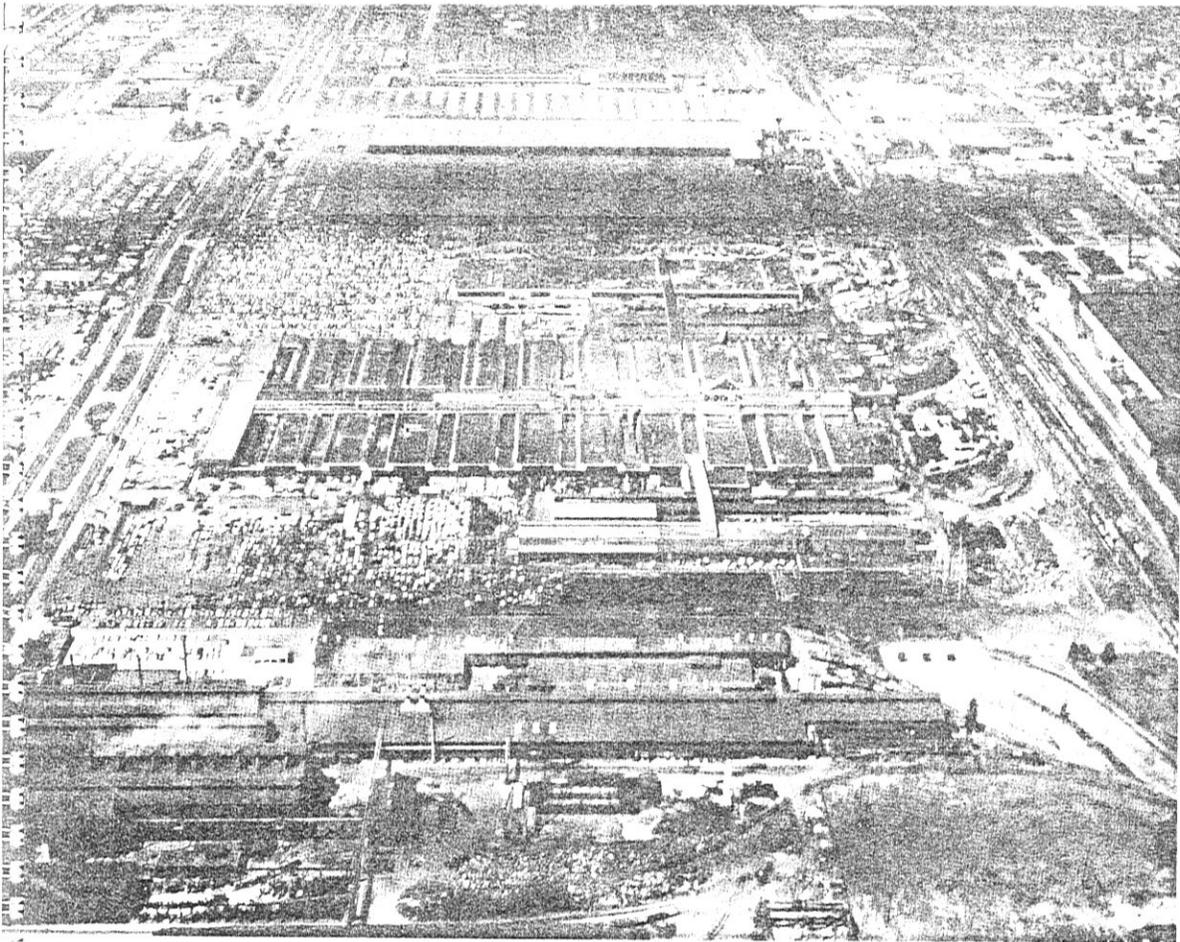
## LEGEND

-  Residential
-  Public
-  Semi-Public
-  Commercial
-  Industrial
-  Vacant



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REFORM ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.





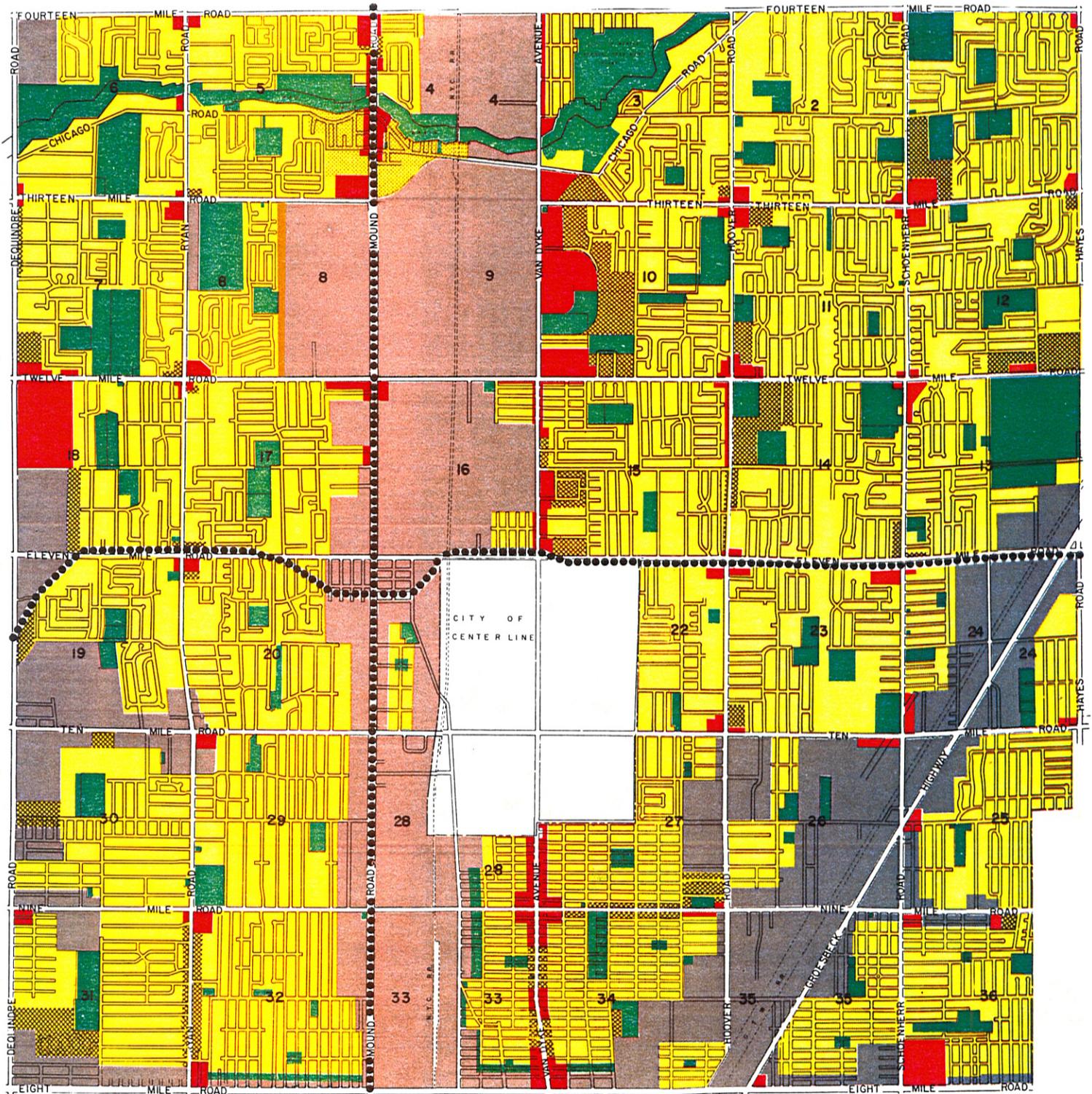
# THE LAND USE PLAN

## LEGEND

-  Low Density Residential
-  High Density Residential
-  Commercial
-  Industrial
-  Community Facilities and Open Space
-  Proposed Freeway



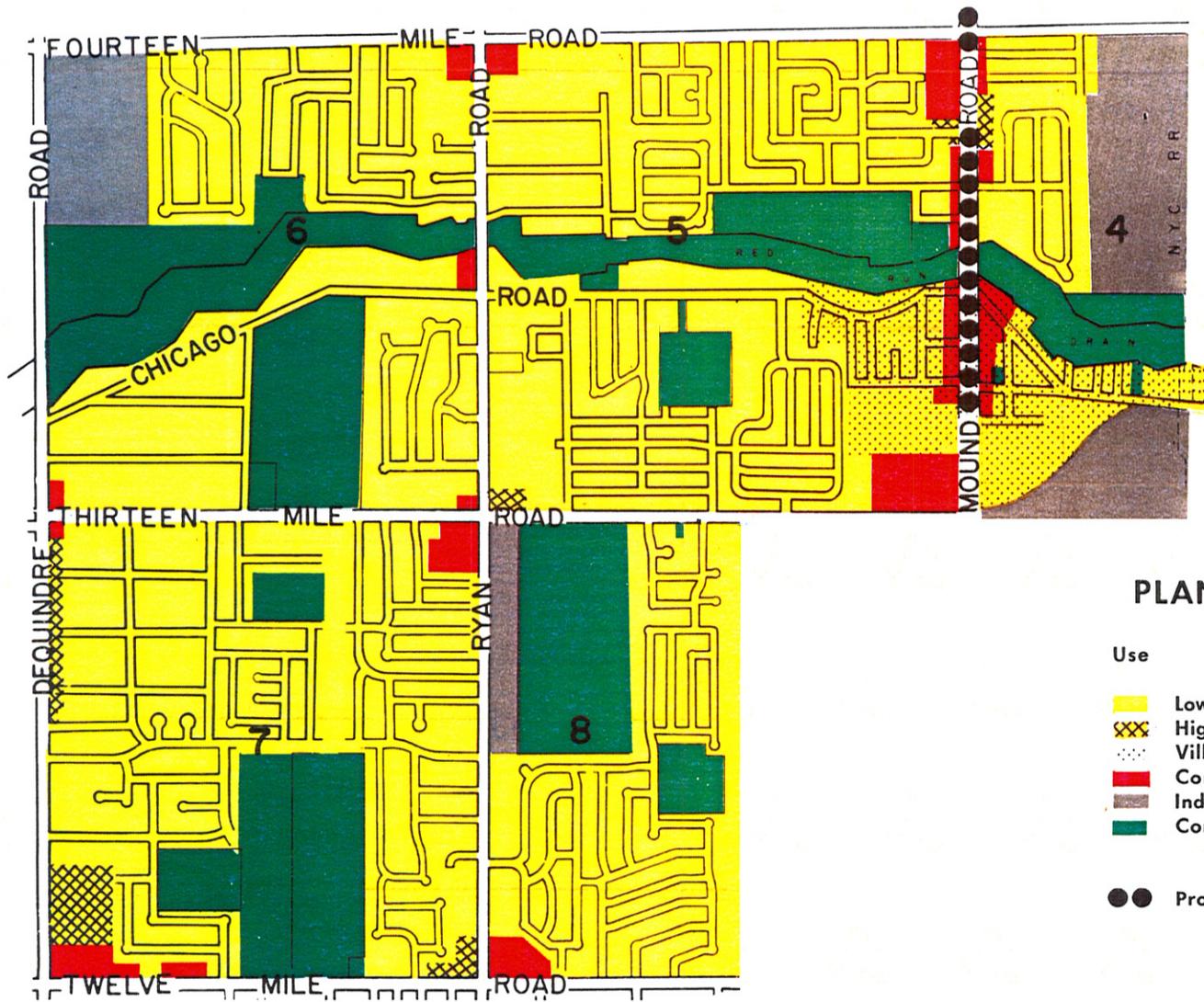
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 10 OF THE HOUSING ACT OF 1954 AS AMENDED



This Development Plan, although envisioned and presented on a total basis, has been broken down for convenience into eight planning and tabulation areas to highlight the major proposals of the plan.

Since Warren encompasses such a massive land area, with many and varied types of neighborhoods, it is necessary to show not only overall city proposals but more specific details about each of the eight delineated areas or "communities". This tends to associate individuals with a given area, as well as to identify them with the entire community.





### PLANNING AREA ONE LEGEND

Use	Acres
Low Density Residential	1,671
High Density Residential	31
Village Area	111
Commercial	84
Industrial	214
Community Facilities & Open Space	461
Proposed Freeway	



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

# PLANNING AREA ONE

## MAJOR PLANNING PROPOSALS

### THE VILLAGE AREA

The village area at Chicago and Mound Roads was the first area of Warren's present 34-1/2 square miles to be urbanized. Beebes Corners, as it was called in 1837, became a carriage stop for traffic leaving Detroit for points north and provided the residents with a center of activities, including a mill, trading post, tavern and distillery. Through the years the area has grown, built and re-built, but still provides a nostalgic atmosphere of the past.

Since the village continues to be a center of activities, this plan suggests that the area be further enhanced in an early American motif to capture the style of our forefathers, as is exemplified by Old Town in Chicago and the Gas Light Square in St. Louis.

The plan proposes that a detailed study be undertaken to determine what goals will promote economic benefits for the citizens of the village, as well as preserve the historic area for the entire city.

### RESIDENTIAL LAND USE

The primary residential proposals in this area are the location of high density residential development in place of some existing commercial-zoned areas along Dequindre Road, from Shady Drive to an area south of 13 Mile Road, and immediately north of 12 Mile Road, as well as at the northeast corner of 13 Mile and Ryan Roads and on the northwest corner of 12 Mile and Ryan Roads.

### COMMERCIAL LAND USE

Commercial facilities should be limited to major intersections and the village area. Both size and location of shopping areas should be based on market potential to prevent excessive commercial zoned land.

Offices are proposed on the north side of 12 Mile Road, near Dequindre east of the shopping center.

### INDUSTRIAL LAND USE

The plan provides for the extension of the industrial area west of the railroad track south of 14 Mile Road, to the rear of the residences abutting this area. Enough property should be excluded from this expansion to develop Davy Street for residential use and to provide for the separation of residential and industrial use through a parking zone, public greenbelt or park.

### COMMUNITY FACILITY PROPOSALS

The Red Run Drain property, when the drain is enclosed, would be a park link to tie together all open space along its path. A park and recreation facility is to be developed from the school to Dequindre Road in Section 6 and on the land west of Mott High School.

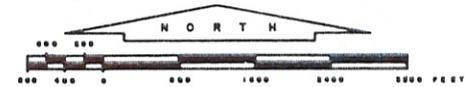
The branch library in Green Acres is to be relocated to the southwest corner of Cousino and 13 Mile Road.

