

# Land Study for Industry Plans for Future Proposals

"The expanding network of expressways in the Detroit region is providing a progressively greater asset for the location and development of industry," said Paul M. Reid, in releasing a study of off-rail industrial sites, completed by the staff of the Detroit Metropolitan Area Regional Planning Commission.

"Our radial and circumferential expressway system is opening up sites for manufacturing plants in spots with excellent transportation connections for both raw materials and finished products."

Reid, executive director for the commission, continued, "From 1950 to 1960, 407 manufacturing plants were established beyond the borders of Detroit in the out-county areas of Oakland, Wayne and Macomb.

and urban services, the off-rail an urban planning assistance grant from the Housing and Home Finance Agency of the federal government.

The demand for off-rail lands was determined from a projected manufacturing employment of 735,000 in the four-county region by 1970 and by using the current distribution of the employment between on-rail and off-rail locations.

A total need of 4,800 acres was calculated for 1970. In order to provide a choice of sites, approximately 6,680 acres of additional off-rail industrial land are allocated on the plan—the largest share (4,290 acres) in Oakland County.

"THE STUDY" started in May, 1960, was partly financed through

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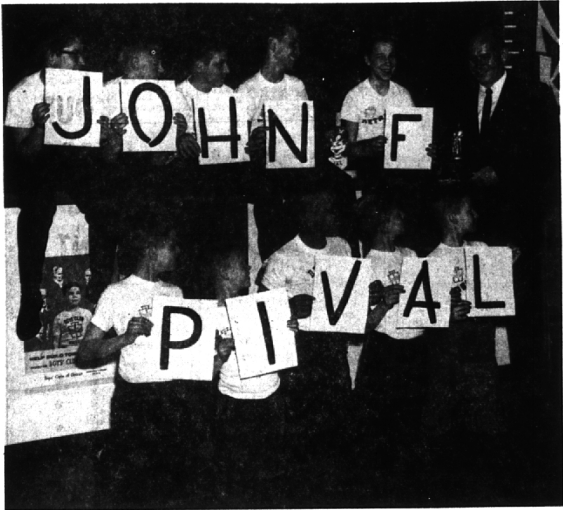
"THIS OUTWARD movement of plants has become a trend in a number of the metropolitan areas of the nation. It is imperative that attractive and economic sites be selected and developed to accommodate and take advantage of this trend."

The report and proposed plan form the second and concluding part of the "Industrial Inventory and Off-Rail Industrial Lands Plan Study."

The Off-Rail Industrial Lands Plan supplements the earlier industrial proposals as contained in the Regional Land Use Plan, adopted by the commission in 1947. The land use plan uses the railroad network as a basis for most of the industrial locations. The off-rail plan augments the industrial pattern by recognizing the proposed system of expressways and the dispersion of manufacturing plants as important factors in allocating new industrial areas.

Capital investment in the American steel industry has doubled in 10 years, from little over \$6 billion in 1950 to more than \$12 billion in 1960.

THE PLAN is based on the premise that the raw material and finished products will be transported via the proposed express system of highways. Along with the relation to expressways, labor force



## Township Man Honored

As the announcement of the winner of the annual "Man and Boys Award" of the Boys Clubs of Detroit was being made, the youngsters above spelled out his name. The winner, John F. Pival, 6327 E. Thorncrest, Bloomfield Township, is president of WXYZ,

Inc., Detroit, and the statuette he is holding is the highest award presented by the clubs. Pival was honored for "outstanding contributions to youth, specifically through the medium of broadcasting."

## AAA Urges Con Con To Retain Amendment

Automobile Club of Michigan has urged Michigan Constitutional Convention delegates to retain the language of the "anti diversion" amendment in the present Constitution.

The amendment specifies that gasoline and weight taxes must be used solely for the construction and maintenance of highways.

The Auto Club was a principal supporter of this amendment, which was passed in 1938.

In a letter sent to all con-con delegates, Frederick N. Rehm, Auto Club general manager, said the anti-diversion amendment "should be retained and not confused or grouped with diversion amendment." He said the elimination or weakening of the provision could seriously affect motorists and automobile manufacturers, result in interest rate increases in high-

way bond issues, threaten Federal aid to Michigan's road building program and increase present motorist taxes.

REHM CAUTIONED delegates that insertion of the phrase, "as defined by law," into the section of the new Constitution that earmarks motorist taxes would open the way for diversion of highway funds for "any number of so-called 'safety' purposes."

"This could include State Police appropriations, driver training, financing present highway safety sections at the University of Michigan, Michigan State University and other universities, the State Safety Commission and many other things," said Rehm. "It is even possible that pressure might be exerted to subsidize mass trans-

portation, such as the D.S.R. (Detroit's transit system)."

The Auto Club spokesman noted that failure to retain the present anti-diversion language in a new Constitution or approval of the "as defined by law" phrase would be a "tragic mistake."



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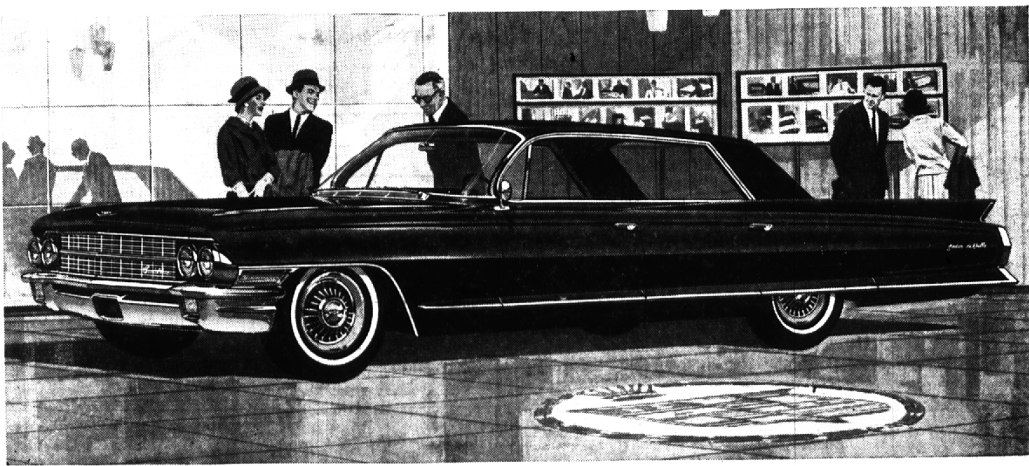


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