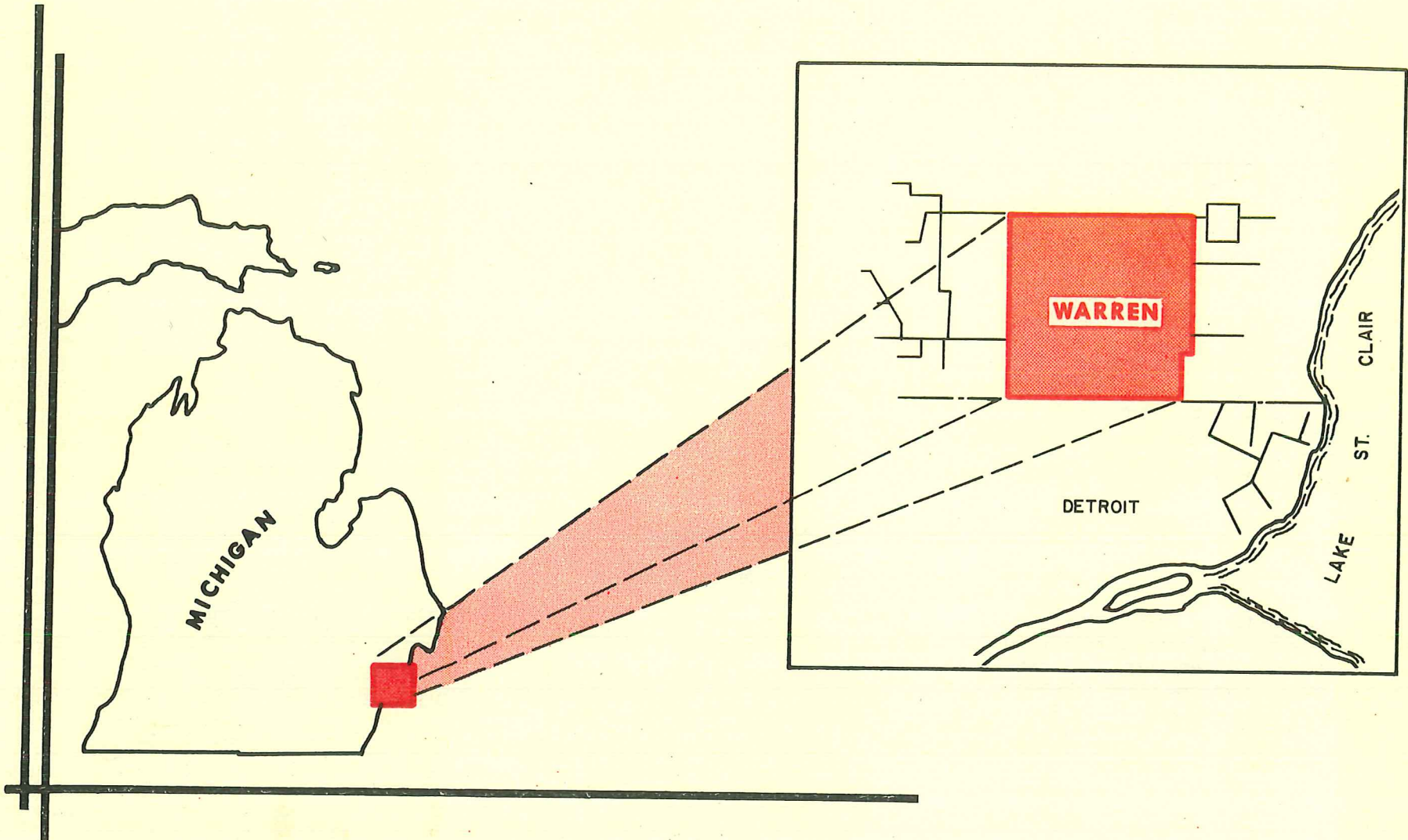


A PRELIMINARY MASTER PLAN

For WARREN, MICHIGAN

Kurtz



WARREN, MICHIGAN

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February 14, 1962

Honorable William A. Shaw, Mayor
Honorable City Council
29500 Van Dyke Avenue
Warren, Michigan

Gentlemen:

The Planning Commission is privileged to transmit herewith a "Preliminary Master Plan for Warren." This report represents three years of concerted effort on the part of the Planning Commission and staff.

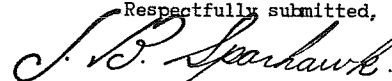
The Plan, a conception of the Warren of 1980, is flexible to the extent that it may be changed in the future to compensate for major unforeseen changes. Most important, the Plan constitutes an enlightened and obtainable goal -- one which can be reached without unduly disrupting the present structure of the City.

The report presents the Plan without attempting to include detailed supporting material. Detailed reports for the various physical elements are available in the Planning Commission's offices for those who may wish to examine them.

This Plan will provide Warren with an excellent means with which to guide in a sound and intelligent manner the numerous changes and improvements that will inevitably take place in our dynamic City. It will provide a firmer base for planning activities than has been heretofore available and will serve as a framework of reference for the numerous decisions to be made by public officials and business and civic leaders of the community.

The Planning Commission is appreciative of the assistance given by the Mayor, City Council, public agencies and civic organizations in the preparation of this Plan. We are confident that with your support this Plan will help bring about a more desirable, satisfying and efficient living environment for our present and future citizens.

Respectfully submitted,



J. B. Sparhawk
Secretary

JBS/jcl

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INTRODUCTION

WHY PLAN

The 34.3 square miles of land within the city is used for many activities which may be classified as industrial, commercial, residential, public and semi-public. Unless the various land use needs are determined and planned for in advance of actual development, the results may prove to be undesirable and costly.



MIXED LAND USES

Warren's phenomenal growth has created many problems for the city and will create many more, unless this growth is properly guided. These problems are being avoided in the more recently developed areas through the application of sound planning concepts, principles and standards. With approximately half of the city undeveloped, Warren is in the enviable position of being able to give quality to its phenomenal growth. It has been found that planned growth results in lasting economic and social benefits.



INADEQUATE PARKING



STRIP DEVELOPMENT



PLANNED RESIDENTIAL AREA



MODERN SHOPPING CENTER

Experience has demonstrated that the proper development of a community cannot and should not be left to chance. In spite of the good intentions of community and business leaders and the lessons learned from errors committed in the past, many communities continue to repeat mistakes. For example, industrial uses today are widely recognized as essential to the economic well-being of a community. Yet, amazingly enough, a surprising number of cities fail to allocate and protect an adequate amount of desirable industrial land.

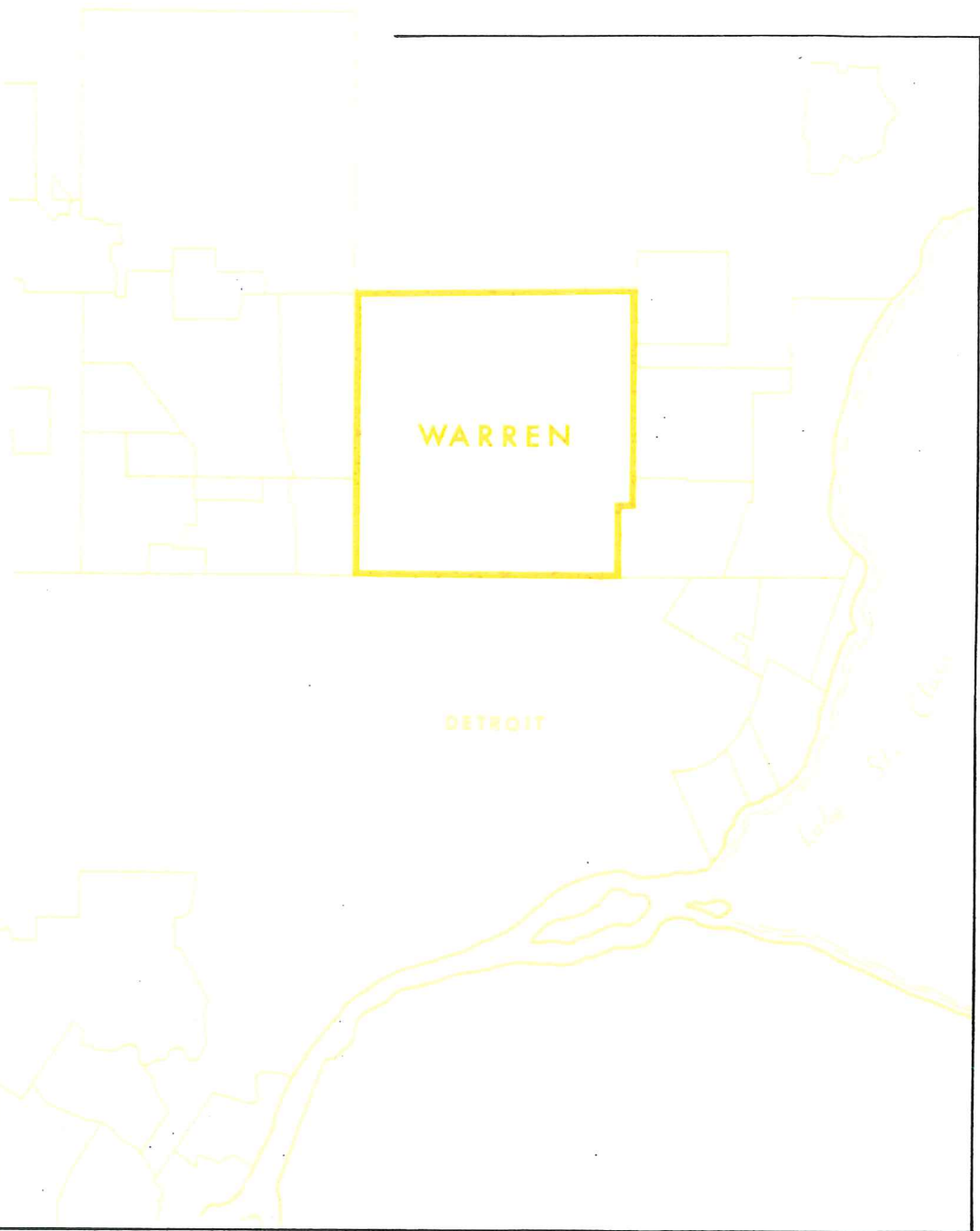
Warren, in an attempt to intelligently guide its new development in a comprehensive manner, established a planning operation with a program that emphasizes the preparation of a long-range master plan. This preliminary Master Plan has been the Commission's objective for several years. Used properly and prudently, this plan should serve as a framework of reference for all future development.

The principal objective of the Planning Commission is the attainment of a balanced physical environment which attempts to meet as completely as possible the needs of Warren's population, present and future. The Commission, through the preparation of this Master Plan, has attempted to anticipate the needs of Warren and allocate sufficient land for these needs in proper relation to one another and in scale with the ultimate population. In short, this plan, composed of maps, charts, graphs, and text, attempts to provide a place for everything, everything in its place.

PLANNING AREA

This plan concerns itself primarily with the 34.3 square miles of Warren. Limited time and the pressing need for a preliminary plan in the face of Warren's phenomenal growth, did not permit a more detailed degree of coordination with surrounding communities.

The refined master plan will further integrate Warren's long-range plan with those of the adjacent areas, in much greater detail. In the meantime, the completion of this preliminary plan will enable the City Fathers, Planning Commission, and civic and business leaders to guide the growth of Warren along the positive channels established by this plan.



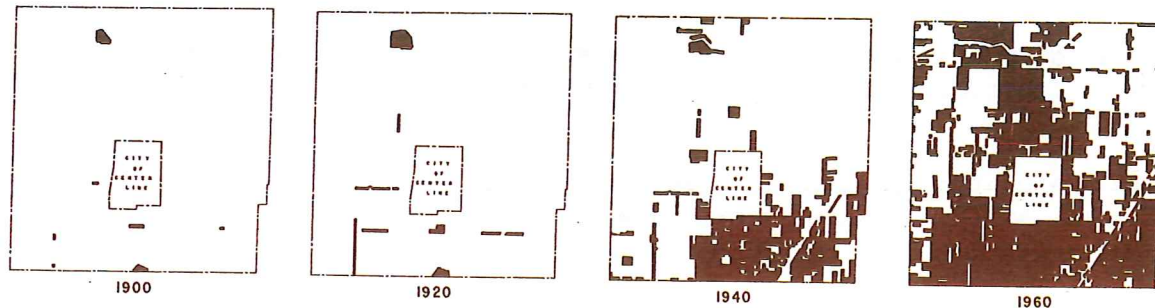
HISTORY OF WARREN

The City of Warren originated as Hickory Township in 1835 when the territory of Michigan became a state. In March 1839, after undergoing several boundary and name changes, the township assumed its present name, Warren, in honor of the first hero of the Revolutionary War, General Joseph Warren.

Beebe Corners, the first urban development in the rural township, served as a gathering place for active and social-minded citizens. St. Clements Church, first constructed in 1854, served as the nucleus for the township's second urban area. With the construction of the new church and school in 1880, business establishments and homes began to develop in the immediate area. Centerline's development began to flourish and Van Dyke Avenue became the main road to Utica and points north. Centerline became a village in 1921, and finally incorporated as a city in 1936.

Due to the rural character of the community, Warren's growth prior to 1930 was extremely slow. Following the depression of 1929, however, Warren began to experience rapid development. The main impetus for the phenomenal growth of Warren was the settlement of the Rotary Electric Steel Company and the Carbonyl Company in the late 1930's. A number of industrial plants followed, most of which were oriented to the automobile industry.

URBAN GROWTH OF WARREN



Warren incorporated as a city on January 1, 1957, retaining the same boundaries as the former township. Bounded on three sides by incorporated cities, one of which is Detroit, Warren encompasses an area of 34.3 square miles. This does not include the 1.7 square miles of Centerline, located in Warren's geographical center.

GENERAL GOALS

This Preliminary Master Plan for Warren is intended to serve as a general guide for the growth and development of the community over the next 20 years. The goals listed below are general in nature. More specific goals and principles will appear in later sections of this report dealing with the various elements of the plan.

- Designate and protect adequate land to serve the anticipated needs of an estimated 1980 population of 195,000.
- Guide the future development and redevelopment of Warren so as to realize the community's maximum potential through the application of sound planning concepts, principles and standards.
- Organize the major physical elements of the City, the living and working areas, into a harmonious, efficient and attractive environment.
- Preserve the over-all low density residential character of Warren, while allowing for a variety of residential development.
- Promote residential neighborhoods free from through traffic and detrimental uses, served by adequate schools, recreation areas, churches, and local shopping facilities.
- Encourage the continued economic growth of Warren in order to attain a high standard of living and maintain a favorable tax base.
- Develop an efficient circulation system coordinated with the other elements of the Master Plan.
- Protect, preserve and enhance the economic, social, cultural and aesthetic values essential to the desirable quality of the City.

