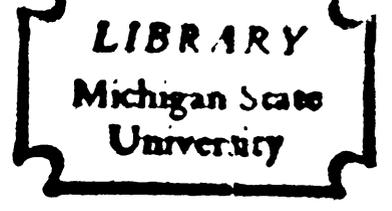


LOCAL COMMUNITY PLANNING AS A DEVELOPMENT
FACTOR IN METROPOLITAN REGIONS

Thesis for the Degree of M. U. P.
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James A. Bryant

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ABSTRACT

LOCAL COMMUNITY PLANNING AS A DEVELOPMENT FACTOR IN METROPOLITAN REGIONS

It was the purpose of this thesis to arrive at conclusions concerning the manner in which local community planning serves the needs of present day metropolitan regions. This was done by examining, in some detail, the regional development patterns evolving from the proposals contained in plans completed by local community planning agencies in Wayne County, Michigan.

The method used to evaluate these patterns was one of comparison. They were compared, graphically and statistically, to the existing situation and to studies, plans, and projections completed by agencies and organizations concerned with a much larger geographic area than the local community.

Based on these comparisons, and a subsequent analysis, specific conclusions are presented concerning the degree of effectiveness to be expected from local planning, as now practiced, in administering to the needs, and fulfilling the requirements, of metropolitan regions. These conclusions lead to suggestions concerning certain basic policy reforms that, perhaps, professional planners should be seriously concerned with and actively supporting.

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AS A
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by

James A. Bryant

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CHAPTER I

INTRODUCTION

Urbanism, a world-wide phenomenon of the past century, has occurred with particular intensity in the western world. Before 1850, no society could be described as predominantly urban. By 1890, however, the majority of Great Britain's population lived within urban areas and over 40% of the people within the rapidly developing United States had settled in cities.¹ Today, most of the world's industrialized nations are characterized by continuing and expanding urbanization.

The most prominent manifestation of urbanism in the United States is the vast, sprawling, ill-defined "metropolis" or "metropolitan region." In 1960, for example, ninety-six million people - 53% of the nation's population - were concentrated in 213 urbanized areas that together occupied only .7% of the

¹Davis, Kingsley, "The Urbanization of the Human Population", Cities, Editors of Scientific American Magazine, (1965), p. 8.

nation's land.² These "regions"³ represent something new in man's evolution and present unique, difficult, and challenging problems for the urban planner. The standards and criteria traditionally used to understand the American city are difficult to apply to, or simply do not work for, metropolitan regions. The nature of a city was fairly clear. It occupied a limited and relatively small space. It brought people together from many different backgrounds, made communication between them convenient, and offered them an opportunity to indulge in many kinds of activities. It had easily recognizable boundaries, and a government that could resolve the people's problems, provide services, and administer everyday affairs.⁴

²The 213 areas cited are Standard Metropolitan Statistical Areas as established by the Bureau of the Budget. The definition of an SMSA involves two considerations: first, a city or cities of specified (50,000) population to constitute the central city and identify the central county; second, economic and social relationships with contiguous counties which are metropolitan in character so that the periphery of the specific metropolitan area may be determined. Criteria of metropolitan character relates primarily to the attributes of the county as a place of work or as a home for a concentration of non-agricultural workers. (Bureau of the Census, United States Census of Population 1960, United States Summary, Final Report PC(1)-1B, p. ix.)

³Various criteria are used to define metropolitan regions, such as the Bureau of the Census definition of an area containing a nuclear city of at least 50,000 population. As generally referred to in this thesis, a metropolitan region is a major center city and its highly urbanized environs.

⁴Wurster, Catherine Bauer, "The Form and Structure of the Future Urban Complex", Cities and Space, (Wingo, Lowdon, Jr., Ed.), The John Hopkins Press, Baltimore, (1964), p. 73.

While the metropolitan region resembles the city in some respects, it has many important and fundamental differences. It covers a much greater area than the city. It has no clear-cut boundaries and can scarcely be referred to as a unit, in the way a city is called a unit. Most significant of all, it has no government. The spreading and sprawling growth form of the typical American metropolis has engulfed or affected a multiplicity of local governmental units, making central or unified control over growth, the provision of services, and general administration an immensely difficult, if not impossible, task. Social conflicts, personified by rising crime rates, racial tensions, and disease ridden slums, are becoming intimately identified with vast urban conglomerations. And the environmental problems of traffic congestion, water pollution, smog, noise, inconvenience, and formless monotony have become well-known by-products of the metropolitan region.

Modern metropolitan trends have destroyed the traditional concept of urban structure and there is no new image to take its place. Blind forces push in various directions while urban environments are being shaped by decisions which are neither based on any real understanding of cause and effect nor geared to consistent purposes.⁵

The rapid urbanization of the comparatively recent past resulting in the emergence and growth of the metropolitan region has focused national attention and

⁵Ibid.

concern on the problems associated with the metropolis. Emergency treatment of symptoms on a scale commensurate with past efforts does not seem to be enough. The scale of the present metropolitan region, and the continued rate of growth of urbanism calls for greater and more enlightened effort on a region-wide basis. If these problems cross many local governmental boundaries, then it seems logical and desirable that planning activities, including the implementation of planning proposals, also cross those boundaries. As urbanization continues to alter the environment within metropolitan regions, new planning problems are created that, by their very nature, extend over entire urban areas.⁶

A failure to move and create a decent environment must certainly be read as a failure of our capitalistic society. . . . A critical question in all this is how to reconcile the creative strengths of the American free enterprise system with the need for the kind of widespread and farsighted regional planning that only government can supply. Is such a reconciliation impossible? If it is, the battle is lost. Today, a kind of righteous passion about their environment has seized a number of Americans. It has to seize all of us, for the disease of ugliness is widespread.⁷

The urgent and growing need for regional planning has prompted a number of Federal legislative provisions which have been aimed at achieving more orderly and

⁶Honey, Keith M., "Local Planning", Michigan Society of Planning Officials, Proceedings of the Twentieth Annual Conference, (Lansing, Mich., 1964), p. 22.

⁷"Editorial", Fortune, Sept., (1964), p. 108

efficient planning programs for metropolitan regions. The funds provided by Section 701 of the Housing Act of 1954, as amended, have been instrumental in encouraging the formation of metropolitan, regional, and local planning commissions. In order to qualify for Federal assistance under the Area Redevelopment Act, local communities must prepare an economic development plan which is coordinated with regional needs.⁸ Under recent amendments to the Federal Aid Highway Act, a comprehensive transportation planning program must be initiated within urban areas of over 50,000 people before federal aid highway monies will be released to local communities.

While numerous metropolitan and regional planning commissions have been formed to cope with the problems of urbanization, their efforts have been hampered by the fragmented local government making up the metropolitan region.⁹ Where regional planning agencies do exist, they find themselves in an unusually frustrating position. They have no government or legislature to which

⁸U. S., Congress, An Act to Establish an Effective program to Alleviate Conditions of Substantial and Persistent Unemployment and Underemployment in Certain Economically Distressed Areas, Public Law 87-27, 87th Congress, S. 1, May 1, 1961, p. 5.

⁹Subcommittee on Intergovernmental Relations, U. S. Senate, Metropolitan Planning, Washington, D.C., U. S. Government Printing Office (1963), p. 6.

they, and they alone, can look for support and implementation of planning proposals.¹⁰ Moreover, they are formed, in most cases, under state enabling legislation which gives them little power to influence growth. In most cases, they have no mandate to even review and comment upon the planning proposals of local governments.¹¹

Michigan enabling legislation for regional and local planning activities is typical of the division of duties and responsibilities of these planning functions. While both of these laws require the planning process to be advisory in nature, local planning commissions can recommend or administer certain proposals to implement local planning proposals.¹² The local "planning area" is usually closely related to political boundaries of the community. A plan for the physical development of the community is generally the prime focus of the local planning program and, in communities under 50,000 population, financial assistance for this plan is often sought for the Federal Government under the Federal Planning Assist-

¹⁰Committee of Government Operations, U. S. Senate, National Survey of Metropolitan Planning, Washington, D. C., U. S. Government Printing Office (1963), p. 6.

¹¹Ibid, p. 7.

¹²The Michigan Municipal Planning Commission Act (Act 285 of the Public Acts of 1931 as amended), for example, allows such commissions to propose and/or administer zoning regulations, subdivision controls, and capital improvement programs.

ance Program.¹³ The objectives of this plan are the objectives of the local community. There is no requirement for review or evaluation of the local plan by any planning agency covering a wide geographic area (such as a regional planning commission) and any such consideration that comes about is initiated on an informal basis by the local community or its consultant.

The regional planning function in Michigan exists at the pleasure of two or more local units of government.¹⁴ The duties and responsibilities of the regional planning commission are to: (1) undertake studies and research, (2) prepare and adopt a plan for the physical development of the region, and (3) provide advisory services to participating local governments.¹⁵ Local governments, on the other hand, may or may not adopt the plans of the regional commission.

Clearly then, under the law, regional planning exists at the pleasure of local legislative units, and the main thrust of the planning effort is meant to come from the local communities. In 1931, when the Planning Commission Act was passed, villages, cities, and town-

¹³Such assistance is authorized under Section 701 of the Housing Act of 1954, as amended. Under this Act, the Federal Government pays two-thirds of the cost of a local planning program.

¹⁴Section 2 of Act 281 of the Public Acts of 1945, as amended, (Regional Planning Commission Act) states that a regional commission may be formed by resolution of two or more local units of government.

¹⁵Act 281, Public Acts of 1945, as amended.

ships were perhaps meaningful and distinct units of government. In many cases, they could solve their problems separately and the legislation was somewhat in tune with the times. Passage of the Regional Act in 1945 was indicative that there was recognition of the growth of metropolitan regions and regional problems. However, there was little indication in this Act that the State Legislature was ready to alter the power of local governmental units in the field of planning.

Planning today is still conducted largely at the local level and the state legislature continues to preserve the independence and decision making powers of local legislative units. Regional planning has been relegated to an advisory role operating at the pleasure of local government.

Are the results of local planning on a region-wide scale actually known? Perhaps there is enough in formal coordination and communication between local communities to bring into being local plans which meld into a regional pattern that eventually resolves regional conflicts. It may be that regional planning, as now practiced, does furnish sufficient informal and persuasive guidance to local planning so that solutions to regional problems are indeed accomplished.

The major objective of this thesis is to discover, in one region, what local planning, as now practiced, is producing on a regional scale and whether it can be counted

upon to address itself to regional needs and produce solutions to regional problems.

The method of investigation is uncomplicated and is based on three assumptions: one, that the study area is typical of "metropolitan regions" with steadily growing problems which will continue to grow unless present development policies, trends, and habits are altered in some manner; second, that studies and projections accomplished by qualified organizations concerning the Region as a whole tend to be more realistic and accurate than the sum total of a number of separate local community studies and projections; and, third, that the more local planning is influenced by a regional planning commission, and other organizations studying the entire Region, the more local planning will realistically meet regional needs.

All the available local plans for a certain geographic area, under the jurisdiction of a regional planning commission, will be assembled into a regional composite - a descriptive, statistical, and graphic composite of future local plans. The basic idea is to reproduce proposed results of local planning and combine them in a form that can be compared to regional studies and plans and evaluated on a regional scale. This means that at a certain point in time all the proposed future plans of local communities will be presented so that they can be viewed simultaneously in concern -

a composite of local plans. This composite will then be compared to all available studies, plans, and projections completed by the Regional Planning Commission, state agencies, and any other organizations who have formulated regional plans or projections will be utilized for this comparison. In addition, present regional conditions will be delineated, verbally and graphically, with particular attention to identifying existing and emerging trends. Comparisons will also be made between these apparent trends and the patterns and situations revealed in the composite of future local plans.

By undertaking such an analysis, it is hoped that conclusions can be reached concerning the effect of local planning proposals on the future regional development pattern and whether or not local planning proposals, viewed in the composite, are realistically related to the physical, economic, and social development expectations of the region as a whole.

Chapter II will describe the region selected for study, the existing land use in the study area, and will attempt to identify existing and emerging trends.

Chapter III will describe the composite of future local plans and identify trends and patterns as they are revealed in the composite.

Chapter IV will investigate whether the composite follows, or is similar to, the pattern of presently emerging trends and whether it agrees with, or is supported

by, projections, plans, and studies of regional, state, or county agencies.

From these comparisons, Chapter IV will also strive to draw certain conclusions relative to: (1) the degree that local planning deliberately addresses itself to regional problems; (2) the degree that local planning aligns itself with simply a continuation of present regional development trends; and (3) the degree that the sum total of local planning coincides with projections and plans made by agencies concerned with the whole region rather than the parts. Chapter IV will also present recommendations, based on the above conclusions, concerning methods of producing more effective regional planning.

CHAPTER II

THE REGION AND THE STUDY AREA

In choosing the area for study, three criteria were used: first, it must be a part of a "metropolitan region" as described and discussed in Chapter I; second, a high percentage of communities must be engaged in local planning; and, third, it must be within the planning area of a regional Planning Commission.

Applying these criteria, Wayne County was chosen as the general study area. All but two of the minor civil divisions in this county have planning commissions, forty-four in all, and twenty-four of these have completed Future Land Use Plans. It is a part of the Detroit Metropolitan Region, and the Detroit Metropolitan Area Regional Planning Commission includes this county as part of its planning area.

The following description concerns the three county (Wayne, Washtenaw, Macomb) area making up the Greater Detroit Metropolitan Region - the nation's fifth most populous metropolitan area.¹

¹Greater Detroit Board of Commerce Staff, Executives Handbook. Much of the information concerning the Detroit Region was taken from this publication.

First settled by the French in 1701, the area grew slowly and in 1830 the City of Detroit had only 2,222 citizens. From there on, however, growth was rapid with the most intense development occurring during the first thirty years of the twentieth century when more than one and one-quarter million persons established residence. The increase in population continued to mount steadily and by 1965 there were 4,041,000 inhabitants. A gain of 279,000 (6.9%) has occurred since the 1960 census.

During the 1800's, the area established itself as a metal working center and received tremendous impetus in this direction with the advent of the automobile industry. By 1904 Detroit was making one-fifth of the nation's automotive products. Since then, it has increased its proportion of this business and today about 27% of the vehicles of this largest industry in the nation are made in the Detroit area.

Other items in which the area ranks high in production are machine tools and accessories, gray iron foundry items, metal stampings, hardware, industrial inorganic chemicals, drugs and varnishes, wire works, commercial films, office machinery, and rubber tires. The region has the highest percentage of workers engaged in manufacturing of any area in the United States. In 1965, the Detroit area's 6,617 manufacturing establishments employed an average of 561,400 persons. Pro-

duction workers earned \$151.40 weekly for a 44.7 hour work week at \$3.39 per hour.²

Although the area is one of the manufacturing centers of the nation, only 37% of its entire labor force is involved in manufacturing industries. Latest data reveals that 51% of the labor force is now involved in the non-manufacturing industries such as wholesale trade, retail trade, finance, service, construction, etc.

In the last five years, over four billion dollars in new construction has been invested in this area. About 30,000 new homes were constructed per year up to 1966. The total dwelling units in 1965 numbered nearly 1,156,200, of which 77% were owner-occupied and over 80% were single detached houses.³

Total retail sales for the area approximated \$6,407,944,000 in 1965, or \$5,543 per family, second in the top five retail markets in the nation. Metropolitan Detroit accounts for 54% of Michigan's total income.⁴

Agriculture, once a dominant economic force in the area, is steadily declining under the pressure of urbanization even though much of the area is prime farm land. In 1965, only 6,300 persons out of a total labor force of 1,502,000 were engaged in agriculture.⁵

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Ibid.

Transportation facilities are extensive throughout the area. Nine railroads (Baltimore & Ohio; Canadian Pacific; C & D; Detroit, Toledo & Ironton; Detroit & Toledo Shore Line; Grand Trunk Western; New York Central; Norfolk & Western; and Pennsylvania) transported over twenty-seven million tons of freight in 1965.⁶ Fifty domestic and foreign overseas steamship lines operating out of the Port of Detroit handled over thirty-three million tons of cargo in 1965.⁷ Over 200 motor carriers serve the area. Eighteen domestic and international airlines operating out of Detroit Metropolitan Wayne County Airport transported 3,982,981 passengers, with over 350 scheduled flights daily.⁸ The freeway network within the area is probably surpassed only by that of Los Angeles.

The population and its rate of growth, the extensive geographic area (three counties), manufacturing activity as well as the wide variety of employment choices, the high rate of residential construction activity, the low level of agricultural employment, and extensive transportation facilities all point out this area as a "metro region" of intense, concentrated inter-related human activity sprawled over a large portion of southern Michigan.

⁶Ibid.

⁷Ibid.

⁸Ibid.

The Detroit Metropolitan Area Regional Planning Commission has jurisdiction over the three-county SMSA⁹ which makes up much of the Detroit Metropolitan region. Inasmuch as the studies, plans, and projections of this Commission will be used extensively in this thesis, it seems to be appropriate to examine, briefly, its organization, objectives, and accomplishments.

The Commission was formally created June 26, 1947, under the Michigan Regional Planning Act. The initial commission consisted of forty-six members: twenty-three public officials and twenty-three persons representing civic, economic, and social fields.¹⁰

In its formative stages, the Commission emphasized the development of a comprehensive regional plan and promoted local planning within the region.¹¹ The major emphasis of the planning program and the years scheduled for accomplishment are as follows:

⁹The Detroit SMSA (Standard Metropolitan Statistical Area) is defined by the U. S. Census as Wayne, Macomb, and Oakland Counties. The Regional Planning Commission also serves Washtenaw County and, in the past, has developed plans for Monroe County.

¹⁰Student Team Report on Detroit Metropolitan Area Regional Planning Commission, Urban Planning Department, Michigan State University, February, 1966.

¹¹Region referred to is original "planning area" of the Regional Commission: Wayne, Washtenaw, Oakland, Monroe, St. Clair counties.

