



Planners

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provides for an enlarged central shopping area and neighborhood shopping areas to be located around the edges of the city to serve an approximately even number of families within a radius of a half mile.

Such shopping centers are proposed for Cranbrook and W. Maple as well as the present center on W. Maple at Chesterfield, on Fourteen Mile road at Southfield and at Woodward; on East Maple opposite the Dearborn Motors Corp. plant; on N. Adams road at the railway viaduct; and on N. Woodward at Quarton.

THESE LOCATIONS were carefully selected with reference to street access and the potential number of families to support

each center. Definite boundaries would prevent their expansion. The traditional apartment building, like the old ribbon of commercial development, is obsolete.

"Today people that rent desire light, air, and the beauty of a tree-shaded lawn as much as the home owner," Barr said. "A renter also needs space to park his car and that of his guests. Therefore, a modern development for rental housing needs land space to provide the proper setting and service."

"If such a setting is provided, there is no reason for owners of single family dwellings to fear such developments. In fact, the rental development will probably have its structure more widely spaced than the homes in the traditional subdivision pattern."

SUCH RENTAL developments will accommodate elderly and

young couples not interested in or able to assume the responsibility of maintaining the individual home. The living quarters are smaller, which results in a higher density of population. For these reasons it was planned to locate such developments near trunk sewers and close to public transportation.

In developing the master plan, Barr and planners working with him prepared a detailed map of the city showing existing land uses. This is different from a map showing zoning because it was designed to show accurately how every plot of land within the city was being used.

The rapid growth of the city has added some 400 new homes to the map since it was developed, and vacant land shown on the map is rapidly being used up.

THE PROPOSED land use pattern took into consideration not the present use of the land but what could be considered as use 10 or 20 years from now. It "cleans up" a lot of "spotty use" through consolidation and better grouping, they believe.

If property is designated on the land use map for commercial purposes, no park, or for streets to be opened or shut. It does not mean that such changes will come to pass for many years, even after the plan is adopted.

The present Merrill street extension through Baldwin park to the West Maple street bridge was first proposed in the master plan developed for Birmingham in 1929 and even though it has been known for some 20 years it is only now being activated.

The plan will only be a guide to determining future thinking streets, wherever possible, and development of future residential areas, existing large properties in accordance with an overall street pattern.

It is not possible to change a city's existing street pattern radically, but present-day needs may make alterations desirable. To protect residential areas from an undue amount of automobile traffic, it is best to provide a system of local service streets, collecting streets that will lead to neighborhood destinations or that major streets, and arterial streets to carry the heavy traffic.

This does not mean that every local street should be crooked, but that streets should be arranged conveniently so that every area of the city is accessible.

THE AUTOMOBILE has also changed the accepted length of a city block. Today a residential

block between 1,000 and 1,400 feet in length is preferred if it does not block pedestrian access to important centers like schools. This lengthening of the block length will also reduce overhead to taxpayers for street paving and maintenance, it is pointed out.

The master plan recommends the following street closings:

- 1) Sheffield, from the northeast side of Cheltenham to the southern side of Lincoln, to the right-of-way to be used for park purposes.
- 2) Torquay from Lincoln to the city limits, also for park purposes.
- 3) Torquay from Lincoln to the city limits, for park purposes.
- 4) Dixie from Maple south to the city limits, for park purposes.

"There is no need for both Dixie and Yankee streets from the standpoint of traffic circulation," said Barr.

"NO RESIDENCES face Dixie, but two homes face Yankee. The closing of Dixie is dependent upon the simultaneous closing of the alley between Dixie and Yankee and south of Yosemite."

(NOTE: The City Commission two weeks ago authorized the closing of the alleys and postponed consideration on the closing of Dixie.)

5) Close the present road connection between Manor Park and Big Beaver road across the railroad right-of-way, because railroad crossings at grades are to be avoided and because the plan proposes the extension of Quarton Road (Big Beaver) from Woodward, making this hazardous crossing unnecessary, can be used for park purposes.

6) Salisbury Lane from Manor Park to the railroad, using the land for recreational purposes.

7) OAKLAND AVENUE from North to Adams to give Adams School greater recreation space and to protect school children. At present this section of Oakland avenue is roped off during school hours.

Closing of the development Brandan, permitting development of an efficient playground. At present the road is in use.

8) Linden from Shirley to Chester, permitting development of a playground and eliminating a traffic problem for the schools.

boundary to the east. The lots facing Clawson (Fourteen Mile road) are too small and efficient land use requires a project development to include the whole block, or at least a replatting of the 14 Mile Road frontage. The Methodist and Lutheran Church plans

assume use of the entire block. 2) Alley parallel to East Maple between Adams and Columbia and alley parallel to Yosemite between Dixie and Columbia. (The City Commission has already approved abandonment of these alleys.)

3) Alley parallel to 14 Mile Road between Pierce and Grant, regrouping narrow lots for satisfactory residential use.

4) ALLEY PARALLEL to Southfield between 14 Mile Road and Canterbury, creating desirable residential lots instead of holding the land for commercial development.

5) Alleys parallel to Wallace within the area bounded by Lincoln, Southfield, Hanna and Stand-

more

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