### MAJOR CIRCULATION PROPOSALS

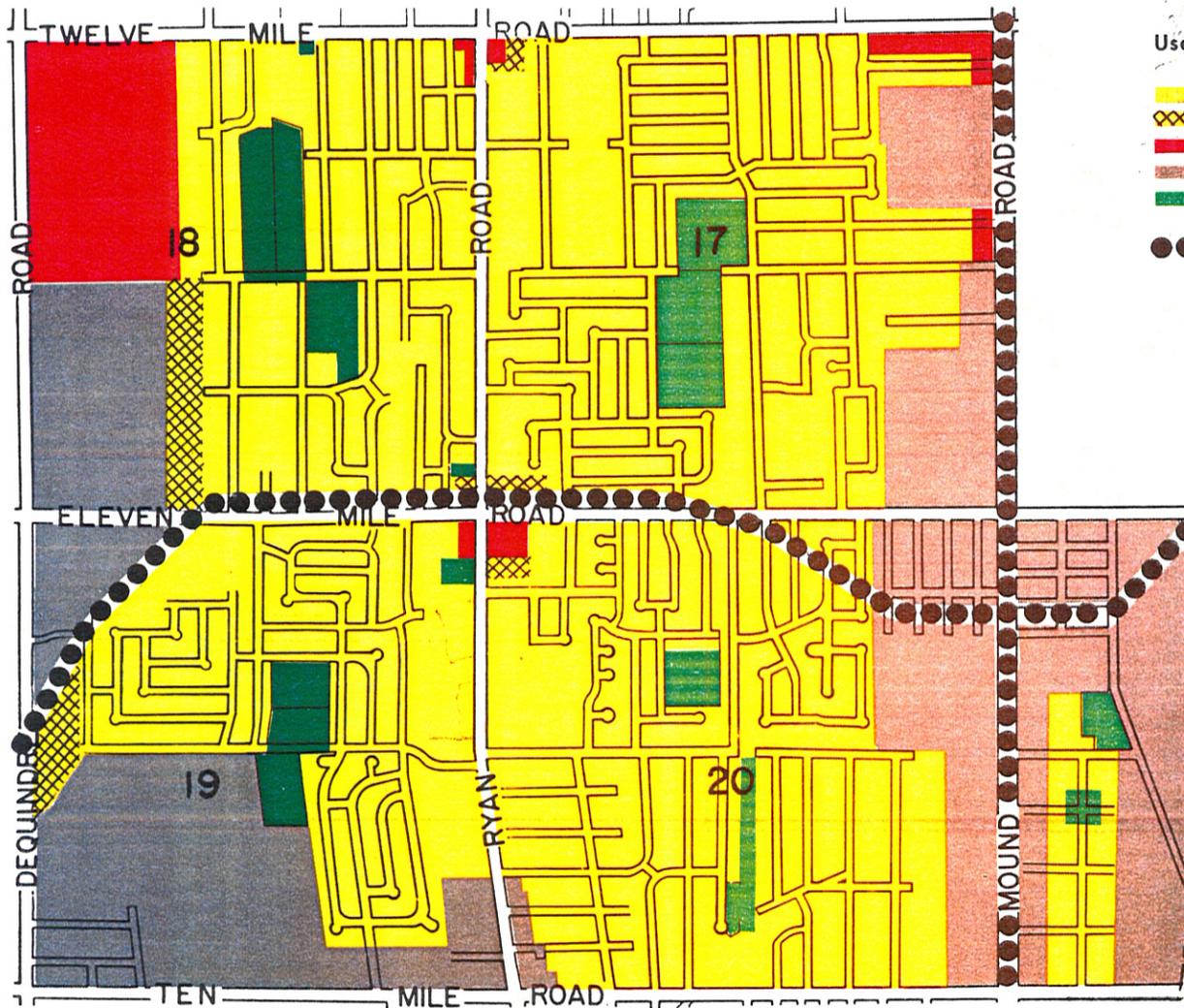
Mound Road is to be developed as a north/south expressway (with highway depressed and covered through village area). Chicago and 13 Mile Roads should be connected in the area of Mound Road, and 13 Mile Road, directed south at Dequindre Road to line up with 13 Mile Road in Madison Heights.

## PLANNING AREA TWO LEGEND

Use	Acres
 Low Density Residential	1,767
 High Density Residential	50
 Commercial	123
 Industrial	705
 Community Facilities & Open Space	150
 Proposed Freeway	



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RESEARCH ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED.



## PLANNING AREA TWO

### MAJOR PLANNING PROPOSALS

#### RESIDENTIAL LAND USE

High density residential areas are proposed to the east of the industrial development along Dequindre Road from 11 Mile Road to the Universal City Shopping Center, on both north side corners of 11 Mile and Ryan Roads, and east of Dequindre Road between the proposed expressway and Frazho Road.

The plan proposes to retain as residential the area north of 10 Mile Road along Peter Kaltz to the Sherwood school. Although this area is surrounded by industrial land, this plan does not envision this area being changed because of the substantial nature of the homes and the present tools available for plan implementation.

#### COMMERCIAL LAND USE

Commercial facilities, limited to major intersections, are proposed to be located, in size and number, based on market potential to prevent excessive commercial zoned land.

#### INDUSTRIAL LAND USE

The land pockets remaining after the construction of I-696, at its intersections with Dequindre and Mound Roads will provide prime sites for indus-

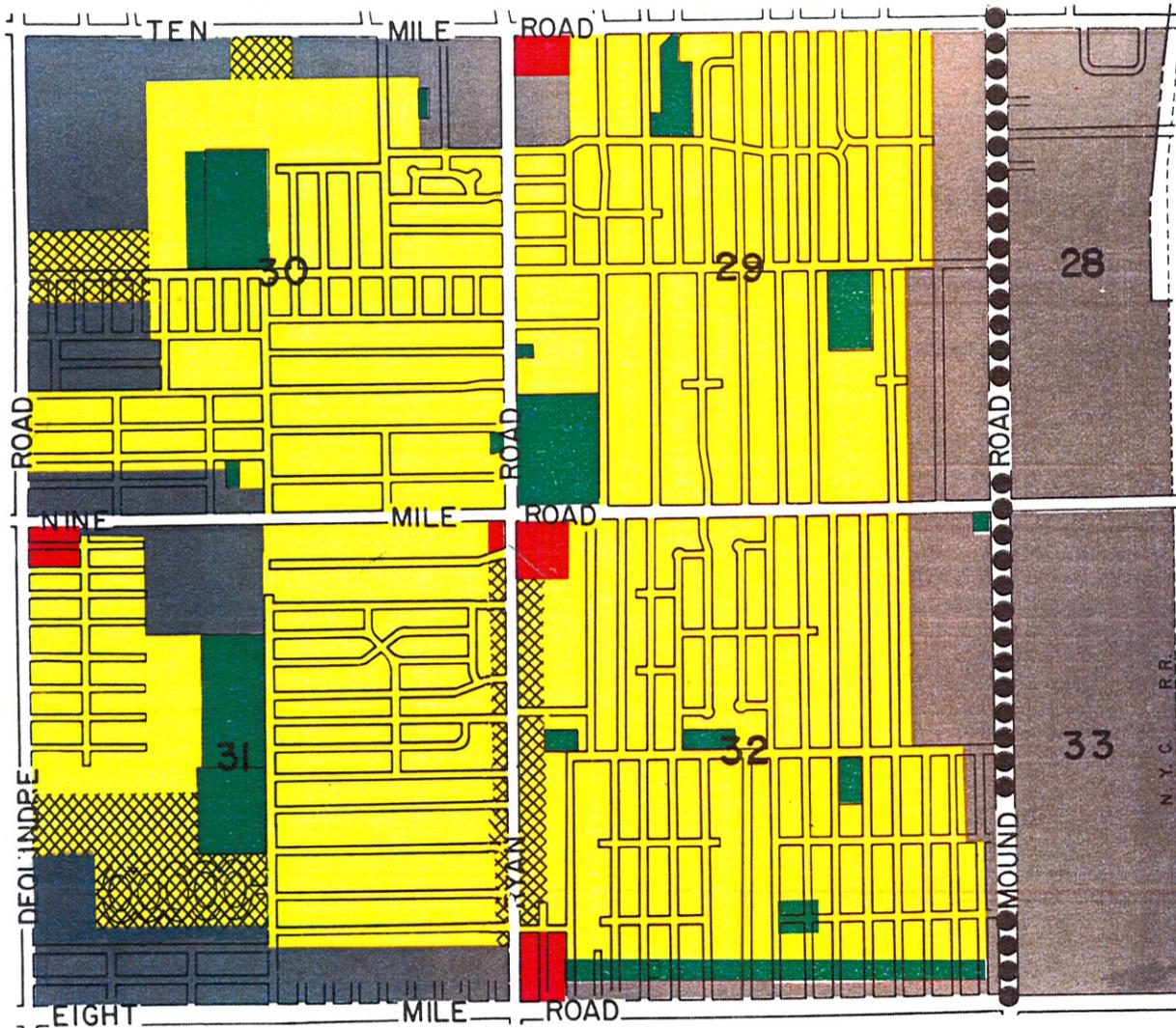
trial redevelopment. The enlargement of the industrial zoning is proposed at the northeast corner of 10 Mile and Dequindre Roads for industrial park purposes.

#### COMMUNITY FACILITY PROPOSALS

A library is proposed at the northwest corner of 11 Mile and Ryan Roads, a fire station in the vicinity of 11 Mile and Ryan Roads, and a neighborhood park in the residential area near the Sherwood school.

#### MAJOR CIRCULATION PROPOSALS

Proposed in this area are portions of the Interstate (I-696) and Mound Road freeways, with a large inter-change between these freeways at Mound and 11 Mile Roads. Frazho Road in the vicinity of Dequindre Road is to be re-located to allow for development of the I-696. Westbound Martin Road at the east line of the Universal City Shopping area is to be looped south to 11 Mile Road.



### PLANNING AREA THREE LEGEND

Use	Acres
Low Density Residential	1,766
High Density Residential	144
Commercial	33
Industrial	941
Community Facilities & Open Space	161
Proposed Freeway	



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

## PLANNING AREA THREE

### MAJOR PLANNING PROPOSALS

Land use and some community facilities proposed for this planning area are predicated on a total approach and the use of the renewal process, either public or private, and cannot be accomplished, for the most part, through zoning alone. The plan proposes development guide lines; however, detailed proposals will necessitate a community renewal study or planning in conjunction with a specific renewal project.

#### RESIDENTIAL LAND USE

The established Fitzgerald community exists in this area. Its single family character should be retained but a higher density residential development is proposed to provide residential approaches to the area along Ryan Road between 8 and 9 Mile Roads, east from Dequindre Road to the Schofield Elementary School in the area of 10 Mile Road and Warner and on both sides of Stephens Road east of Dequindre. In some neighborhoods, housing code compliance, conservation and rehabilitation are essential.

#### COMMERCIAL LAND USE

Commercial centers are proposed along Ryan at 8, 9 and 10 Mile Roads. Major emphasis should be concentrated on strip commercial being removed and redeveloped into commercial centers. To serve the general area and take advantage of the market created by 8 Mile Road, a major commercial development is to be located in the area bounded by 8 Mile Road, Lark, Sunset and Ryan Roads.

#### INDUSTRIAL LAND USE

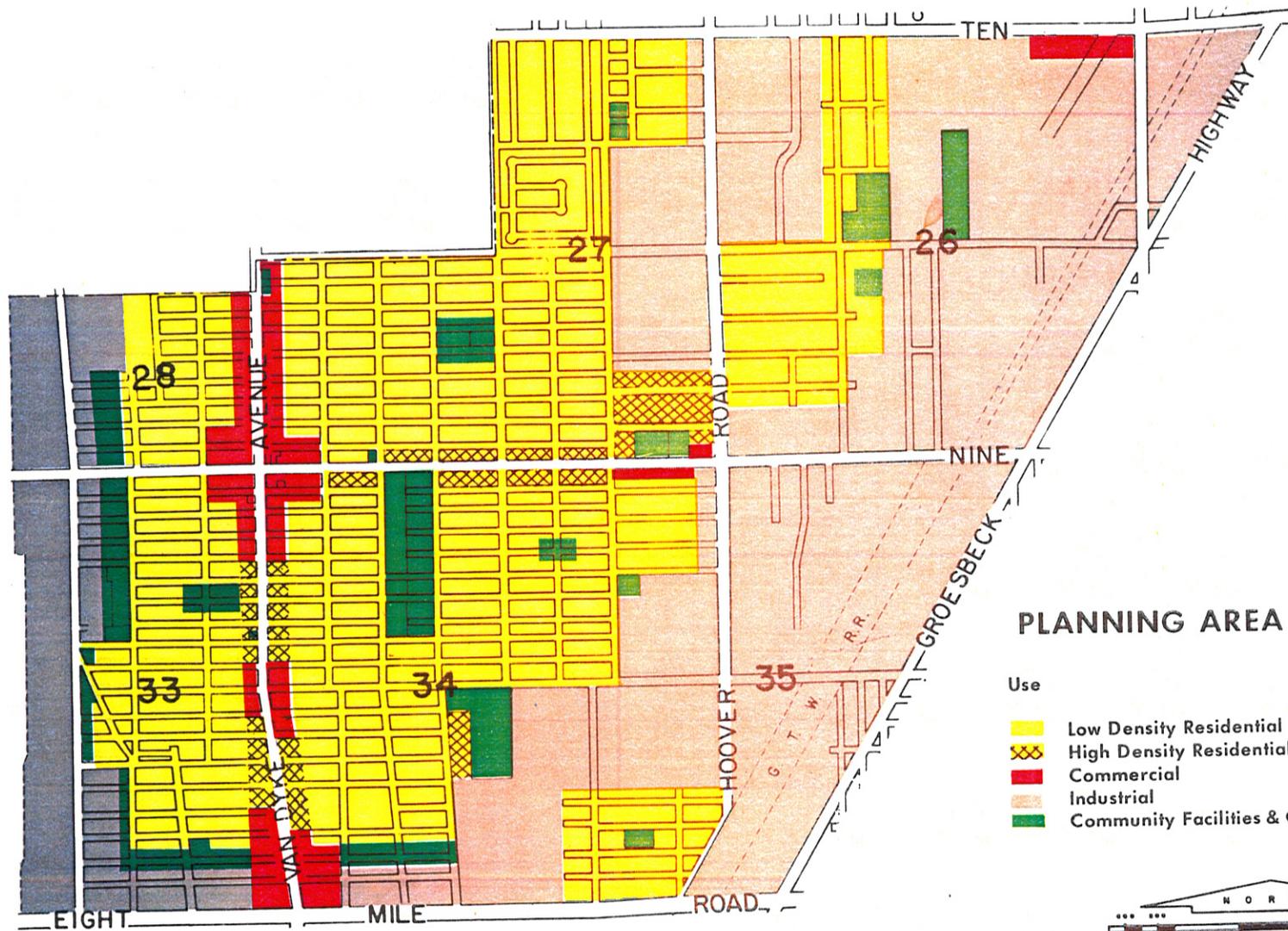
Major industrial development is provided for along 8 Mile Road from Mound to Dequindre. Expansion of existing industrial areas is programmed for 10 Mile Road and Dequindre and along 9 Mile Road from Dequindre to Warner. Commercial and Industrial development should be eliminated along Dequindre Road south of Goulson to Michael and north of 9 Mile Road from Waltz to Bart.

#### COMMUNITY FACILITY PROPOSALS

Playground facilities are proposed west of Westview Elementary School. In addition to renewal, expansion of school sites and new park sites are provided for on the west side of Mound, south of Stephens and north of 8 Mile Road, between the 8 Mile industrial frontage and the residences to the north. A fire station is proposed in the vicinity of 9 Mile and Mound Roads.

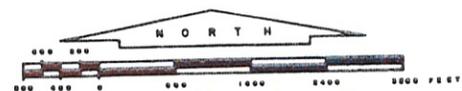
#### MAJOR CIRCULATION PROPOSALS

Warner Avenue is proposed to continue north from Stephens to 10 Mile Road. Toepfer Avenue is to be extended to Ryan Road as a collector and semi-major road.



### PLANNING AREA FOUR LEGEND

Use	Acres
Low Density Residential	1,250
High Density Residential	80
Commercial	103
Industrial	1,119
Community Facilities & Open Space	157



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RESEARCH ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

## PLANNING AREA FOUR

### MAJOR PLANNING PROPOSALS

Land use and some community facilities proposed for this planning area are predicated on a total approach and the use of the renewal process, either public or private, and cannot be accomplished, for the most part, through zoning alone. The plan proposes development guidelines; however, detailed proposals will necessitate a community renewal study or planning in conjunction with a specific renewal project.

#### RESIDENTIAL LAND USE

High density residential development is proposed along portions of Van Dyke Avenue and 9 Mile Road to eliminate excess strip commercial development and provide residential approaches to adjacent residential areas. Also essential to this area are programs to eliminate undesirable physical and environmental factors, in addition to housing code compliance, conservation and rehabilitation programs.

Although the residential area in the vicinity of 8 Mile and Hoover Roads is surrounded by industrial use, this plan does not envision this area being changed because of the substantial number and nature of homes in this area and the present tools available for plan implementation.

#### COMMERCIAL LAND USE

Commercial areas along both sides of Van Dyke, north of 9 Mile Road, have been expanded to allow for modern commercial facilities, adequate parking and a more efficient flow of traffic. Strip commercial from 8 Mile to 9 Mile along Van Dyke has been consolidated to large commercial centers at intersections to provide for functional needs of commercial development and facilitate traffic flow. Neighborhood shopping facilities are

proposed at Toepfer and Van Dyke; also, a commercial and office center along 10 Mile, west of Schoenherr Road to serve the Bi-County Hospital.