Physical, Social, and Economic Studies as a Background to the Development of a Land Use Plan . .	1948 to 1950
Development of the Regional Land Use Plan . .	1950 to 1955
Detailing of the Land Use Plan . .	1955 to 1959
Regional Plans for Facilities . .	1955 to 1965

The Commission was active and effective in stimulating local communities to create planning commissions, and by 1961 ninety-five of the one hundred and seventy-seven local governmental units in the Region had planning commissions. Sixteen of these communities hired full-time planning staffs.¹²

Another important program of the Commission was the Development Area Concept started in 1949 wherein it sought to divide the Region into twenty-six homogeneous planning areas and organize forums in each area where public officials could discuss common problems. By so doing, it was hoped to bring the regional planning concept down to the local level and implement the Regional Plan. Eventually sixteen councils were formed but the continuity of the program could not be maintained. Today only two of the sixteen councils are still active.¹³

¹²Miller, James F., Detroit Metropolitan Area Regional Planning Commission, (unpublished Master's Thesis, Department of Urban Planning, Wayne State University) P. 39.

¹³Student Team Report, Loc cit.

At the present time, the Commission is concentrating its work in two general areas: one, the continuing planning assistance program; and, two, studies and research in special areas such as the Flood Plain Reconnaissance Study, the Airport Environs Study, a Regional Recreational Lands Plan,¹⁴ and the Transportation and Land Use Study Program.¹⁵

In general, it can probably be said that the research and informational activities of the Commission have been most successful, but it is questionable as to whether it has been an effective force in reconciling the difficulties of the many jurisdictions within its boundaries.¹⁶ As pointed out in Chapter I, as a Regional Commission it lacks the legal authorization to implement plans or take any significant action beyond appealing to various governmental units to meet and resolve their mutual problems.

¹⁴Ibid.

¹⁵Detroit Metropolitan Area Regional Planning Commission, Study Design for a Comprehensive Transportation and Land Use Program for the Detroit Region, October, 1964. This program, designed to produce a coordinated plan to guide future land use and the development of a balanced transportation system, is undertaken jointly by the Regional Commission, the State Highway Department, the City of Detroit, the Supervisors Inter-County Committee, the Metropolitan Fund, Inc., and is financed 80% by the Federal Department of Housing & Urban Development, Bureau of Public Roads, Michigan State Highway Department.

¹⁶Student Team Report, Loc cit.

Other difficulties constantly facing the Commission have been the unstableness of participating members and a constantly declining budget. Local governmental units join and leave at will. The efforts of the Commission in urging local communities to form their own planning agencies have worked against its own best interests to some extent. As these planning agencies are formed, the local legislative bodies withdraw their support from the Regional Commission and extend it to the local agency.

At the present time, four counties support the Commission with the following budget:¹⁷

Oakland	. . .	\$16,667.00
Macomb	. . .	10,000.00
Washtenaw	. . .	4,000.00
Wayne	. . .	<u>50,000.00</u>
		\$80,667.00

There is evidence that Wayne County is considering withdrawing its support from the Commission in order to form its own planning agency.

The General Study Area

Wayne County is the most highly urbanized county within the jurisdiction of the Detroit Metropolitan Area Regional Planning Commission.¹⁸ It contains some

¹⁷Ibid.

¹⁸U. S. Bureau of Census, Census of U. S., 1960, Michigan, Number of Inhabitants. Wayne County is listed as 97.5% urbanized, Macomb 87.4%, Oakland 88.2%, and Washtenaw 70.5%.

2,266,297 people¹⁹ and within its boundaries is concentrated much of the dynamic industrial base of the City of Detroit. The county has the highest incidence of local planning activity within the state. All but two minor civil divisions have local planning commissions. More than 50% of these commissions have completed Future Land Use Plans for their areas and six commissions have full-time professional planning staffs. Chart No. 1 contains further details related to the status of the local planning effort in Wayne County.

To further understand the study area, existing land use must be carefully examined and analyzed for there are few other ways which can afford an overall view of the manner and direction in which the area is developing physically. The dynamics of the study area will be of primary interest as portrayed by trends, patterns of development, projections, and plans. As a further reason for looking at existing land use closely, one of the comparisons to be made in a later chapter will be between the future land use Composite of Local Plans and existing land use trends.

Land use in Wayne County is described graphically and statistically. Chart No. 2 contains data obtained from planning documents prepared by the local

¹⁹U. S. Bureau of Census, Census of U. S., 1960, Michigan, Number of Inhabitants.

planning agencies of the communities listed thereon. Collectively, these communities form the specific study area. Chart No. 3 contains data from a Land Use Survey made in 1958 by the Detroit Metropolitan Area Regional Planning Commission.

The generalized existing land use map (Map No. 1) was prepared for use in this thesis by combining the same two sources of information that were used in compiling the statistical data; the Detroit Metropolitan Area Regional Planning Commission 1958 Land Survey and Map and the planning documents from communities listed on Chart No. 2. In effect, the planning documents were used to up-date the 1958 Detroit Metropolitan Area Regional Planning Commission Land Use Map, thus providing a fairly recent existing land use map of Wayne County. The planning documents used were completed at varying times in the years 1963, 64, and 65 so that the date of this map, as far as the study area is concerned, has to be noted as 1963-65. It is felt that the fact that this range exists will not be bothersome as this study is interested in broad trends rather than specific points and locations.

Residential Land Use Patterns

The highest concentration of residential use is, of course, in the City of Detroit and in the immediate out-county area adjacent to the city. The residential pattern decreases in intensity toward the west into the

further reaches of the out-county area. As can be noted on Map No. 1, residential use extends furthest to the west in the northeastern part of Wayne County, directly west of the City of Detroit, with the Plymouth Road industrial corridor acting as a spine through the center. Scattered residential uses appear with more frequency in the unurbanized northwest section than in the south and southwestern parts, indicating an existing and continuing trend of more rapid urbanization in the northern part of the county.

The other apparently steadily developing section is downriver from the City of Detroit which appears to be extending southward at a faster rate than it is to the westward.

Trends in existing residential land use:

1. Continuing preponderance of single family detached dwellings over multiple dwellings.
2. A tendency to scatteration exists and is observable from the map, but, on a county-wide basis, the tendency to settle in the vicinity of industrial employment centers is still quite clear.
3. The northwestern section of the county is developing most rapidly.

Commercial Land Use Patterns

Existing commercial use is characterized primarily by a "strip" pattern that begins in the City of Detroit and extends along the main highways into the newly urbanizing portions of the county. The most notable

emerging trend is the establishment of shopping centers (see Map No.1 for locations) in the more rapidly developing areas. The establishment of these centers probably signals the gradual attrition of much of the "strip" areas. However, this attrition is not discernible as yet on a county-wide basis.

Trends in existing commercial land use:

1. Emergence of retail commercial shopping centers outside the City of Detroit.
2. Tendency of shopping centers to congregate near established industrial corridors.
3. Continuation of "strip commercial" areas in older urbanized sections.

Industrial Land Use Patterns

Industrial land use in the out-county area is most plainly marked by two strong corridors; one proceeding directly west from Detroit to the City of Plymouth and the other going downriver from Detroit toward the western shore of Lake Erie. These corridors, while linking up with the industrial areas of Detroit, do not necessarily seem to be a continuation of them, but exhibit the characteristic common to all industrial areas in this region - a location along a railway.

Two other areas could possibly be indicated as emerging industrial corridors. Both extend in a west-by-south direction from Detroit along the New York Central and the Norfolk and Western Railways.

In the downriver section, there appears to be a tendency for industry to flare out of the corridor toward the west, but in no instance does it forsake a railway line location.

Trends in existing industrial land use:

1. Concentration of industry in the Plymouth Road corridor and the downriver Detroit-Toledo corridor.
2. Emerging corridors extending west and south of Detroit along the New York Central and the Norfolk and Western Railways.
3. Continuation of the tendency to choose raiiside locations.
4. The two major airports have not, as yet, demonstrated strong industry producing capabilities in their immediate environs.

Transportation Patterns (Map. No.2)

The existing highway transportation system pattern in the out-county area is primarily the traditional grid design with roads and highways following the section lines, and regional thoroughfares and interstate free-ways crossing these section line roads at various angles.

The majority of the roads are hard-surfaced although some of the outlying townships still have a considerable amount of non-hard-surface roads. The county is served by nine railroads, all converging on the City of Detroit.

Practically all commercial airline passenger service has now been established at the Metropolitan

Airport in Romulus Township, close to the geographic center of the county and nearer to downtown Detroit than the former Willow Run location.

Trends in existing transportation land use:

1. Continued construction of high-speed limited access highways.
2. No significant change from the traditional grid pattern on a county-wide basis is discernible.
3. An emerging freeway system designed to route regional traffic around Detroit and also provide quick access to downtown Detroit.
4. Concentration of airline service at one location in center of county and closer to downtown Detroit.

Recreational Land Use Patterns

The Huron-Clinton Metropolitan Authority has acquired about 4,000 acres along the lower Huron River and is developing it as a regional recreational area. The Wayne County Road Commission is developing two areas along the Rouge River as regional recreational areas - the Middle Rouge Parkway (2,800 acres) and the Lower Rouge Parkway (1,000 acres).²⁰

These facilities are adequate principally for picnic and games areas, not for swimming and boating. Urban development occupies almost the entire waterfront

²⁰Detroit Metropolitan Regional Planning Commission, Regional Recreational Lands Plan, Interim Report, p. 26.

in Wayne County. The natural resources for recreational purposes are limited and maximum use will have to be made of them where they exist.

Trends in existing recreational land use:

1. Recreational and open space areas are being acquired along the principal rivers by both the state (the Regional Park Authority) and the county for regional recreation purposes.

Summary

In summary, the Wayne County study area is part of an active "metropolitan region" with a high proportion of local communities engaged in planning. It is also within the "planning area" of the Detroit Metropolitan Area Regional Planning Commission which has had limited success in establishing regional planning concepts and practices. The influence of this commission is reported to have declined in recent years.

Development in the study area extends outward from the City of Detroit and appears to be proceeding most rapidly in the northwestern part of the county along the Plymouth Road industrial corridor. Strip commercial development is prevalent along all the major arteries as they approach Detroit. Industrial corridors continue to develop along the major railroad lines.

The majority of land in the western and southwestern townships is still in agricultural use or is vacant.

Regional recreational facilities are scarce; one of about 3,800 acres is in use along the Rouge River in the center of the county, and the other of 4,000 acres has been established in the southern part of the county along the Huron River.

Practically all commercial airline passenger service in the Region has been established at Metropolitan Airport in Romulus Township. The highway system is a combination of roads and highways following the section lines in the traditional grid pattern; regional highways converging on downtown Detroit in a radial pattern and the freeway system providing routes both around and into Detroit.

These emerging land use trends will be compared to the composite patterns of future land use plans which have been prepared and adopted by local units of government within Wayne County. A description of these local plans is undertaken in Chapter III.

CHAPTER III

PROPOSED LAND USE - STUDY AREA

As a necessary prerequisite to a comparative analysis of land use within the study area,¹ this chapter will examine the Composite of local future land use studies in some detail and identify regional trends, patterns, and projections. Goals and objectives will be examined with particular attention to their reference to regional considerations.

The graphic Composite of future Local Plans, Map No. 4, and the Statistical Summary, Chart No. 4, have both been prepared for use in this thesis from information and maps contained in local planning documents. These have been completed by private planning consultants working for local communities, or by full-time local planning staffs. Of the twenty-four communities examined in detail, only three had full-time staffs - Livonia, Highland Park, and Hamtramick.

¹"Study Area" includes that portion of Wayne County where planning documents are being researched. These communities are listed in Chart No. 4, the Statistical Composite of Local Plans. "Study area" is synonymous with "Composite" or "Composite of local plans".

Future Development Plans of local communities were used as the basis for the Composite. Where these plans had not been made, or were unobtainable, the zoning ordinance was utilized to form an indication of local policies related to future land use. In the downriver section from Detroit, in particular, it was necessary to use zoning ordinances for the two communities of Trenton and Gibraltar in order to form a discernible pattern of land development. It should be emphasized that zoning ordinances were used only where it was considered necessary because of the lack of future land use plans. The effect of zoning ordinances on land development per se is not a concern of this thesis.

Goals and Objectives

The way the community perceives its role in discharging its responsibilities to its citizenry and in fitting itself into the larger pattern of interrelationships that exist throughout the region should be expressed in the beginning of the local planning effort. In local planning documents, this is handled in several ways. Often it is completely ignored. Sometimes there is a distinct section titled Goals, or Objectives, or Recommendations in which future hopes, plans, and aims are outlined in a general way. Other times the subject is broadly discussed in the introduction and the goals must be deduced from the general narrative. In still others,

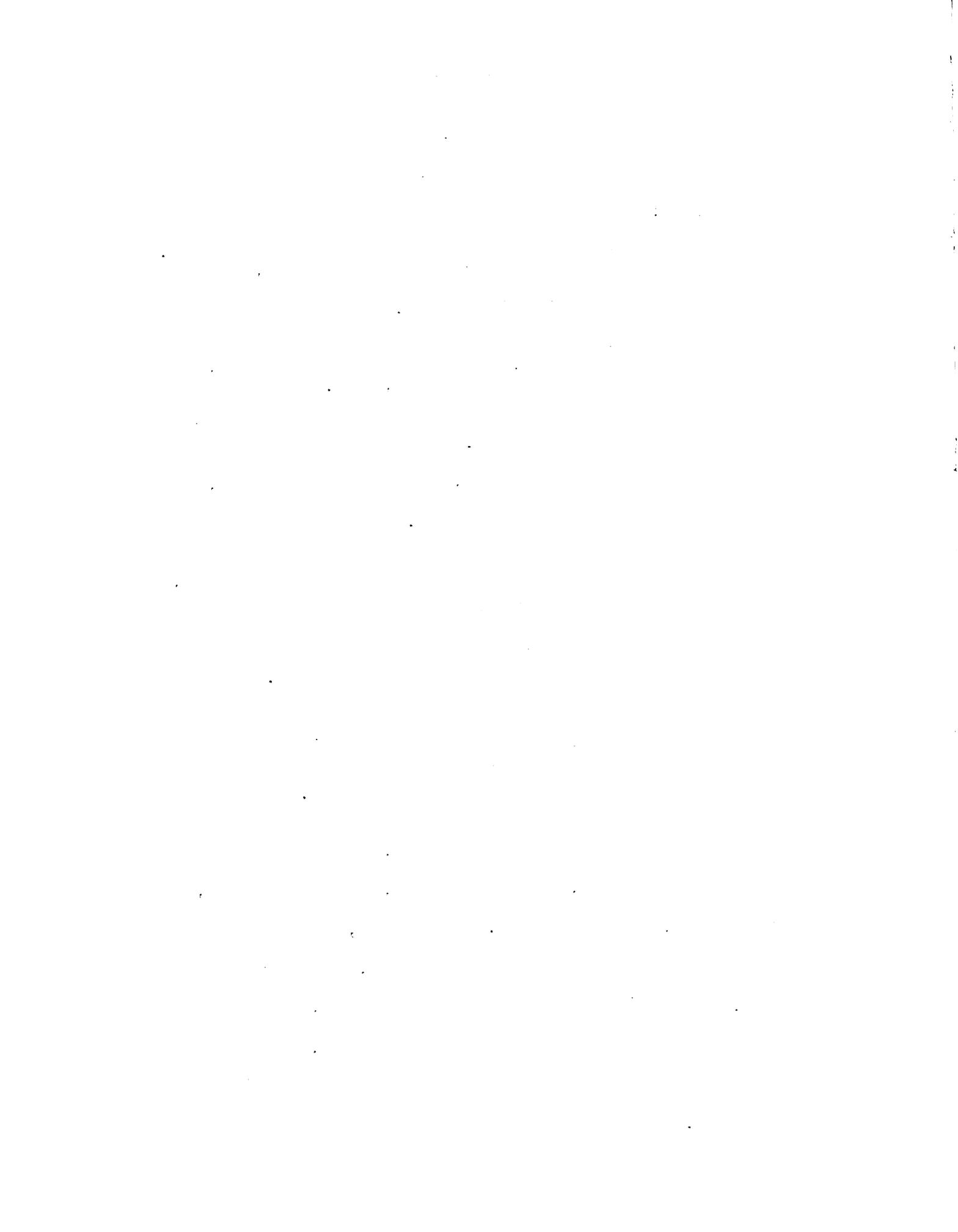
the only goals mentioned are the specific ones concerning each individual land use; that is, at the beginning of the transportation section it would be mentioned that a goal was "improvement of the circulation pattern in the CBD." The only documents that mention regional goals, or regional considerations as a goal, are those that contain a separate and distinct section concerned solely with goals or objectives.

At this stage it should be pointed out that, if the goals and objectives of a local community contain nothing about regional considerations, it is difficult to see how such planning could contribute, in any effective way, to the solution of regional problems. It would appear from an examination of local planning documents that many local communities are unconcerned about their regional position, let alone their regional responsibilities. Is it then still possible that local planning, influenced by region-wide pressures and communication flows, is making significant progress in bringing about regional planning objectives? Thus, local goals and objectives should be investigated as to any possible affect on attaining regional objectives or to determine if there is a consensus in the manner of handling goals by local communities which could, conceivably, have an influence on regional patterns.

Goals and objectives, as expressed in the local planning documents under study, have been categorized as follows:

- N - No goals or objectives are expressed. As far as can be ascertained, the planning documents contain no stated or implied goals.
- S - Specific goals for each land use are stated, such as industrial goals, goals for the CBD, etc. Often these are contained in the general narrative and are not emphasized as goals or objectives.
- L - Local goals, of a general nature, are defined but no regional considerations are pointed out.
- LR - Goals are principally local but regional considerations are mentioned, usually to the effect that "it must be recognized and taken into consideration in planning that regional activity has a strong influence on local community development."
- R - Goals are directed toward both local and regional objectives. The goal of fitting the community into a regional pattern is emphasized to the same degree as local objectives.