COMMUNITY BACKGROUND

COMMUNITY BACKGROUND

The pattern of land uses in Warren has been influenced by various physical and social factors. The character of early development, layout of plats, location of railroads and highways, and other factors have had an effect on the development of Warren. In order to intelligently plan future development and redevelopment, it is necessary to first collect and analyze all pertinent background material.

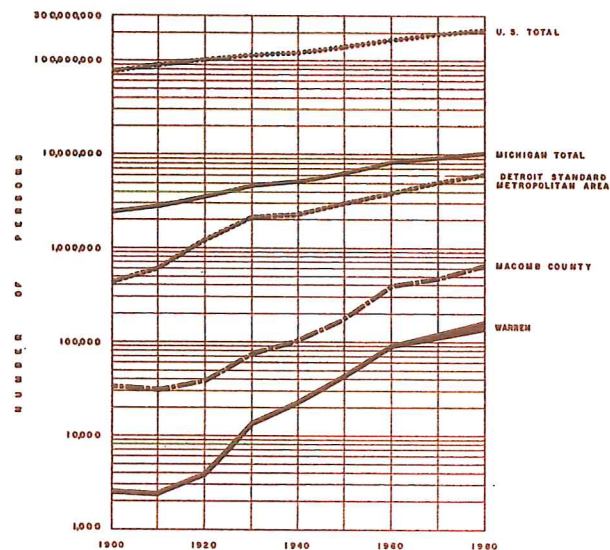
Knowledge of the city's past and present population and economic growth will better enable the Planning Commission to project population and allocate sufficient land to meet Warren's needs of 1980. Future development requires that land be budgeted to fit present and future requirements.

POPULATION

Planning for the growth and orderly development of Warren requires knowledge of the community's population: its growth, distribution, composition, and characteristics. Prognostication of future probabilities is needed to determine the appropriate location and scale of various facilities and uses. Unless the supply of land for a variety of future improvements is based on reasonable population predictions, the results may be inefficient use of land and inadequate, wasteful and improperly located facilities.

The Planning Commission, recognizing the need for an understanding of the City's present and future population, undertook a number of population studies.

POPULATION GROWTH WARREN AND LARGER UNITS



SOURCE: U.S. CENSUS BUREAU
WARREN PLANNING COM. 1958
DET. REG. PLANNING COM. 1960

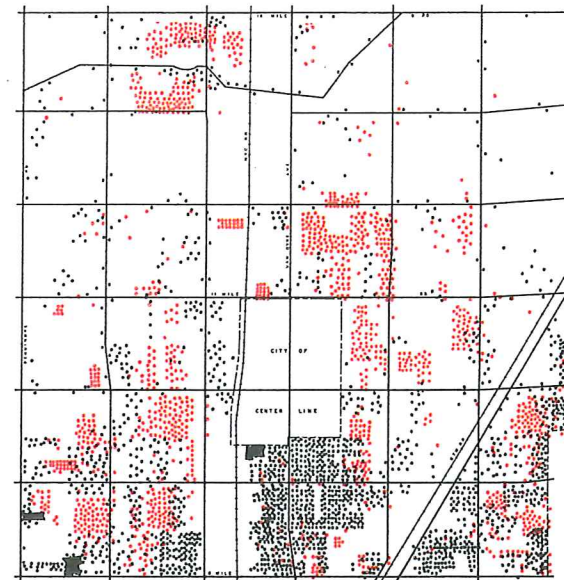
POPULATION GROWTH

- Warren experienced relatively slow growth up to 1940, when its population reached 22,000.
- The introduction of industry to Warren in the late 1930's was the beginning of the City's phenomenal population growth.
- The population doubled from 1940 to 1950, and again from 1950 to 1960, reaching the present size of 107,000.
- Warren's population is expected to reach 195,000 by 1980.
- Due to this tremendous growth, Warren, a township of 42,653 in 1950, and presently the 7th largest city in Michigan, will probably be Michigan's fourth largest city by 1970.

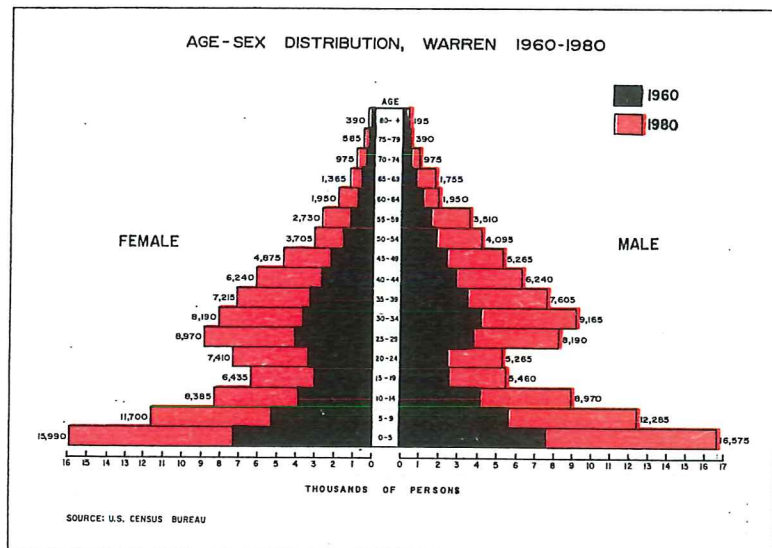
POPULATION DISTRIBUTION

Distribution of the city's population affects policies concerning planning and development of highways, utilities, residential areas, and other land uses and facilities. Size and location of numerous facilities, public and private, are determined by population distribution.

Growth between 1950 and 1961 has taken place in all parts of the City. The largest portion of Warren's future growth is expected to take place in the northern sections of the community.



● 1950 POPULATION
● 1960 POPULATION - GROWTH SINCE 1950
ONE DOT REPRESENTS 25 PERSONS



AGE & SEX

In order to determine the approximate age groups of Warren's 1980 population, the average percentage ratios for the age groups from the 1950 and 1960 census were charted. The average percentage of the total population for each age group was applied in determining the 1980 age groups.

In the future, the age groups expected to show the greatest change are those above 50 years of age. The group below 25 years will show substantial gain due to young families migrating to Warren and to increased birth rates. The groups above 50 will increase because of the longer life expectancy of present generations.

ECONOMIC BASE

The Planning Commission commenced an economic base study in 1960. The information provided by the study has made it possible to estimate future land use requirements of business and industry.

In order to assist in a thorough understanding of the area's economic base and because of the lack of published material on the city's economy, a detailed questionnaire was prepared and distributed to over 600 industrial establishments, with the assistance of the Greater Warren Chamber of Commerce. The response was gratifying; over 215 completed questionnaires were returned.

The City of Warren represents a relatively small but important segment of the Detroit area industrial complex. Warren occupies only 1.3% of the entire Detroit region land area. However, its 2,077 acres of industrial land in use represent 6.5% of the total regional industrial land.

EMPLOYMENT

Warren's manufacturing employment has experienced steady growth over the past ten years and has become increasingly more important in the Detroit regional manufacturing employment pattern. Warren's employment is approximately 6% of the total regional labor force.

MANUFACTURING EMPLOYMENT						
	1947	1950	1953	1956	1960	1970
Detroit Region*	555,788	661,841	793,400	661,364	N. A.	735,000
Warren	14,000	16,608	38,286	42,686	44,000	62,000
Warren proportion of total Reg. Emp.	2.5%	2.4%	4.8%	6.3%	--	8.5%

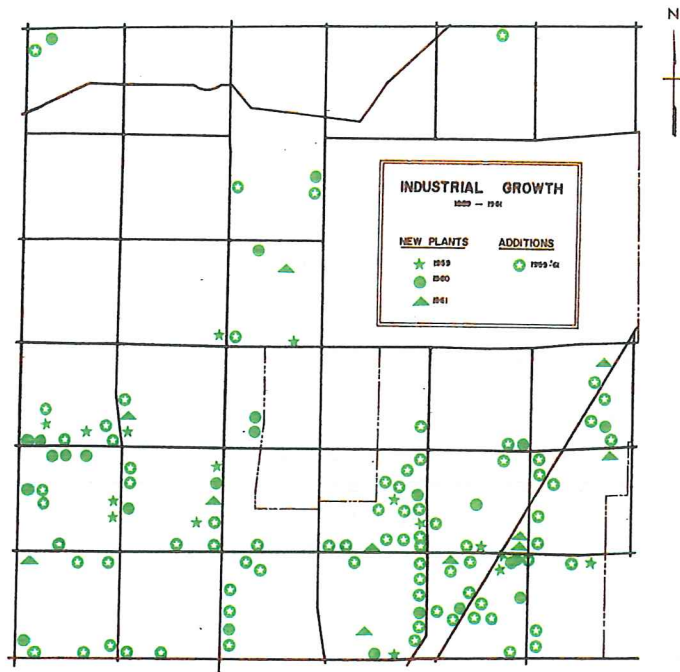
* Source: Detroit Metropolitan Planning Commission Reports, George Honzatko

INDUSTRY GROUP*	PERCENT OF TOTAL EMPLOYEES IN WARREN	DENSITY EMPLOYEES/GROSS ACRE
Machinery, except electrical (tools, dies, etc.)	35%	34
Fabricated Metal Products (screw machine products, stamping, etc.)	11%	37
Transportation Equipment (Motor vehicles and equipment, automotive engineering research)	23%	31
Primary Metal Industries (steel mills, cold finishing alloys, nonferrous metal rolling)	26%	25
All others	5%	25

* The breakdown does not include the General Motors Tech Center Employment

COMPOSITION & DENSITIES

Warren's industrial activities lean heavily toward automotive and related industries. About 80% of Warren's employment is either directly or indirectly dependent on automotive production.



INDUSTRIAL GROWTH

Warren has experienced remarkable industrial growth over the past decade. Industrial employment tripled between 1947 and 1956, increasing from about 14,000 to more than 44,000 employees.

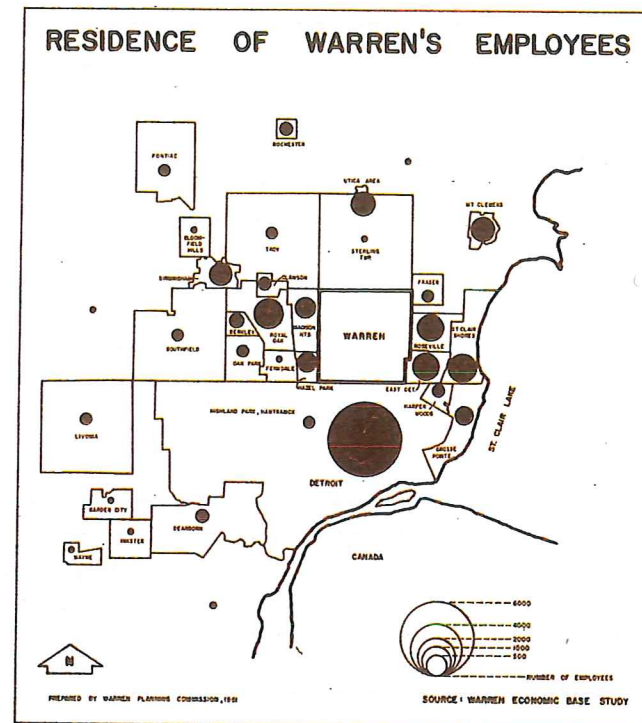
In the last three years, Warren has issued permits for 53 new industrial plants and 83 additions.

EMPLOYEE RESIDENCY

Warren appears to be the industrial hub of the suburban area.

As of 1960, approximately 85% of Warren's employees resided outside the city. This high percentage indicates the housing potential Warren has and will continue to have over the next 10 years.

The large number of employees residing outside of Warren aggravates the peak-hour traffic loads.



LAND USE

A land use survey represents one of the most extensive and detailed basic studies that any Planning Commission could hope to undertake in the preparation of a master plan. Without it, the review and analysis of Warren's existing land use pattern would not have been possible. Without it, a determination of the physical needs of the city could not have been made.

The data made available by the survey has also made possible an appraisal of the City's existing zoning districts in terms of location and amounts of land zoned for each use.

The Commission's land use survey, completed in January 1960, indicates that Warren has approximately 11,200 acres of undeveloped land. At the present rate of development, the city is expected to approach saturation by 1970. The availability of undeveloped land places Warren in the enviable position of being able to plan its growth along sound lines. This phenomenal growth has made the early completion of this general, long range, comprehensive plan essential.

Residences occupy approximately 20% of the total area of the City and better than 40% of the developed area. Approximately 4,394 acres, or about 6.9 square miles of land within the City, are in residential use. Industry utilizes approximately 19% of the developed area. This constitutes a significant proportion of land. It has been found that the average American community has approximately 10 to 15% of land in industrial use, including land devoted to railroads.

Commercial land occupies 2.5% of the City's developed area. The average is approximately 3.1%. This is probably due to the time lag between population growth and development of retail and service trades and the location of Warren within the trade areas of a number of modern, regional shopping centers.

Warren's percentage of commercial land use is expected to increase in the near future. In 1961, six modern, compact shopping centers were erected, one of them a community-wide facility.