#### INDUSTRIAL LAND USE

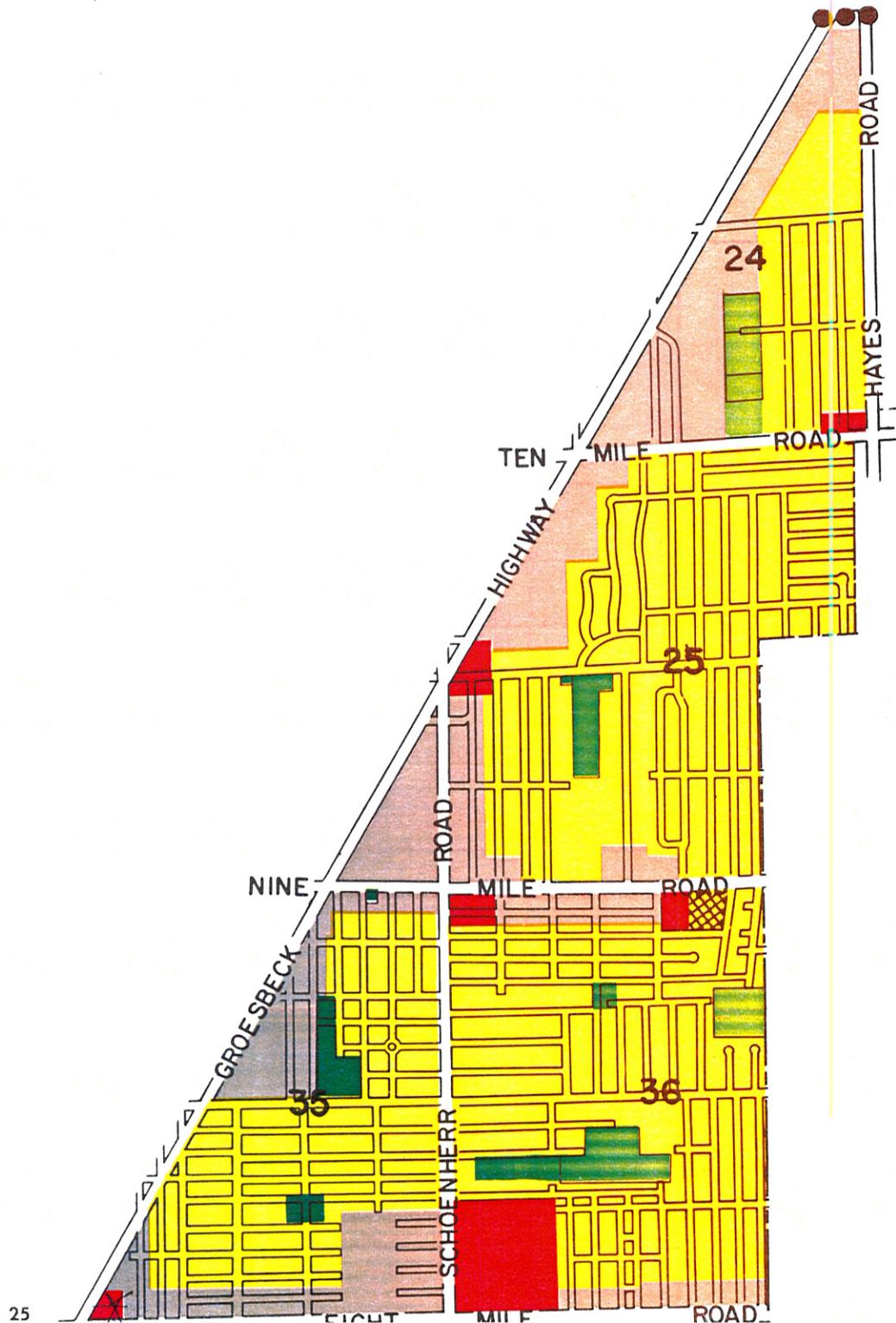
Redevelop land on the southwest corner of 10 Mile and Schoenherr Roads for industrial and commercial facilities. Eliminate the strip industrial along Hoover Road from Republic to Stephens to provide proper approaches to the residential areas. Expanded industrial areas along Hoover Road from Kaltz to 10 Mile Road, along 8 Mile Road between Hoover and Mound Roads and along Sherwood from 8 Mile Road to Center Line are proposed.

#### COMMUNITY FACILITY PROPOSALS

School facilities should be expanded in Sections 27, 33 and 34 in conjunction with renewal activities. New parks are proposed along Sherwood and 8 Mile which would serve the function of separating residential and industrial areas. The plan also calls for new parks in the Southwest 1/4 of Section 26 and the Northeast 1/4 of Section 34.

#### MAJOR CIRCULATION PROPOSALS

Sherwood is proposed as a major street. Redesign the local street pattern to eliminate through traffic and the number of entrances along 8 and 9 Mile Roads, and Van Dyke and Hoover Road. Expansion of right-of-way for 9 Mile Road in the vicinity of Van Dyke intersections.



### PLANNING AREA FIVE LEGEND

Use	Acres
Low Density Residential	1,332
High Density Residential	3
Commercial	58
Industrial	368
Community Facilities & Open Space	76
Proposed Freeway	



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN GENERAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

## PLANNING AREA FIVE

### MAJOR PLANNING PROPOSALS

Land use and some community facilities proposed for this planning area are predicated on a total approach and the use of the renewal process, either public or private, and cannot be accomplished for the most part through zoning alone. The plan proposes development guide lines; however, detailed proposals will necessitate a community renewal study or planning in conjunction with a specific renewal project.

#### RESIDENTIAL LAND USE

There is no major residential proposal for this area other than the need for housing code compliance, conservation and rehabilitation.

#### COMMERCIAL LAND USE

The strip commercial frontage for the most part along 8 Mile Road should be eliminated and redeveloped for industrial purposes.

Expanded commercial facilities are proposed on the southeast corner of 9 Mile and Schoenherr Roads and on 10 Mile Road on both sides of Rosenbusch.

#### INDUSTRIAL LAND USE

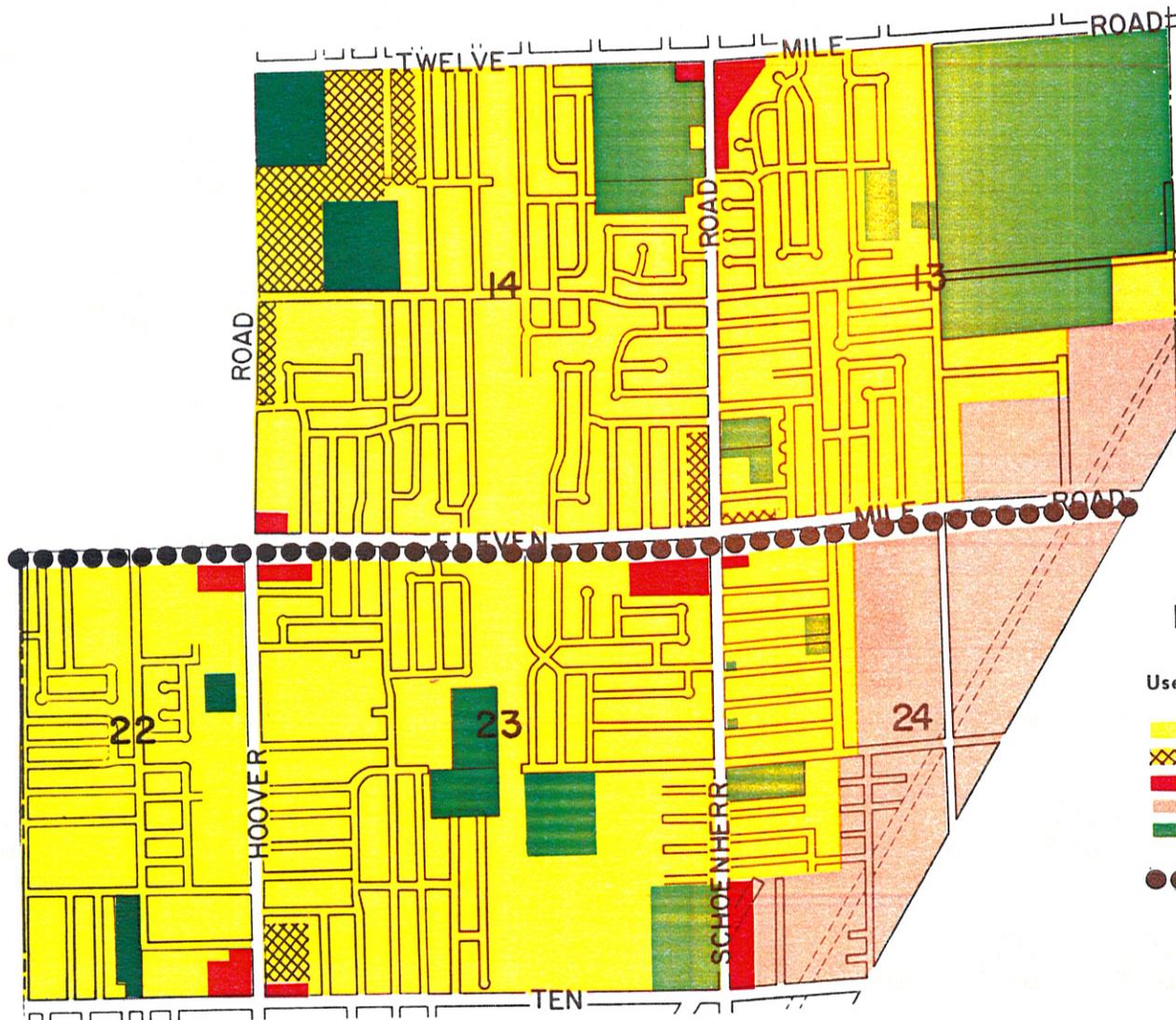
The strip industrial areas should be eliminated along Schoenherr Road from Sherman north to Knox, along Groesbeck south to Toepfer and along portions of 9 Mile Road to develop proper approaches to residential areas. The entire triangle formed by Groesbeck Highway, 9 Mile Road and Schoenherr Road is proposed to be redeveloped for industrial purposes as is the residential pocket on the northwest corner of Schoenherr and 8 Mile Roads. The industrial areas along 8 Mile Road, Groesbeck, 9 Mile and Schoenherr Roads in some instances have been expanded.

#### COMMUNITY FACILITY PROPOSALS

Neighborhood playground facilities are proposed in the Southeast 1/4 of Section 35, in the Northwest and Southwest 1/4 of Section 36 and the Southeast 1/4 of Section 25.

#### MAJOR CIRCULATION PROPOSALS

Local street patterns should be redesigned eliminating excessive entrances along major thoroughfares, and furthering providing for the reduction of through traffic in residential areas.



### PLANNING AREA SIX LEGEND

Use	Acres
Low Density Residential	1,728
High Density Residential	83
Commercial	52
Industrial	212
Community Facilities & Open Space	417
Proposed Freeway	



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RESEARCH ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

## PLANNING AREA SIX

### MAJOR PLANNING PROPOSALS

#### RESIDENTIAL LAND USE

High density development is proposed along Hoover near 12 Mile Road abutting the new hospital, along Hoover Road from Martin to Susan, and on the northeast corner of 10 Mile Road and Hoover Road. Similar high density is proposed on the northeast and northwest corners of Schoenherr and 11 Mile Roads, immediately north of the expressway.

#### COMMERCIAL LAND USE

Expanded shopping areas have been proposed on the southwest corner of 11 Mile and Hoover Roads, and the southwest corner of 11 Mile and Schoenherr Roads to replace commercial land that will be taken by the freeway. The Schoenherr Road frontage across from the Bi-County Hospital has been designated for office and retail commercial to serve this facility.

#### INDUSTRIAL LAND USE

Expansion of industrial area in vicinity of Malvina and 10 Mile Road.

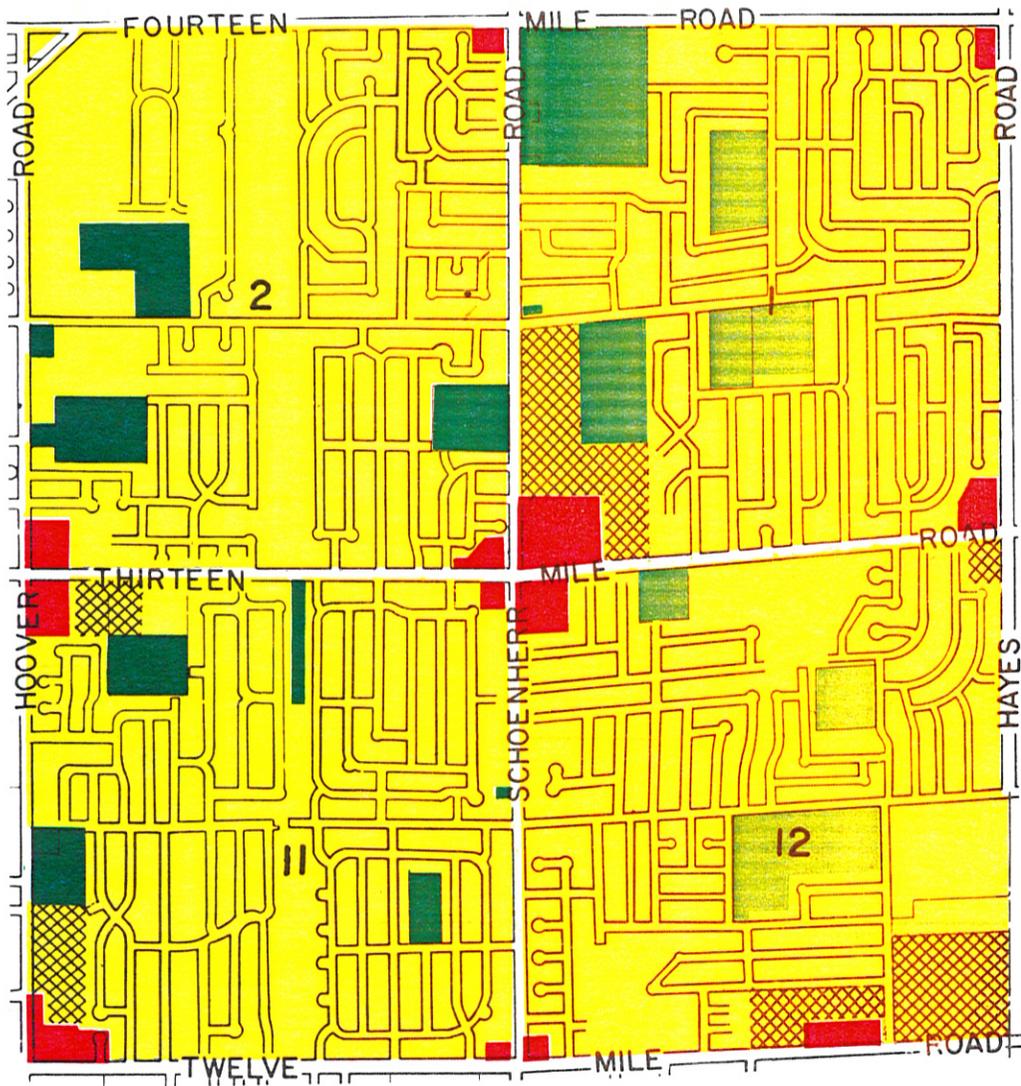
#### COMMUNITY FACILITY PROPOSALS

The Weier Farm located on Bunert Road, north of Martin Road is one of the last remaining traces of a past Warren era. In the same family for over one hundred years, it has been officially designated by the State as a centennial farm. This site, with its historical buildings, split rail fences, steam driven saw mill still in operation, large wood lot and roaming livestock provides people in the 1960's with a look at life in Michigan as it existed at the time of the Civil War. It is proposed that the buildings on the west side of Bunert Road and the wood lot on the east side of Bunert Road be preserved not only for their historical significance and value for passive recreation but as an educational resource to all our citizens and in particular our school children. Its value to the adjacent community college as a laboratory for nature courses is also of particular significance. This area should be preserved in its natural state with Bunert Road relocated to the west around the site. The existing Bunert Road would then remain as a lightly travelled gravel road.

Neighborhood park sites are called for in the Northeast 1/4 of Section 22, the Northwest 1/4 of Section 24, the Northeast 1/4 of Section 13, and a major community park is proposed in the center of Section 23.

#### MAJOR CIRCULATION PROPOSALS

A portion of I-696 will lie within this area. Bunert Road is to be realigned around the Weier Farm with the existing Bunert Road to remain as a gravel road to preserve the natural character of the area.



## PLANNING AREA SEVEN LEGEND

Use	Acres
Low Density Residential	2,167
High Density Residential	112
Commercial	76
Community Facilities & Open Space	249



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

## PLANNING AREA SEVEN

### MAJOR PLANNING PROPOSALS

#### RESIDENTIAL LAND USE

The plan proposes to eliminate the southwest commercial corner at 13 Mile and Hayes Roads and develop this property for high density residential use.