In the plans investigated, four communities were in the **N** category, seven in the **S**, seven in the **L**, four in the **LR**, and none in **R**. Obviously, goals and objectives are highly local in character, if expressed at all. If regional factors are mentioned, it is something in the nature of an after-thought. The implications of this will be discussed in the following chapter.



The one thing about which all the plans agree in their discussion of goals and objectives is that a so-called "sound and balanced" community must contain all the major land uses. This emphasizes, of course, that the local community is extremely conscious of the need to attract commercial and industrial activities to expand its local tax base.

Description of Proposed Land Use

Over 43% of the total study area is proposed for residential use in 1980. Total commercial use is slightly over 2% and it is projected that over 10% of the land area will be needed for general industrial uses. There was not sufficient statistical data on streets and highways to compute any kind of accurate percentages on a total survey area basis, nor would this be meaningful. Population is expected to increase by 104% by 1980 to 1,010,218.

Description of Proposed Residential Land Use

Dwellings become by far the largest users of land by 1980, replacing much of the present agricultural and vacant land.

Considering both the graphic Composite and the statistical and computed data in Chart No. 4, the following trends and patterns in residential development seem to be evident in 1980:

1. Development is most intensive in the northwestern part of the county along the Plymouth Road industrial corridor.
2. Residential development is invariably accompanied by, or associated with, industrial development.
3. Multiple dwelling development is appearing in sufficient amounts to be considered significant in all but the southwestern part of the county. This type of housing, with few exceptions, is located immediately adjacent to industrial areas and occurs more frequently in communities close to the City of Detroit.
4. A surge of development is apparently expected to occur in the south-central part of the county - a section with a relatively low degree of urbanization in 1963 to 1965 - possibly as a result of a major airport in that area and I-275 Freeway.
5. In the downriver area, it seems safe to indicate a trend toward rapid full development of residential land use because of the concentration of industry in that section. This growth is apparently expected to flare westward into the south-central part of the out-county - possibly as a result of the I-75 Freeway.

Description of Proposed Commercial Land Use

The percentage of land in commercial uses has increased to 2.1% (from 1.3%) of the total land in the study area.

The most noticeable characteristic on the Composite is the appearance of considerable amounts of "strip" commercial land use. This use becomes less frequent toward the western part of the county - the areas of most recent urbanization.

The highest concentration of commercial uses occurs in the northern part of the county in the general vicinity of the Plymouth Road industrial corridor. In the community of Livonia it is proposed that much of the strip development be gathered into self-sustaining groups of commercial uses - hence the dashed lines on Map No. 4 (Composite).

In the downriver area, commercial uses generally form a strip pattern along the major highways. In Woodhaven, a community just entering a rapid development phase, commercial uses appear to be somewhat concentrated although a section of strip commercial extends east along West Road into the neighboring community of Trenton.

In the Township of Huron, relatively unurbanized in 1965, commercial development in 1980 is highly concentrated in a few locations, only one of which appears immediately adjacent to the industrial area.

Romulus and VanBuren Townships show a number of small areas in commercial use. Romulus shows one length of strip development which was also in existence in 1965.

Canton Township shows no strip development and several scattered commercial sections.

Northville and Plymouth Townships show little commercial development outside of the incorporated cities of Plymouth and Northville.

Nankin Township contains a large amount of strip commercial development, also in existence in 1965.

General trends in commercial land use in Wayne County in 1980 are as follows:

1. A gradual increase of the total acreage of land devoted to this use, regardless of present trend toward concentration.
2. Continuation of strip commercial areas in long-established urbanized areas.
3. A lack of strip development in the more recently urbanized sections of the county.
4. All new commercial areas are proposed as "centers" wherein the facilities are concentrated in a relatively small area.

Description of Proposed Industrial Land Use

The patterns and corridors of industrial development, existing and proposed, are the most clearly evident of all the land uses. Chart No. 4 indicates that over 10% of the land in the study area will be in industrial uses by 1980, an increase of 190% from 1965.

The Plymouth Road corridor is almost fully developed as far west as the City of Plymouth and also shows substantial growth both to the west and the north of that city. In fact, the City of Plymouth appears to have become the hub for industrial development in western Wayne County as another corridor is shown extending southeast along the C & O Railway well into Nankin Township. In this situation, it seems safe to surmise that Plymouth will become the leading industrial center in Wayne County outside the City of Detroit.

The two corridors which are mentioned as "emerging" in the existing land use description have become well established by 1980 and extend to the western county boundary along the New York Central and the Norfolk and Western Railways. Both of these corridors are also shown as branching southward in the western part of the county along the north and south C & O Railway. These southward branches are, in effect, a continuation of the new corridor extending southeast from Plymouth along the C & O Railway.

Any deliberately planned relationship that may exist between proposed industrial corridors and the existing and planned freeway system is highly conjectural. The fact that a corridor and a stretch of freeway coincide, such as proposed I-696 and the Plymouth Road corridor or proposed I-275 and the corridor in Huron and Romulus Townships, appears to be more of a happenstance than a result of planning. The Plymouth corridor was established long before the freeway system, and the Huron-Romulus corridor was primarily influenced by the railroad and the Metropolitan Airport. Written material in the planning documents indicates that I-275 strengthened the belief that a corridor would develop in this location but that it was not the inspiration for the original proposal. It must be repeated that it appears that local planning agencies expect railroads, not freeways, to determine the location of industrial corridors in 1980.

The downriver corridor continues to expand. The town of Woodhaven in particular is expected to develop its industrial section intensively with over 25% of the total city area devoted to this use.

The extreme northeastern part of the county is proposed for primarily residential and commercial development - no industrial activity is anticipated.

General industrial trends:

1. Establishment of industry in well defined corridors.
2. Industrial corridors are located along railroads, without exception. Corridors invariably tend to elongate along rail lines. There is no visible tendency to increase in breadth at right-angles to the lines.
3. The City of Plymouth is the hub for industrial corridors extending in all four directions in outer Wayne County.
4. The percentage of land devoted to industrial activities is shown as having increased by 190% between 1960 and 1980.
5. The construction of the interstate freeway system appears to have had little visible effect on the location or direction of growth of industrial corridors. (It may have had an affect on the rapidity of growth.)
6. Metropolitan Airport in Romulus is apparently expected to help stimulate industrial growth in outer Wayne County and was influential in the designation of large amounts of lands along the C & O Railway for industrial purposes.

Regional Recreation

Only those recreational areas that communities point out as serving an area larger than the local community have been considered in the analysis of proposed regional recreation facilities. School parks and neighborhood parks in the plans under study were all suggested with only local objectives in mind and are designed for use only by local patrons. The communities that include recreational areas intended for use by other than members of the local community are designated on Chart No. 4, Proposed Land Use, by an acreage figure in column 6.

The Regional Recreational areas in the communities of Wayne, Nankin, Dearborn Heights, Plymouth Township, Livonia, VanBuren Township, and Northville Township are all part of continuous areas known as the Middle and Lower Rouge River Recreation Areas administered by the Wayne County Road Commission.

In addition, Livonia has designated land along streams for recreational purposes, as can be noted on the Composite. These areas are probably extensive enough to be considered an adjunct to the Regional Recreational System.

In Huron Township there is almost 4,000 acres along the lower Huron River which is a regional recreation area. This is administered by the Huron-Clinton Metropolitan Authority, a regional agency.

In western Plymouth Township, there is a relatively small area designated for regional recreation use which is part of the large Territorial Hill area located mostly in Washtenaw county.

Provision for regional park proposals are generally made by local communities only where such areas are part of a plan made by some regional type agency. Other than the recreational areas in the Regional Recreational Plan prepared by the Detroit Metropolitan Area Regional Planning Commission, the amount of land specified for this purpose by local communities is negligible on a study area-wide basis.

Streets and Highways

Acreage figures are not meaningful for this use, so the description will be concerned with the proposed design which is delineated on Map No. 5, Proposed Highways.

In view of the fact that the main concern of this paper is the broad regional patterns, the various categories of streets and highways are gathered together into three main divisions, for purposes of this thesis, in Map No. 5, Proposed Highways: Limited Access Freeways, Regional Highways, and Secondary Roads.

Regional highways are those that extend, more or less directly, across a major part of the county, furnish access to broad areas of the county, and are inter-county connectors.

Secondary roads provide access between neighborhoods within communities and provide connections between regional highways.

It is quite evident that the traditional grid pattern still predominates in 1980, as might be expected. Regional and secondary roads generally follow the section lines. Where they do not, the reason is either in the terrain or that the most direct route into the downtown Detroit area does not follow section lines. This pattern exists in both the newly urbanized townships in the western part of the county and the areas closer to the City of Detroit where urbanization has been going on for many, many years. In fact, the most noticeable characteristic, next to the grid pattern, may well be the homogeneity of the Composite. The pattern varies little from the city limits of Detroit to the westernmost communities in the county.

The regional highways that diverge from section lines for reasons other than terrain all converge on the center of Detroit like the spokes of a wheel. Designed many years ago to funnel auto traffic in and out of Detroit, they apparently are meant to perform this function in 1980 - where they have not been physically replaced by a freeway.

The freeway pattern which shows itself in Wayne County channels traffic both into and around Detroit. The freeways make little deliberate attempt to follow

section lines or existing roads unless traffic flows, rights of way, terrain, etc. are especially favorable toward those locations. The freeway pattern provides the one change in regional road design pattern from the traditional grid concept and the radial highways into downtown Detroit. The comparison between the freeway network system in 1965 and the one proposed for 1980 will be discussed in Chapter IV.

CHAPTER IV

COMPARISONS, ANALYSIS, AND CONCLUSIONS

At this point it might be helpful to review, very briefly, what has been done so far in order that the purpose of this chapter can be put in proper sequence and perspective.

The general study area has been selected and described. Within this general area, a specific study area consisting of minor civil divisions involved in local planning has been delineated. A graphic and statistical Composite of the future local plans of these communities has been prepared and described.

The objective of Chapter IV, then, is to: first, compare the Composite with the existing land use trends in the general study area, Wayne County; secondly, compare the Composite with studies, plans, and projections made for the Detroit Metropolitan Region by the Detroit Metropolitan Area Regional Planning Commission; third, compare the Composite with studies and projections made for the Detroit Region by State of Michigan agencies and departments; fourth, compare the Composite with studies, plans, and projections accomplished by county or other

regional-type agencies. The final phase of this chapter will be to summarize and analyze these comparisons.

The basic purpose of these comparisons is to arrive at some determination of the degree of compatibility between the composite of local planning proposals and the plans or projections of regional or state agencies. Such a comparison is critical to any evaluation of the capabilities of local planning programs, taken in concert, to attain desirable and realistic planning objectives for the region as a whole.

I. COMPARISON OF THE COMPOSITE TO EXISTING CONDITIONS

Comparison of Residential Land Use

When Map No. 4, Composite of Future Plans, is visually compared to the Existing Land Use Map, No. 1, the significant increase by 1980 in land devoted to residential use is immediately apparent. The percentage increase is from 21% in 1958 (actual) to 25% in 1965 (actual) to 43% in 1980 (proposed).

In most respects, residential development in the Composite appears to follow the same growth directions that show up in the Existing Land Use. It extends furthest to the west in the northwestern part of the county in the vicinity of the Plymouth Road industrial corridor. It is extensive south of Detroit along the downriver in-

dustrial corridor. In the center of the study area, residential development is shown in the Composite as extending almost to the western county boundaries.

Existing Land Use shows sparse residential development in Huron and Romulus townships in the south central part of the county and there is little indication that these areas are in the path of a growth wave. Metropolitan Airport could be expected to influence development here, however. In any case, the Composite reveals considerable residential development in both these townships: 10% of the total township area for Huron which represents a 104% increase over 1965; and 45% for Romulus, representing a 526% increase.

On a study area basis, residential and industrial land uses are interrelated in both the existing situation and in the Composite. One use does not occur without the other except in the extreme northeastern part of the county in the vicinity of the upper-income areas of Gross Pointe.

There is over nine times as much land in the Composite for multiple dwelling use as in the Existing Land Use situation - an increase from 274 acres in 1965 to 2,500 in 1980. It should be pointed out, also, that the 1980 acreage is undoubtedly a conservative figure as a number of communities were not specific about the amount of land to be devoted to multiple housing. Some only mention that there will be a demand for this type of

housing but decline to state predicted amounts. These communities can be noted in Chart No. 4, Proposed Land Use Acreages. Multiple housing locations are largely in the immediate vicinity of large industrial employment centers in both the existing and future situations.

Comparison of Commercial Land Use

Strip commercial development along major highways is significantly less in the Composite, but is by no means eliminated. Continuous stretches running from half a mile to several miles in length on the Existing Land Use Map are broken up and fragmented in the Composite. In those communities adjacent to the City of Detroit, where commercial development has long been established, the commercial areas in the Composite coincide, location-wise, with commercial areas existing in 1965, including shopping centers. Primary locations are along the radial regional highway system leading to downtown Detroit.

In those communities further from Detroit, in which urbanization is comparatively recent, little strip development appears in either the Existing Situation Map or in the Composite. The Composite shows considerable commercial development in these areas but all of a concentrated nature, in contrast to being strung out along a highway. The further urbanization proceeds outward from Detroit, the greater the tendency appears to be in

the Composite to discard locations along regional highways and choose places near geographic centers of population. This tendency is not apparent in Existing Land Use.

The Composite and the Existing Situation are similar in regard to the fact that the Interstate Freeway System does not appear to have appreciably affected the location of commercial areas. It does not seem reasonable to state that the freeway system has had no effect on commercial development, but this effect is difficult to discern in the Composite. This will be mentioned again later in this chapter.

Percentagewise, total land devoted to commercial uses increased from 1.3% in the Existing Situation to 2.1% in the Composite with the greatest increases occurring in Riverview, Wayne, Nankin Township, Belleville, Northville, and Northville Township. Chart No. 4 gives further details.

Comparison of Industrial Land Use

All corridors and trends in industrial development which were visible and recognizable in 1965 have become greatly expanded in the Composite. The Plymouth Road corridor is shown as completely developed and extending beyond the City of Plymouth - the two corridors emerging from Detroit in the central part of the county in 1965 extend clear across the county in 1980, and the

downriver corridor has developed substantially. The trend toward locations along railroads is continued with perhaps even greater emphasis in the Composite than in the Existing Situation.

The most apparent departure from the pattern existing in 1965 is the development of an industrial corridor along the C & O Railway running north and south through the western part of the county. Three somewhat scattered industrial areas existed along this line in 1965, but it seems highly problematical as to whether such uses indicate an emerging corridor of extensive dimensions.

Industrial areas have become established and have increased to sizable proportions in and near the City of Northville. This was not readily apparent in 1965.

Industrial areas along the east-west New York Central Railway in the extreme western part of the study area represent a substantial increase over existing development in this section.

On a study area wide basis, there is marked similarity between the Existing Situation and the Composite regarding general arrangement. All communities have sizable industrial areas, and, while confined to corridors, industrial development is scattered throughout the study area.

In both the Composite and the Existing Situation, there seems to be little correlation between the location

of industrial corridors and the Interstate Freeway System except in the western part of the county along the proposed north-south I-275 route. This will be discussed later in the chapter. Railroads appear to be the prime factor in industrial location in both existing and future situations.

The communities with the greatest percentage increases in industrial acreage between 1965 and 1980 are as follows, taken from Chart No. 4: Northville Township, 2600%; Southgate, 1800%; Allen Park, 1000%; Belleville, 677%; Livonia, 456%; Romulus Township, 435%; and Van Buren Township, 437%.

Comparison of Street and Highway System

With the exception of the Interstate Freeway System, the Composite does not represent any significant change from the existing pattern. The grid pattern predominates, and the regional highways radiating outward from the center of the City of Detroit are still functioning in 1980. Upgrading of the existing secondary roads to regional type highways occurs as urbanization proceeds outward from Detroit into the study area, but the design of the system remains unchanged.

The freeway network in the Composite is an extension of that in the Existing Situation and channels traffic both around Detroit and into the downtown section.

Comparison of the Regional Recreational System

A regional recreational area in western Plymouth Township (part of the larger Territorial Hill area in Washtenaw County) appears in the Composite, and Livonia has designated land along streams for recreational purposes which will probably have regional uses. Other than these, the Composite is similar to the Existing Situation, except that some existing recreation areas are being enlarged. In both cases, with the above exceptions, regional recreational land in the study area is entirely contained in the Middle and Lower Rouge Parkways in Livonia and the Lower Huron Recreational Area in Huron Township. The total acreage increased from 4,545 in the Existing Usage to about 6,500 in the Composite.

Summary of Comparison of Composite to the Existing Situation

The Composite indicates that 43% of the total land in the study area will be devoted to residential use by 1980, compared to 25% in 1965.

In most respects, future residential development follows the existing residential development trends within the county. In the southwestern part of the study area, however, development in the Composite surpasses what seems to be indicated by existing conditions.

Residential and industrial land uses are intermixed and inter-related on a study area basis.

The Composite predicts a drastic increase in multiple housing by 1980 largely located near industrial employment centers.

Land devoted to commercial uses increased from 1.3% in 1965 to 2.1% in the Composite. Strip commercial is by no means eliminated in the Composite but is reduced in size. Primary locations for commercial areas are along radial highways leading to downtown Detroit, but there is a growing tendency to locate near geographic centers of population regardless of highway location. The effect of the freeway system on commercial locations is not readily discernible on a study area basis. There is no tendency to concentrate commercial uses in any particular section of the study area.

All industrial corridors that exist in 1965 appear in expanded form in the Composite. The emphasis on railroad location is perhaps even more pronounced in the Composite than in the Existing Situation. An industrial corridor that is not presently existing shows up along the B & O Railroad in the western part of the county, in the Composite.

Industrial development, while generally confined to corridors, is scattered throughout most local units of government in both the Composite and the Existing Situation. All communities are proposing sizable industrial areas.

Except for proposed Interstate 275 in the western part of the county, there seems little correlation between industrial corridors and the freeway system in both the Composite and the Existing Situation. The only significant change in the street and highway system between the Composite and the Existing Situation is the addition of the freeway system.