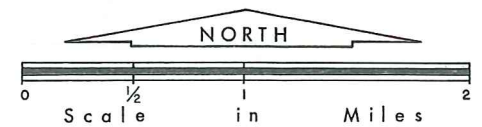
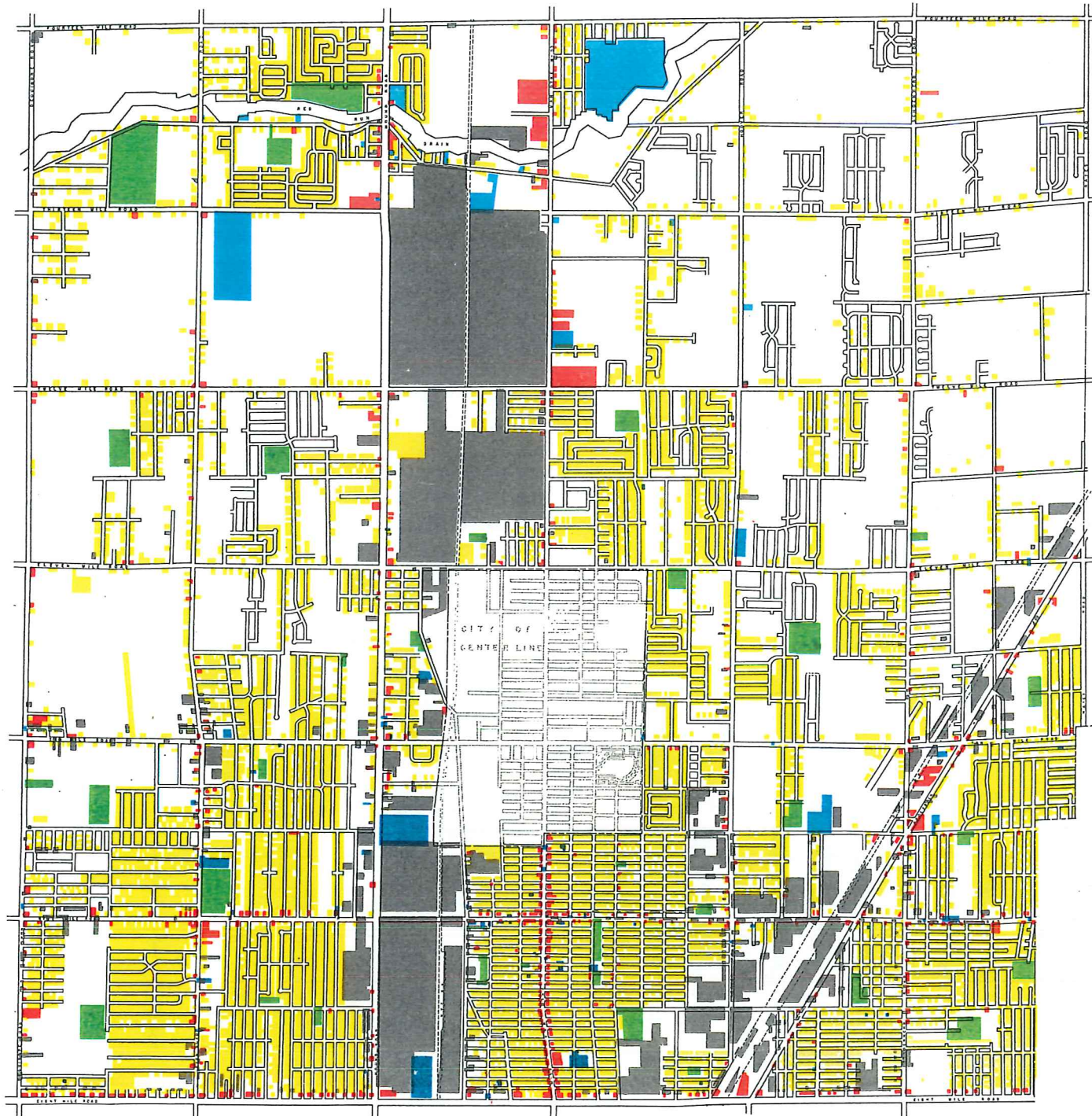
Type of Use	Acres	Percentage of Total Developed Area		Acres per 100 Persons	
		Warren	Average*	Warren	Average*
Residential	4,394	40.9	41.9	4.50	2.35
Commercial	270	2.5	3.1	0.30	0.18
Industrial	2,087	19.4	13.5	2.30	0.78
Railroads	75	0.7	1.9	0.09	0.54
Streets	2,489	23.3	25.3	2.60	1.55
Public and Semi-Public	1,421	13.2	10.3	1.60	0.60
Total Undeveloped Land	10,740	100	100	11.99	5.76
Total Warren Area	11,210				
	21,950				

* Average of 10 suburban cities which range in population from 25,000 to 75,000. Land Uses in American Cities, Harland Bartholomew.

EXISTING LAND USE

OCTOBER 1959

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC SCHOOLS
AND RECREATION
- OTHER PUBLIC
AND SEMI-PUBLIC



CITY PLANNING COMMISSION
WARREN MICHIGAN

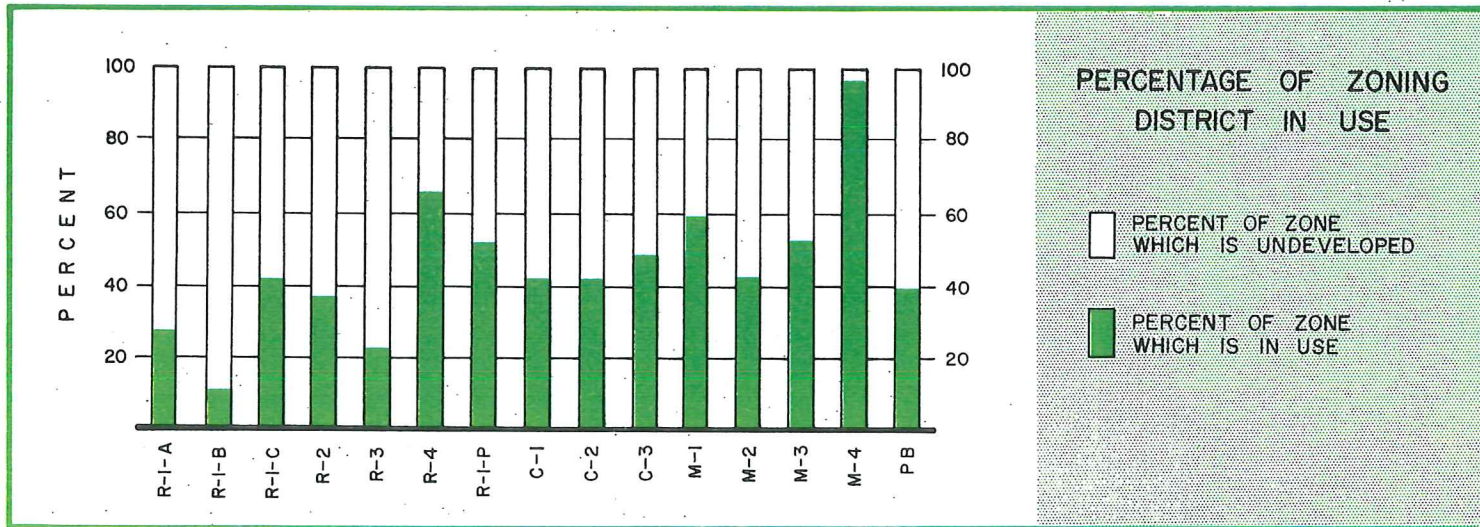
LAND USE & ZONING

City planning is concerned with the general location, size and relationship of the various elements that make up the physical environment, among them residential, industrial and commercial land uses. All of them are spelled out in a master plan.

Zoning, concerned with the use of land and buildings, height, bulk, and area, provides the legal means for carrying out the proposed land use pattern set down by the long-range plan. A Zoning Ordinance establishes the exact legal boundaries of land use districts.

Warren is presently overzoned for industry. It has 5,000 acres zoned for industry, with only 2,077 acres in industrial use. Studies indicate that Warren will have need of approximately 3,800 acres by 1980, 1,723 acres more than are now in use.

The City is faced with extensive strip zoning districts along its major thoroughfares. Commercial and industrial strip zones, some only 90' deep, are common in many parts of Warren's older sections.



THE MASTER PLAN

THE MASTER PLAN

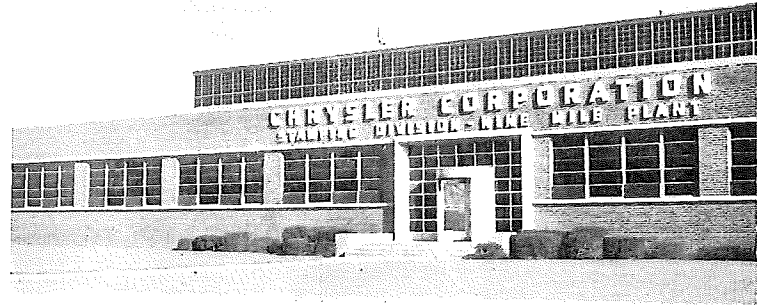
This master plan, whose target date is 1980, is a concept of the city of the future. It provides Warren with the opportunity to guide all future improvements, public and private, which, when put together over the years, will result in a balanced and desirable community. It will also serve as a framework for future, more detailed planning.

This plan is general, long-range, comprehensive and flexible in nature.

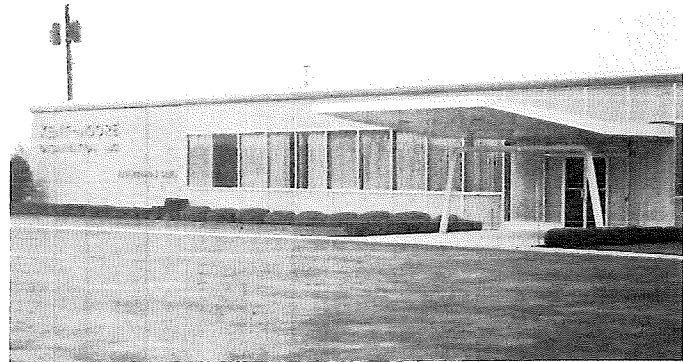
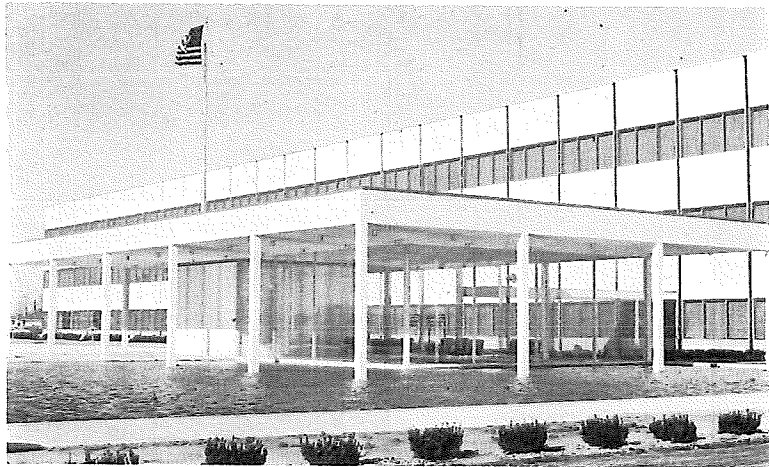
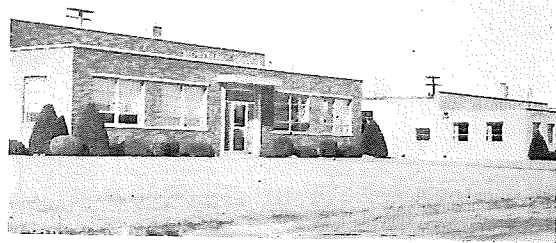
- GENERAL: Concerns itself with the general locations and requirements of the various elements.
- LONG RANGE: Looks ahead 20 years.
- COMPREHENSIVE: Relates, integrates and coordinates all of the physical elements of the community.
- FLEXIBLE: May be revised from time to time as conditions, living habits, standards and needs of our society change.

Except for schools, parks and recreation areas, more land has been allocated for each major land use element than will probably be required. This excess allows for flexibility of choice and recognizes that some land in each of the categories may not be suitable or available for development during the planning period.

The proposals herein are based on a careful analysis of the conditions and forces that have shaped Warren in the past and the predictable forces that will affect Warren in the future. Exact predictions are not possible. However, those made in this plan are considered sufficiently reasonable to serve as a working basis in establishing future requirements.



INDUSTRY IN WARREN



INDUSTRIAL LAND USE

Industry forms the backbone of Warren's economy. Approximately 60% of all property taxes come from industrial uses. Warren's economic future, in large part, depends on the preservation of its existing industrial base and the ultimate development of its industrial potential.

This plan attempts to allocate sufficient and suitable land for the expansion of industry. The intense competition among cities and regions seeking new industry has made it possible for industrial firms to be selective in their choice of locations. Generally, industry will locate in those communities whose development is guided by sound planning.

Well-planned and efficiently organized industrial sites offer many advantages to industry. Adequate facilities and conveniences are available; sufficient area for modern facilities and future expansion is made possible. Proper controls through the use of private covenants, zoning and other regulations protect industrial areas from encroachment and other problems common to industrial development.

The community also benefits from well-planned industrial areas in that it is better able to compete with other communities for industry. Through zoning, the community can cluster industrial activities into one or more desirable locations which can be better controlled and serviced. Control of architectural design, building materials, and site planning can result in aesthetically pleasing plants conducive to superior working conditions and a more attractive community.

Comprehensive planning, zoning, and proper zoning enforcement will make it possible for Warren to attain the desirable, efficient and well-balanced living and working environment necessary for attracting new industry.

PRINCIPLES AND STANDARDS

The selection of industrial areas in a community is extremely important and should be based upon the following recognized principles and standards:

- Industrial areas should be accessible to residential areas, with the residential areas properly buffered and protected from odors, glare, vibration, traffic and other industrial nuisances.
- Industrial land should be protected from residential encroachment.
- Industry should be conveniently accessible to railroads or highways.
- Industrial areas should be provided with accessible roads having easy grades and heavy duty pavements.
- An industrial road should have a minimum 70' r-o-w width, a 40' heavy duty pavement, and a maximum grade of 3%.
- Level terrain, free from flood hazards, is generally best suited to industrial development.
- Industrial areas should be served with large capacity utility systems.
- Parcels should be large enough to permit construction of modern plants on well designed sites, containing adequate off-street parking and loading facilities, suitable setbacks, and room for expansion.
- Modern performance type zoning should be used to assure desirable industrial development.

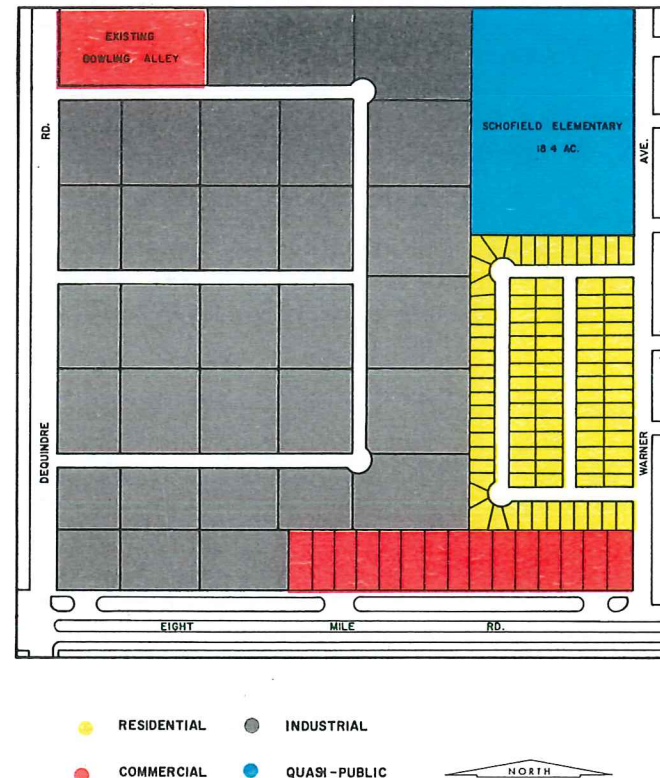
INDUSTRIAL PARK

An industrial park is a tract of land, normally 40 acres or larger, subdivided, developed and designed for small to medium size compatible industries. Such parks are usually developed in open spaces and are designed to facilitate truck and other traffic. They would also comply with such specific land use requirements as open setbacks, lot sizes, land use ratio minimums, and architectural and landscape requirements, making possible the harmonious integration of the industrial park with surrounding land uses.