#### COMMERCIAL LAND USE

Commercial facilities should be limited to major intersections. A commercial center is called for at the northwest corner of 12 Mile Road and Gloede in conjunction with the high density residential development. The plan calls for elimination of commercial at northwest and southwest corner of Hayes and 12 Mile Roads. Existing commercial facilities in the northeast corner of Hoover and 13 Mile Roads are to be expanded.

#### INDUSTRIAL LAND USE

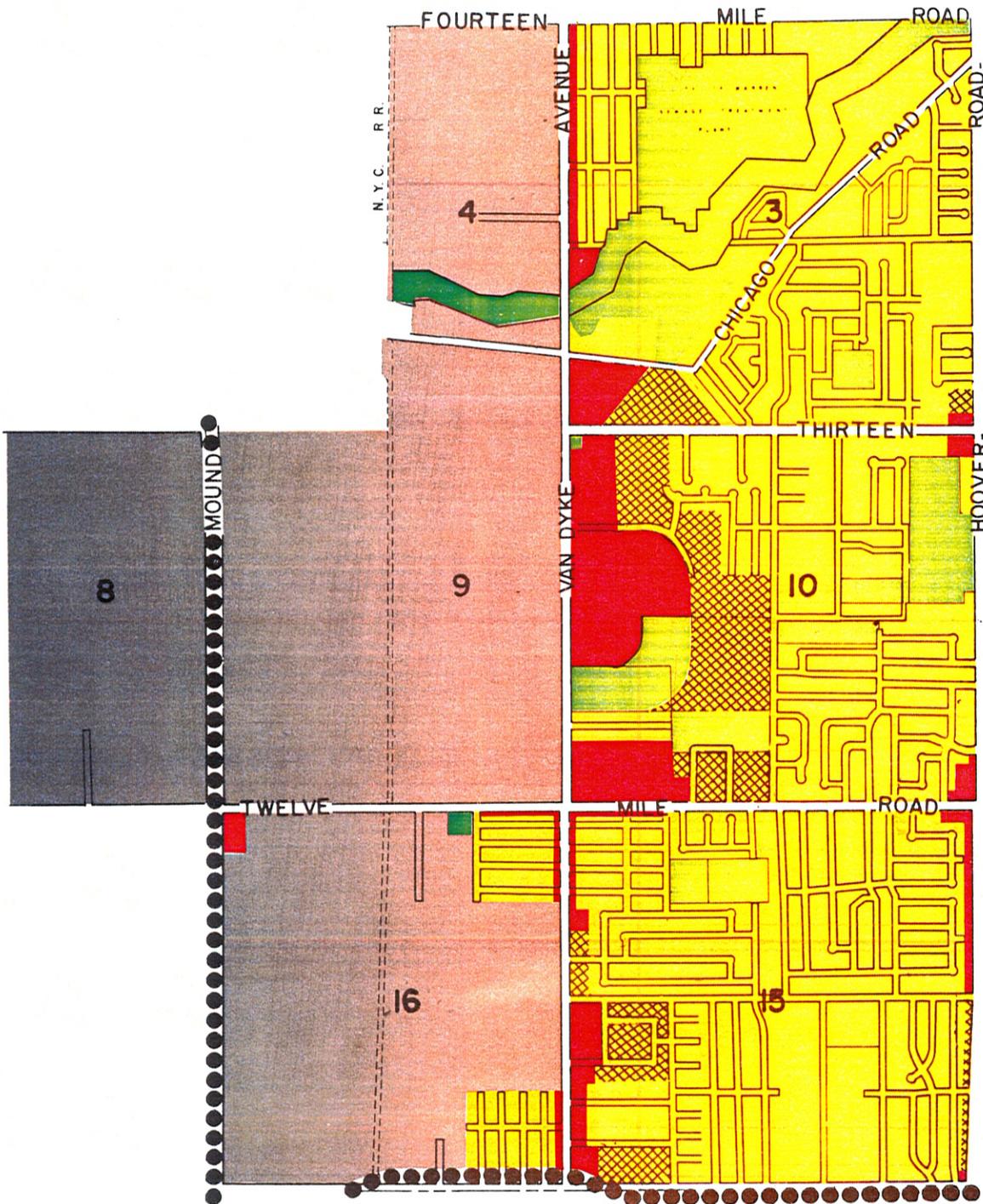
None

#### COMMUNITY FACILITY PROPOSALS

The Rinke Farm, like the Weier Farm, is to be preserved for historical interest and recreation. A neighborhood park is proposed adjacent to the elementary school fronting on Masonic.

#### MAJOR CIRCULATION PROPOSALS

Hoover in the vicinity of 14 Mile Road should be realigned to provide for a continual flow of traffic to the north.



### PLANNING AREA EIGHT LEGEND

Use	Acres
Low Density Residential	1,477
High Density Residential	173
Commercial	189
Industrial	1,516
Community Facilities & Open Space	409
Proposed Freeway	



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

## **PLANNING AREA EIGHT**

### **MAJOR PLANNING PROPOSALS**

The major land use feature of this area is the proposed City Center which was described previously in this document.

#### **RESIDENTIAL LAND USE**

In addition to the high density development proposed in conjunction with the City Center, high density areas have been designated along 13 Mile Road, east of Van Dyke and in the area adjacent to I-696 east of Van Dyke.

#### **COMMERCIAL LAND USE**

Development of the City Center area.

#### **INDUSTRIAL LAND USE**

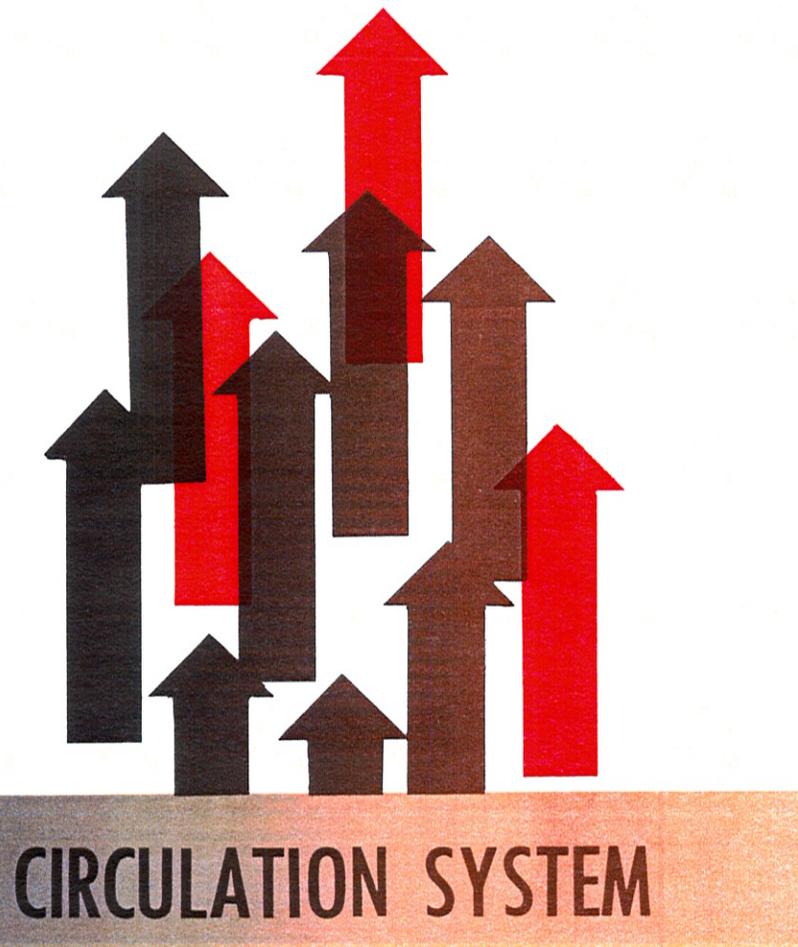
Consolidation of land parcels which are small and obsolete along Mound Road into useful industrial tracts and elimination of non-conforming residential uses.

#### **COMMUNITY FACILITY PROPOSALS**

The Red Run Drain area is proposed for recreation serving to tie together all open space along its path. The large parcel on the north side of Chicago Road east of Van Dyke Avenue in conjunction with land from the Sewage Treatment Plant property is proposed for recreational use. In addition, a neighborhood park is proposed on Campbell Road, north of 11 Mile Road. The fire station headquarters, with training facilities, is proposed in the area of 12 Mile Road, west of Van Dyke Avenue.

#### **MAJOR CIRCULATION PROPOSALS**

Street system as proposed by the City Center plan, construction of portions of the I-696 and the Mound Road freeway. Chicago Road is proposed as a major thoroughfare.



Circulation involves all forms of transportation for moving people, goods and services. This plan deals with those modes of transportation which require the use of our streets and thoroughfares. Since Warren is part of the metropolitan area and included in a 3-1/2 million dollar regional transportation and land use study, (TALUS) sections dealing with air and rail transportation, which are regional in nature, have not been included pending the Talus Study Report.

## PRESENT CONDITION

Warren has an excessively heavy traffic load on its major street system. This is caused mainly by two factors; first, is the local, highly intensive, and concentrated industrial development, with 80 to 85% of the persons employed in Warren residing in other communities. Secondly, Warren is enclosed on three sides by other portions of the metropolitan area, and on the fourth side, a heavy concentration of intensive development is taking place.

Although Warren's extremely rapid growth has, in recent years, been accompanied by some expansion of major street systems, deficiencies in this system are now apparent. However, planning has provided for adequate location and right of way width of major streets, and Warren has eliminated a major problem normally found in most communities.

Most of the deficiencies to our present circulation system are related to the lack of capacity of highway facilities, and the lack of control of land uses which causes cross movements, uncontrolled access, parking along streets, or other movements which conflict with traffic flow.

## ANTICIPATED CHANGES IN TRAFFIC PATTERNS

It is not anticipated that there will be a major change in traffic patterns in the future as the development trends within Warren and within a 15 mile range of Warren have been pretty well established. There will be some development in the outer fringe on the west, and intensive development to the north is very likely. These regional influences will have a tendency to increase the load carried by our streetsystem. These increased regional requirements have been incorporated into our circulation plan, with the freeways carrying the bulk of this type of traffic. All major streets will experience an increase in traffic over the years.



**MOVING PEOPLE, GOODS AND SERVICES  
DEMANDS AN EFFICIENT CIRCULATION SYSTEM.**



# WARREN'S THOROUGHFARE PLAN

Through comprehensive planning, street and highway needs can be anticipated before land development takes place. Advanced knowledge of how the city will be developed and what requirements are necessary for thoroughfares enables the proper authorities to acquire the necessary rights-of-way, for major streets. Such anticipation properly locates major roads and eliminates the need to purchase developed land. This helps to serve tomorrow's traffic needs at minimum expenditure to the taxpayer.

The basis for Warren's thoroughfare plan is the existing and proposed land use for the city and the region. The projection of traffic desires are based on origin and destination information and traffic travel patterns for the people of Warren and the region.

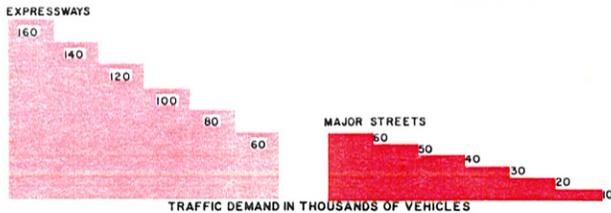
Essentially the Thoroughfare plan provides for the continuation of the City's present thoroughfare system adopted in 1962.

## STREET CLASSIFICATION SYSTEM

### EXPRESSWAYS

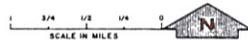
An expressway is a limited or controlled access highway designed to provide for the high-speed movement of large numbers of vehicles with a minimum of friction. They normally require 300' to 350' of right-of-way.

Vehicles enter and leave at interchanges by means of decelerating and accelerating lanes in an effort to maintain an efficient and safe flow of traffic. Parallel service roads are provided where abutting properties have no other means of access.



1985 DAILY TRAFFIC DEMAND

The projected traffic desires have been developed for 1985, based on anticipated use of land within Warren and the region, increased automobile usage and other local and regional influences which cause traffic to utilize the street systems. All major streets will be required to carry increased traffic loads even with the added freeway network.



THE PREPARATION OF THIS DISTRIBUTION WAS FINANCED THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND URBAN DEVELOPMENT AGENCY UNDER THE PROVISIONS OF SECTION 108 OF THE HOUSING ACT OF 1954 AS AMENDED AND WAS FACILETTED UNDER A CONTRACT WITH THE PLANNING AND URBAN REDEVELOPMENT COMMISSION, CITY OF WARREN, MICHIGAN.

## MAJOR THOROUGHFARES

Major thoroughfares are primarily intended to carry traffic through the city and from one part of the community to the other. These roads are normally located one mile apart and serve as neighborhood boundaries in most instances.

Minimum right-of-way width required is 120 feet.

## COLLECTOR ROADS

The primary function of a collector road is to provide a link between local streets and major thoroughfares. Collector streets shall improve traffic flow and safety on major streets through the regulation of the number and spacing of outlets onto major roads. The normally accepted distance between outlets is not less than 1/4 mile which not only reduces the number of street intersections but also allows the collector to serve its proper function rather than serving simply as a local street. In Warren, collector streets are generally the "half mile" roads and should:

- Provide access from residential properties to the major streets.
- Serve such local traffic generators as schools, recreation areas and churches.
- Be designed to discourage through traffic within and between neighborhoods.

Minimum right-of-way width required is 86 feet.

## LOCAL STREETS

Local streets are intended to serve residential areas. They form an intricate web of neighborhood streets which provide:

- Vehicular and pedestrian access to abutting properties
- Easement for public utilities
- Open space between buildings
- Temporary storage for vehicles

Sixty (60) feet of right-of-way is minimum for local streets.

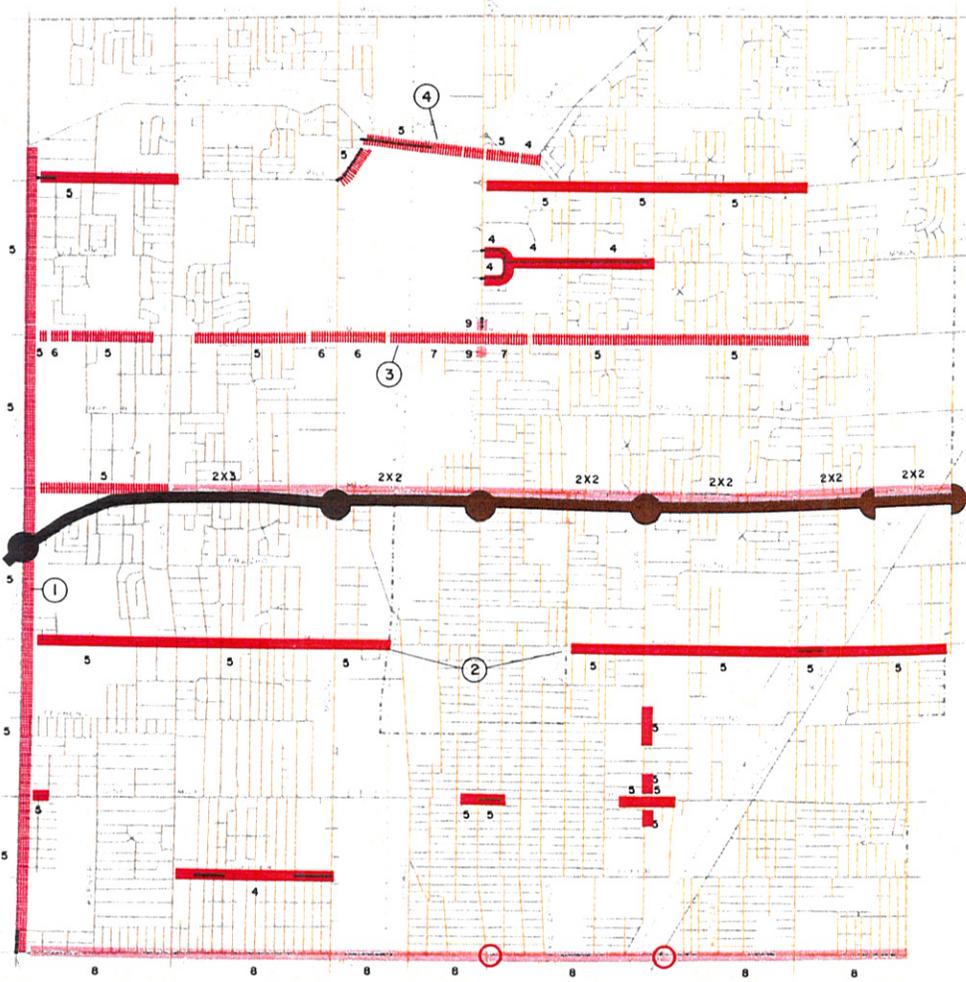
## INDUSTRIAL ROADS

Industrial streets provide adequate access to industrial areas. This specialized type of road will handle truck and employee traffic.