Regional recreational land in both cases is largely contained in the Middle and Lower Rouge Parkways and the Lower Huron Parkway. Local communities do not generally suggest land for regional recreational use unless it has been acquired for this use by some regional organization.

It appears that, in general, the Composite of Future Land Use Plans is strongly influenced by, if not actually based on, an extension of existing development trends in the county. Differences are concerned more with the magnitude of expected growth than with the direction and form of development. Are the increases in land use proposals revealed by the Composite reasonable and realistic? Further analysis of regional growth expectations is undoubtedly called for to serve as a framework for this kind of judgment.

II. COMPARISON OF LAND USE IN THE COMPOSITE WITH STUDIES COMPLETED BY THE DETROIT METROPOLITAN REGIONAL PLANNING COMMISSION

In 1957 the Regional Commission completed a Land Use Plan for the Detroit Metropolitan Region for the year 1970 (Map No. 6). This plan was prepared as a continuation of present trends rather than an expression of a preconceived concept of land development such as a corridor arrangement or a satellite town plan. The target date is ten years earlier than that of the Composite, but this is not regarded as a serious fault for use in this thesis, as the paramount object is a comparison of the trends and patterns in a regional plan prepared by a regional agency and the Composite. The 1957 plan was not formally adopted by any communities or planning agencies in the Region as a guide for development.

Residential Land Use

Residential development shown on the Regional Plan compares in general outline with that shown on the Composite. However, the Composite indicates that urbanization has progressed further into the southern portions of the county than shown on the Regional Plan. This, of course, may be caused in part by the difference in completion dates and different target dates.

Unfortunately, the regional plan does not show proposed multiple housing areas so no comparisons can be made concerning this important development. However, a building permit study by the commission gives some indications concerning this situation which will be discussed later in the chapter.

Commercial Land Use

In the 1957 Plan, commercial areas are shown as having been consolidated into shopping centers by 1970. The extensive strip commercial areas shown in the Existing Land Use Map do not appear. This is in contrast to the Composite which, as mentioned in Chapter III, shows a considerable portion of strip commercial acreage remaining in 1980.

In Wayne County, the 1957 Plan proposes four new shopping center locations: two in Livonia; one in Canton Township; and one in Taylor Township (outside the study area). The Composite agrees specifically in only one case - a central Livonia location. The other location in Livonia is about one mile south of a commercial area indicated in the Composite, and in Canton Township the Composite location is about three miles west of the place indicated in the 1957 Plan.

In general, the 1957 Plan shows a much greater concentration of commercial activity than the Composite.

While the areas shown in the Plan are undoubtedly intended to be major shopping centers, with many minor centers remaining by 1970, the Composite does not suggest such a concentration of activities. In the presently unurbanized sections of the study area, the Composite suggests many more new commercial locations than the 1957 Plan. In fairness to the 1957 Plan, one of the prime objectives in constructing the Plan was to delineate so-called planning districts to be formed around commercial centers. This objective no doubt influenced the trend to indicate highly concentrated commercial activities. Thus, the opinion formed concerning the degree of concentration intended to be shown by the Regional Commission should be tempered, but, nevertheless, on the basis of this plan, a high degree of commercial concentration is indicated - much higher than in the Composite.

The tendency in the 1957 Plan to propose locations for new shopping centers near geographic centers of population rather than only on radial highways leading to downtown Detroit follows the trend in the Composite.

The Interstate Freeway System is not shown in the 1957 Plan. Therefore, no statements can be made concerning the effect of this system upon commercial, industrial, or residential land use proposals.

Industrial Land Use

Industrial areas in the Composite and in the 1957 Plan are similar in general location and county-wide pattern. Locations are confined to corridors along railroad lines with few exceptions in both cases. With one possible exception in the western part of the county, the corridors are continuations of existing corridors which have their beginnings in the City of Detroit. The exception is the north-south corridor in the Composite along the B & O Railroad starting in Northville and going south into Nankin Township. This does not show in the '57 Plan.

The primary difference in the two plans is in the extent of development, and the Composite, with a target date of 1980, is not always more extensive than the '57 Plan with a target date of 1970. The Plymouth Road corridor shows about the same degree of development in both cases - practically a solid industrial development strip from Detroit to Plymouth. The Composite shows this corridor extending well past Plymouth to the western part of Plymouth Township, but the '57 Plan shows only a slight extension beyond Plymouth. The corridor extending west from Detroit along the N Y C Railroad is shown in the Composite with greater development in the extreme western part of the county. The 1957 Plan shows somewhat more dense development through the center of the county in this corridor than the Composite. Industrial areas in

both Romulus and Huron Townships show far greater development in the Composite than in the Regional Plan. Some of this can be accounted for by the fact that the consultant for Romulus Township designated all land in the intense noise zones around Metropolitan Airport for industrial use. Excluding this, however, the Composite still shows a substantial increase over the '57 Plan.

The downriver corridor in both cases is quite similar. If there is a difference, the '57 Plan shows a somewhat more dense development, particularly in the southern portion around the town of Gibraltar.

Streets and Highways

The 1957 Plan does not present a Street and Highway Plan nor does it indicate proposed interstate freeway route locations. The street and highway layout is exactly the same as in the 1958 Existing Land Use Plan completed by the Regional Commission. Therefore, the same remarks apply as presented in the first part of this chapter when the Composite was compared to Existing Land Use - namely, the Composite represents no significant change.

Recreation

The 1957 Plan shows considerably more land in regional recreational use than the Composite. The Middle

and Lower Rouge Parkway areas and the Lower Huron Recreational Areas are shown the same as in the Composite, but an additional parkway-like strip is shown running from the Lower Huron Parkway across Huron and Taylor Townships toward the City of Wyandotte. Another area extends northward from the Lower Huron and intersects both the Middle and Lower Rouge Parkways in Nankin Township. Additional parkway-like areas are shown in Plymouth and Northville Townships that do not appear in the Composite.

In 1961, the Huron-Clinton Metropolitan Authority, the five-county park agency serving Metropolitan Detroit, retained the Regional Commission to develop a plan of action for the next twenty-year period.

Map No. 8 is the proposed plan for regional recreational land use in the greater Detroit Region.¹ Only two relatively small areas are proposed for Wayne County in addition to that already existing: one in Plymouth Township which is a small part of the Territorial Hill area (1,000 - 4,000 acres) which lies mainly in Washtenaw County (#5 on Map No. 8); the other in the extreme southeastern part of the county along the lower Huron River, Pointe Mouille (500 - 1,000 acres, #4 on Map No. 8). The composite does not cover the Pointe

¹Detroit Metropolitan Regional Planning Commission, Regional Recreational Lands Plan Interim Report, March, 1966.

Mouille area but does designate the Territorial Hill area in Plymouth Township for recreational use, as well as the other regional recreational areas proposed in the Regional Recreational Plan.

The 1957 Plan is basically a continuation of present trends which also, apparently, strongly influence the development trends in the Composite. Thus, the two are fundamentally similar. However, there are differences which should be noted. The 1957 Plan shows a higher degree of concentration of commercial uses and also proposes more land for regional recreational uses. The Composite indicates that development, especially industrial, will extend further to the west and south in the study area than does the '57 Plan.

Continued differences in growth directions and scale, though sometimes minor, indicate the need for more analysis. A study of present residential platting activity in the study area may shed further light on the comparative accuracy and realism of future development proposals.

III. COMPARISON OF THE COMPOSITE TO PLATTING AND CONSTRUCTION ACTIVITIES

Residential Platting Activity

In 1964 the Detroit Regional Planning Commission undertook, for the first time, an annual tabulation and

brief analysis of subdivision activity in the Detroit Region,² with the objective in mind that this would provide a good index of the amount and direction of land development. The result of this study is set forth in Chart No. 5 which shows land development activity in the study area according to the number of acres platted in the period of 1960 to 1964. The first on the list is the most active (using acres platted as criteria) in residential development and so on down to the least active. For purposes of analysis, this listing has been further divided, as shown, into larger divisions of activity and the number of communities in certain geographic parts of the study area are shown in the following summary chart:

	<u>Top 25%</u>	<u>25% to 50%</u>	<u>Lower 50%</u>
Northwest Section	8	4	7
Southwest Section	0	2	3
Southeast Section	0	2	6

Although the most active communities, such as Livonia and the Township of Nankin, are in the Plymouth Road section, the most pertinent conclusion that, seemingly, can be drawn from this study is that the whole study area is somewhat homogeneous in the matter of residential development activity. All areas have some share in subdivision activity. While it might be surmised that the extreme western and southern communities

²Detroit Metropolitan Regional Planning Commission, Residential Land Development in the Detroit Region 1960 - 1965.

would all be at the lower scale in activity, actually, two are in the 25-50% range. Also, surprisingly, six communities toward the bottom of the list in platting activity are in the downriver section.

While the high rate of activity in Livonia and in Nankin Township undoubtedly indicates that the northern section of the county is the most rapidly developing residential area, all remaining sections of the county show parts with fairly high degrees of activity. The downriver section shows more areas of inactivity than any other. In general, it must be concluded that this study agrees with the Composite of Local plans wherein a relatively high degree of residential building activity is indicated for all major sections of the county.

Residential Construction Activity

A study of residential housing permits should contribute to the supply of information which can be drawn upon in making judgments concerning future growth directions. This study should be particularly helpful in the case of multiple dwellings for two main reasons: first, this trend in housing has developed so rapidly that there is a dearth of information concerning it; second, the 1957 Plan of the Regional Commission contains no proposals for multiple dwellings which can be compared to Composite proposals for this use.

This report,³ data from which is presented in Chart No. 6, contains a summary of residential activity in the Detroit Region. The data represents the number of new dwelling units provided during 1965 based on building permits issued in the various communities of Macomb, Oakland, Washtenaw, and Wayne counties.

According to the report, the multiple housing trend started in 1962 continued during 1965, and the number of permits issued for multi-family units again accounted for a sizable portion of the year's residential construction activity. On a county basis, multi-family units accounted for 47% of Wayne's authorized units.

The data further indicates that where apartment developments were once associated with the more built-up areas of the region, they are now being constructed in the open and partially developed areas as well.

In Chart No. 6, communities in Wayne County have been arranged in order of rank according to residential activity based on this building permit study. A perusal of this chart reveals that there is often no direct correlation between single-family residential activity and multi-family construction. Several communities relatively inactive in single-family construction show a high degree of multi-family activity, such as Riverview and Melvindale; the reverse is also true in the cases of Garden

³Detroit Metropolitan Regional Planning Commission, Residential Construction in the Detroit Region 1965.

City and Taylor Townships.

In general, the Chart shows that multi-family construction is proceeding most rapidly in the vicinity of the Plymouth Road corridor and the downriver section, but significant amounts are showing up in communities with considerable amounts of open space, such as Plymouth, Romulus, Taylor, and Nankin Townships.

This report supports the Composite in indicating a high rate of increase in multiple dwelling land use for the study area as a whole. There are, however, individual community differences which further contribute to the tendency of the Composite to present a scattered pattern of high density development. In some cases, this would seem to indicate a desire on the part of a local community to attract its future "share" of the multiple housing market. In other instances, there is no apparent rationale behind the multiple housing proposals for specific communities, based upon building permit activity.

For example, in comparing acres proposed for multiple housing construction in the Composite to the rank of communities in Chart No. 6, it is found that Wyandotte is second in acres proposed and eighteenth in rank; Dearborn Heights is third and sixth; and Woodhaven fourth in acres proposed and lower than twenty-fifth in rank in actual permits issued. On the other hand, several communities near the top of the list in permits issued have no specific amount of land designated for this use in the Composite.

There seems to be reason to believe that planning agencies, while recognizing the trend to multiple housing, are experiencing a great deal of uncertainty concerning planning for this use. Either that or the subject is being treated superficially, and many local future multiple housing proposals are not based upon either existing construction trends or upon a sound housing market analysis.

To further summarize and analyze this data, Chart No. 6 has been subdivided into sections comprising those communities in the top 25% in activity, the next group of 25%, and the lower 50% in activity. The number of communities in certain geographical areas in each category are shown in the following tables for both single family and multiple dwelling:

	<u>Top 25%</u>	<u>25% to 50%</u>	<u>Lower 50%</u>
<u>Single Family</u>			
Northwest Section	4	7	11
Southwest Section	1	1	3
Southeast Section	4	2	9
<u>Multiple Dwelling</u>			
Northwest Section	5	5	13
Southwest Section	0	1	3
Southeast Section	4	4	7

The Northwest and Southeast Sections have about the same number in the top 25% but also substantial numbers in the lower 50% in building activity. The southwest Section appears to be relatively inactive.

The preceding sections in this chapter have attempted to compare land use in the Composite with (1) existing trends, (2) the Regional Land Use Plan, (3)

trends in residential platting activity, and (4) trends in single-family and multiple housing construction as pointed out by a study of building permits. These comparisons have revealed certain discrepancies, such as the failure of the Composite to propose land for multiple housing in areas now showing a high degree of activity in that type of construction and the prediction by the Composite of a high degree of activity in the southwestern part of the study area. Generally, these discrepancies relate to the magnitude of growth and the degree that a community may expect to participate in the overall regional development. The next section of this chapter, then, will attempt to compare regional and county growth expectations with the proposals in the Composite.

IV. COMPARISON OF COMPOSITE WITH REGIONAL POPULATION PROJECTIONS

The 1980 Composite population projections for individual communities, presented in Charts Nos. 4 and 7, are composed of either a 1980 population projection or the ultimate population of that community based upon its ultimate holding capacity. If the ultimate population is reached before 1980, this is the figure that is used; if not, then the projected 1980 population is used. A summation of these projections, and those of the

Detroit Metropolitan Area Regional Planning Commission,⁴ is presented in Chart No. 7.

The total of the projections for the study area is somewhat similar; the Composite predicts a 104% increase (taking into account that ultimate populations will be reached in several cases) and the Regional Commission predicts a 94% increase. However, there are some significant individual differences.

The Composite shows an 8% loss for Wyandotte, while the Regional Commission predicts a small 3% gain. In Southgate, the Commission shows a 90% gain and the Composite 41%. Allen Park shows a 40% gain by Regional projections and only 14% on the Composite. Woodhaven shows a 2557% gain in the Composite (influenced by recent industrial expansion) and 687% by the Regional Commission. Plymouth Township shows a 258% gain by the Regional Commission and a smaller 231% by the Composite. Livonia is 33% higher in the Regional than in the Composite. Highland Park is 33% higher than in the Composite. Romulus and VanBuren townships show twice as much gain in population in the Composite projection as in the Regional.

When viewed on a county-wide basis, a basic and perhaps serious difference in development trends and

⁴Detroit Metropolitan Regional Planning Commission, Population Projections in the Detroit Region 1970-1980.

growth direction is apparent. The Regional Commission expects a faster rate of population increase in the down-river and Plymouth Road industrial corridor sections than the Composite indicates, and the Composite predicts a faster increase in the southwestern unurbanized townships than the Regional Commission.

It, therefore, appears that a somewhat basic difference exists in the predictions concerning direction and magnitude of growth within the study area. One of the primary assumptions of this thesis is that the predictions of the Regional Commission have more validity, as they have been formed in a larger framework of development trends for the region and consider more factors directly influencing development. Regardless of the degree of validity of each proposal, the important point is that discrepancies exist indicating a need for reexamination and reevaluation by both local and regional planning agencies of trends, changes, and objectives affecting development, if a realistic and effective future plan for Wayne County is to become a reality.

Summary of Composite Compared to Plans and Studies of the Detroit Metropolitan Area Regional Planning Commission

Residential development in the Land Use Plan is similar to that in the Composite. The Plan shows a much greater concentration of commercial activities than the

Composite, and the two do not always agree on specific locations for proposed centers, although the general areas are the same. There is a tendency in both the Composite and the Plan to locate new centers near geographic centers of population rather than always along one of the radial highways leading to downtown Detroit, as has been done in the past.

Industrial locations are confined to corridors located along railway lines in both cases. A new corridor appears in the Composite in the western part of the county, but the primary difference is extent of development with the Composite not always showing the greater amount, even though it has a later target date. On a study area basis, industrial locations are distributed within many local units of government. There is no tendency to confine them to any specific section within the study area.

There is no significant difference in the Street and Highway Plan of the Regional Plan and that of the Composite.

The Regional Plan shows considerably more land for regional recreational uses than the Composite which confines itself to expansion of areas existing in 1965.

A study of residential plotting by the Commission indicates that, while the most active section is the northwestern part of the county, all sections show areas of high activity, thus supporting the Composite

which indicates high activity in all areas. The platting study indicates the downriver section as the least active.

A study of building permits by the Regional Commission reveals a high rate of multi-dwelling construction activity in almost all parts of the study area. However, there are wide differences in many of the separate communities concerning land proposed for the use in 1980 and the actual building permits issued in 1965. Planning agencies appear to be uncertain concerning land proposals for this use.

The total population projections to 1980 by the Regional Commission and the Composite for the total study area are in reasonable agreement, but there are substantial individual community differences. The Commission predicts faster growth in the downriver section and less in the southwestern section than the Composite.

The Composite agrees with plans made by the Commission for regional recreational land in the Detroit Metro Region under the auspices of the Huron-Clinton Metropolitan Authority. The 1957 Regional Plan indicates more land for this use, however, than either the Composite or the Huron-Clinton.

So far the Composite has been compared to the existing situation and to studies, plans, and projections made by the Regional Planning Commission. There are many similarities but also discrepancies and inconsistencies of

such a nature that doubt and uncertainty exists as to the validity and reasonableness of both sets of proposals. Population projections and distribution, the scale of expected industrial growth, and basic growth trends are areas in which uncertainty has arisen.

To further clarify the situation and to add another measure by which to evaluate the regional effectiveness of the Composite, an analysis of pertinent state and county agency proposals for the study area will be undertaken.