Industrial parks, when properly planned, developed and managed, can be exceptionally profitable assets to the community. They offer the advantage of concentrating industries in locations where they can effectively provide the various utilities and services. They eliminate the objection of scattered industrial development and promote a rational integration of industrial areas with other land uses.

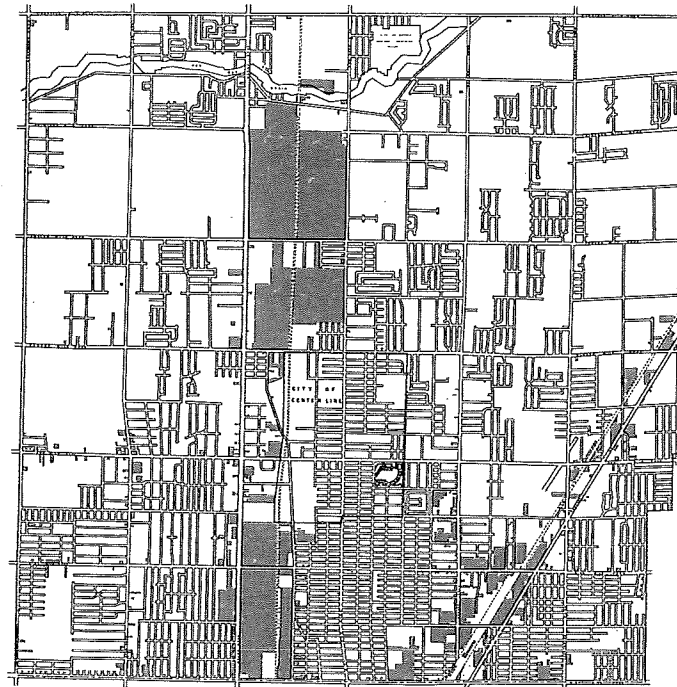
Warren is presently contemplating the development of an industrial park in an area that is predominantly "arrested," located in the vicinity of Eight Mile Road and Dequindre. This park would make possible the consolidation of some of the compatible industries presently scattered throughout the City, many of which are located on substandard sites. Present plans would hope to make this park possible through an urban renewal program.

AN INDUSTRIAL PARK PROPOSAL



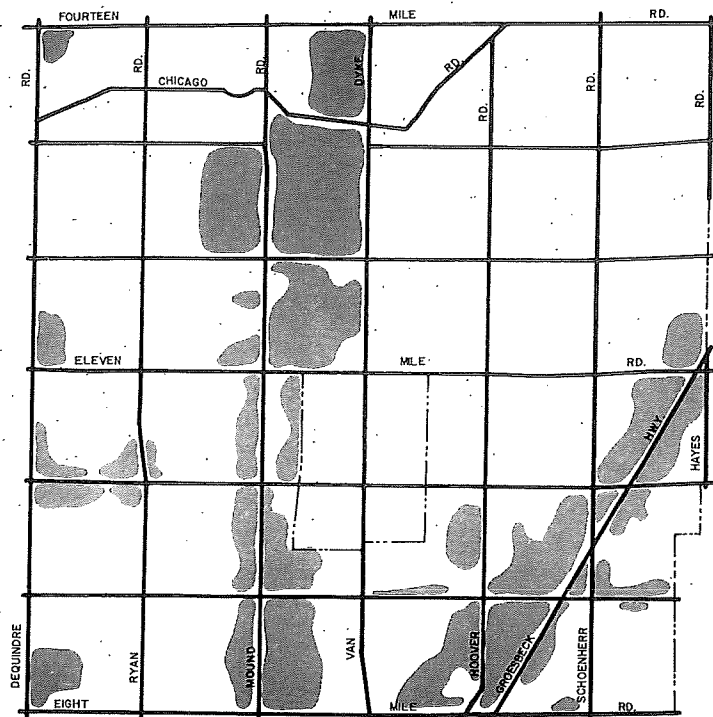
EXISTING INDUSTRIAL LAND USE

- Warren has experienced phenomenal industrial growth in the past decade, growing from 195 plants in 1950 to 480 in 1960.
- Industry in Warren employed approximately 16,600 persons in 1950 and 45,000 in 1960. An estimated 62,000 persons will be employed in Warren by 1970.
- Warren has 5,164 acres zoned for industry, of which 2,358 acres are undeveloped.
- Approximately 2,100 acres of land are in industrial use. Studies indicate an additional 1,700 acres will be required by 1980.
- Between 80 to 90% of Warren's industry is located in two industrial corridors: the Mound Road area and the Groesbeck Highway area.



Most of Warren's industries are well located. A comprehensive modernization and conservation program would assure the stability of these areas. Unfortunately, some are faced with such serious problems as inaccessibility, poor street design and shallow lots, the result of poor land platting practices in the past.

It is essential that a careful and detailed survey of industrial land in Warren be conducted to assist in the preparation of a complete modernization and conservation program.



PROPOSED INDUSTRIAL LAND USE

- By 1980 Warren will require an additional 1,700 acres of industrial land, including a 20% reserve. A substantial amount of this will be located in the two established industrial corridors.
- The plan allocates 100 acres of land for an industrial park in the vicinity of Eight Mile Road and Dequindre, to be developed in stages in conjunction with an urban renewal program.
- The present Zoning Ordinance has 5,164 acres zoned for industry, approximately 1,300 more than will be required by 1980. Ideally, the land zoned for industry should equal the land required by industry.
- The plan proposes the ultimate elimination of some industrial strip development presently located on shallow, substandard sites.
- A number of proposed industrial roads will make more of Warren's choice industrial land accessible.
- The refined Master Plan, based on a series of detailed studies, will recommend specific solutions to numerous industrial problems.

RESIDENTIAL LAND USE

Residential uses require more land in a community than any other use. Because of this, the location of residential structures, their density, size, and relation to other uses of land are very significant in the overall plan. It is extremely important, therefore, that the future pattern of residential land use be carefully determined.

Prior to establishing the future residential development pattern, principles and standards essential to sound residential development, were formulated. Based on these and other considerations, the City was subdivided into eight "communities" and thirty "neighborhoods." These subunits, planned individually but integrated as a whole, make it easier for the City to provide those services and facilities necessary for pleasant and convenient living.

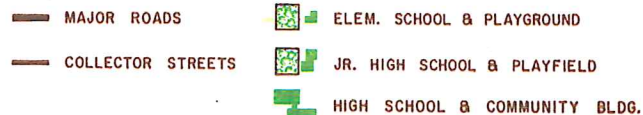
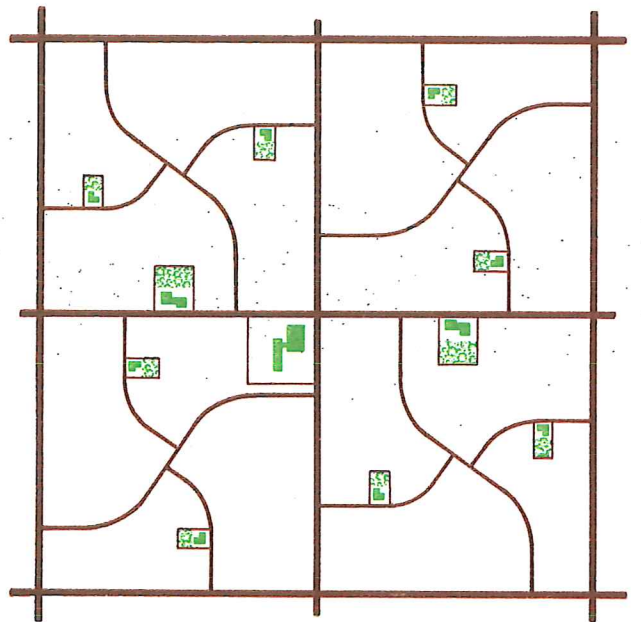
PRINCIPLES AND STANDARDS

- Residential land should be well drained and free from flood hazards.
- Residential areas should be provided with a maximum of light, air, safety and convenience.
- Residential areas should be protected from incompatible uses of land.
- Residential areas should be provided with adequate circulation systems designed to discourage through traffic.
- Traffic arteries, planting strips and topographical barriers should delineate residential areas, where possible.
- Residential areas should be designed to induce desirable aesthetic responses.
- Residential areas should be developed with varying density ranges, highest densities being closest to public transit, traffic arteries, working and shopping areas.
- Warren should have a variety of residential development to meet the varied housing requirements of its present and future population.
- Single-family residential lots should be at least 60' wide and should be limited to 30% building coverage.
- Multiple-family housing should be designed to conform with Warren's low density character.
- Multiple-family housing projects should contain a maximum of 22 units per net acre.

COMMUNITY UNITS

Used loosely, the word "community" normally is intended to mean "city." In the planning of residential areas, however, a community is considered to be a group of neighborhoods, with a high school as the focal point.

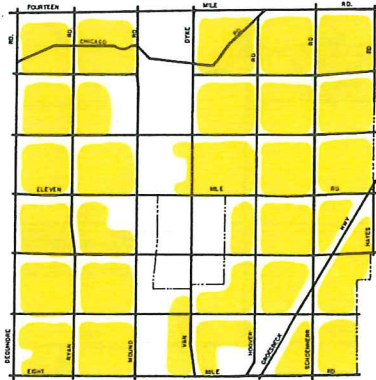
- Warren has been subdivided into eight "communities," separated by non-residential areas or major roads, varying in size and population according to local conditions.



- Each community is approximately four to six square miles in size and contains 20 - 30,000 people.
- Each community should have at least one centrally located high school and recreation building.
- Two junior high schools are normally required per community, located on thoroughfares for accessibility.
- A playfield should be provided in conjunction with the junior high schools, where feasible.

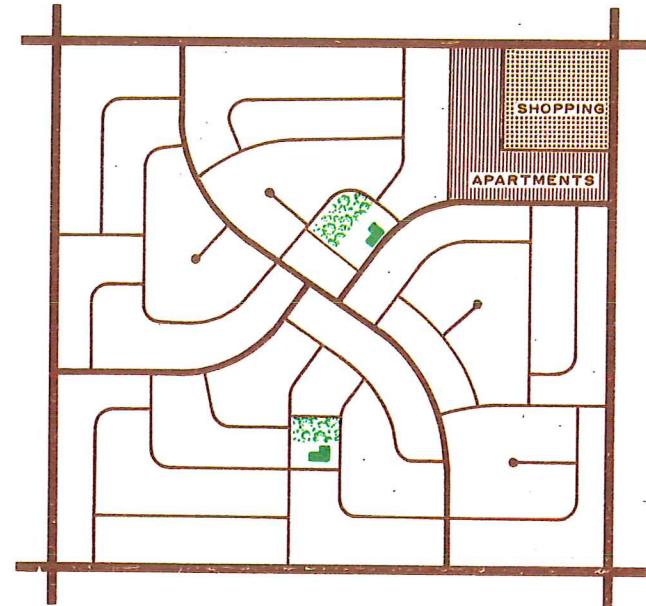
NEIGHBORHOOD UNITS

A well-planned neighborhood unit will incorporate a number of desirable "built-in" features designed to help create a pleasant, safe, and convenient living environment. These features have been found to be effective in maintaining a stable neighborhood.



- Neighborhoods are bounded but not crossed by major thoroughfares. The internal street system is designed to discourage through traffic.
- The elementary school, located in the center of the area it serves, is within easy walking distance of every home -- one half mile or less.
- A playground-neighborhood park is provided in a central location, serving the entire area. Where possible, it is adjacent to the school.
- Commercial uses serving the neighborhood should be grouped in one compact area, preferably near an intersection.

- Each community is divided into three to five neighborhoods, each containing an average population of 5,000 - 7,000 people.
- Each neighborhood, approximately one square mile in area, has been subdivided into two sub-units, each with an elementary school as its focal point.



NEIGHBORHOOD UNIT

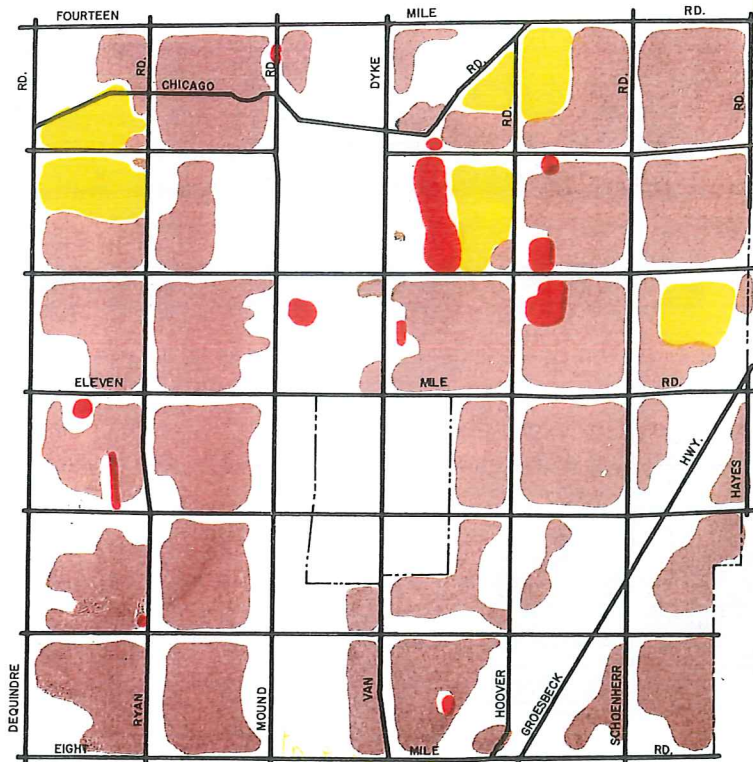


EXISTING RESIDENTIAL LAND USE

- Residential areas have been divided into three major concentrations by Warren's two industrial corridors, both of which will continue to influence future development.
- Approximately 4,400 acres of land, or 20% of Warren's total area, is in residential use.
 - 4,300 acres in single - family use.
 - 100 acres in multiple - family use.
- Warren is predominantly a low density community, with approximately 1/3 of its residential development having a density of less than 5 dwelling units per net acre.
- The few areas with densities of 10 - 32 dwelling units per acre contain apartments and trailer parks.
- The older sections of Warren, with densities of 5 - 10 units per net acre, are considered crowded due to small lots.
- Experience has demonstrated that congested residential areas are susceptible to blight.
- Properly applied principles and standards will avoid crowded living areas and assure adequate light, air, and open space.



- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY

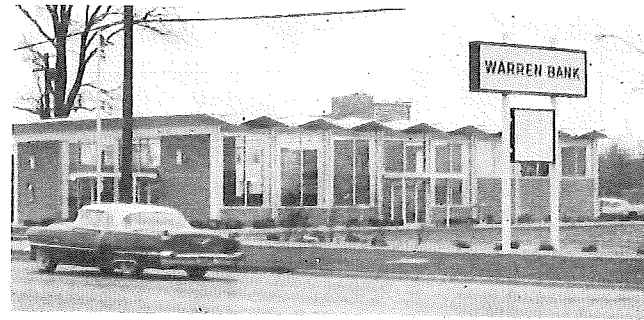


- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY

PROPOSED RESIDENTIAL LAND USE

- Warren is experiencing phenomenal residential growth.
- In 1961, 3,272 dwelling units were constructed. Studies indicate that approximately 20,000 more units will be needed in Warren by 1970.
- Future residential growth is expected to retain Warren's low density character.
- Approximately 11,300 acres of land, or 52% of Warren's total area, will be in residential use by 1980.
 - 11,000 acres will be in single-family use.
 - 300 acres will be in multi-family use.
- The plan proposes three density ranges:
 - Low - 1 to 5 units/net acre.
 - Medium - 6 to 10 units/net acre.
 - High - 11 or more units/net acre.
- The proposed densities will limit the ultimate population of Warren to approximately 200,000.
- Every attempt has been made to consolidate development. Where gaps occur, a "filling-in-process" should be encouraged.

BUSINESS IN WARREN



COMMERCIAL LAND USE

Commercial uses serve a community by providing goods and services, tax revenue, and employment. Because of the large volumes of traffic they generate and the effect they have on property values, wise planning of these uses becomes essential. Since Warren does not have a central business district, a large portion of its commercial areas is in strip development along major thoroughfares.

Due to this type of development, these commercial areas suffer from obsolescence, mixed land uses, inconvenient shopping, and inadequate parking. Future commercial areas will take the form of compact, well-designed shopping centers located at mile intersections. Over the past several years, 8 such centers have been erected. It is hoped that "ultimately" all commercial businesses will be located in shopping centers, and marginal and strip development considerably reduced over the years.

PRINCIPLES AND STANDARDS

- Commercial uses should be located on major thoroughfares, convenient to, but physically separated from, industrial and residential areas.
- Convenient, safe, and attractive transportation and circulation should be provided to and from commercial centers.
- Commercial facilities should be near and, if possible, integrated with the social and cultural facilities of the community.
- Stores should be clustered in compact, well-planned shopping centers, rather than spread out along thoroughfares.
- Various types of commercial centers should be established, ranging from the regional shopping center to the local or neighborhood center, according to the standards on the following page.
- Shopping centers should be designed to:
 - Provide ample off-street parking
 - Provide adequate off-street loading and unloading facilities
 - Be aesthetically attractive
 - Be buffered from adjacent land uses
 - Provide clusters of stores for convenient one-stop shopping.
- Determination of the type, size, and location of shopping centers should be based on market analyses and accepted standards.

SHOPPING CENTERS

Shopping centers range in size from the regional center to the neighborhood or local center. Their size and location are determined by population densities, incomes and other market conditions.

REGIONAL SHOPPING CENTER

Regional shopping centers generally contain at least one major department store and a variety of retail and service shops. They may also contain such uses as professional offices, bowling alleys, restaurants and theaters. These centers, averaging 40 to 100 acres in size, normally serve a population of 100 - 300,000 and have a service radius of three to five miles.

A regional shopping center is proposed in the vicinity of Twelve Mile Road and Dequindre.

COMMUNITY SHOPPING CENTER

Community shopping centers usually contain a junior department store and a wide variety of business establishments such as apparel shops, supermarkets, banks, variety stores and the like. These centers, averaging 10 to 20 acres in size, serve a population of 40 - 80,000, and have a service radius of $1\frac{1}{2}$ to 2 miles.

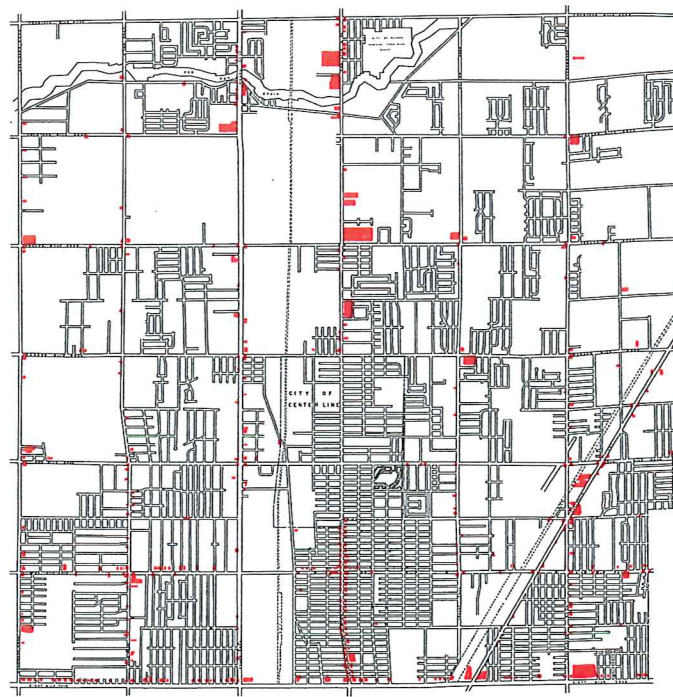
Warren presently has two community shopping centers, one on Schoenherr and Eight Mile Road, containing Arlan's Department Store, the other on Twelve Mile Road and Van Dyke Avenue, containing the J.C. Penny Department Store. The plan proposes a total of four such centers in Warren.

NEIGHBORHOOD SHOPPING CENTER

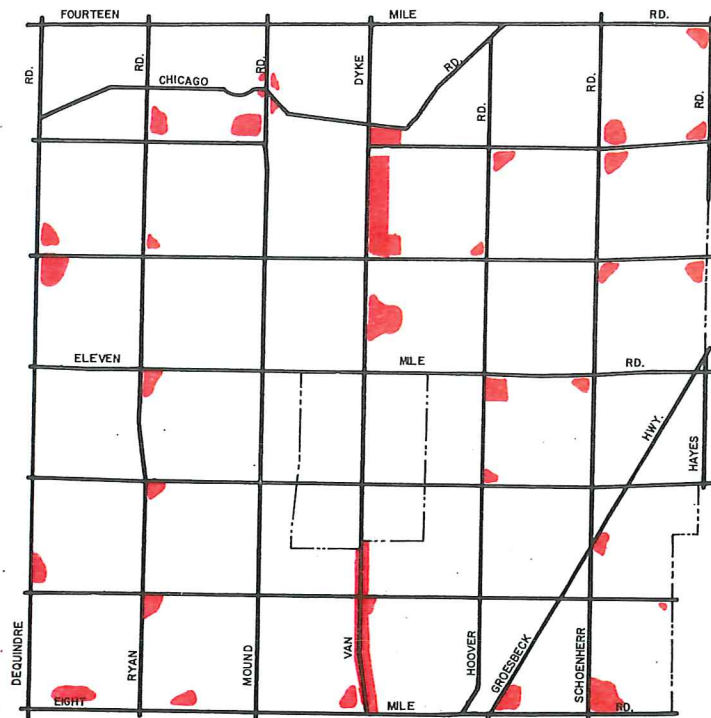
Neighborhood shopping centers contain those retail and service establishments required to meet the daily needs of the residents within the service area. Among the uses found in this type of center are supermarkets, dry cleaning establishments, laundromats, small variety stores, barber shops and beauty parlors. These centers, located on 4 - 7 acre sites, serve a population of 5 - 8,000 within a radius of one half to one mile.

EXISTING COMMERCIAL LAND USE

- Commercial areas in Warren have been undergoing a major transformation from the strip or ribbon type to the compact shopping center.
- Strip development presents the city with many serious problems:
 - Lack of off-street parking.
 - Lack of unity and convenience. Van Dyke Avenue has more than 280 stores spread out over a distance of three miles.
 - Pedestrian shoppers must cross heavily traveled thoroughfares and numerous cross streets.
 - Stores strung out along thoroughfares, curb parking, street loading and unloading tend to increase traffic congestion, reduce the carrying capacity of the roads, and create many potential accidents.
 - Related retail uses that are not grouped together result in "dead spots" within the retail areas.
 - Uncoordinated development has resulted in an unsightly assortment of store fronts and signs, and has tended to bring about a general decline in maintenance and values.



- Warren presently has 544 acres zoned for commercial use, of which 264 acres are developed.
- It is estimated that a total of 600 acres of commercial land will be required by 1980.



PROPOSED COMMERCIAL LAND USE

- This long-range plan proposes a total of 600 acres of commercial land, including 28 shopping centers.
 - One regional shopping center of 60 acres.
 - Four community shopping centers, 10-20 acres each.
 - Twenty-three neighborhood shopping centers, 4-7 acres each.
- Shopping centers will be located at the intersections of major thoroughfares.
- Each center will have sufficient and well-located ingress and egress points controlled to minimize traffic interference.
- Considerable attention will be given to land area requirements, type of establishments, parking, site planning, landscaping, and aesthetics.
- There will be separation of pedestrian, parking, and through traffic to assure maximum convenience and safety for shoppers.

CIRCULATION SYSTEM

The circulation section of the Master Plan normally concerns itself with major streets and highways, airports, railroads and terminals, and a mass transit system. Due to limited time and the pressing need for a preliminary plan in the face of Warren's phenomenal growth, only major streets and highways have been considered in this plan.

Railroads, terminals and rapid transit will be given careful study in the Refined Master Plan and other more detailed reports.

Major streets and highways are important elements of the community. They serve to carry traffic across and through the city as well as to tie together the various uses of land. The size and location of traffic arteries and their relationship to one another and to the city's existing and proposed land use pattern, help determine the character, quality and stability of the city.

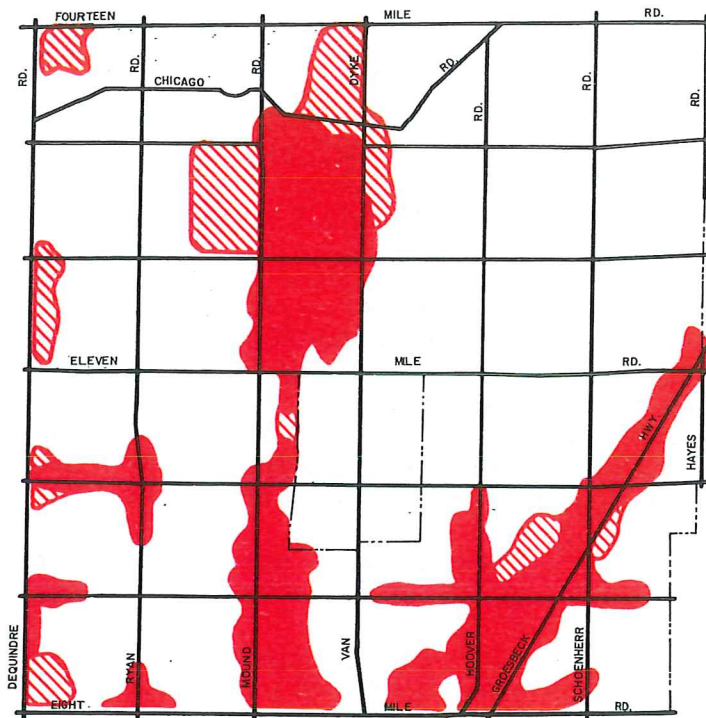
Warren has several heavily concentrated employment centers which are faced with severe traffic problems. Congestion, caused by the daily movement of thousands of vehicles during peak hours, emphasizes the need for improving existing thoroughfares.



This plan has given serious consideration to seeking a feasible solution to present traffic problems and to formulating a comprehensive plan for major streets and highways.

VEHICLE REGISTRATION

Each year Warren residents add approximately 4,000 motor vehicles to the City's streets. In July 1961, there were 37,597 vehicles registered in Warren, an average of 1.3 vehicles per family. It is estimated that by 1980, Warren residents will own 70-75,000 vehicles, twice the present number. This tremendous growth will require an adequate and efficient system of major streets and highways.

AUTOMOBILE INVENTORY WARREN		
YEAR	POPULATION	AUTO OWNERSHIP
1953	51,340	15,980
1960	89,246	33,997
1970	187,000 (est.)	69,000
1980	195,000 (est.)	73,000



-  CONCENTRATED TRAFFIC GENERATORS (EXISTING)
-  ADDITIONAL TRAFFIC GENERATORS (PROPOSED)

MAJOR TRAFFIC GENERATORS

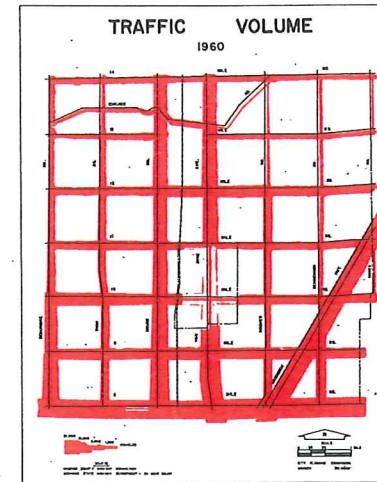
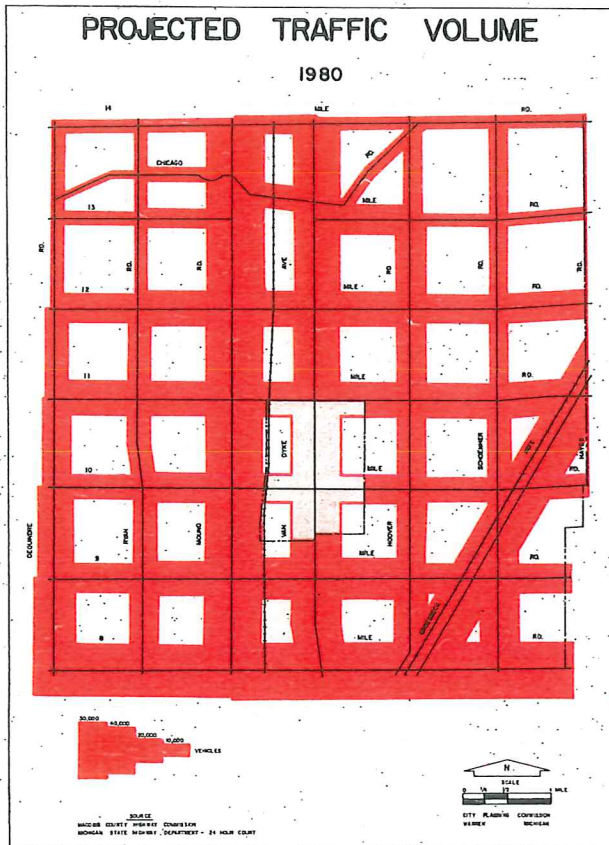
Business and industry are considered major traffic generators. When concentrated as they are in Warren, they present a number of traffic problems.