The minimum right-of-way for this type of road is 70 feet.

## STANDARDS FOR HIGHWAY DEVELOPMENT

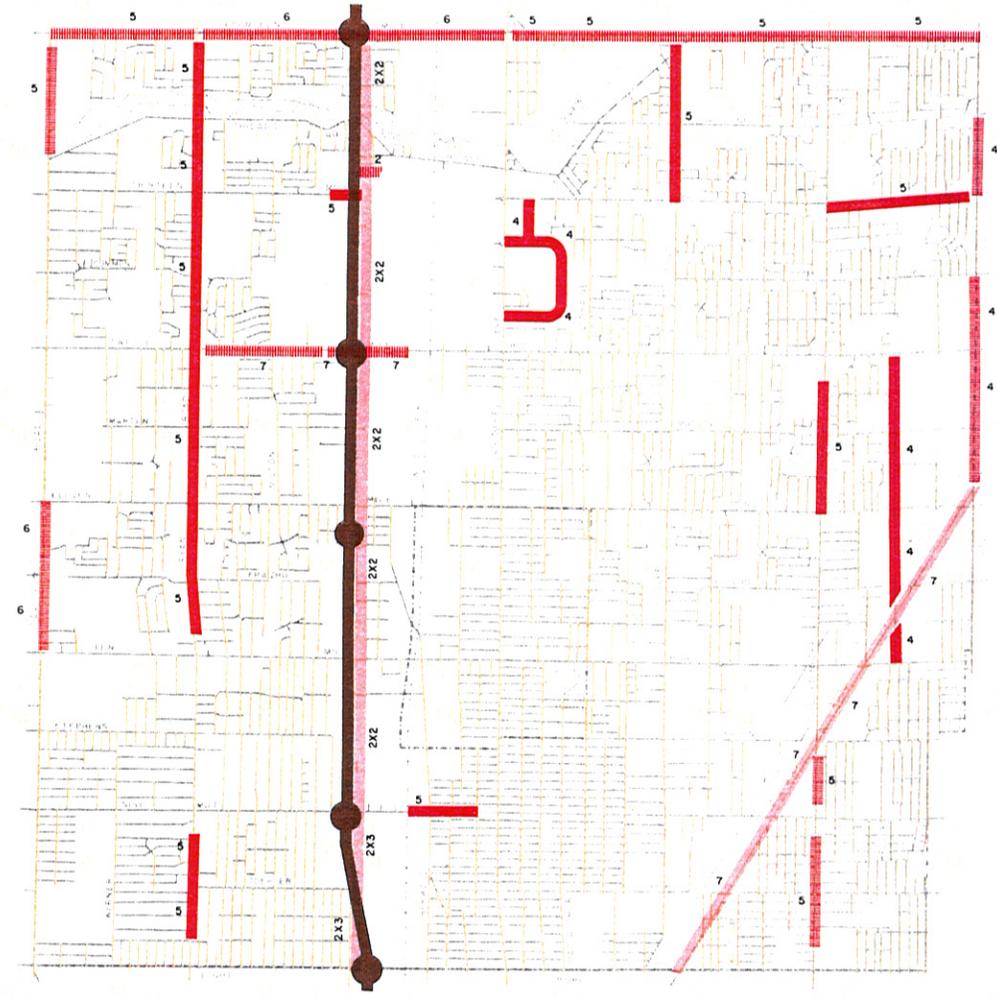
Development and construction of Warren's streets and highways shall be based on the City's Zoning Ordinance, Subdivision Regulations, and recognized and accepted traffic engineering standards and principles.



- CITY ROAD NETWORK IMPROVEMENT
- COUNTY ROAD NETWORK IMPROVEMENT
- ROAD RECONSTRUCTION  
(As presently intended by State Highway Dept.)
- RIGHT-OF-WAY WIDENING
- FUTURE EXPRESSWAY
- PROPOSED GRADE SEPARATION
- PROPOSED NUMBER OF LANES
- PRIORITY
- INTERCHANGE WITH FUTURE EXPRESSWAY
- 2 FRONTAGE ROADS WITH PROPOSED LANES

### RECOMMENDED SHORT-RANGE IMPROVEMENTS

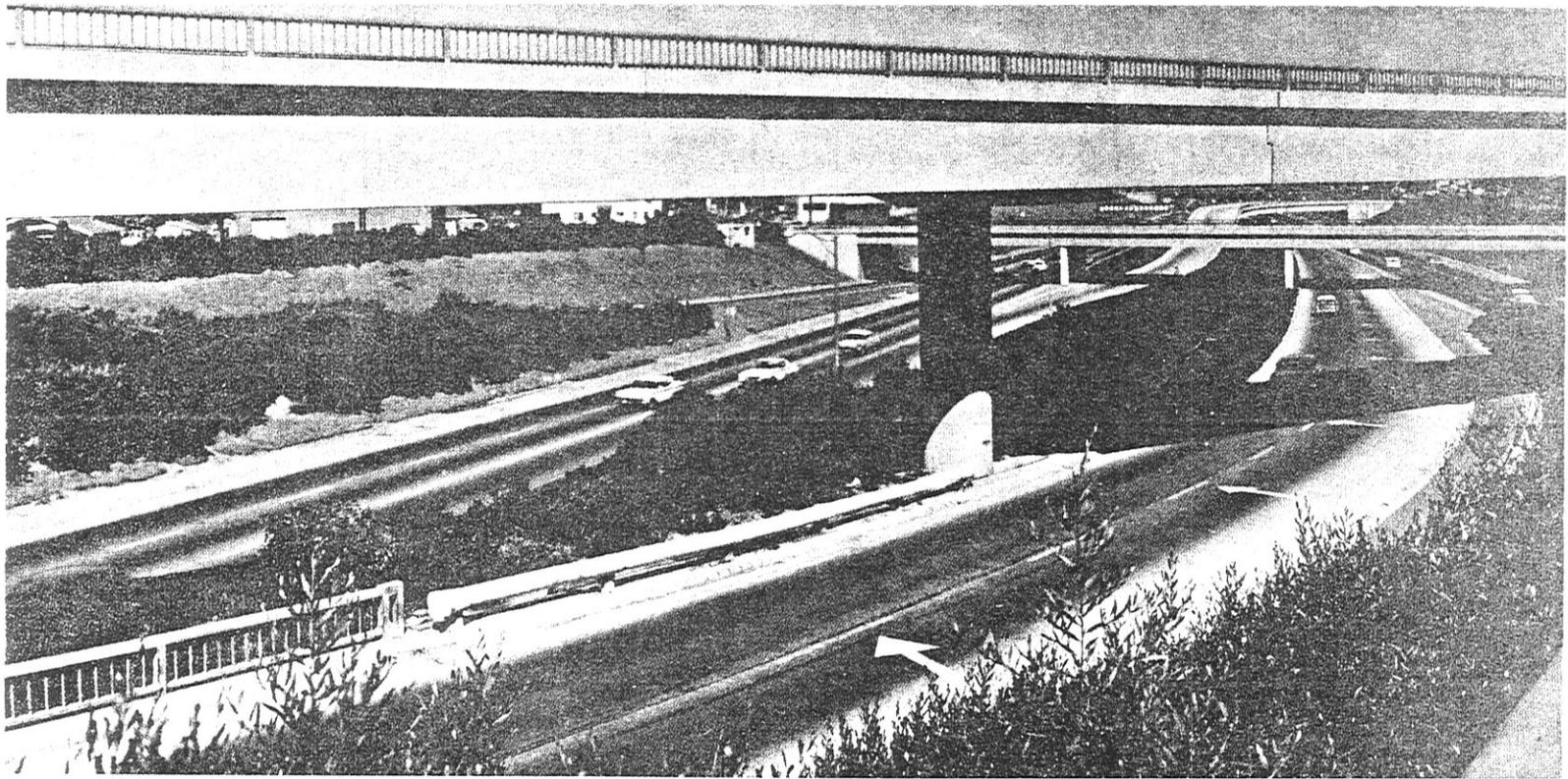
Solving Warren's present and future traffic problems will require increased capacity of the present street system. These improvements are contained in short and long range programs which will achieve the most efficient traffic movement for the dollars spent.



- CITY ROAD NETWORK IMPROVEMENT
- COUNTY ROAD NETWORK IMPROVEMENT
- ROAD RECONSTRUCTION  
(As presently intended by State Highway Dept.)
- FUTURE EXPRESSWAY
- INTERCHANGE WITH FUTURE EXPRESSWAY
- PROPOSED NUMBER OF LANES
- 2 FRONTAGE ROADS WITH PROPOSED LANES

### RECOMMENDED LONG-RANGE IMPROVEMENTS

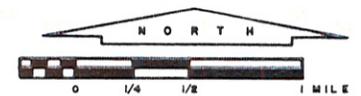
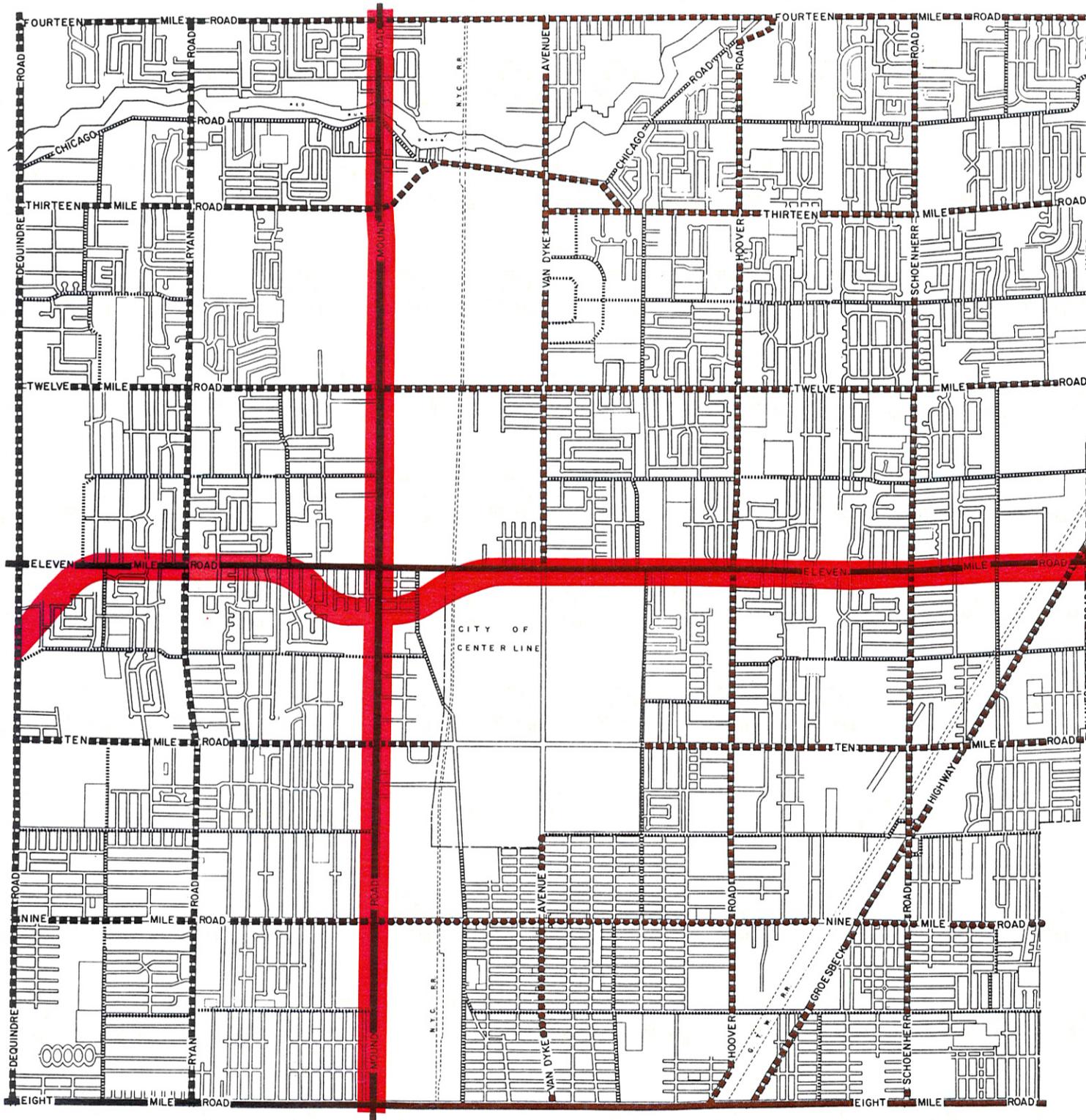
In addition to increasing street capacities shown in the figures above, improvement to traffic signal systems, signal timing, highway configuration, intersection treatment and traffic signs is necessary for the safe and efficient movement of traffic. (A detailed analysis of Warren highway needs with priorities and cost can be found in the Transportation Study listed in the appendix.)



# MASTER THOROUGHFARE PLAN

## LEGEND

	Expressway	300 - 350 feet
	Super Highway	204 feet
	Major Thoroughfare	120 feet
	Major Thoroughfare	106 feet
	Collector	86 feet



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

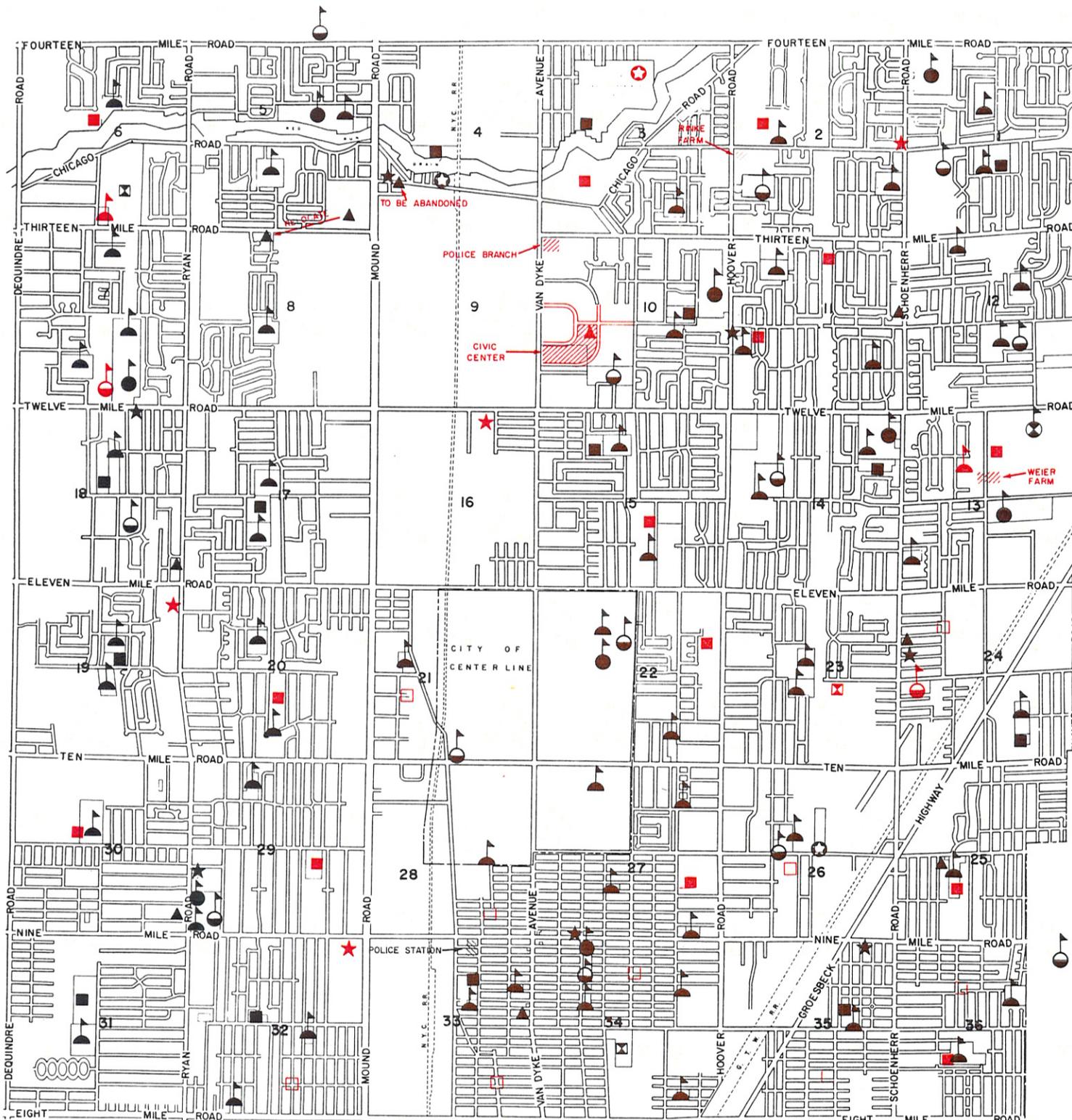


## COMMUNITY FACILITIES

Community Facilities provide for the convenience health, safety, and general welfare of the city.