V. COMPARISON OF COMPOSITE WITH STUDIES AND PROJECTIONS MADE BY STATE AGENCIES AND BY RESEARCH ORGANIZATIONS RETAINED BY THE STATE

Population

Population projections by the Michigan Department of Commerce⁵ are on a county basis so that only broad assumptions and conclusions can be made concerning the study area. It is felt that there is enough difference between the Department of Commerce projection for Wayne County, the one made by the Regional Planning Commission, and that by planning agencies for the survey area to

⁵Michigan Department of Commerce, State Resource Planning Division, Population and Labor Force Projections for Michigan, April, 1966. (This report was prepared by the Bettelle Memorial Institute assisted by the Population Studies Center of the University of Michigan and the Michigan Employment Securities Commission.)

warrant mention - plus the fact that the Commerce studies and projections are widely accepted and used.

The Department of Commerce predictions for Wayne County, together with Regional and Composite Projections, are presented in Chart No. 8.

In the Department of Commerce studies, a population loss in Wayne County is expected until 1975 with the 1980 figure showing a gain of just a little over 1% for the twenty-year period from 1960. The Detroit Regional Planning Commission in 1963 projected a 24% gain in population for Wayne County as a whole by 1980. The total of local community projections for the study area indicated a gain from 1960 to 1980 of 104%.

It must be kept in mind that the "study area" is only that spatial area covered by the minor civil divisions being researched - those listed on Charts Nos. 1 and 4. Thus, if the study area increase of 104% were to be brought into reconciliation with the Commerce Department prediction of a gain of only 1% for the whole county, it would entail a large and unrealistic loss in that part of the county outside the study area.

There is probably little question that in the Commerce Department projection a considerable loss in population in the City of Detroit is expected to nullify considerable gains in other parts of the county. The Detroit Regional projection, however, indicates only about a 4% loss (70,144) for Detroit in this twenty-year period.

The Department of Commerce study, if it were broken down into smaller areas (which it will be in a forthcoming study), might possibly indicate a much higher loss than 4% for Detroit and a corresponding increase for the rest of the county. Whatever the basic reason, it is apparent that the Department of Commerce studies indicate a sharply reduced rate of population increase as compared to both the Detroit Regional projections and the local community planning projections. If the Commerce projections prove to be the more accurate, then the study area is in for a considerably slower rate of growth than indicated by the Composite and residential land expansion will, of course, be considerably less than indicated. Considering the accelerating trend to multiple type dwellings, the possibility also exists that the outer boundaries of urban residential development in 1980 will actually not be enlarged from those shown on the Existing Land Use Map.

Movement of Industry Studies

The extent of industrial development in 1980 indicated by the Composite and the fact that statistically three times as much acreage is predicted to be in industrial use leads one instinctively to try to ascertain if this rate of expansion is justified or indicated by circumstances existing at the present time. The Michigan Office of Economic Expansion has made a study of indus-

trial movement (not an economic base study) in Michigan in an effort to obtain an indication of the relative expansion of industrial activity in various regions in Michigan.⁶

In this study, movement of industry has been categorized into two types - favorable and unfavorable. Favorable movement consists of move-ins (from other states), instate expansions, new starts, and reopening of operations. Unfavorable moves are Michigan companies locating plants elsewhere, contractions of operations, closings, and move-outs. The state is divided into regions: Upper Peninsula, Lower Peninsula, Southwest, Southeast, and Detroit Metropolitan - and the favorable and unfavorable moves are catalogued for each region, both by percentage and actual numbers.

These moves are portrayed graphically on Chart No. 9 for three regions - Southwest, Detroit Metropolitan, and Southeast for the years 1960 to 1966 inclusive. From such a chart, it was hoped to establish some base for making a judgment concerning the amount of industrial expansion to be expected in Wayne County in the coming years.

Admittedly, only the broadest kind of generalizations concerning Wayne County can be gleaned from these graphs. However, it is felt that they do, with

⁶Office of Economic Expansion, Michigan Department of Commerce, report and studies on industrial movement in Michigan.

some accuracy, point out regional development trends of industrial activity in Michigan, and if we can assume that Wayne County will not, to any marked degree, go counter to the regional trend, some predictive statements can be made.

Chart No. 9 shows that favorable moves, on a percentage basis, have been generally lower in Detroit Metropolitan than the other two regions in lower Michigan. The period 1960 to 1962 showed an abrupt rise (from a very low point in 1960), but there has been a general decline since that time. Conversely, the unfavorable moves are higher generally than the other regions and show a gradual increase since 1962, following a sharp decline.

It might be suspected that this picture of industry movement, based on percentages, is misleading because of the far greater amount of established industry in the Detroit region. This is not the case, however, as the same information for the same years on a numerical basis with the same general results is shown on Graph 9.

The 190% increase in industrial land proposed by local community planning on the 1980 Composite is not supported by this industrial movement study. Rather, a stable or slightly declining state of industrial activity for the study area is indicated.

Studies by Battelle Memorial Institute⁷

The Battelle studies for the Detroit Regional Transportation and Land Use Study covers seven counties: Livingston, Monroe, St. Clair, Washtenaw, Macomb, Oakland, and Wayne - referred to as the Detroit Metropolitan Area. These studies are part of an overall effort to provide insight and information regarding both the present and potential growth and development of the Michigan economy in order to form a rational basis for the development of a Comprehensive State Planning Program. In addition to the statistical information on Wayne County (chart No. 10), the Battelle report contains written descriptions of trends and forecasts in the various employment sectors which are the source of the following comments.

General description of the study area:

Most of the general growth development appears to have occurred in the northwest quadrant of the county (Wayne), reinforcing the opinion that growth is oriented toward the north and west within the Detroit SMSA. This, however, may change, especially since the airports located in the southwestern quadrant will undoubtedly serve as catalysts for development in that area.

During the period 1950 to 1960, there was a decline in employment. Based on the availability of land

⁷Michigan Department of Commerce, State Resource Planning Division, loc. cit., (additional studies as yet unpublished, August 12, 1966).

for development purposes, the county could be expected to achieve some growth during the coming three decades. Additionally, some increases in density may be expected. However, "the southwestern portion is not expected to significantly participate in the growth of the overall area, dampening somewhat the growth potential of the area."

The recent construction plans of the automotive industry indicate that the decentralization which occurred in the late 1950's has been halted. The level of new plant construction, while reflecting a shift away from Wayne County, indicates that the manufacturing sector will grow modestly to 1990. The changing role of manufacturing employment indicates a major restructuring of the seven-county region economy.

In 1940 Wayne County accounted for 82.5% of the seven-county manufacturing employment. By 1960 it had fallen to 64.8% and is expected to decline to 54.1% in 1990.

Total employment in the seven-county region in motor vehicle production will increase only slightly from 258,000 in 1960 to a little over 259,000 in 1990.

"Within motor vehicle industrial employment, the concentration of executive and engineering talent in the Detroit area will be a major factor in maintaining the total motor vehicle employment level of the region, offsetting the reductions which will be associated with

increasing automation and the relative expansion of production facilities out-state."⁸

In Wayne County, motor vehicle employment is expected to follow the 1940 to 1960 trend, decreasing from 67.2% of the area's motor vehicle employment in 1960 to 57.3% in 1990.

There are, of course, difficulties in relating these employment predictions to land use proposals for the future, particularly in the face of continuing technological achievements drastically altering the ratio between workers and industrial output. Some general conclusions can be drawn, however.

This study indicates that the northwestern part of the county will show the most growth, which agrees with the Composite, and the southwest the least. In fact, the southwest, according to this study, is not expected to significantly participate in the growth of the overall area. In this southwestern section, however, the Composite shows population gains for Huron, Romulus, and Van Buren Townships of 103, 556, and 402 per cent, respectively. These increases could hardly be called insignificant, and it appears that the Composite is in sharp disagreement with the Battelle Center predictions in this area.

The Battelle study further indicates that there is still a tendency for new plant construction to shift

⁸Ibid., p. 23

away from Wayne County and only a modest growth is predicted to 1990. Automobile manufacturing shows almost negligible gains to 1990. The Composite shows a gain in the amount of land to be devoted to industrial uses by 1980 of 190%. In attempting to reconcile this increase with stable or even declining employment figures by other agencies, it can be pointed out that new plants now being constructed in the Detroit area accommodate about twenty workers per acre whereas it was formerly about fifty-four per acre. This would account for part of the projection that industrial land will increase by almost three times. However, for this factor to account for the difference, it would have to be assumed that a major portion of presently existing plants will be replaced in the next fifteen years. This is a remote possibility, at best.

In general, then, the Battelle study does not support the prediction in the Composite of a high increase in industrial activities in all communities in the study area. Instead, a stable period to 1990 is projected for the Detroit Metro Region, with the possibility of a slight decline in Wayne County.

Employment Trends Compiled by the Michigan Employment Security Commission

The number of persons employed in an industry over a period of time is indicative of the rate of expansion or contraction, or the effect of changed technology

within the industry. Chart No. 11 shows employment trends in the Detroit Metropolitan region from 1956 to 1964 for manufacturing and commercial enterprises (retail and service). Employment in the retail segment of the economy has shown little change since 1956 (1% increase) even though the population increased by 6% in the same period. This does not lend support to the proposed increase in land for commercial uses appearing in the Composite.

Manufacturing employment has shown a steady increase since 1961, after a period of pronounced fluctuation. It is still far short of the highs of the mid-fifties, however, and does not support the prediction of the Composite of a substantial increase in land devoted to industrial use by 1980. This judgment must be viewed in the light of changing technology reducing the number of employees required per unit of output, however.

Comparison of Composite with State Highway Department Freeway Network Plans

The State Highway Department has completed a proposed freeway network for 1990 for the Detroit Metropolitan Area.⁹ This is reproduced on Map No. 7. No major differences can be discovered between this and the Composite except for Van Buren Township where plans do not

⁹Michigan Highway Department, I-96 Freeway, Planning and Route Location Study, 1964.

include a proposed location for I-275. The proposed location of I-96 through Northville and Plymouth Townships and the City of Livonia is similar in both cases, and I-275 and the M-14 extension west of Plymouth is shown the same in the Composite as in the State Plan.

The indication seems to be that local communities accept the freeway route location plans of the State Highway Department somewhat as a constraint in the formulation of future plans. Undoubtedly, many of these locations were worked out by the State Highway Planning Division in cooperation with the local communities and thus reflect the desires of both. However, it is impossible to tell from the local planning documents to what degree the wishes of the local community influenced the route locations - (this could be the subject for a separate thesis.) In general, on the basis of Future Land Use Plans, the 1980 Composite agrees with the State Highway Department plans for 1990 with the exception of Van Buren Township. There is no explanation in the Van Buren plans for this omission.

Comparison of the Composite with the 1966 Proposed Inter-County Highway Plan of the Wayne County Road Commission

This plan in map form is coordinated with the Southeastern Michigan Inter-County Highway Commission Plan for the six counties around Detroit.

Local planning agencies follow the recommendations

of this plan closely in preparing proposals for future highway systems. Variations between the Composite and the County Plan are few and minor and do not detract from the primary observation that this represents a regional plan which has an appreciable influence on local planning. The majority of the local planning documents mention specifically that the Inter-County Plan is adhered to and that local street planning is coordinated with it.

Summary of Comparison of Composite to State and County Studies

Population predictions for Wayne County completed by research firms retained by the state differ sharply from projections in both the Composite and by the Detroit Regional Planning Commission. In the state's studies, a gain from 1960 to 1980 of just a little over 1% is forecast, while the Regional Commission predicts a 24% gain for Wayne County, and the Composite predicts a gain of 104% for the study area. If the state study is accurate, and also taking into account the trend to multiple housing, a very conservative expansion of total residential land area over what presently exists is a possibility for 1980.

Studies concerning industrial movement in Michigan indicate a stable or slightly declining state of industrial activity for Wayne County in future years, in contrast to the Composite's predictions of a 190% increase in industrial land area by 1980.

Another study done for the state concerning employment projections also predicts a stable or slightly declining state of industrial activity for Wayne County in the period 1965 to 1990. This study specifically picks out the southwestern part of the county as an area of inactivity in this period.

Employment trends compiled by the Michigan Employment Security Commission show a sharply fluctuating past history of manufacturing employment with a gradual but steady rise since 1962, but still falling short of the high points of the mid-fifties. This would support the state indications of future industrial activity rather than the very optimistic projections of the Composite.

The Composite, with one township exception, agrees with plans of the State Highway Department for the Freeway Network, and closely adheres to the Inter-County Highway Plan of Wayne County.

VI. SUMMARY AND CONCLUSIONS

The primary objective of this analysis is to glean from the comparisons previously made in this chapter, and the descriptions in Chapters II and III, sufficient knowledge to generate conclusions concerning the hypothesis that regional needs and problems are often not being met nor solved under the present reliance upon

local planning proposals as a means of achieving regional objectives. The analysis contained herein, therefore, will be confined to area-wide characteristics of the study area. What has happened, or is predicted and planned to happen, in individual communities has been important and pertinent, in this thesis, only as it influences larger regional growth, needs, and limitations. At this point, hopefully, all reasonably significant items of information have been extracted from each local community's plans and have been utilized to portray the regional picture - both existing and proposed.

On the basis of a comparison of the Composite with all of the various comparisons utilized throughout this thesis, local planning as now practiced in the study area produces a regional development pattern that is basically an accelerated continuation of present trends. These trends can be identified as a scatteration of major land uses throughout the region and the tendency of each community to include all the major land uses in future development plans, especially industrial, commercial, and other high value uses. An exception to this characteristic is regional recreation proposals. Attention to regional recreational needs by local communities occurs only if there are very apparent needs for expansion of existing regional parks which may be located within the local area's boundaries. Conspicuously mis-



sing from local plans are any meaningful proposals for acquiring needed new lands for a future regional park or open space system.

The fact that "accelerated" is used to describe this continuation is based mainly on the fact that population and employment projections, studies, and actual trends compiled and completed by research agencies for the State, County, and the Detroit Metropolitan Region do not indicate anything approaching the degree of expansion suggested by the Composite, particularly for industry. A number of reasons which are cogent and justifiable can promptly be advanced for this acceleration, such as the property tax structure which dictates a high rate of development to pay for constantly increasing demands for services, and the natural inclination of communities to be optimistic about future growth and loath to concede the possibility of a decline. Nevertheless, the important thing is that future local planning in the study area may very likely be based on faulty prognostications and unrealistic projections concerning growth possibilities.

The studies and plans produced by the Detroit Metropolitan Area Regional Planning Commission, even though much more conservative than the Composite in terms of growth expectations, would also tend to encourage a regional pattern of a continuation and acceleration of present trends. The Regional Land Use Plan

prepared by the Commission was constructed with this development concept - a continuation of present trends.¹⁰ Population projections by the Regional Commission are, for some local governmental units within Wayne County, even more optimistic than the local community projections, although the total for the study area is considerably less. Much of the research by the Commission concerns past conditions and trends which are the basis for projections; thus contributing to a continuation of the present situation.

There would seem to be little question that there is a need for a reexamination of basic growth trends and expectations by local units of government and, to a lesser degree, by the Regional Planning Commission itself. In particular, a clarification of Regional goals and objectives, based upon a clear and realistic appraisal of future growth, would appear to be needed, so that local community plans and proposals can be closely related to Regional proposals.

On the basis of the visual similarity between the Composite and the Regional Plan, it can be stated that local plans within the study area are influenced by the work of the Regional Commission. However, this statement must be qualified by full realization of the fact that the plans of the Commission are based on a development concept which produces the same regional

¹⁰Detroit Metropolitan Regional Planning Commission, Telephone Conversation, October, 1966, R. Babben

result as that produced by the local planning agencies. While it is thus impossible to tell with real accuracy the degree that local planning is influenced by the Regional Commission, this study indicates that there are firm grounds for the statement that local planning is influenced by the Regional Commission and other regional agencies. This is further supported by the fact that in the written portions of local plans, the Regional Commission is mentioned and referred to more than any other outside agency with the exception of the Bureau of the Census. Still further support is gained from the fact that local planning follows closely the street and highway systems of regional agencies.

However, local plans in the Detroit Region tend to be a very optimistic reflection of Regional-level proposals for future development. The very nature of local government, and its need to "compete" for its share of tax producing development, would seem to require such optimism as a basic local planning policy. It is not surprising, therefore, that the expressed goals and objectives of local community plans do not deliberately address themselves to regional problems in any comprehensive way. These expressed goals are largely oriented toward local problems and local needs, often with little or no consideration of coordinating these local objectives with broad regional purposes.

On the positive side, local planning in the Detroit Region is apparently not creating a serious number of conflicts at the boundaries of contiguous communities. Streets and highways, with very few exceptions, coordinate between communities, industrial corridors are continuous across the study area, and commercial centers are coordinated to some extent. There are, for instance, no cases of large centers being proposed only a short distance apart but in two different communities.

There seem to be rather obvious reasons for this adjacent community type of coordination which bear upon the general purposes of this thesis. First, and most important, a pattern of a continuation of present trends would minimize the possibility of conflicts. No drastic rearrangement (or hardly any rearrangement at all) is proposed that would give rise to serious coordination problems between communities. Secondly, regional plans and studies, especially those related to the road network, are apparently being used on an informal basis, thereby reducing conflicts at boundaries of adjacent communities. Thus, local planning does not appear to be adding the problem of disconnected land use to the list of already existing metropolitan problems. Such coordination, however, is perhaps the result of an unarticulated development concept rather than any conscious or intensive effort on the part of local planning agencies to accomplish regional planning objectives.

The Composite of local plans is of doubtful value in meeting regional needs. It is difficult to envision planning capable of solving regional problems that is based on inaccurate and overly optimistic projections for future growth and is also dedicated completely to a continuation of present trends. Nevertheless, there is reason to believe that local planning is influenced by the work of the Regional Commission, but this belief must be tempered by the realization that the development concept of the Regional Commission has also been a somewhat overly optimistic continuation of present trends. In the field of transportation planning, especially, local planning is strongly influenced by regional agencies.

Yet a further reason to cast doubt on the value of local planning to meet regional needs is the apparent failure to investigate, in depth, or to take into full account, the effect of the Interstate Freeway System on the development of the Detroit Metropolitan Region and its subsequent effect on each individual community.