During peak hours, thoroughfares leading to and from the City's two industrial corridors become congested. Over the years additional plants will tend to locate near those already established, adding to the congestion. The long-range plan considers this and makes every effort to relate traffic arteries to the corridors.

The map at the left locates these concentrated industrial areas.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes help identify the most desired routes of travel and serve as an important measure of the number of vehicles using Warren's thoroughfares. Studies indicate that motorists are using those roads which offer the greatest number of free-moving traffic lanes. The area's two industrial corridors are responsible for the large volume of traffic on Mound Road, Van Dyke Avenue, and Groesbeck Highway.



PROJECTED TRAFFIC VOLUMES

The projected traffic volumes shown here are the result of a careful study of the existing and proposed land use patterns. Intensity of land uses have a direct bearing on the number of vehicles that will be using a major thoroughfare. Projections of future volumes have been based on the following assumptions:

- The automobile will remain the prime mode of transportation.
- Land development will occur as proposed in the Land Use Plan.
- Development of the Eleven Mile and Mound Road expressways will relieve traffic from other major thoroughfares.

PRINCIPLES AND STANDARDS

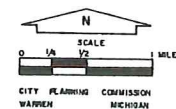
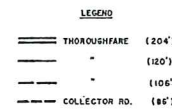
- Thoroughfares should be designed to move traffic quickly, efficiently and safely across the urban area.
- Thoroughfares should be designed and buffered to have a minimum detrimental effect on abutting property.
- Major roads should go around and not through residential neighborhoods.
- Widths of proposed rights-of-way should be in scale with projected traffic volumes.
- Intersections should be designed with a minimum of conflict points to assure safe, free flow of traffic.
 - Strict regulation of turning movements
 - Decelerating and left-turn lanes at all major intersections
 - "T" intersections on local streets
- Roadside uses should be kept to a minimum along major roads. Where possible, necessary roadside uses should be concentrated rather than spread out.
- Parking should be prohibited on major roads.
- Specially constructed heavy-duty highways with a maximum grade of 3% should serve major industrial areas.
- Road widths should be consistent with the type of road.
 - Local Streets : 60' r-o-w; 10' lanes
 - Collector Roads : 86' r-o-w; 11' lanes
 - Industrial Roads : 70' r-o-w; 40' pavements
 - Thoroughfares : 120' r-o-w; 12' lanes
 - Expressways : 300-350' r-o-w; 12' lanes

EXISTING CIRCULATION SYSTEM

- Warren has approximately 80 miles of major thoroughfares within, and bordering, the city.
- Many of these thoroughfares are inadequate for modern demands due to:
 - Increased traffic volumes
 - Outdated design standards
 - Narrow lanes
 - No left-turn lanes
 - Inadequate right-turn lanes
 - Parking on thoroughfares
 - Poorly planned abutting land uses
 - Strip development
 - Uncontrolled access
 - Inadequate off-street parking and loading facilities
- Only a few of Warren's major intersections have desirable accelerating-decelerating lanes.
- Serious traffic "bottlenecks" occur where 4-lane thoroughfares narrow down to 2 lanes.
- Peak-hour traffic volumes exceed the carrying capacity of some thoroughfares.
- Poorly planned commercial and industrial strip development along major thoroughfares reduces carrying capacities of the roads.

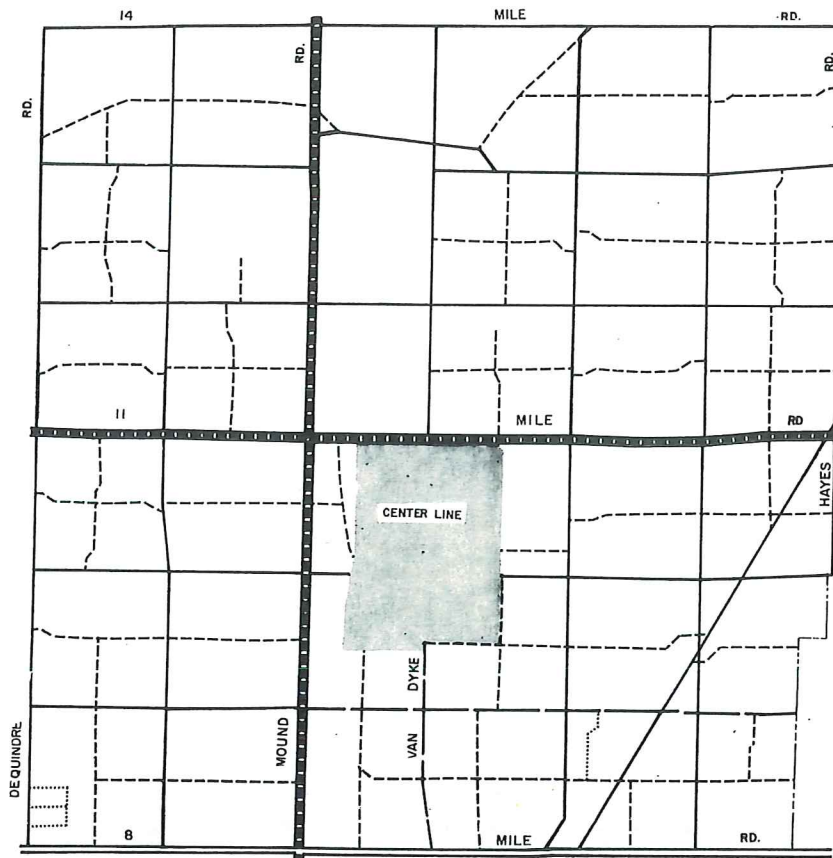
EXISTING CIRCULATION SYSTEM

1962



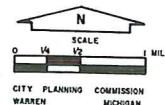
PROPOSED CIRCULATION SYSTEM

1980



LEGEND

	EXPRESSWAY	(300'-350')
	SUPER HIGHWAY	(204')
	MAJOR THOROUGHFARE	(120')
		(106')
	COLLECTOR RD.	(86')
	INDUSTRIAL RD.	(70')



PROPOSED CIRCULATION SYSTEM

● Short-range proposals...1962-65

- Widen to six lanes:
 - Van Dyke Avenue, 12 to 14 Mile Roads
 - Mound Road, 9½ to 14 Mile Roads
 - Hoover Road, 10 to 13 Mile Roads
- Widen to four lanes:
 - 12 Mile Road, Mound to Dequindre
 - 12 Mile Road, Hoover to Groesbeck
 - Schoenherr Road, 8 Mile to Groesbeck
 - Dequindre, 10 to 14 Mile Roads
 - 13 Mile Road, Van Dyke to Hoover
- Reduce parking on major thoroughfares through the provision of off-street parking lots.
- Add decelerating and left-turn lanes to the following intersections:
 - Van Dyke at 8, 9, 11, 12, 13, Chicago and 14 Mile Roads
 - Nine Mile Road at Groesbeck
 - Nine Mile Road at Schoenherr
 - Eleven Mile Road at Groesbeck

● Long-range proposals...1965-80

- 11 Mile Road expressway
- Mound Road expressway
- 13 Mile Road - Chicago Road link
- Industrial Roads*

* To be identified upon completion of detailed survey and analysis of Warren's industrial areas.

COMMUNITY FACILITIES

Warren's present population of 107,000 and its projected 1980 population of 195,000 make it imperative that more and better community facilities be provided. More schools, recreation areas, libraries, police and fire stations, and municipal buildings will be required.

The Community Facilities section of this master plan, integrated with the Land Use and Circulation sections, attempts to allocate sufficient land for these uses in areas where they would best serve the community. With this plan, the proper location and size of these facilities can be determined in advance, possibly at great savings to the community.

SCHOOLS

The public school system is one of Warren's most important assets. The schools can be used not only for the teaching of children, but as social, cultural and recreation centers for the people of Warren.

This Master Plan, with respect to schools, is primarily concerned with the appropriate location and size of school sites and buildings. It makes available information regarding land use, population, and other data essential to making decisions on schools and other public facilities.

PRINCIPLES AND STANDARDS

- The type and size of school facilities should be related to present and future school age population.
- Physical barriers such as heavily traveled thoroughfares, railroad lines, and large drains should be considered in the location of schools.
- Schools should be conveniently and safely accessible.
- Where possible, elementary schools should be located in the interior of residential neighborhoods, within 1/4 - 1/2 mile of every home.
- A junior high school should be provided within 3/4 - 1 mile, or 15 - 20 minutes walking time, from every home.
- Schools should be carefully coordinated with recreation areas in an effort to minimize duplication of facilities.
- The minimum size of an elementary school site should be 5 acres plus 1 acre per 100 pupils; a junior high school - 20 acres, and a high school - 40 acres.
- A senior high school should be located within 1 to 1½ miles, or 20 - 30 minutes walking time, of every home.

EXISTING SCHOOL SYSTEM

- Warren has 30 elementary schools, 3 junior high schools, 3 senior high schools, and 1 junior college located within its six separate school districts.
- A number of schools in the older developed areas are located on sub-standard sites.
 - Elementary schools located on main thoroughfares
 - Junior and senior high schools not located on thoroughfares
 - Inadequate site size
 - Schools located in predominantly industrial areas
- Warren's rapidly growing population creates a constant demand for new and better school facilities.
- In 1960, over 21,700 pupils were enrolled in Warren's schools. By 1980, it is expected that school enrollment will exceed 50,000.
- In 1960, six school construction permits were issued by Warren; in 1961, seven permits were issued.



EXISTING SCHOOLS OR SITES

- ELEM.
- ▲ JR. HI
- HIGH



SITES TO BE ACQUIRED

- ELEM.
- △ JR. HI.
- HIGH

EXISTING SCHOOLS OR SITES

- ELEM.
- ▲ JR. HI.
- HIGH

PROPOSED SCHOOL SYSTEM

- Warren's six school districts are expected to consolidate into one district by 1970.
- Additional land should be acquired and added to the following schools:
 - Mound Park Elem.
 - Fitzgerald High
 - Ladd Elem.
 - Shadywood Elem.
 - Charwood Elem.
 - Roosevelt Elem.
 - Warren High
 - Murthum Elem.
 - McKinley Elem.
- Relocation of the following schools is recommended:
 - Neigebaur Elem.
 - Ridgewood Elem.
- Serious consideration should be given to locating the community college on its own site within one to two miles of Warren.
- The plan proposes 27 additional elementary schools, 7 junior highs, and 4 additional high schools.
- The new school sites should be purchased in advance of actual need.

PARKS AND RECREATION AREAS

A balanced system of parks and recreation areas is essential to Warren's present and future population. The provision of such a system, in accord with present day requirements and standards, is a community responsibility and is an essential part of the master plan. The plan allocates a wide range of recreational facilities for all age groups from the tot-lot to the city-wide park.

Warren is in the enviable position of still having relatively inexpensive, undeveloped land available across the largest part of its 34.3 square miles. Warren is indeed fortunate to still have the opportunity to acquire sites for those facilities essential to a sound and well-balanced system of parks and recreation areas -- an opportunity it may not have several years hence because of its phenomenal growth.

PRINCIPLES AND STANDARDS

In evaluating Warren's existing recreation facilities, a set of planning principles and standards have been adopted which reflect the thinking of the planning profession and the National Recreation Association. Because the ideal is often difficult to attain, these standards have been modified and adapted to Warren's situation.

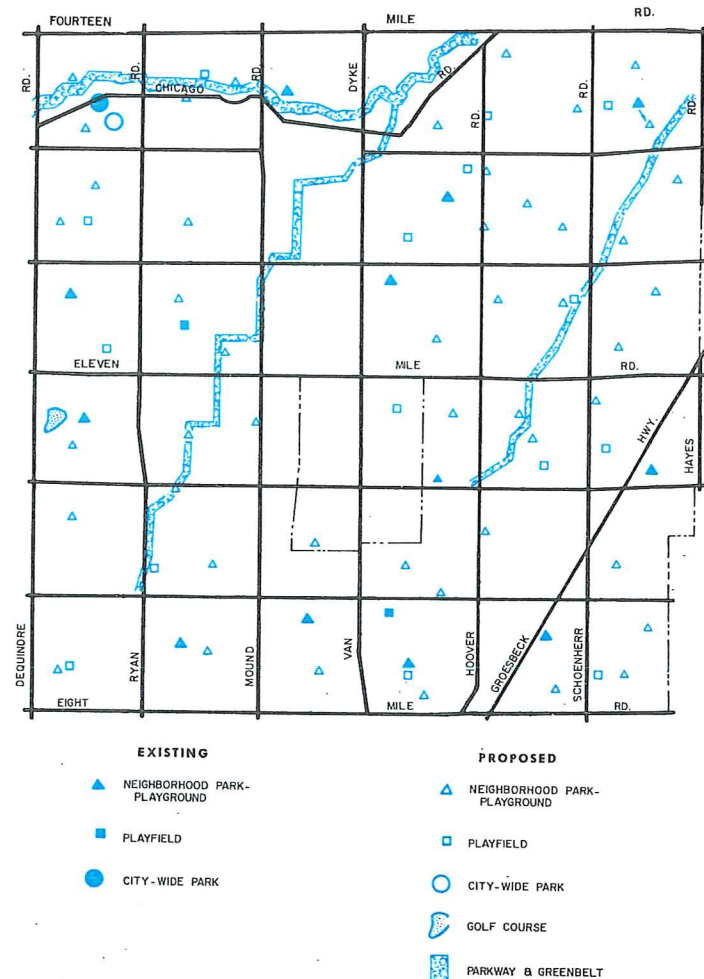
- A balanced system of parks and recreation areas should be provided to serve all sections and all age groups of Warren.
- Both active and passive, indoor and outdoor facilities should be provided, where possible, in conjunction with schools.
- Physical barriers such as hills, heavily traveled roads and railroads should be considered in determining the size and location of recreation areas.
- Recreational areas should be conveniently located, accessible, sufficiently large, and properly developed.
- Playgrounds should be provided adjacent to elementary schools; playfields adjacent to junior or senior high schools.
- Playgrounds and neighborhood parks should be located in the interior of residential areas, preferably in the center.