Warren's Civic Center creates a focal point for the community and provides a functionally efficient and satisfying center of social and cultural activities. Police and Fire Departments guard against catastrophe. Schools, libraries, and recreation areas provide the community with cultural, social, and recreational facilities to serve a population which is acquiring more leisure time and, in an increasingly complex age, desiring more and better education. Health, Water and Sewerage facilities protect against disease and pollution of our water supplies. Highways, streets, and sidewalks move people, goods, and services across our city safely and efficiently.

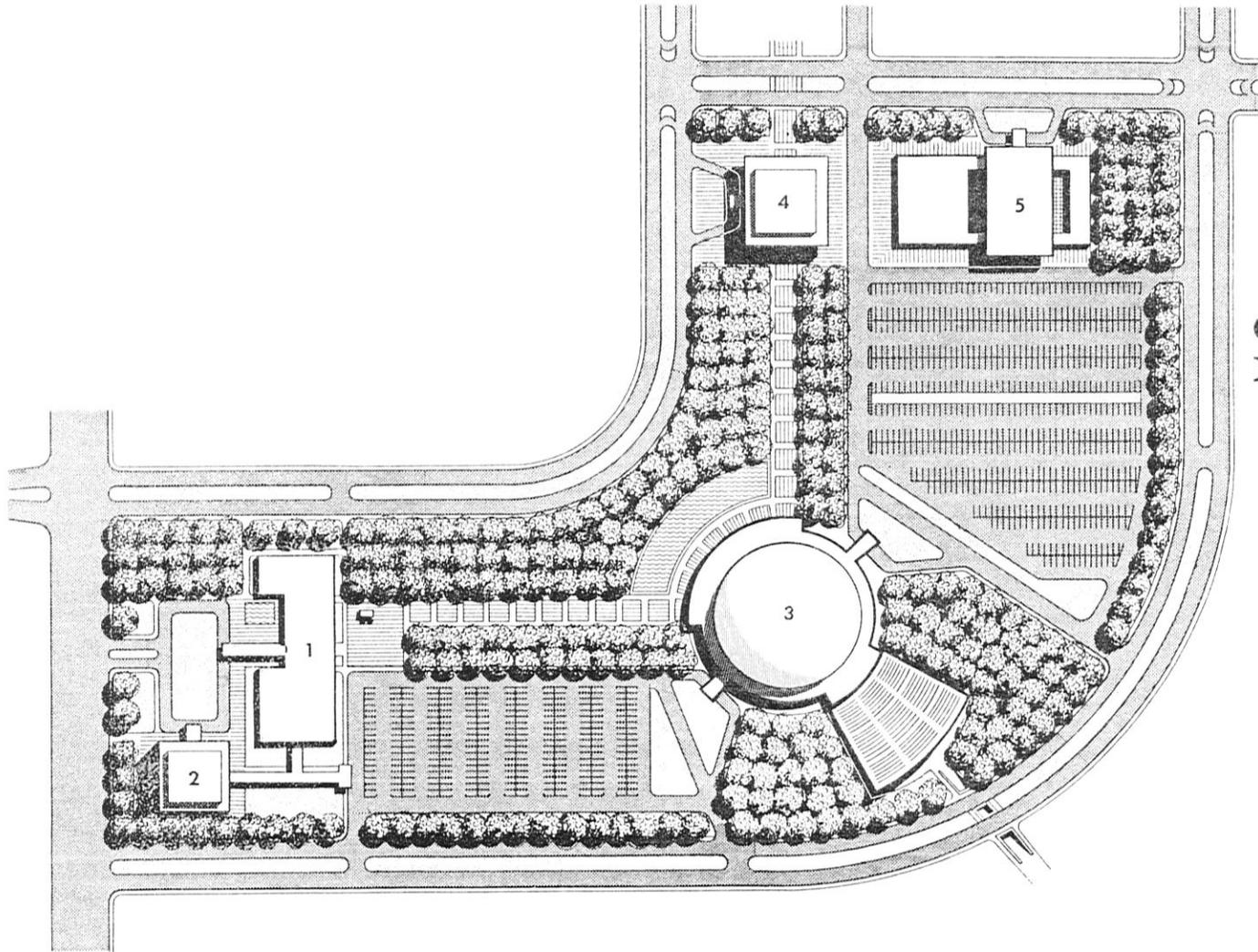
# COMMUNITY FACILITIES



- EXISTING**
- ELEMENTARY SCHOOL
  - JUNIOR HIGH SCHOOL
  - HIGH SCHOOL
  - MACOMB COUNTY COMMUNITY COLLEGE
  - NEIGHBORHOOD PARK
  - COMMUNITY PARK
  - LIBRARY
  - FIRE STATION
  - MUNICIPAL GARAGE
- PROPOSED**
- ELEMENTARY SCHOOL
  - JUNIOR HIGH SCHOOL
  - HIGH SCHOOL
  - POSSIBLE PARK SITE
  - NEIGHBORHOOD PARK
  - COMMUNITY PARK
  - LIBRARY
  - FIRE STATION
  - MUNICIPAL GARAGE

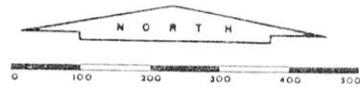


THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



## CIVIC CENTER DEVELOPMENT

1. Existing Municipal Building
2. Addition to Municipal Building
3. Civic Auditorium
4. Main Library
5. Community Facilities Building



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 10 OF THE HOUSING ACT OF 1954, AS AMENDED.

## CIVIC CENTER

By 1980 Warren will become the second largest city in Michigan with a population of over 200,000. The proposed Civic Center has been designed to serve the needs and express the aspirations of this new and vital community. It brings together the functions of government, culture and community activities within one comprehensive framework which will be functionally efficient and emotionally satisfying.

The proposed site is bounded by Van Dyke on the west, a new inner boulevard on the northwest, Common on the north and a new outer boulevard on the south and east. It covers an area of about 30 acres and it includes the 20 acre site of the existing City Hall. The required acquisition has thus been kept to a minimum, namely about ten acres of vacant land.

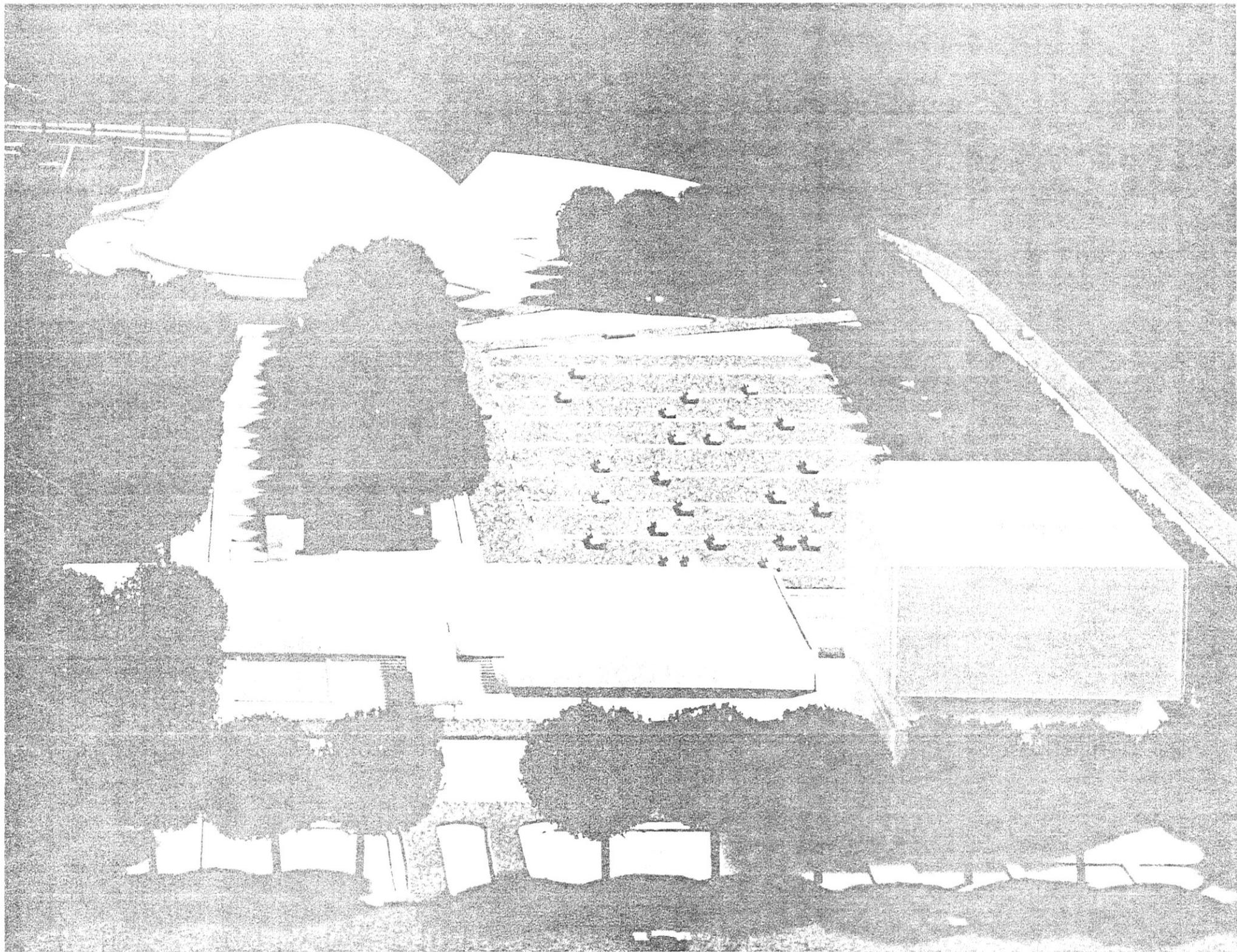
While a 30 net acre site can, with careful planning, provide the necessary civic center facilities for a city of 200,000 it should be emphasized that this is the bare minimum and any reduction of the area will result in great harm to the Civic Center. This plan therefore strongly urges acquisition of the adjoining land required, while it is still vacant.

The Civic Center will consist of three basic elements:

- The existing City Hall linked to a medium rise addition housing the administrative, judicial, and legislative branch of government.
- A civic auditorium and open air theater which are placed in a central location and provide the focal point of the Civic Center.
- A central library and a community activities building providing a social and community center for Warren's residents.

A detailed program of the proposed Civic Center facilities is included in the Civic Center Report of December, 1965. A summary of space requirements follows:

Government	118,000 square feet
Library	70,000 square feet
Community Activities	70,000 square feet
Auditorium	40,000 square feet
Total	298,000 square feet



## SCHOOLS

The primary responsibility for public educational facilities in Warren rests with the school boards of the various school districts. However, there are many sound reasons why the city's comprehensive plan should be concerned with the location and development of public schools. This is particularly true in Warren where we have a unique school development situation. There are six separate school districts within Warren. Pre-school and school age population has increased from 39,053 in 1960 to 64,479 in 1964.

The comprehensive plan must concern itself with public school locations because schools are one of the most important factors in neighborhood development. Schools also serve as multi-purpose buildings in which neighborhood and community activities take place during non-school hours. Further, the number of acres of land and total investment in schools make them one of the largest community facilities. Warren schools use over a thousand acres of land.

A detailed analysis of Warren's school needs is found in A Study of Warren's Neighborhoods (see appendix) which in summary includes the following:

## SCHOOL LOCATIONS

For the most part, schools are properly located in accordance with recognized standards. Exceptions are the Warren Consolidated and Center Line Districts, where two high schools are located in the interior sections of two neighborhood units. In the Warren Woods, Fitzgerald and Van Dyke systems, elementary schools are located on major thoroughfares. However, these do not present major problems.

## SIZE OF SCHOOL SITES

Most of the existing school sites are of adequate size to meet desirable standards. There are, however, some sites in both the Fitzgerald and Van Dyke School districts which are inadequate and should be enlarged. Because of the built-up nature in the area surrounding these school sites, deficiencies cannot be corrected without some overall redevelopment taking place for the entire neighborhood. When such plans are developed, the various school boards concerned should be consulted so that inadequate school sites can be enlarged to proper standards.

## NUMBER OF SCHOOL SITES

A total of 75 schools will be needed by 1980 to accommodate the projected school population. The required breakdown is as follows:

7 Senior High Schools  
11 Junior High Schools  
67 Elementary Schools

All required school sites within the City of Warren have been designated and most of them acquired.

## PUBLIC LIBRARY SYSTEM

Based on past planning proposals, library sites needed for the community have been acquired. There are seven branch library sites strategically located throughout the community. On five of these sites, construction of libraries has been completed. The main library site is to be acquired as part of the Civic Center and will provide a central place for resource materials which cannot be supplied by the various branch libraries.

The plan calls for abandoning the present library on Beebe, east of Mound Road, completing the main library in the Civic Center, and moving the Green Acres Library to the existing site in the vicinity of Boewe and 13 Mile Road.

## LAND FOR PARKS AND RECREATION

Studies reveal a deficiency in the amount of land for Warren's recreation system. The Community Facilities Plan outlines a balanced system of parks and recreation areas to serve all sections and age groups of Warren. The plan proposes 15 additional sites, totaling 162 acres, to supplement our present 213 acres of park land. These new parks are located adjacent to existing or proposed schools where possible so that the joint utilization of facilities can be continued.

If the city is to have an adequate park system, it must hasten to acquire the additional land while it is still undeveloped and relatively inexpensive.

In addition to the 15 sites previously discussed, the plan calls for 9 park sites in areas where no suitable vacant land is available. Acquisition is

dependent on federally assisted community action programs such as urban renewal, open space, and community facilities.

The utilization of some of the present drainage easements, after the drains are enclosed, and the Detroit Edison Corridor which runs almost the entire length of the city, would serve special recreation needs and tie together, via pedestrian or nature trails, some of our other recreation sites.

The Weier Farm, located on Bonert and Martin Roads, is designated for preservation. This irreplaceable, picturesque part of Warren not only serves as a link to Warren's past, but is a unique, educational and historical resource for the community.

Emphasis should be placed on the acquisition of land rather than the intensive development of facilities. This can become possible in the future if the land is available.