One of the primary conclusions of this study is that local planning agencies are not averse to utilizing the information of or accepting guidance and advice from Regional organizations concerned with planning. This is especially true of Regional transportation proposals. It should also be pointed out, however, that local planning groups in the Detroit region, and especially in Wayne County, may have generally followed regional pro-

posals because such proposals agreed with local concepts and needs. It is doubtful, for example, that a plan excluding industry from a given community would be viewed without alarm, consternation, and resistance. The local taxing structure in existence today and the almost complete reliance upon the property tax for local revenues perhaps leaves local government with no alternative other than a policy of "attracting" tax producing major land uses. This need, in turn, tends to distort the objectivity of local planning proposals.

The . . . basic problem is the need for comprehensive fiscal reform at the local level. Local governments must have the financial capacity to meet the demands of our citizens for necessary services. Ways must be sought to reduce the fierce and often destructive fiscal competition between local governments for economic base.¹¹

Unless this competition for economic base is materially reduced, it is difficult to suggest recommendations which would effectively improve the manner in which local community planning can develop plans attuned to regional needs and limitations, short of the introduction of a new level of metropolitan or regional government.

The findings of this thesis would indicate that the professional planner concerned with the interests of the regional community should consider several basic policy questions. Tax laws are a principal determinant in shaping community development, local and regional

¹¹George E. Romney, Governor, State of Michigan, announcement of the creation of a Special Commission on Urban Problems, October 14, 1966.

and perhaps planners should play a larger role in the demand for tax reform. State legislation pertaining to the duties and powers of regional planning commissions can be amended, and it may be that, hereafter, the planner should play a leading role in proposing a mandatory review and approval of local plans by a regional agency. As yet, no unassailable reasons have been advanced that the basic structure of local government is unadaptable to the new demands of rapidly urbanizing regions and, again, perhaps the planner should be more vociferous concerning the formation of metropolitan councils, governments, and other forms of representative government which will meet the demands of the twentieth century metropolis.

It may also be true, adding a substantial measure of complexity, that each of these basic reforms taken only by itself will not yield the high level of solution that metropolitan problems call for. Mandatory review of local plans by regional agencies may very well be ineffective without property tax reforms, and approval at the regional level meaningless without some form of metropolitan government.

It may be that the sound plans and programs needed by the metropolitan regions can only be attained through such basic policy reforms.

APPENDIX

MINOR CIVIL DIVISION	PLNG.COMM. ZONING BD.	YEAR ESTABLISHED	MOST RECENT ZNG. ORD.	FULL TIME STAFF	PLNG. CONSULTANT	URBAN RE-NEWAL WORKS	ACCEL. PUBLIC WORKS	701 PRO-GRAM	ELEMENTS OF PLNG. PROGRAM COMPLETED (code last page)
WAYNE COUNTY									
Allen Park	PC	1957	1958	-	Yes	-	Yes	Yes	1,3,4,5,6,7,8,8
Belleville	PC	1953	1956	-	Yes	-	Yes	Yes	1,2,3,4,5,6,7,8,8
Brownstown Twp.	PC	1964	1960	-	Yes	-	-	Yes	1,2,6
Canton Twp.	PC	1960	1950	-	Yes	-	Yes	Yes	1,2,3,4,5,6,7,8,8
Dearborn	PC	1929	1931	Yes	Yes	Yes	Yes	-	1,2,3,5
Dearborn Heights	PC	1953	1955	-	Yes	Yes	-	Yes	1,2,3,4,5,7,8,6
Detroit	PC	1918	1953	Yes	-	Yes	Yes	-	1,2,3,4,5,6,7,8,8
Ecorse	PC	1942	1942	-	Yes	-	-	-	1,2,3,4
Flat Rock	PC	1955	1956	-	Yes	-	-	-	1,2,3,5
Garden City	PC	1940	1947	-	Yes	Yes	Yes	-	4,5
Gibraltar	PC	1955	1957	-	Yes	-	Yes	-	1
Grosse Ile Twp.	PC	1964	1955	-	Yes	-	-	-	-
Grosse Pointe	-	-	-	-	Yes	-	-	-	-
Grosse Pointe Farms	-	-	1928	-	Yes	-	-	-	-
Grosse Pointe Park	PC	1948	1948	-	Yes	-	Yes	-	1,3,5
Grosse Pointe Shs.	PC	1949	1953	-	-	-	-	-	-
Grosse Pointe Wds.	PC	1946	1952	-	-	-	Yes	-	-
Hamtramck	PC	1943	1947	-	Yes	Yes	-	-	1,2,3,4,5
Harper Woods	PC	1951	-	-	Yes	-	Yes	Yes	1,2,3,4,5,6,7,8,8
Highland Park	PC	1944	1942	Yes	Yes	Yes	Yes	-	1,2,3,4,5
Huron Twp.	PC	1959	1958	-	Yes	-	Yes	Yes	1,2,3,4,5,6,8
Inkster	PC	1940	1956	Yes	Yes	Yes	Yes	Yes	1,2,3,4,5,6
Lincoln Park	PC	1958	1958	-	Yes	Yes	Yes	-	1,2,3,5
Livonia	PC	1950	1952	Yes	Yes	Yes	Yes	Yes	3,5
Melvindale	PC	1939	1958	-	Yes	-	Yes	Yes	1,2,3,4,5,6

MINOR CIVIL DIVISION	PLNG. COMM. ZONING BD.	YEAR ESTABLISHED	MOST RECENT ZNG. ORD.	FULL TIME STAFF	PLNG. CONSULTANT	URBAN RE-NEWAL	ACCEL. PUBLIC WORKS	701 PRO-GRAM	ELEMENTS OF PLNG. PROGRAM COMPLETED
WAYNE COUNTY (CONT.)									
Nankin Twp.	PC	1952	1945	-	Yes	-	Yes	Yes	1,2,3,4,5,7,8,6
Northville	PC	1941	1948	-	Yes	-	Yes	Yes	6
Northville Twp.	PC	1961	1946	-	Yes	-	-	Yes	1,2,3,4,5,6,
Plymouth	PC	1938	1953	-	Yes	Yes	-	Yes	1,2,3,4,6,7,
Plymouth Twp.	PC	1956	1957	-	Yes	-	Yes	Yes	1,2,3,4,5,7,6
Redford Twp.	PC	1963	1955	-	-	-	Yes	-	-
River Rouge	PC	1953	1939	-	-	Yes	Yes	-	5
Riverview	PC	1951	1951	-	Yes	Yes	Yes	Yes	1,2,3,4,5,6,7,
Rockwood	PC	1957	1957	-	Yes	-	-	Yes	1,2,3,4,6,
Romulus Twp.	PC	1955	1946	-	Yes	-	-	Yes	1,2,3,4,5,6,7,8,
Southgate	PC	1958	1961	-	Yes	-	Yes	Yes	1,2,3,4,5,6,7,8,
Sumpter Twp.	PC	1959	1961	-	-	-	-	-	1,5,
Taylor Twp.	PC	1957	1960	-	-	-	Yes	-	1,2,3,4,5,6,
Trenton	PC	1941	1959	-	-	-	Yes	-	5,
Van Buren Twp.	PC	1961	1950	-	Yes	-	-	Yes	1,2,3,4,5,6,7,
Wayne	PC	1940	1952	Yes	Yes	Yes	Yes	Yes	1,2,3,4,5,6,
Woodhaven	PC	1961	-	-	Yes	-	Yes	Yes	1,2,3,4,5,7,6
Wyandotte	PC	1959	1951	-	Yes	Yes	Yes	Yes	1,2,3,4,5,6,7,

ELEMENTS OF PLANNING PROGRAM CODE:
PLAN ELEMENTS

1. Inventory of Existing Conditions
2. Neighborhood unit study
3. Recreation and community facilities
4. Economic Base analysis (includes, Industrial, Commercial or CBD studies)
5. Thoroughfare and parking
6. Development plans (Land Use Plan)-

EFFECTUATING TOOLS

7. Zoning ordinances
8. Subdivision regulations

Chart No. 2

Existing Land Use - Study Area
(Acres)

Community	S/F Residen- tial	M/F Residen- tial	Comm- ercial	Indus- trial	1960 Pop.
Riverview	800	-	12	133	7237
Wyandotte	2413	-	61	515	43519
Canton Township					5313
Harper Woods	872	34	132	3	19995
Southgate	1226	-	281	20	29404
Wayne	932	19	114	409	16034
Huron Township	493	-	38	77	6884
Allen Park	1271	2	70	71	37052
Melvindale	586	-	75	390	13089
Nankin Township	3498	32	149	174	60743
VanBuren Township	1480	20	171	93	9509
Plymouth	561	-	67	85	8766
Woodhaven	113	-	30	607	1016
Belleville	127	3	20	9	1921
Dearborn Heights	4687	24	242	47	79809
Plymouth Township	1088	-	45	383	8364
Romulus Township	2548	35	299	585	15233
Livonia	6384	21	504	1078	66702
Northville	370	5	20	27	12749
Northville Township	1046	-	17	24	7673
Hamtramck	598	-	42	306	34137
Highland Park	641	79	93	441	38063
	31734	274	2482	5477	

Chart No. 3

Existing Land Use in Wayne County

Land Use	1958 DMARPC Survey (sq. Mi.)	1958 DMARPC Survey (%)
Residential(Urban)	131.8	21.1
Commercial	13.1	2.1
Industrial	27.0	4.3
Streets & Highways	58.6	9.4
Recreational	19.1	3.1

Total Area in Wayne County - 624 sq. mi.
Total Area in Study Area - 402 sq. mi.

Chart No. 4
Proposed Land Use in Study Area (Composite)

Community	S/F		M/F		Commercial		Industrial		Recreational Acres	Total Area Acres	Pop. 1980	Ultimate Pop.	Goals & Objs.
	% Inc.	Acres	% Inc.	Acres	% Inc.	Acres	% Inc.	Acres					
Riverview	75	1400	70	70	533	70	252	469	-	2841	28000	25000	N
Wyandotte	00	2413	400	92	49	92	40	725	-	3545	40000	-	S
Canton Township	-	1278	18	150	-	150	-	1928	717	23215	19094	-	LR
Harper Woods	5	890	71	130	00	130	00	3	-	1683	21000	-	LR
Southgate	62	1986	00	380	35	380	1800	746	-	4400	41482	-	LR
Wayne	1	992	138	300	163	300	110	860	415	3846	38000	-	N
Huron Township	190	1500	-	50	24	50	94	900	3840	22950	14000	175000	L
Allen Park	10	1435	115	129	84	129	1000	774	-	4582	42200	-	LR
Melvindale	5	650	-	75	00	75	14	445	90	1740	18000	-	N
Nankin Township	31	4587	761	440	201	440	363	806	1000	13069	362791	160400	L
Plymouth	0	568	-	107	60	107	25	269	-	1427	12000	-	L
Woodhaven	1050	1300	200	87	190	87	100	1200	-	4032	27000	-	S
Belleville	60	250	20	52	160	52	677	70	-	614	4000	7200	S
Dearborn Heights	-	4288	252	338	40	338	317	196	780	7798	107900	-	LR
Flymouth Township	140	2622	-	113	151	113	69	650	284	10188	27700	44485	S
Romulus Township	527	16000	-	170	-43	170	435	2130	195	35500	100000	110000	N
Livonia	57	10000	-	504	00	504	456	6000	2372	25500	172000	172000	S
Northville	95	724	15	62	210	62	129	62	-	1114	8200	-	L
Northville Township	186	3000	160	60	252	60	2600	650	271	10688	17000	47435	S
Hantramok	0	598	-	71	75	71	100	612	-	1338	26400	37000	L
Highland Park	5	696	100	115	24	115	16	513	-	1894	49600	-	S
VanBuren Township	230	4895	170	224	31	224	437	500	800	23142	47736	-	LR
	91	60794	2502	3719	47	3719	190	18580		181891			

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 Chart No. 5
 FLATTING ACTIVITY
 1960 - 1964

Rank	Community	Flats	Acres	Lots
25%	1 Livonia	53	1152	4215
	2 Nankin Township	15	256	1152
	3 Dearborn Heights	10	235	972
	4 Gross Pointe Woods	17	205	843
	5 Plymouth Township	11	196	578
	6 Gross Isle Township	6	175	251
	7 Canton Township	5	162	81
	8 Inkster	9	157	485
	9 Trenton	9	149	524
	10 Allen Park	8	138	517
25%	11 Taylor Township	7	93	363
	12 Wayne	6	92	370
	13 Dearborn	10	82	320
	14 Northville Township	4	81	103
	15 Highland Park	2	59	114
	16 Romulus Township	5	55	287
	17 Gross Pointe Shores	4	40	79
	18 Van Buren Township	7	40	85
	19 Sumpter Township	2	31	44
	20 Rockwood	2	40	178
50%	21 Plymouth	3	28	76
	22 Melvindale	2	26	87
	23 Gross Pointe	4	25	30
	24 Gross Pointe Farms	4	20	49
	25 Harper Woods	2	14	21
	26 Southgate	1	13	21
	27 Detroit	13	15	111
	28 Redford Township	3	6	29
	29 Lincoln Park	1	3	6
	30 Wyandotte	2	2	13
	31 Belleville	1	1	4
	32 Garden City	-	-	-
	33 Huron Township	-	-	-

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Chart No. 6
BUILDING PERMIT STUDY

Single Family			Multiple Family		
Rank	Community	No. of Permits	Rank	Community	No. of Permits
1	Livonia	1249	1	Detroit	1511
2	Dearborn Heights	558	2	Nankin Township	696
3	Taylor Township	511	3	Southgate	384
4	Southgate	241	4	Riverview	321
5	Plymouth Township	238	5	Plymouth Township	268
6	Allen Park	237	6	Dearborn Heights	260
7	Nankin Township	233	7	Livonia	194
8	Detroit	204	8	Melvindale	165
9	Trenton	190	9	Lincoln Park	160
10	Romulus Township	183	10	Inkster	160
11	Garden City	140	11	Taylor Township	138
12	Gross Pointe Woods	123	12	Allen Park	93
13	Redford Township	107	13	Highland Park	80
14	Inkster	84	14	Plymouth	68
15	Lincoln Park	81	15	Trenton	52
16	Riverview	80	16	Romulus Township	52
17	VanBuren Township	79	17	Redford Township	49
18	Plymouth	77	18	Wyandotte	40
19	Gross Isle Township	74	19	Northville	32
20	Dearborn	74	20	Dearborn	24
21	Melvindale	52	21	Belleville	17
22	Huron Township	51	22	Garden City	16
23	Sumpter Township	50	23	Gr. Pointe Woods	16
24	Ecorse	45	24	Gibraltar	8
25	Gibraltar	44	25	Northville Township	6
26	Canton Township	42	26	Van Buren Township	
27	Northville Township	39	27	Gross Isle Township	
28	Brownstown Township	38	28	Huron Township	
29	Northville	36	29	Sumpter Township	
30	Wyandotte	28	30	Ecorse	
31	Gr. Pointe Shores	25	31	Canton Township	
32	Gr. Pointe Farms	24	32	Brownstown Township	
33	Harper Woods	15	33	Gross Pointe Shores	
34	Wayne	14	34	Gross Pointe Farms	
35	River Rouge	11	35	Harper Woods	
36	Hamtramck	10	36	Wayne	
37	Gross Pointe	7	37	River Rouge	
38	Belleville	5	38	Hamtramck	
39	Gr. Pointe Park	6	39	Gross Pointe	
40	Flat Rock	4	40	Gross Pointe Park	
41	Highland Park	5	41	Flat Rock	
42	Woodhaven	3	42	Highland Park	
43	Rockwood	2	43	Woodhaven	

10%

25% - 50%

50%

BUILDING PERMIT STUDY

Single Family			Multiple Family		
Rank	Community	No. of Permits	Rank	Community	No. of Permits
1	Livonia	1249	1	Detroit	1511
2	Dearborn Heights	558	2	Nankin Township	696
3	Taylor Township	511	3	Southgate	384
4	Southgate	241	4	Riverview	321
5	Plymouth Township	238	5	Plymouth Township	268
6	Allen Park	237	6	Dearborn Heights	260
7	Nankin Township	233	7	Livonia	194
8	Detroit	204	8	Melvindale	165
9	Trenton	190	9	Lincoln Park	160
10	Romulus Township	183	10	Inkster	160
11	Garden City	140	11	Taylor Township	138
12	Gross Pointe Woods	123	12	Allen Park	93
13	Redfor Township	107	13	Highland Park	80
14	Inkster	84	14	Plymouth	68
15	Lincoln Park	81	15	Trenton	52
16	Riverview	80	16	Romulus Township	52
17	VanBuren Township	79	17	Redford Township	49
18	Plymouth	77	18	Wyandotte	40
19	Gross Isle Township	74	19	Northville	32
20	Dearborn	74	20	Dearborn	24
21	Melvindale	52	21	Belleville	17
22	Huron Township	51	22	Garden City	16
23	Sumpter Township	50	23	Gr. Pointe Woods	16
24	Ecorse	45	24	Gibraltar	8
25	Gibraltar	44	25	Northville Township	6
26	Canton Township	42	26	Van Buren Township	
27	Northville Township	39	27	Gross Isle Township	
28	Brownstown Township	38	28	Huron Township	
29	Northville	36	29	Sumpter Township	
30	Wyandotte	28	30	Ecorse	
31	Gr. Pointe Shores	25	31	Canton Township	
32	Gr. Pointe Farms	24	32	Brownstown Township	
33	Harper Woods	15	33	Gross Pointe Shores	
34	Wayne	14	34	Gross Pointe Farms	
35	River Rouge	11	35	Harper Woods	
36	Hantramck	10	36	Wayne	
37	Gross Pointe	7	37	River Rouge	
38	Belleville	5	38	Hantramck	
39	Gr. Pointe Park	6	39	Gross Pointe	
40	Flat Rock	4	40	Gross Pointe Park	
41	Highland Park	5	41	Flat Rock	
42	Woodhaven	3	42	Highland Park	
43	Rockwood	2	43	Woodhaven	