TYPES OF RECREATION AREAS

- TOT-LOT: For children of pre-school age. Serves as a substitute for back yards where recreational opportunities are limited. Usually a minimum of 2,000 square feet in size; service radius is $1/8$ - $1/4$ mile.
- PLAYGROUND: Primarily for children of elementary school age. Generally are considered as an integral part of the public school system. When properly located, children will not have to walk more than a quarter mile or roughly five city blocks to reach a playground. Usual minimum size is $3\frac{1}{2}$ -7 acres or one acre/800 population.
- NEIGHBORHOOD PARK: A small, 4 - 7 acre park intended to provide an attractive neighborhood setting and to offer a place for quiet, passive recreation for all age groups. Usual service radius is $1/4$ - $1/2$ mile.
- PLAYFIELD: An active facility intended to serve teen-agers and adults. Where possible, it should be developed in conjunction with either a junior or senior high school. Normally, 12-20 acres in size; service radius is $3/4$ - 1 mile.
- COMMUNITY RECREATION BUILDING: A center for indoor recreation activities. Also serves as a center for cultural and civic activities. Normally provided in conjunction with a junior or senior high school; service radius is 1 - $1\frac{1}{2}$ miles.
- CITY-WIDE PARK: An area sufficiently large, 100 acres or more, to provide a wide variety of recreation facilities for all age groups. The city park should be designed to take advantage of natural features and provide large wooded areas, picnic facilities, active play areas and scenic drives, etc.
- GREENBELT: A natural and informal scenic park strip 80 feet or more in width designed to provide elongated parks for use by pedestrians.
- PARKWAY: Limited access road intended to provide pleasant, scenic route of travel for persons pursuing their daily activities.

EXISTING PARK FACILITIES

- Existing recreation facilities, although adequate at one time, are no longer sufficient to serve Warren.
 - Warren presently owns 172 acres of recreational land.
 - By 1970, it will need 1,870 acres.
- Most existing recreation sites have been related to schools.
- Warren's present population should have 31 neighborhood park-playgrounds, 9 playfields, and a total of 255 acres of city-wide park land.
 - Warren has only 4 neighborhood park-playgrounds, 1 playfield and only 68 acres of city-wide park property.
- Warren has the opportunity to acquire sites in advance of development because of the availability of suitable land at this time.
 - However, adequate available land is rapidly disappearing.
- Warren compares unfavorably with other Michigan cities with respect to parks and recreation facilities.



PROPOSED PARK FACILITIES

- The proposed plan increases the total park area to 1,262 acres, excluding greenbelts, parkways, and the Red Run Drain.
- The increase in open recreation for area-wide use includes several playfields, city parks, playgrounds and golf courses.
- The Harrington and Bear Creek Drain rights-of-way should be developed into natural and informal park strips (greenbelts).
- The Red Run Drain right-of-way should ultimately be developed into a scenic parkway.
- The plan proposes that the city acquire land adjacent to school sites, where possible, to be used for recreational purposes. It also proposes:
 - 60 acres to be added to the 68 acre Northwest Park on 13 Mile Road.
 - 470 acre tract within one mile of Warren's north boundary for a future city-wide park and golf course.
 - 100 acres in the west half of Section 19 for an 18-hole golf course.

WARREN'S RECREATION NEEDS -- TODAY AND 1980								
FACILITY	What Warren Has Today*		What Warren Needs Today**		What Warren Will Need by 1980**		What the Plan Proposes by 1980***	
	No.	Total Acreage	No.	Total Acreage	No.	Total Acreage	No.	Total Acreage
Neighborhood Park-Playgrounds	12	207	31	230	59	442	59	342
Playfields	1	20 (approx.)****	9	127	17	247	17	225
City Parks	1	68	-	255-408	-	500-800	2	500
Golf Course	-	-	2 (18 hole)	200	3 (18 hole) 350 1 (9 hole)		2 (18 hole)	200
Swimming Pools								
Outdoor	-	-	1	-	2	-	2	-
Indoor	3	(High schools)	2	-	4	-	4	(High schools)
Greenbelts and Parkways	-	-		Variable		Variable		Variable

* June 1961, 102,000 pop. (est.); includes portions of school sites.
 ** Based on National Recreation Association standards.
 *** Based on standards adapted to area.
 **** Part of 68 acre Halmich Park.

CIVIC CENTER

The existing municipal building, located on Van Dyke Avenue, is the first of a group of buildings which will make up Warren's Civic Center. The present site is 20 acres in size; the plan proposes the addition of 10 acres.

Experience has shown that economy, efficiency, convenience and attractiveness can result by combining public buildings into a group with unified design, in a well considered location. Proposed to be completed by 1980, the 30 acre center provides space for the Municipal Building, its addition, Judicial Building, Main Library, Youth Center, Auditorium, County Branch Building, and a possible Y.M. - Y.W.C.A. Building.

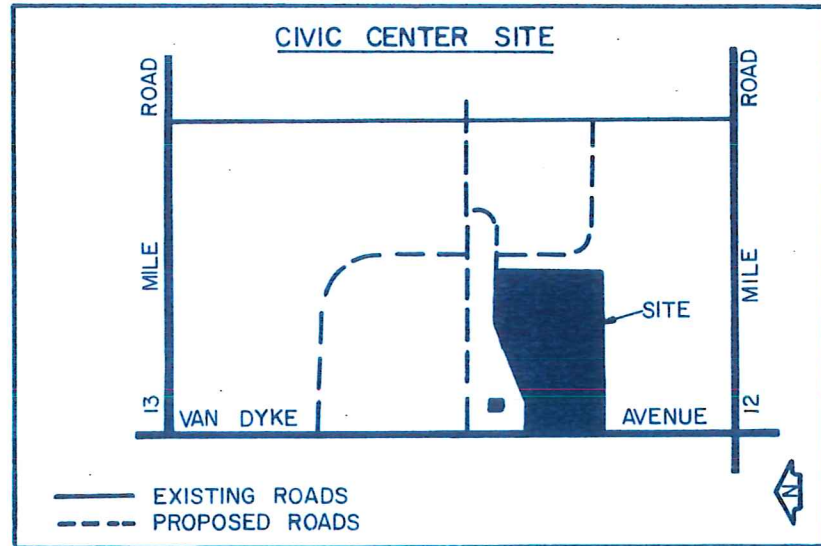
The clustering of public functions is a great convenience to the public and governmental personnel. Time is saved, better communications are realized, duplication of facilities is avoided and future expansion is made possible. The center would also serve as a focal point for the community around which social and public activities will revolve.

In proposing the Civic Center, a careful study was made of each Department's floor space needs, present and future. The plan allows 250 sq. ft. of gross floor area per employee. The present number of employees in the Municipal Building is 143. Studies indicate that there will be 290 to 310 employees by 1980.

FLOOR SPACE REQUIREMENTS OF DEPARTMENTS WITHIN PRESENT MUNICIPAL BUILDING				
Building	Department	Sq. Ft. (Present)	Sq. Ft. Req. (Present)	Sq. Ft. Req. (1980)
Municipal Bldg. and Addition (Proposed)	Assessor	1,500	2,750	5,000
	Bldg. Dept.	2,920	5,300	3,000
	Civil Service	225	950	1,450
	City Clerk	1,820	2,500	3,000
	Council Secretary	600	600	800
	Controller	1,600	2,050	3,800
	Engineering	2,000	4,600	4,600
	Mayor's Office	1,340	1,500	2,250
	Planning	975	2,000	3,250
	Service	150	750	1,250
	Treasurer	1,880	3,560	7,000
	Water Dept.	1,600	1,900	6,250
	Public	10,980	13,000	17,000
	Other	1,130	2,000	3,000
	Judicial Bldg. (Proposed)	City Attorney*	600	1,000
Judges & Courts**		1,500	1,800	13,250
Youth Center (Proposed)	Center	-----	-----	12,000
	Recreation	1,600	1,600	3,000
		32,420	47,860	91,900

* Now located in Municipal Building
 ** Includes Legal Library, Consultation Rooms, Court Clerk, etc.

(Source: 1960 Survey)

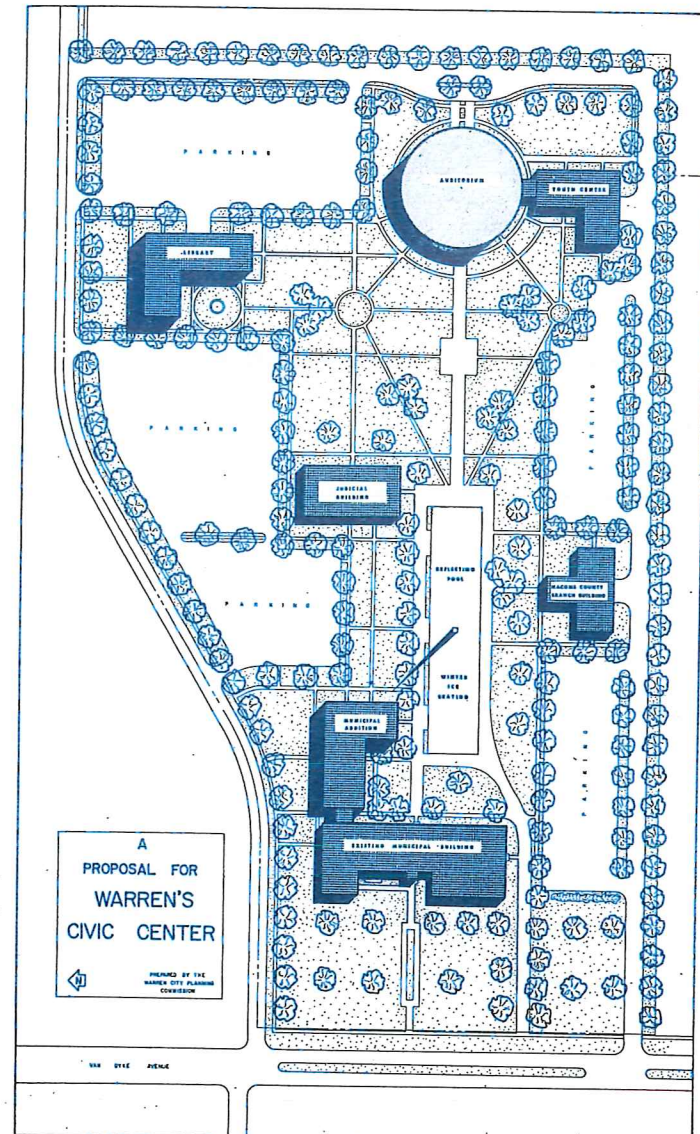


THE PLAN

- The City should purchase 10 acres of land, to be added to its present 20 acre site.
- The buildings will be clustered into two groups, cultural and governmental.
- A central mall will serve as the basis of the plan.
- A peripheral road will be provided to separate pedestrian and vehicular traffic.
- Parking facilities will be provided around the perimeter of the Civic Center site, with the mall kept intact.

SUGGESTED TIME SCHEDULE

Acquisition of Property	1960-61
Municipal Building Addition	1963-70
Proposed Street	1963-65
Judicial Building	1965-70
Main Library	
First and Second Floors	1965-70
Third Floor	1970-75
Youth Center	1965-70
Auditorium	1970-80
County Branch Building	Subject to County

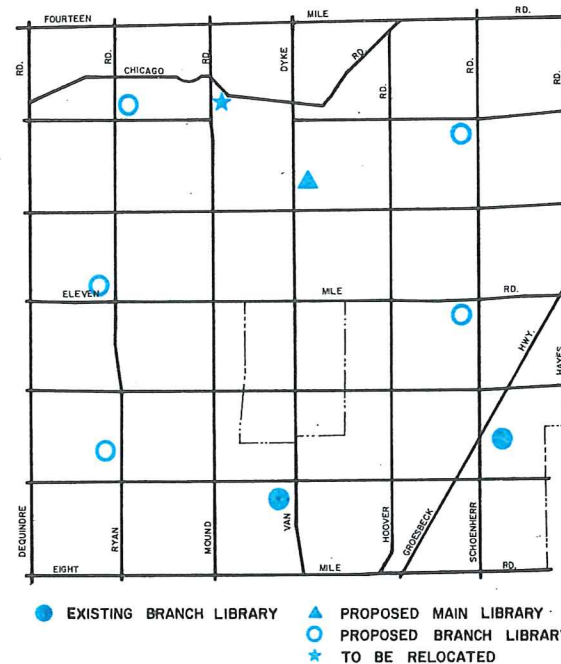


LIBRARIES

Warren presently has four branch libraries serving its population of 107,000. To meet the needs of Warren's dramatic development, it will be necessary to construct an additional five libraries by 1980, relocate one, and expand another.

PRINCIPLES AND STANDARDS

- Library sites should be centrally located in the area to be served; within 1-1½ miles of every home.
- Sufficient land should be acquired to provide for adequate setting of building, sufficient off-street parking, and expansion.
- Libraries should be easily accessible on or near a thoroughfare.
- Branch libraries should contain approximately 4,500 sq. ft. of floor area, with provisions for approximately 3,000 sq. ft. of additional floor area for expansion.
- The branch library site should contain at least 30,000 sq. ft. of area, or four times the ultimate floor space.
- Branch libraries should serve a population of 15,000 - 25,000 people.



PROPOSALS

- A main library, of 34-45,000 sq. ft. of floor area is proposed in the Civic Center.
- Four branch libraries on ¾ acre sites.
 - Ryan Road and Bart Avenue
 - Ryan and 11 Mile Roads
 - Schoenherr and 13 Mile Roads
 - Schoenherr and 11 Mile Roads
- Relocate the Beebe Avenue library to Ryan and 13 Mile Road.

FIRE STATIONS

This plan recommends the location of future fire stations based upon the proposed land-use pattern. An objective of planning is to achieve a well distributed and efficient system of fire protection facilities.