## FIRE STATION NEEDS

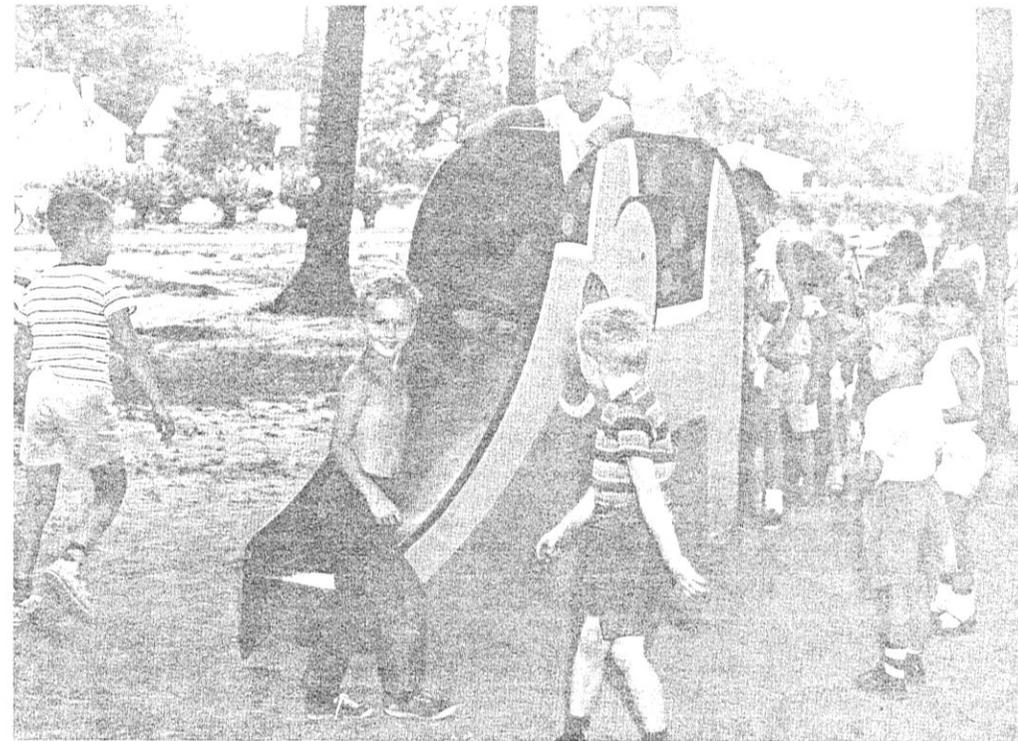
Studies indicate that eleven fire stations will be required to properly serve Warren's industrial, commercial and residential complexes. At the present time, Warren has seven fire stations that are completed and needs to acquire four additional sites. The site located in the vicinity of Van Dyke Avenue and 12 Mile Road will be the headquarters and will also serve as a training center.

The strategic location of fire stations is necessary to properly serve high-value areas. Acquisition of four remaining sites is crucial. This crucial position is further emphasized because land is rapidly disappearing. The alternative to early acquisition could be higher cost in the future because of the need to clear existing structures.

## POLICE FACILITIES

Warren's police operations are directed from a newly expanded police station located on 9 Mile Road, west of Van Dyke Avenue. This facility appears to be adequate to provide Warren with necessary police protection.

Although the present operation does not require a branch police station, it may be necessary in the distant future to locate such a facility in the northern portion of the community. The State Police Post presently located at 13 Mile Road and Van Dyke Avenue is scheduled, in the future, for abandonment. This might provide an excellent base for such a local branch police station which would be strategically located in the north half of Warren and should be considered for this purpose.





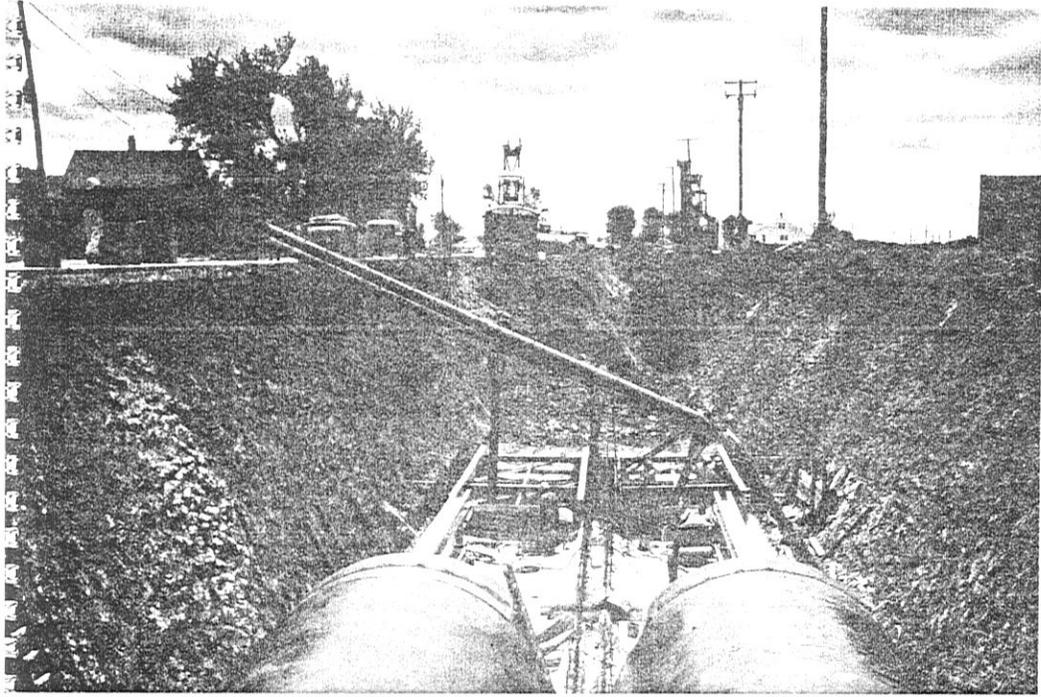
## SEWAGE TREATMENT PLANT

Construction of a sewage treatment plant, just south of 14 Mile Road and east of Van Dyke Avenue in 1955, was the first phase of a sewage treatment program for the City of Warren. In 1964, expansion to this facility, to accommodate over 200,000 population expected as Warren's maximum population, was completed.

The sewage treatment plant was just one part of a coordinated sanitary sewer program which included expansion of all the drains within the City of Warren.

## STREET PAVING

A program for improving the capacity of Warren's streets is outlined in the Thoroughfare Plan Recommendation listed in the appendix of this Report. As noted in the Neighborhood Study, city-wide pavement deficiencies total 48.7 lineal miles of unpaved local roadway; plus 8.5 lineal miles of unpaved collector roads. The total estimated cost of correcting this deficiency is \$3,257,040 which includes storm sewer costs.



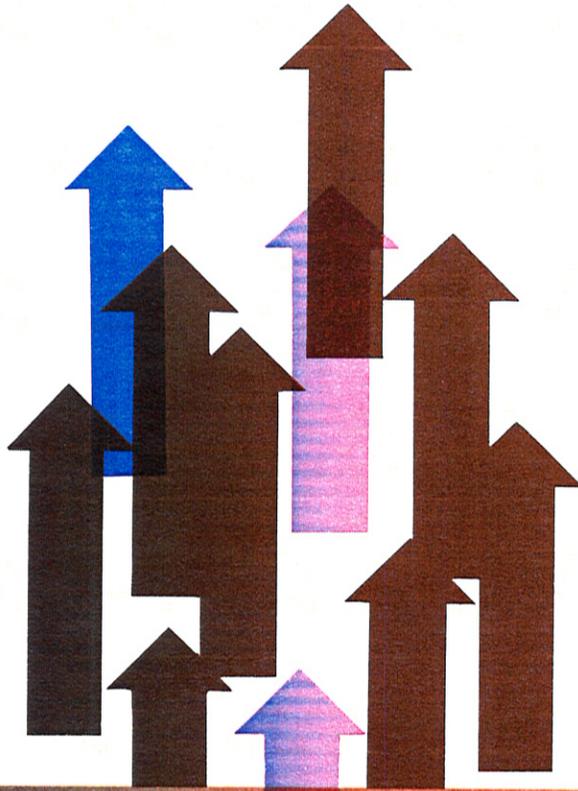
## STORM DRAINAGE

There are presently 18.5 miles of open storm drains existing in residential areas in Warren which are both health and safety hazards. These drains are to be enclosed as time and money permits.

In addition to the storm sewer system, sanitary sewer facilities are needed in areas involving 29 of the neighborhoods in the City.

## SIDEWALKS

It is estimated that 801,364 lineal feet of sidewalk is required along Warren's local and collector roads. In addition, and probably more important, is the lack of sidewalks along the City's major thoroughfares. This is most important when considering the safety of children traveling to and from libraries, schools and play areas.



## MAKING THE PLAN WORK

The Comprehensive Plan, as presented, acts as a guide or framework regarding the total development of Warren. The Plan, in itself, has very little meaning unless it can be transformed from writing to reality. Achieving this plan requires the understanding and coordination of the Government, the citizens, and the developers who will be creating the character of the community.

The lack of legislative or administrative support, the public apathy of citizens, ineffectual laws and unimaginative developers can only spell disaster for the plan and future chaos to the living, working and playing environment for Warren.

### CITY PLANNING COMMISSION

The City Planning Commission by law is responsible to make studies and recommendations to the Mayor and City Council for improving the physical and social environment of the community as a setting for human activities, and to make it more functional and efficient. The Commission through its broad citizen representation is established in such a way that its advice to the governing body is to provide information to the community at large rather than to individuals or special interest groups within the city.

### CITY COUNCIL

As the elected representatives of the citizens of Warren, the City Council is responsible to effect political and technical coordination to insure that proper regulatory measures, financing programs and implementing policies achieve the comprehensive development plan.

### MAYOR AND ADMINISTRATION

The Mayor, with his administrators, must inject coordinated long range consideration into the determination of short range actions and bring professional and technical knowledge to bear on the making of political decisions concerning the development of Warren.

### ZONING BOARD OF APPEALS

The role of the board is to review appeals arising from the administration of the Zoning Ordinance. This responsibility must be coupled with a thorough understanding of the comprehensive plan to insure decisions in accordance with its objectives.

## DEVELOPER'S ROLE

The developer, realizing the added benefits that will accrue through uniform policies and sound community objectives will be in a position to provide for sound and imaginative development and greater investment in anticipation of longer and larger returns to the benefit of himself and the city.

## CITIZENS' RESPONSIBILITY

A city can only be as good as the demands and desires of its citizens as reflected through their elected officials. Public awareness, understanding, support and interest are essential if the desirable effect, of the comprehensive plan are to be achieved.

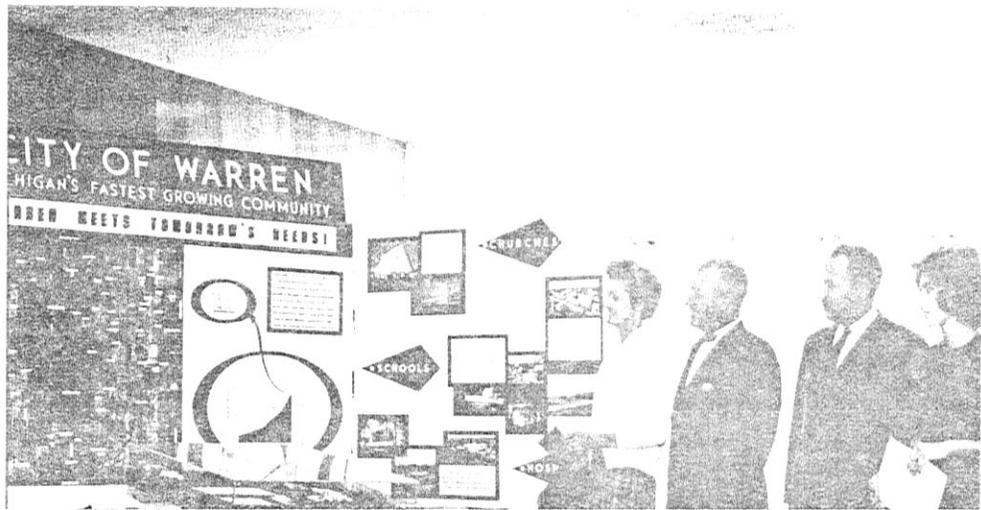
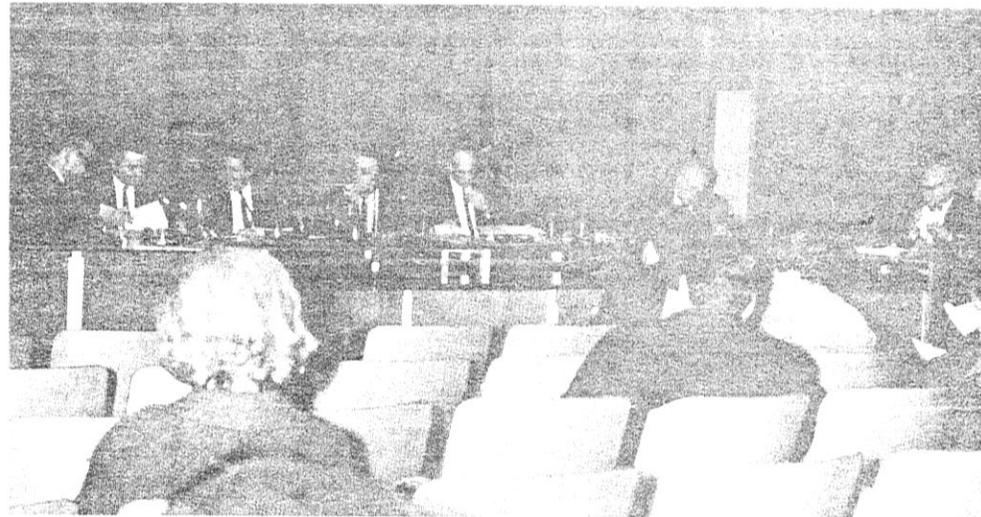
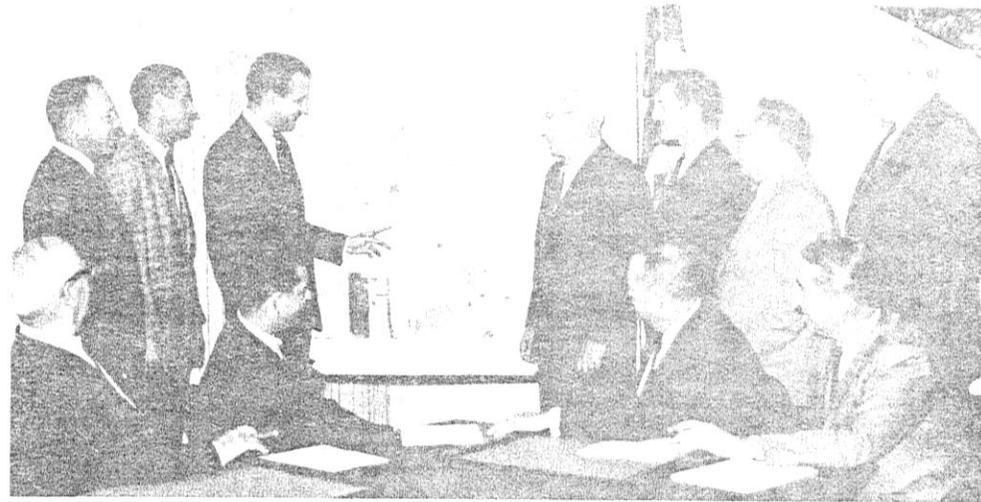
## REGIONAL COOPERATION

Warren can no longer afford the luxury of being considered as a remote suburb of Detroit. It is now a very important part of the Metropolitan area. People come from all over the region to work in Warren. As a major employment center, Warren's future has a direct influence on many of the surrounding municipalities, and vice versa, it will be to the advantage of all municipalities concerned to join together to undertake problems such as mass transit, garbage and rubbish disposal, water and sewer systems, which can and should be handled on a regional basis.

# REGULATORY MEASURES

## ZONING

The Comprehensive Plan presented provides a statement of goals and objectives to guide the development of the City. The zoning regulation is the principal tool and legal basis by which these goals and policies can be achieved. Zoning provides for the creation of various land use districts for trade, industry, residence and other purposes and regulates the height, size, yards, courts, open space, density and location of buildings constructed. The right to zone land is granted to the city by the state through its enabling legislation and enforced under the city's police powers. A zoning ordinance, to be legal, must be based on a comprehensive development plan and uniformly applied. Zoning, to be proper and meaningful, should not be changed or varied indiscriminately. The indiscriminate granting of variances and rezonings to please the whims of a few can do long-lasting damage to many. Therefore, changes to the zoning ordinance should be made only after careful examination and determination that such change will result in benefits to this community and not just to a vested interest group.



## SUBDIVISION REGULATIONS

As a new subdivision is created, a lasting part of the city's image or lack of image is being developed. Subdividing of land determines the arrangement of streets, building sites, and community facilities within the area involved. When approving subdivisions, it must be remembered that we are putting a permanent mark on the land which will last for many years. For while it is possible to renew and redevelop individual structures to meet proper standards, little can be done, without tremendous costs, to redevelop whole areas of the city.