10%

25% - 50%

50%

COMMUNITY POPULATION PROJECTIONS

Community	1 1960 Census	2 1980 Composite Projection	3 Diff. 2 - 1	4 % Diff.	5 DPAARD 1980 Projection	6 Diff. 5 - 1	7 % Diff.
Riverview	7,237	25,000	17,763	245	25,000	20,763	287
Wrentham	47,512	40,000	- 3,519	-08	45,000	1,481	03
Canton Twp.	5,313	19,094	13,781	259	20,000	14,687	276
Harper Woods	19,995	21,000	1,005	05	26,000	6,005	03
Southgate	29,404	41,482	12,078	41	56,000	26,596	90
Wayne	19,071	38,000	18,929	99	43,000	23,929	125
Huron Twp.	6,884	14,000	7,116	103	14,000	7,116	103
Allen Park	37,052	42,200	5,148	14	52,000	14,948	40
Melvindale	13,089	18,000	4,911	37	16,000	2,911	22
Nankin Twp.	57,706	160,400	102,694	178	135,000	77,294	134
Plymouth	8,766	12,000	3,234	38	12,000	3,234	38
Woodhaven	1,016	27,000	25,984	2557	8,000	6,984	687
Belleville	1,921	4,000	2,079	108	4,000	2,079	108
Dearborn Hts.	64,096	107,900	43,804	68	104,000	39,904	62
Plymouth Twp.	8,364	27,700	19,336	231	30,000	21,636	258
Romulus Twp.	15,233	100,000	84,767	556	58,000	42,767	280
Livonia	66,702	172,000	105,298	158	194,000	127,298	191
Northville	2,982	8,200	5,218	175	6,000	3,018	101
Northville Twp.	7,673	17,000	9,327	121	17,000	9,327	121
Hamtramck	34,137	26,400	-7,737	-23	32,000	-2,137	-06
Highld. Park	38,063	49,600	11,537	30	37,000	-1,063	-03
VanBuren Twp.	9,509	47,736	38,227	402	29,000	19,491	205
	497,732	1,028,712	520,980	104	966,000	468,268	94

Chart No. 8

POPULATION PROJECTION COMPARISONS

Year	STUDY AREA		WAYNE COUNTY			
	Composite		DMARPC		Commerce Dept.	
	Numerical	% Increase	Numerical	% Increase	Numerical	% Increase
1960	497,732	-	2,666,297	-	2,666,297	
1965	-	-	-	-	2,639,833	
1970	-	-	-	-	2,634,141	
1975	-	-	-	-	2,665,895	
1980	1,028,712	<u>104</u>	3,300,000	<u>24</u>	2,700,501	<u>1.2</u>



Chart No. 9
INDUSTRIAL MOVEMENT BY REGION

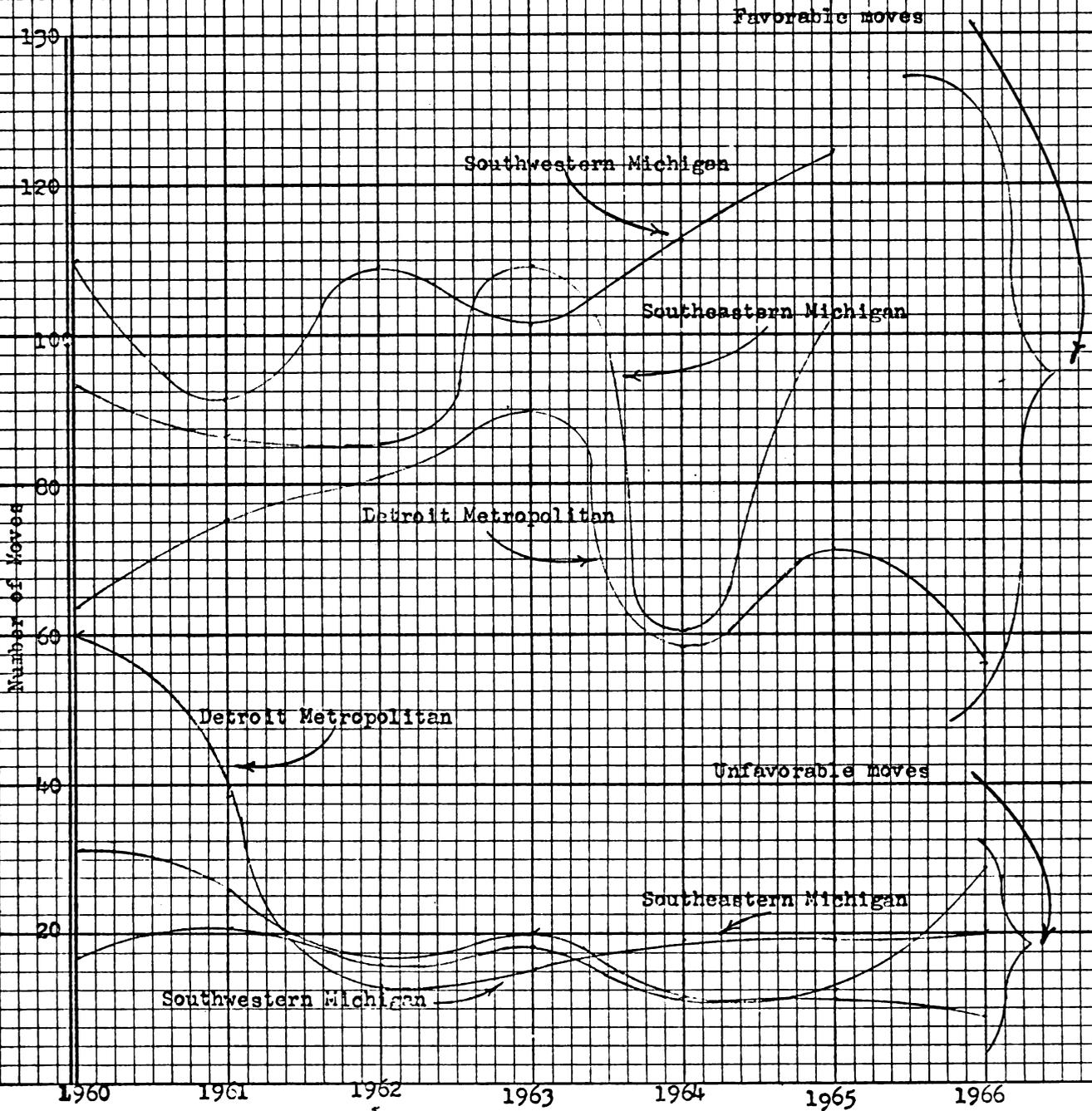
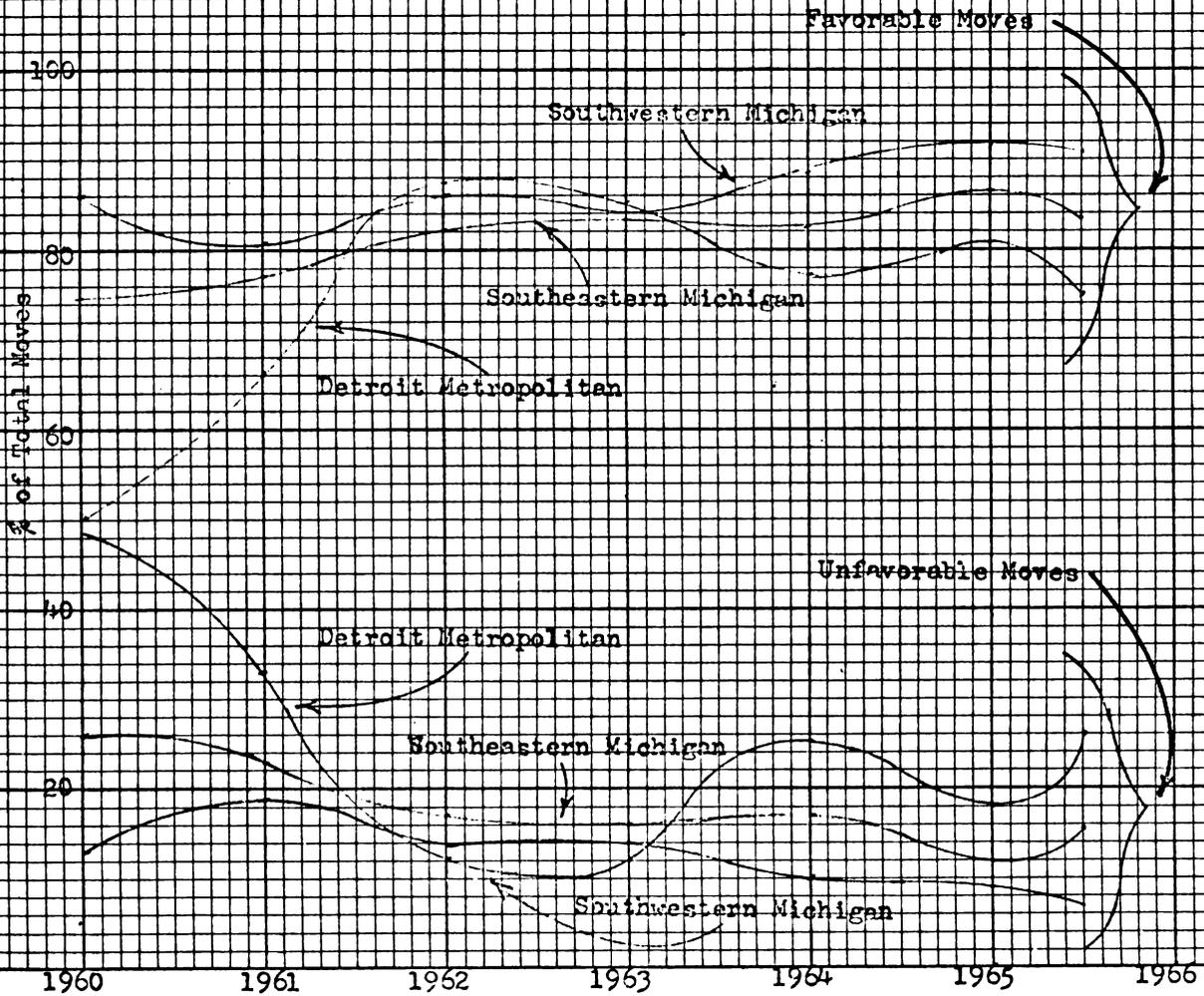


Chart No. 9

Industrial Movement By Region



ROBERT DITZGEN CO.

Chart No. 10 STRUCTURE OF EMPLOYMENT - WAYNE COUNTY

	1960		1970		1980		1990	
	Absolute	Percent of Total	Absolute	Percent of Total	Absolute	Percent of Total	Absolute	Percent of Total
Agriculture, Forest., & Fish.	2,791	.29	1,955	.19	1,530	.13	1,260	.09
Mining	548	.06	435	.04	360	.03	295	.02
Construction	34,736	3.64	40,690	3.91	46,110	3.84	52,400	3.71
Manufacturing	379,737	39.81	359,310	34.54	346,595	28.83	341,200	24.18
Durable Goods	309,831	32.48	289,505	27.83	280,090	23.30	277,050	19.62
Furn., Fix., Imbr., & Wd. Prod.	3,196	.34	2,585	.25	2,000	.17	1,465	.10
Primary Metal Industries	29,385	3.08	31,060	2.99	31,080	2.59	30,375	2.15
Fabricated Metal Industries*	31,160	3.27	32,320	3.11	32,620	2.71	31,500	2.23
Machinery, exc. electrical	51,175	5.36	50,360	4.84	51,440	4.28	54,505	3.86
Elec. Mach. Equip. & Supplies	7,176	.75	6,040	.58	4,515	.38	4,030	.29
Mtr. Veh. & Mtr. Veh. Equip.	173,428	18.18	159,420	15.32	152,345	12.67	148,355	10.51
Other Durables	14,311	1.50	7,720	.74	6,090	.50	6,820	.48
Nondurable Goods	69,906	7.33	69,805	6.71	66,505	5.53	64,150	4.56
Food & Kind. Products	21,191	2.22	22,605	2.17	22,440	1.87	22,270	1.58
Prtnng., Publishing & Allied Ind.	17,947	1.88	18,220	1.75	18,910	1.57	19,695	1.40
Chemicals & Allied Prods.	14,350	1.51	13,275	1.28	12,055	1.00	10,965	.78
Other Nondurables	16,418	1.72	15,705	1.51	13,100	1.09	11,220	.80
Transportation	35,206	3.69	36,140	3.47	38,090	3.17	40,300	2.86
Communications	11,494	1.20	11,000	1.05	12,270	1.02	13,585	.96
Utilities and Sanitary Services	13,981	1.47	14,690	1.41	16,585	1.38	19,310	1.37
Wholesale Trade	30,439	3.19	34,230	3.29	40,960	3.40	50,235	3.56
Retail Trade	139,878	14.66	150,040	14.42	166,580	13.86	186,830	13.24
Food & Dairy Prod. Stores	26,214	2.75	26,535	2.55	24,885	2.07	22,095	1.57
Eating & Drinking Places	27,308	2.86	27,550	2.65	30,990	2.58	33,775	2.39
Other Retail Trade	86,356	9.05	95,955	9.22	110,705	9.21	130,960	9.28
Finance, Ins., & Real Estate	37,497	3.93	45,360	4.36	57,390	4.77	73,460	5.21
Business and Repair Services	25,414	2.66	29,200	2.81	34,380	2.86	40,370	2.86
Personal Services	49,429	5.18	54,050	5.20	61,795	5.14	71,690	5.08
Private Households	21,952	2.30	24,905	2.40	29,730	2.47	35,115	2.49
Other Personal Services	27,477	2.88	29,145	2.80	32,065	2.67	36,575	2.59
Entertainment & Rec. Services	6,744	.71	7,790	.75	9,365	.78	11,460	.81
Professional & Related Services	105,608	11.07	152,285	14.64	239,070	19.88	341,300	24.18
Educational Services	41,703	4.37	56,945	5.48	96,835	8.05	131,930	9.34
Government Workers	32,272	3.38	46,795	4.50	80,810	6.72	111,540	7.90
Private Workers	9,431	.99	10,150	.98	16,025	1.33	20,390	1.44
Other Prof. & Related Services	63,905	6.70	95,340	9.16	142,235	11.83	209,370	14.84
Public Administration	38,918	4.08	50,315	4.84	66,090	5.50	87,850	6.23
Industry Not Reported	41,539	4.36	52,870	5.08	65,040	5.41	79,600	5.64
Total	953,959	100.00	1,040,360	100.00	1,202,210	100.00	1,411,145	100.00

* Includes Not Specified Metal

XERO
COPYXERO
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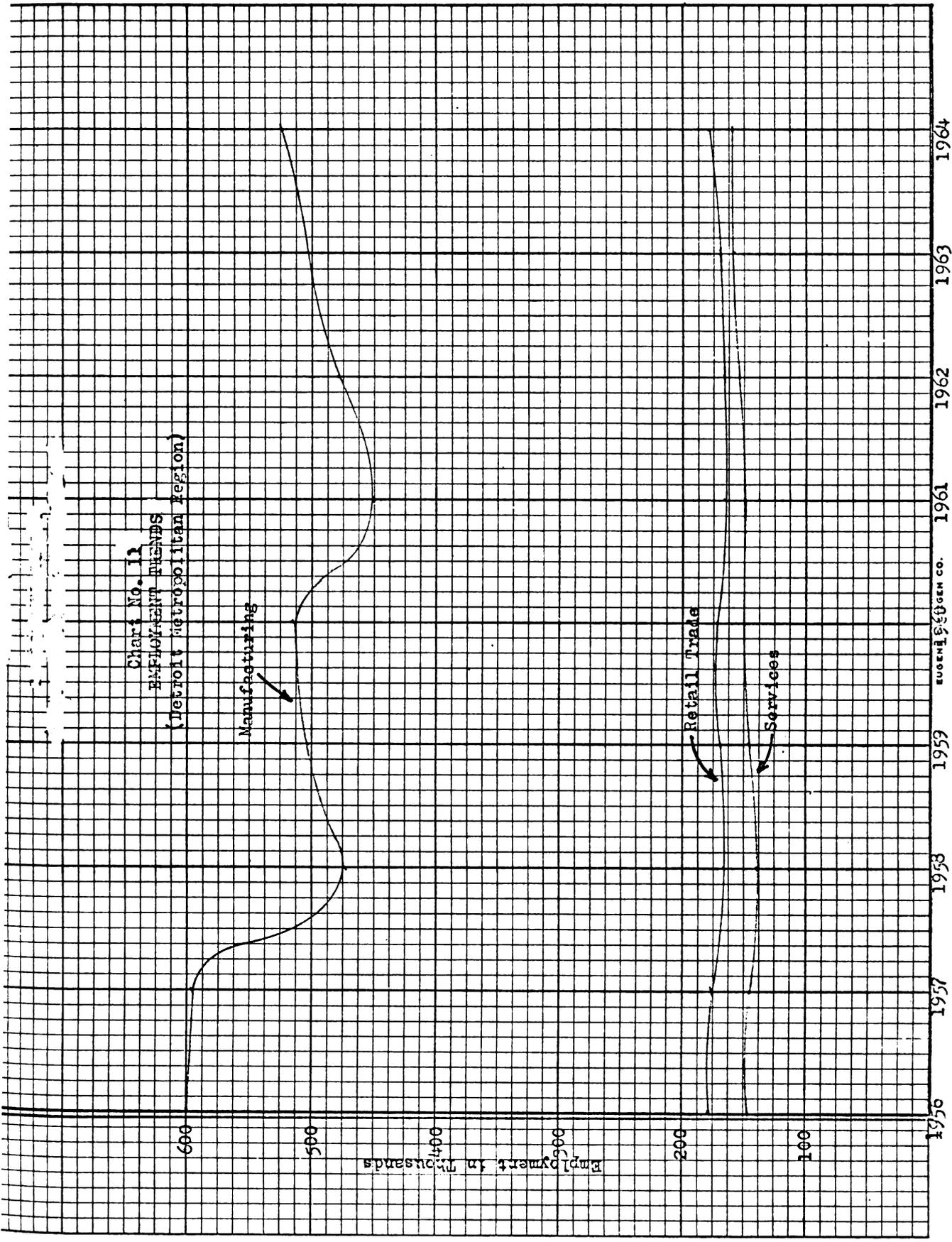
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Chart No. 13
EMPLOYMENT TRENDS
(Detroit Metropolitan Region)



1956 1957 1958 1959 1960 1961 1962 1963 1964

EUGENE S. JOEN CO.