PRINCIPLES AND STANDARDS

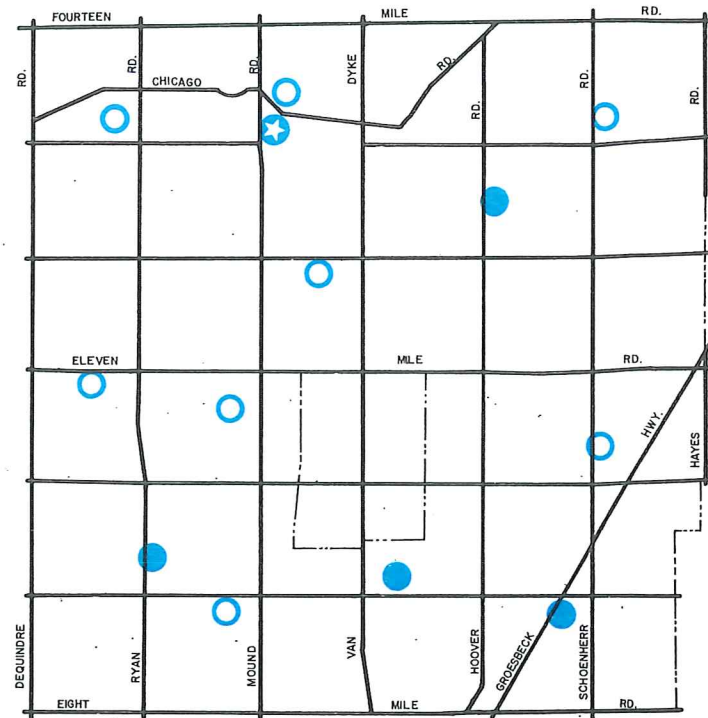
- Fire station sites should be located on thoroughfares which connect with the through streets in the area to be served.
- Sites should be selected in advance of development, whenever possible, so that any adverse effect--noise, etc.--on nearby land uses can be reduced to a minimum.
- For pumper companies, a direct street - travel distance to business and industrial areas of no greater than $\frac{3}{4}$ of a mile is recommended; for compactly developed residential areas, a distance of no greater than $1\frac{1}{2}$ miles is desirable.
- For ladder companies, standards of maximum direct travel distance are 1 and 2 miles, respectively.
- Formulas for determining the number of pumper and ladder companies are:
 - Pumpers: $3.4 \times .07 \times (\text{population in thousands})$.
 - Ladders: $1.0 \times .03 \times (\text{population in thousands})$.
- Fire stations should be at least two acres in size, capable of providing sufficient building, ample setting and adequate off-street parking.

EXISTING FIRE STATIONS

- In 1961, Warren operated five fire stations with 108 full-time and 25 volunteer firemen.
- Except for Station No. 4, the existing sites are suitably located with respect to the areas served. Each, however, requires additional land for expansion of building and site facilities.
- Station No. 4, bounded on both sides by developed property, should be relocated to a larger site in the same general vicinity.
- A centrally located headquarters is required.
- Warren is in need of a fire training center.

PROPOSED FIRE STATIONS

- The plan proposes:
 - Stations 1, 2, and 3: Expand site and building area.
 - Station 4: Relocate in same general area on a site at least two acres in size.
 - Station 5: Acquire an additional $5\frac{1}{2}$ acres to the immediate east and south for a training center and major repair shop.
 - A fire system headquarters on 12 Mile Road, east of Van Dyke Avenue.



- EXISTING STATIONS
- ★ TO BE ABANDONED
- PROPOSED STATIONS

- Seven additional fire stations are proposed.
 - Ryan and 13 Mile Roads
 - Schoenherr, between 13 and 14 Mile Roads
 - Schoenherr and Frazho Road
 - Mound and Nine Mile Road
 - Mound, between 10 and 11 Mile Roads
 - Eleven Mile, west of Ryan Road
 - Twelve Mile, east of Van Dyke

OTHER MUNICIPAL BUILDINGS

The plan proposes the following community facilities, in addition to those already considered. Space requirements for each have been based on standards adapted to the city's needs and existing conditions.

GARAGES AND STORAGE BUILDINGS

The present municipal garage is located on an adequate 10 acre site on Stephens Road. It is proposed that the garage be eventually enlarged to accommodate the increasing demand for storage and repair facilities.

A branch garage is proposed on a seven acre site in the vicinity of Chicago and Mound Roads. This garage will serve principally as a storage area for vehicles serving the northern half of Warren. It is not intended to duplicate the repair facilities of the main garage.

It is recommended that a 3 to 4 acre portion of the Norman J. Halmich Park be set aside for the Recreation Department's storage garage. The building should have a floor area of 12,000 - 15,000 square feet.

The plan proposes a 3 to 4 acre site for a Water Department garage adjacent to the proposed Municipal Branch Garage site. This facility would enable the Water Department to store vehicles and materials, provide office space for records, and floor area for meter repairs.

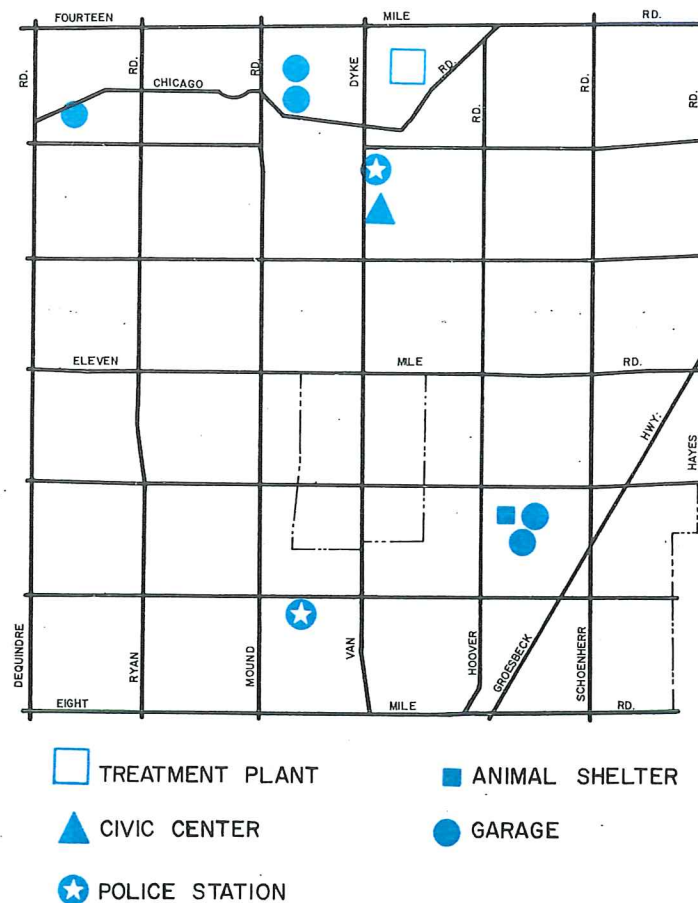
ANIMAL SHELTER

It is recommended that a one-acre portion of the north end of the municipal garage site on Stephens Road be reserved for a future animal shelter. Warren's growth makes this facility essential.

SEWAGE TREATMENT PLANT

The sewage treatment plant is located on a 101 acre site, adequate for the expansion of buildings, parking, circulation, and additional treatment facilities.

The plant is expected to reach its present capacity of 120,000 population by early 1963. Expansion of the plant is being planned for through the modular addition of aeration and settling tanks.



POLICE STATION AND BRANCH

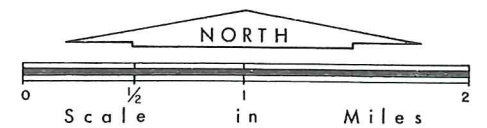
The main police station, located on a 1.7 acre site on Nine Mile Road and Memphis Avenue, serves the entire 34.3 square miles of Warren. With the increasing population, the present site and buildings have become inadequate.

Serious thought should be given to acquiring the State Police Post facilities on 13 Mile Road and Van Dyke Avenue for a branch station. The plan also proposes the acquisition of an additional 1/2 acre site to the immediate east of the property.

GENERALIZED MASTER PLAN 1980



- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC SCHOOLS AND RECREATION
- △ OTHER PUBLIC AND SEMI - PUBLIC
- == EXPRESSWAY
- THOROUGHFARE



CITY PLANNING COMMISSION
WARREN MICHIGAN

IMPLEMENTATION

IMPLEMENTATION

Warren has a number of planning "tools" with which to bring to a reality the many proposals of this Plan. Among these are: Zoning, Subdivision Regulations, Urban Renewal, Capital Improvement Program, and Public Relations and Education.

Properly applied, these tools will have an important effect on the ultimate realization of this Plan. Some already in effect would have to be brought up to date and made consistent with the Plan's proposals, others will be prepared and put into effect in the future.

ZONING

Zoning provides the City with the best legal means for carrying out the land use pattern proposed by the Master Plan. The Zoning Ordinance attempts to regulate the use of land, the height, bulk, location, lot coverage of buildings, and density of population. Zoning regulations and amendments are enacted by the City Council after the Planning Commission has held public hearings and made a recommendation.

Warren's present Zoning Ordinance, adopted in July 1960, is a revision of its 1952 Ordinance. Among the major changes made to the text were:

Creation of R-1-A, R-1-B, and R-1-C districts.

Adoption of sliding scale for lot sizes within each district.

Revision of off-street parking requirements.

Adoption of design standards for off-street parking.

Improvement of standards for trailer parks and drive-in theaters.

Except for several minor changes, the zoning map was not altered. The Commission intends to revise the map in the near future, basing it on the proposed land use pattern of the Plan.

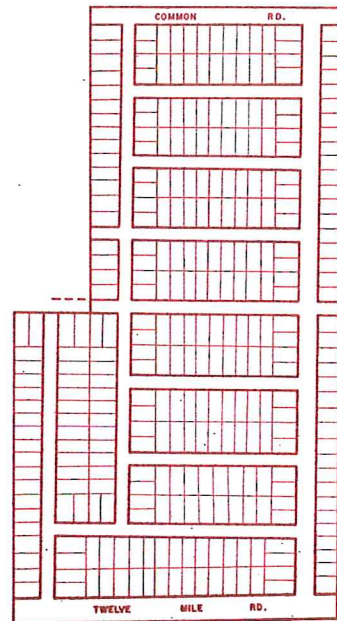
SUBDIVISION REGULATIONS

Subdivision Regulations permit the City to review and approve the division of land involving five or more lots, making it possible to attain the objectives of the Master Plan.

In reviewing subdivision plats Warren has the opportunity to acquire land for schools and recreation areas, attain safe, attractive and stable neighborhoods with adequate lots, setbacks, desirable street patterns, utilities, and other improvements.

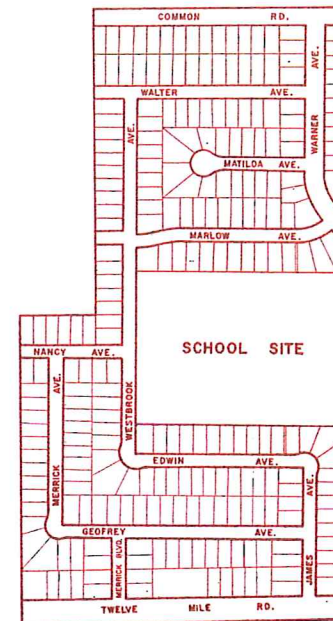
The Planning Commission has had Subdivision Regulations since 1958. These are presently being revised to make them more consistent with the Master Plan. The Subdivision Regulations provide Warren with an effective tool for guiding the growth of the community in attaining well planned, stable residential areas.

BEFORE REVIEW



SHORT BLOCKS
EXCESSIVE NO. OF INTERSECTIONS
NO SCHOOL SITE
HAZARDOUS THROUGH STREETS

AFTER REVIEW



LONGER BLOCKS
7 LESS INTERSECTIONS
SCHOOL SITE
LESS STREET AREA TO MAINTAIN

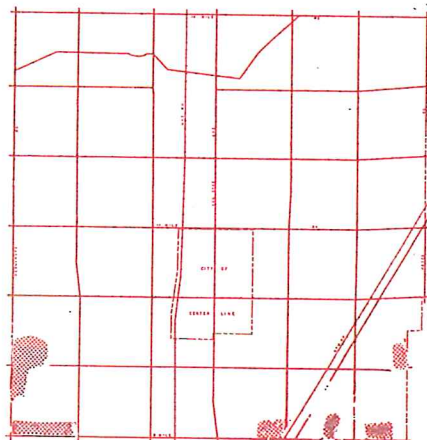
URBAN RENEWAL

Urban renewal provides an excellent planning tool for revitalizing Warren's old, unplanned areas. An urban renewal program would involve conservation, rehabilitation and redevelopment of a number of these areas.

Conservation is an attempt to preserve areas which are basically in good condition and which can be safeguarded against deterioration through a program of code enforcement, structure improvement, and provision of public facilities and utilities.

Rehabilitation is required in those areas beginning to "slip" but which are still salvageable. This usually involves (a) removal of some obsolete buildings, (b) bringing structures up to a decent standard through a repair and modernization program, (c) providing necessary utilities and public facilities, and (d) improving street design.

Redevelopment involves the clearance of an area that could not hope to be salvaged through a rehabilitation program. The clearance of a blighted area would remove a "cancer" from a particular area and enable the city to bring about land uses consistent with the Master Plan. Experience has demonstrated that redevelopment pays off in many respects.



POSSIBLE URBAN RENEWAL
OR REHABILITATION AREAS

The urban renewal map identifies a number of areas which preliminary studies indicate may be in need of treatment.

The City of Warren is currently applying for Federal aid to conduct more detailed studies to determine the extent of blight, if any, and the type of treatment required.

CAPITAL IMPROVEMENT PROGRAM

A capital improvement program is a time table prepared and revised annually, listing major public improvements that should be accomplished over a period of years. In Warren this period is six years. The Program will list the numerous public improvements required in each year, the cost of these improvements, the source of revenue, and the relationship of these improvements to each other.

The preparation of a recommended capital improvement program by the Planning Commission provides the city with an opportunity to check the improvements proposed by the various municipal agencies against the proposals of the Master Plan. Section 7.22-b of the City Charter charges the Planning Commission with the responsibility of preparing a six-year capital improvement program. In 1961 Warren's first six-year program was prepared in cooperation with the various departments concerned with capital projects.

PUBLIC RELATIONS AND EDUCATION

Public relations and education is considered to be one of the most important tools a community can have for implementing, over a period of years, the numerous proposals of the Master Plan. Each citizen of Warren is directly responsible for this Plan in the way he maintains his property, respects public property, and responds to bond proposals required for numerous community improvements. No plan could hope to become a reality without public understanding and support.

Recognizing the need for community understanding and support, the Warren Planning Commission has embarked on an ambitious program of public relations and education. The purpose of this program has been to improve community understanding and support.