In some of the subdivisions within Warren, too little concern has been given to modern design concepts and the relationship of a single subdivision to other properties or subdivisions within a quarter or half mile area. In the City of Warren, there are still many areas available for subdividing and more concern should be given to factors such as alternating setbacks, variety of housing type, curvilinear streets that will discourage through traffic, planting and maintenance of trees and the requirement of underground utilities.

As new techniques in land development and subdividing are devised, continual review of our subdivision regulations, with an eye to keeping up with the latest techniques, should be standard practice. Without this type of continual review, Warren will become just another suburban community caught up in the urban sprawl movement. The potential exists; the outcome depends on citizen demands, developer ingenuity and local officials' perseverance.

## THE BUILDING CODE

A building code sets standards for the quality of materials and outlines the construction necessary to insure the public against buildings which are structurally weak and potentially hazardous. Building codes require periodic review to see that modern means are being utilized in the construction of new buildings.

## THE HOUSING CODE

The building code is aimed at new development; the housing code is concerned with the existing housing supply. It is important that a city take inventory periodically to detect deteriorating or blighting factors which may be evolving. Blighting conditions may be curbed through vigorous code enforcement.

A housing code establishes standards governing the occupancy, minimum facilities and maintenance of existing residential structures. Occupancy refers to space requirements such as minimum dwelling unit space, minimum ceiling height, minimum sleeping unit space, regulation of use of basements and cellars, natural light requirements, and ventilation requirement. Standards within this code should be kept up to date by having qualified persons review the code periodically and make recommendations for revisions. In addition, codes similar to a housing code for commercial and industrial buildings should be adopted.

## OTHER CODES

Other municipal codes and ordinances dealing with plumbing, health, sanitation, electricity, heating signs, shade trees, fire prevention, etc. are all important to the development of Warren and should be continuously reviewed to insure that they are up-to-date.

## CAPITAL IMPROVEMENT PROGRAM

The Comprehensive Plan reflects long range needs of the community. We also need a plan for long range implementation of these improvements. A Capital Improvement Program is a six-year schedule or time table during which major projects in the plan are to be carried out. This Program should be reviewed annually with the first year being incorporated in the City's annual budget and an additional year projected. This review allows for possible re-adjustment of priorities based on change of conditions, tandem scheduling with other improvement or availability of funds. The Capital Improvement Program thus enables the City to plan for necessary short and long range financial requests, advise its citizens as to the projected time for construction of various public improvement and most of all, provides the governing body with the all important facts necessary in order to make an intelligent decision as to how, when or where the taxpayers' dollars should be spent in order to derive the most benefits.

## URBAN RENEWAL

The Renewal Process is probably the most important tool for plan implementation. In the past communities had little opportunity to plan for anything but their vacant areas. Even then many of these communities were also plagued by obsolete, or blighting factors, which resulted in truly little opportunity for comprehensive planning. Communities were not able readily to renew obsolete areas, and it often required 50 to 60 years for

these areas to run their natural life. The renewal process now makes possible achieving community needs rapidly as the citizens provide resources

In contrast to general belief, the Federal urban renewal process is not the only method of renewal. Successful local programs using State enabling legislation, as well as private renewal, have been proving very useful and important to plan implementation. In essence, the renewal process enables a community to eliminate blight, deterioration and obsolescence through a series of redevelopment programs. This is achieved through various techniques, such as total clearance, in which all existing buildings are cleared and an area completely rebuilt; or conservation and rehabilitation which involves improving the social and physical environment of existing neighborhoods and buildings. In a renewal program, whether Federally or locally supported, the degree of success depends largely on the resources that the city and its citizens can mobilize to eliminate blight.

It requires the full and coordinated efforts of all agents of the city. It involves the backing and understanding of property owners, tenants, builders, lending institutions and citizens groups . . . in other words, the general public and all the citizens of Warren. In such a program it is active, informed citizen participation which will ultimately mean the difference in the renewal effort.

The plan reveals that a program for renewal activities in Warren needs additional attention. As part of this plan Warren conducted an exterior housing inspection. The characteristics of Warren's blight and deterioration can not be determined from an exterior housing inspection alone. The location of blight and deterioration is spotted throughout the community and must be pinpointed before a complete program for action is determined. In view of this, a very useful tool to the City of Warren would be a community renewal study.

## COMMUNITY RENEWAL PROGRAM

A community renewal program for which 2/3's Federal assistance is available, enables a community to make studies to formulate a long range program for renewal and redevelopment. It might be referred to as a comprehensive plan for community urban renewal. In addition to determining the magnitude of the renewal problems, it would make specific recommendations as to the type of renewal project necessary, relocation needs, overall cost estimates, and establish priorities. Such a program is considered a very important factor in the implementation of this plan to achieve the ultimate goals of the City of Warren.

## OTHER TOOLS FOR PLAN IMPLEMENTATION

Federal legislation has recently provided new aids to communities. Some of the more important ones which would be of particular use to the City of

Warren are as follows:

## FEDERAL GRANTS FOR NEIGHBORHOOD FACILITIES

This program provides for up to two thirds of the cost of financing certain neighborhood facilities such as: community centers and park facilities in those areas of the community which are in dire need of such a program. Priority would be given to those projects which are designed primarily to benefit lower income neighborhoods and families.

## OPEN SPACE PROGRAM

This Federal program provides for up to 50% Federal assistance to acquire public land for open space and other public use, such as: parks, civic centers, etc. In view of Warren's need for additional open space and park land, this could become an important tool in our plan implementation.

## URBAN BEAUTIFICATION AND IMPROVEMENT PROGRAM

This program is designed to help communities become more pleasant and desirable places in which to live, work, play, and raise a family. Improving the attractiveness of streets and other public places, will encourage the kind of neighborhood and community pride which is the best defense against blight and decay in Warren.

## DEMONSTRATION CITY GRANTS

Over 2 billion dollars is involved in this new program designed to make cities more livable. It is the newest program in housing and urban development legislation and will play a more important part in the future of cities.

# APPENDIX

## SUMMARY OF DOCUMENTS SUPPORTING WARREN'S DEVELOPMENT PLAN

**PRELIMINARY PLAN FOR GENERAL COMMUNITY FACILITIES:** Concerned with facilities such as the sewage treatment plant, the police station, the Civic Center, municipal and branch garage, water department, animal shelter, recreation storage building, this study, in 1960, was very similar to the approaches used for fire stations and libraries. An estimated population of 187,000 persons was used as a basis for site requirements by the year 1970.

**PRELIMINARY PLAN FOR SCHOOLS, PARKS & RECREATION:** Finished in 1961, this analysis has guided those responsible for the acquisition of sites for the appropriate uses to meet the needs of the future population. This 51-page report spells out standards, examines the existing facilities, projects future needs, and recommends a long-range plan for parks and recreation areas. It also recommends future school sites, emphasizing the need for acquisition of all sites prior to development in order to keep costs to a minimum.

**PRELIMINARY MASTER PLAN:** With the rapid development of the City, which started in the mid 1950s, came a need for a plan to guide the future physical development of Warren. This Preliminary Plan contains much of the information needed to arrive at the final Master Plan as presented here. Although only 3 years old, certain revisions have been necessary. These have been incorporated into the existing plan. It should be reiterated that this review and revision process is essential if the planning program is to have any significance in guiding Warren's growth.

**WARREN CITY CENTER:** Completed in 1965 by Crane and Gorwic Associates, Inc., planning consultants, this report recommends the development of a City Center in Warren which would include a civic center, commercial and office areas, multiple housing and a convention and entertainment area.

**WARREN CIVIC CENTER:** A detailed urban design proposal developed by Crane and Gorwic Associates, Inc., urban designers, recommending the development of a 30 acre civic center. Also included are building needs and preliminary cost estimates.

**CONSERVATION OF THE NATURAL RESOURCE:** Part I has been prepared by the Parks and Recreation Commission outlining an open space and recreation program for the City of Warren. This report will be supplemented by a second section to complete the proposed program.

**INDUSTRIAL BASE STUDY:** A brief ten-page report dealing with manufacturing composition and distribution in the City. The report also makes projections on future industrial employment and industrial land use needs, based upon a city-wide survey in which 459 questionnaires were sent to industrial employers in 1961.

**COMMERCIAL BASE STUDY:** A fifty-six-page report completed in 1963 which thoroughly investigates the following elements; Warren's market in 1962 (considers Warren's strength, potential, and relationship to region in terms of sales volumes and commercial development), major factors governing Warren's future commercial development, the discount store, shopping center development, strip and scattered businesses, and the 1980 commercial land needs.

**WARREN'S INDUSTRIAL AREAS:** Completed in late 1963, this fifty-six-page report contains the findings of Warren's industrial development. It discusses such elements as the pattern of industrial growth, the importance of industry in Warren, present industrial zoning, vacant land, amount of industrial land needed by 1980, strip industrial development, and an analysis, by Section, covering land use problems in the industrial areas and proposals to minimize land use problems.

**POPULATION:** This report, the third in a series of population studies, is a thorough analysis of Warren's growth through 1963. Estimates of the current population based upon building permits and annual school census data, composition, distribution, density, and projections of the future are included in this analysis which was concluded in 1964.

**WARREN'S LAND USE:** A complete inventory of how each parcel of land in the City was being used in 1964. Analysis, by type of land use, includes residential, commercial, industrial, public and semi-public uses, railroads, street rights-of-way and vacant land. Comparisons are made to past patterns. One of the most useful documents in determining future land use patterns.

**NEIGHBORHOOD STUDY & ANALYSIS:** Completed in the first part of 1963, this thorough survey and analysis divides the City into 38 neighborhoods in order to examine more closely the adequacy of community facilities, public improvements, and the housing supply. This study will be instrumental in the preparation of a program to stabilize all neighborhoods, insuring long-lasting benefits to the residents of Warren.

**PRELIMINARY PLAN FOR FIRE STATIONS:** Undertaken in 1960, this preliminary plan establishes principles and standards, evaluates the existing stations, and, based upon future land use proposals, makes recommendations for improvements and additional stations needed to protect future homes and businesses in Warren.

**PRELIMINARY PLAN FOR LIBRARIES:** Also analyzed in 1960, this document has been used as a guide for the acquisition of needed sites to complete a branch system of libraries located strategically throughout the City. It establishes standards, evaluates the existing system, and makes recommendations for the future.

**STRIP DEVELOPMENT STUDY:** This 42 page study published in 1965 is a prototype study of existing strip development along Warren's major thoroughfares. The report is intended to provide a basis for future public policies on thoroughfare development and redevelopment in the City of Warren. Its intent is to improve vehicular circulation, provide additional and improved parking space, provide additional and improved pedestrian ways, create compact areas and improve appearances of strip areas.

**PRELIMINARY MASTER THOROUGHFARE PLAN:** This report is a detailed study of that part of the Preliminary Master Plan concerned with traffic arteries. It determines their location and size and proposes a circulation system based on a proposed land use plan. It was published in 1962 based on conditions at that time with projections to 1980.

**PROCEDURES AND POLICY:** Adopted March 23, 1959 this constitutes the Rules of Procedure and Policies of the Warren Planning and Urban Renewal Commission in carrying out day to day activities to implement the Comprehensive Plan. It is continually reviewed and amended as needed.

**THOROUGHFARE PLAN RECOMMENDATIONS:** Prepared in 1966 by Barton-Aschman Associates, planning consultants, this report details proposals for improving Warren's traffic and circulation network as well as recommendations for road and highway construction and traffic movement and control.

Note: The reports, cited in the text, listed above are available from the Warren, Michigan Planning and Urban Renewal Commission.

## DEPARTMENT OF PLANNING AND URBAN RENEWAL

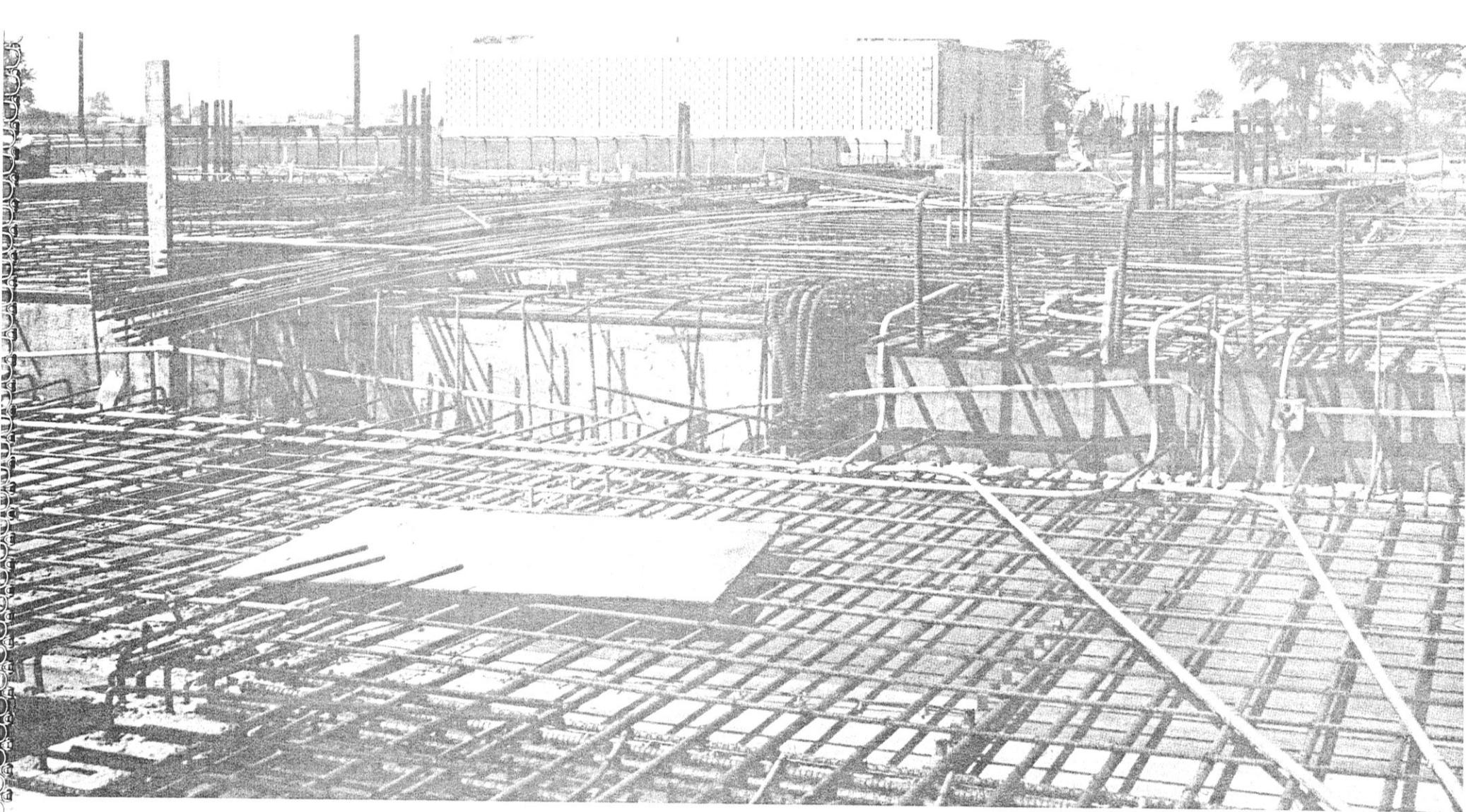
ROBERT P. BACH  
Director

### STAFF

Jerome Schmeiser . . . . . City Planner III  
Thomas F. Carle\* . . . . . City Planner II  
Lewis E. McDaniel\* . . . . . City Planner II  
Eugene M. Katz . . . . . City Planner II  
Jerry W. Morford\* . . . . . City Planner I  
Donald M. Super . . . . . Property Draftsman  
Lawrence Young . . . . . Property Draftsman  
Melvin Clark, Jr.\*\* . . . . . Draftsman  
Judy Andrews . . . . . Trainee Draftsman  
Jessie M. Buttrey . . . . . Steno-Sec'y. II  
Alice M. Luke . . . . . Clerk-Stenographer II  
Geraldine Miller . . . . . Clerk-Stenographer II  
Gary Godley . . . . . Clerk-Typist II

\* Former Staff Members

\*\* Deceased



"The powerful forces of urban growth threaten to overwhelm efforts to achieve orderly development. A plan should be an instrument for shaping sound urban growth--not a neglected document."

Lyndon B. Johnson  
The White House, January, 1966