Chart No. 13
EMPLOYMENT TRENDS
(Detroit Metropolitan Region)

Manufacturing

Retail Trade

Services

Employment in Thousands

600

500

400

300

200

100

1956

1957

1958

1959

1961

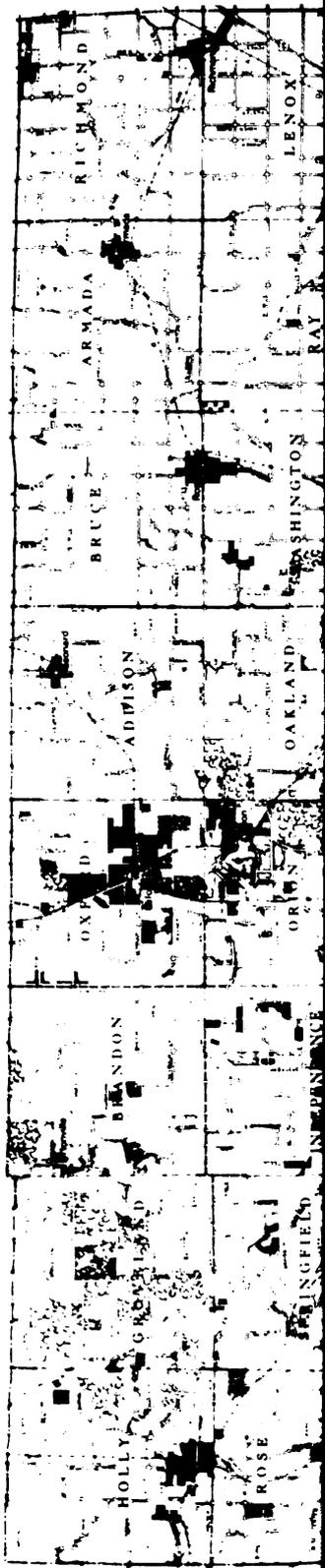
1962

1963

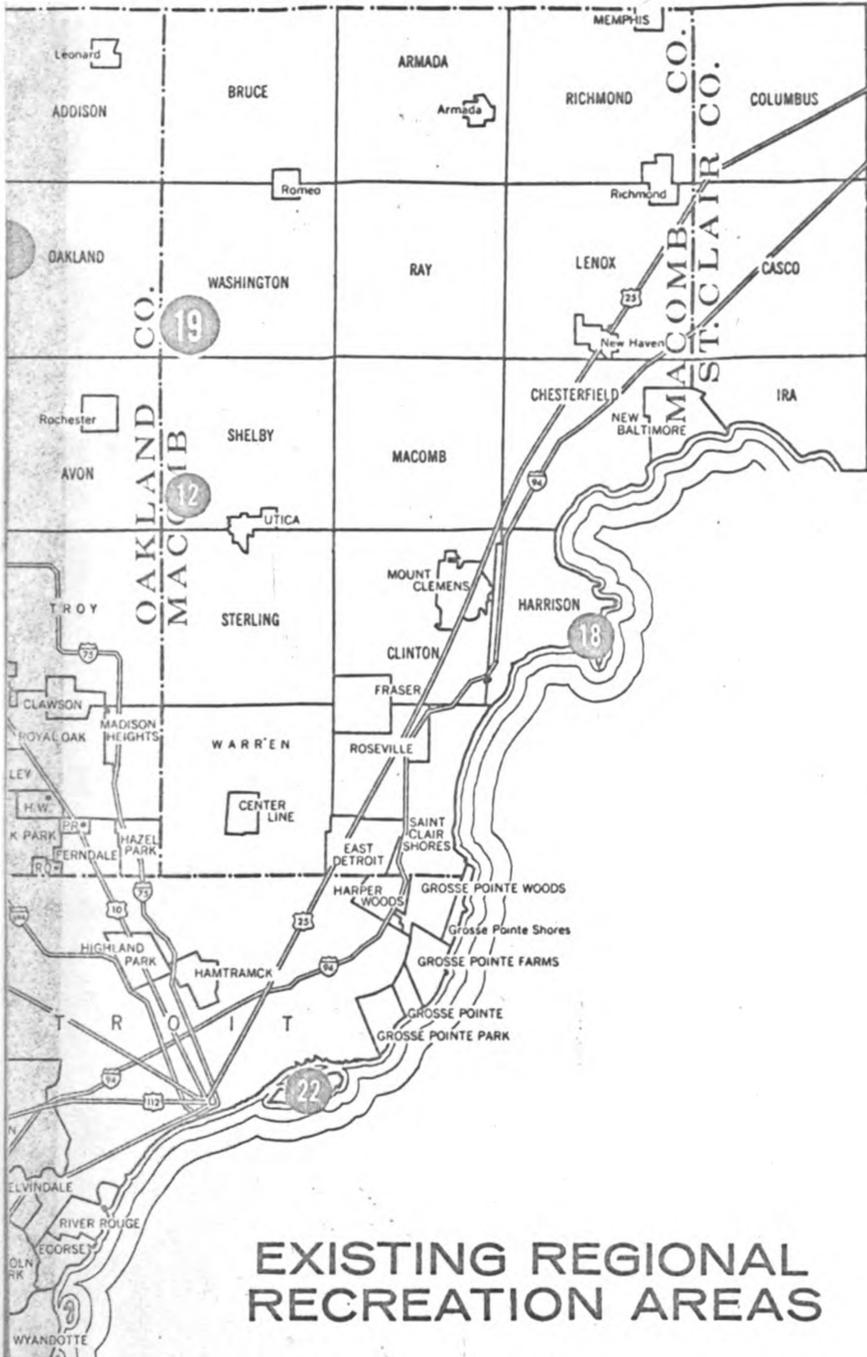
1964

1964

EUGENE SEEGEN CO.



GNZL



EXISTING REGIONAL RECREATION AREAS

AREA IN ACRES

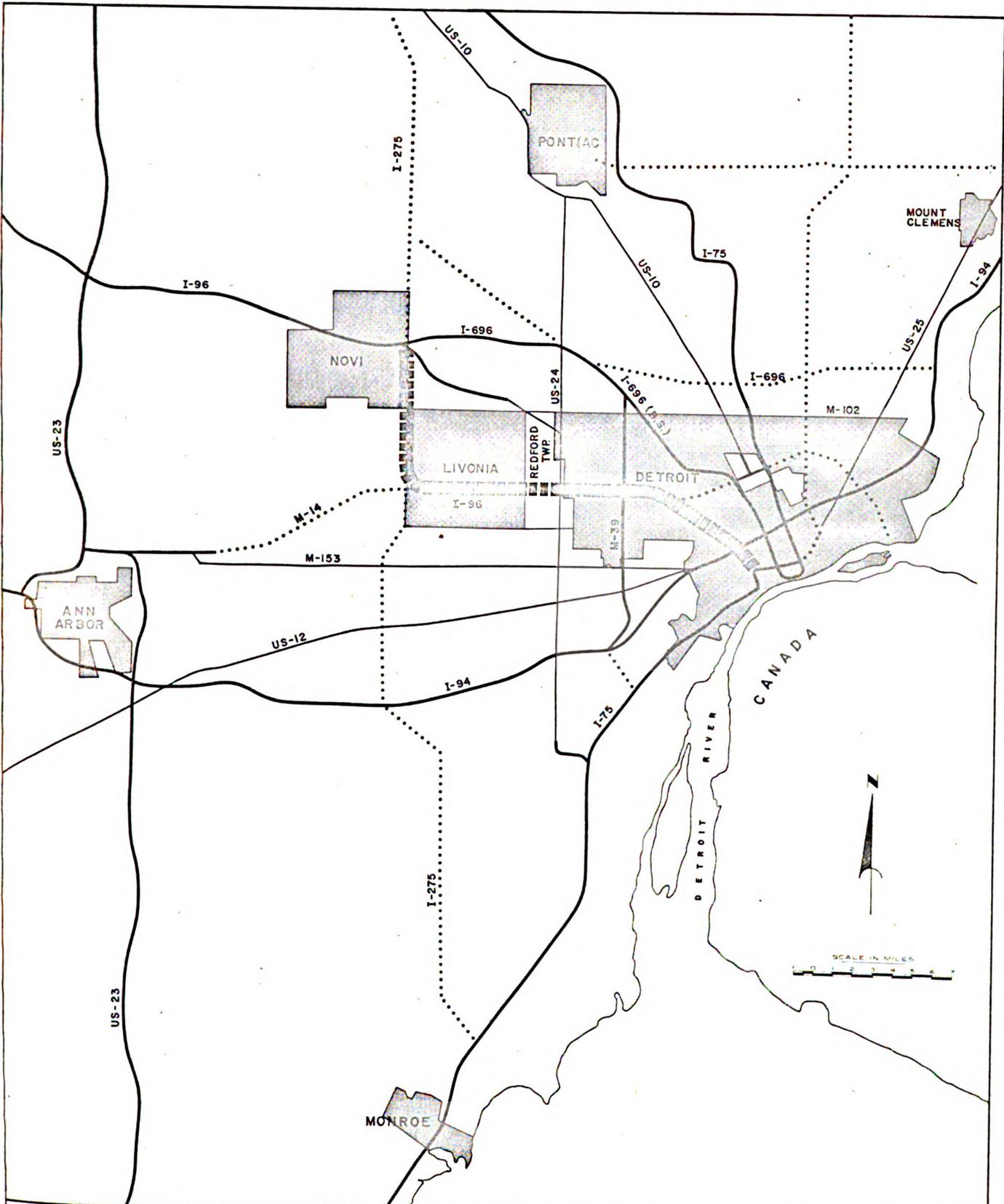
- 1,000 and UNDER 
- 1,001 to 5,000 
- 5,001 and OVER 

PLANNING COMMISSION

10781
THE NATIONAL ARCHIVES
COLLECTS AND PRESERVES
RECORDS OF THE FEDERAL
GOVERNMENT
AND OF THE STATES
AND TERRITORIES
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53
RICHMOND

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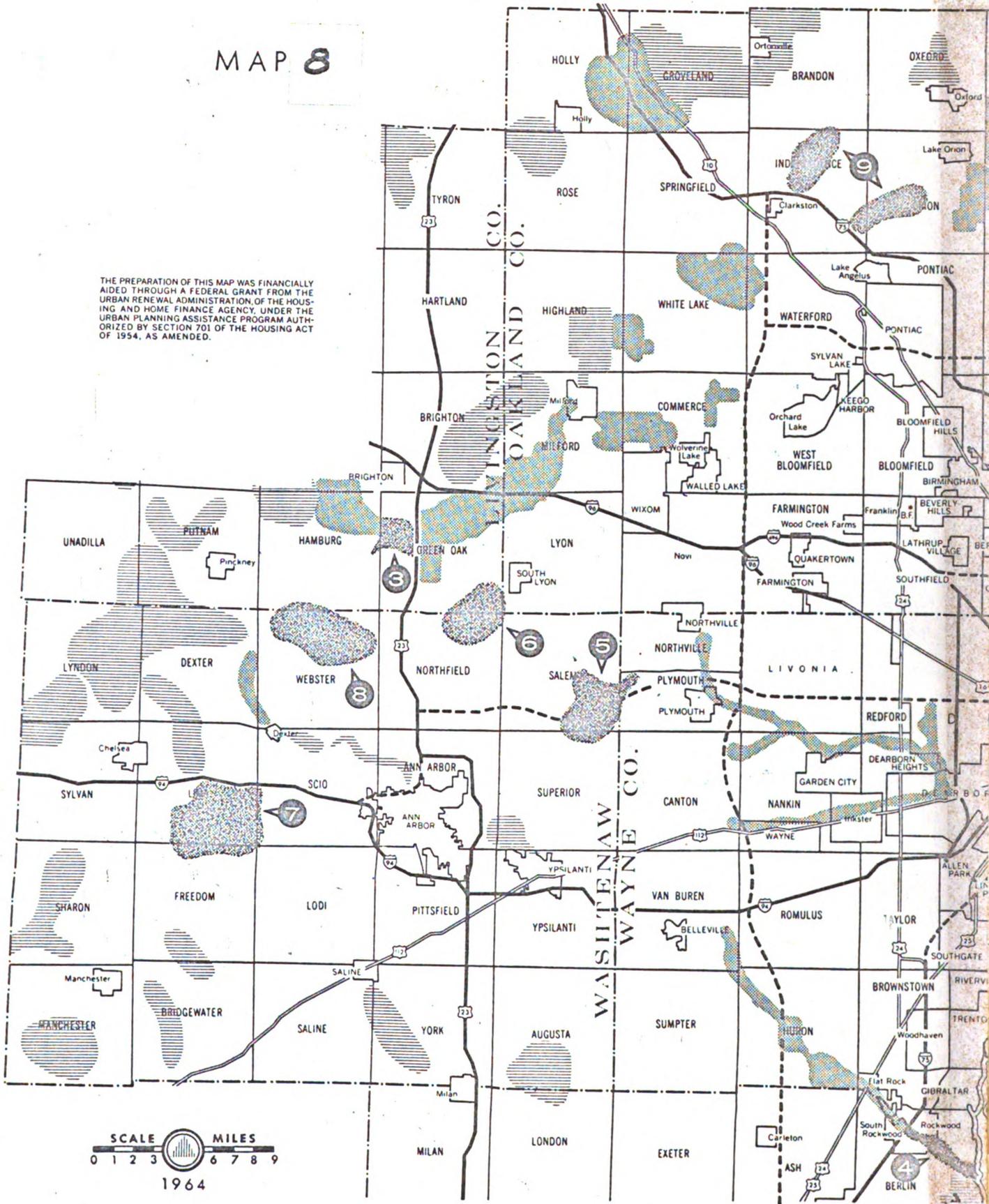


-  RECOMMENDED I-96 CORRIDOR
-  EXISTING OR APPROVED FREEWAY
-  FUTURE FREEWAY CORRIDOR
-  REGIONAL THOROUGHFARE

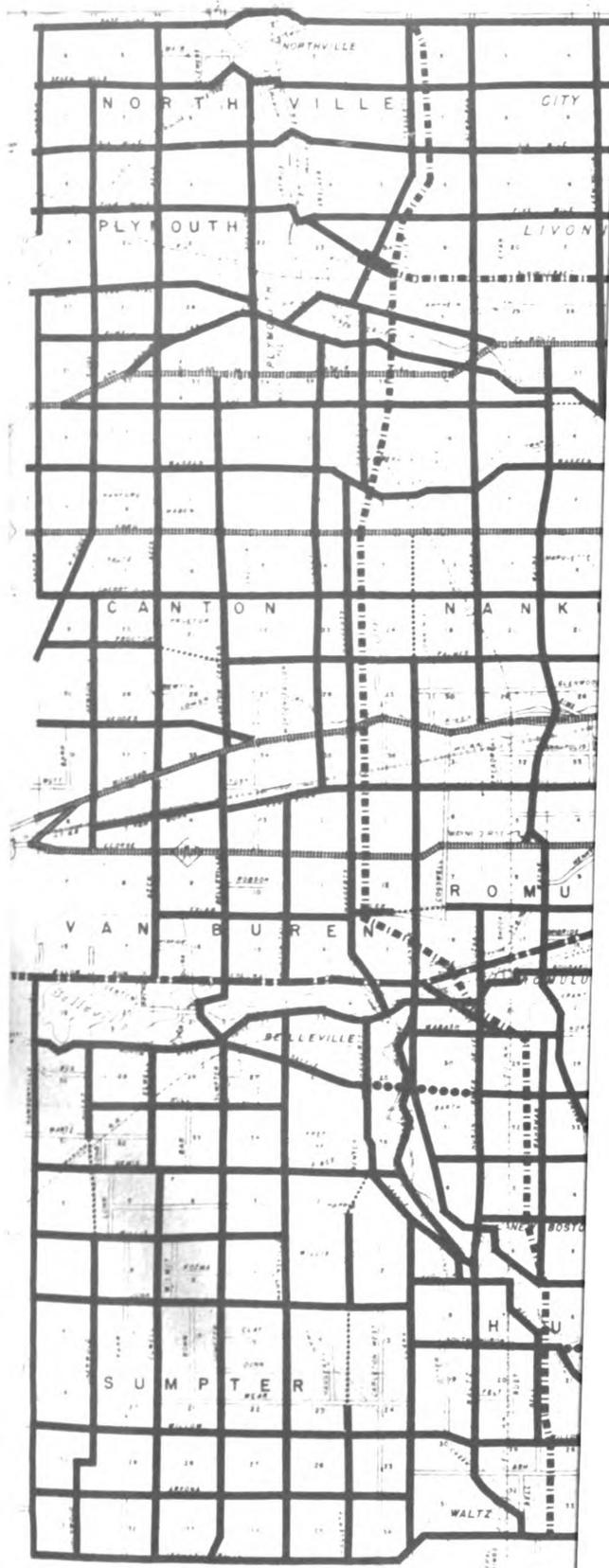
MAP No. 7
1990 FREEWAY NETWORK
FOR DETROIT METROPOLITAN AREA

MAP 8

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.



DETROIT METROPOLITAN AREA REGIONAL





 120 FT. R.O.W. INTER-COUNTY
 OVER 120 FT. R.O.W. INTER-COUNTY
 PLANNED EXTENSIONS
 POSSIBLE FUTURE EXTENSIONS



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