

# Farmington Observer

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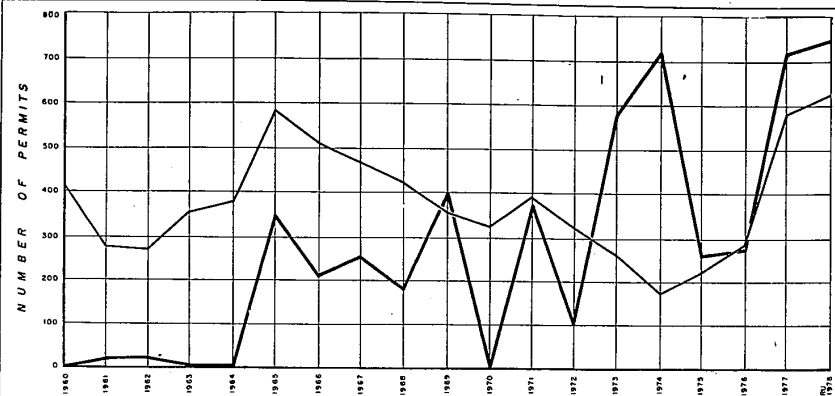
Farmington, Michigan

66 Pages

Twenty-five cents

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## Hills prepares for population boom



Single family and multiple family construction is on the rise in Farmington Hills, as illustrated in this graph provided by Vilcan-Leman Associates. The heavy line shows the progression of multiple

family construction (that really took off after 1972) and single family construction that is expected to increase this year.

By MARY GNIEWEK

More housing, schools, offices and industry will be needed to accommodate an expected population increase in Farmington Hills, according to a just-released update of the city's master plan.

The plan, prepared by Vilcan-Leman Associates of Southfield, projects that the population of Farmington Hills will reach 77,860 by the year 2000. The latest population figure, recorded in 1977, was 55,500.

According to the plan, the city will reach its population capacity at 95,385. Of that, 70 percent will live in single family houses, 29 percent in multiple family dwellings and 1 percent in condominiums.

"The philosophy behind the plan is to develop a residential community with just enough services and tax base to sustain it," said Hal Rowe, supervisor of zoning.

"We won't see any drastic changes," Rowe said. "The master plan is merely a guide, but a very good guide. It is the way the city fathers wanted to see the town develop."

The general goals of the plan are:

- To create desirable living areas free from through traffic.
- To preserve natural features of the land.

- To provide all uses of land necessary to serve residents.
- To encourage land uses that will provide a sound tax base.

THE OBJECTIVE of the plan is to achieve balance of land uses in the city.

"Another purpose is to protect the zoning commission," Rowe said. "It carries a lot of weight in court."

According to the plan, residential and office construction will continue to escalate next year.

"We're moving very fast on single family construction," Rowe said. "Lots are being planned. Two-thirds of section seven are left, the rest is committed."

The plan shows that while more than half of the land in the city is devoted to single family houses, multiple family construction rose 86 percent — more than any other type of construction — since 1965. During the same time, industrial use rose 64 percent and office construction 76 percent. Both are expected to climb.

In relation to surrounding communities, the 60-page plan shows that Farmington Hills gained more population (a 14 percent increase) between 1970 and 1977 than Southfield, Farmington or Livonia. The net gain was less than West Bloomfield and Novi, which experienced population increases of 30 and

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## It's pothole season—again

### DPW tracks down missing roads

By MARY GNIEWEK

It's that time of year again. Smooth open highways and winding subdivision streets are being transformed into pockmarked demolition courses and, in some cases, disappearing all together.

That's the word from the Farmington Hills Department of Public Works (DPW) maintenance division. Supervisor Ed Taylor says that if your favorite

road is disintegrating or buckling quicker than a volcanic eruption, be patient. Chances are it's already on the list of roads to be tended by the 15-man DPW road crew.

"We never know where it's going to be the worst," said maintenance foreman Tom Trice. "Last year we closed off Eight Mile and Farmington Road because it got so bad. This year we're having problems on a 200-foot stretch

of 13 Mile. And we can always count on Tuck and Eldred to go out each year."

Taylor explained why gravel roads give out.

"Little springs and rivers underground flow to lower elevation areas from a half-mile around in each direction. The dirt roads become impassable when ponds of water form. Some habitually disintegrate."

Maintenance foreman Walt Karolak

said Farmington Hills' 90 miles of gravel roads need six times the maintenance of asphalt streets. That includes liquid calcium chloride spraying a half-dozen times during the summer to keep dust at a minimum.

Karolak said one way to repair mud-softened roads is to fill them with large boulders.

"IT DISPLACES the water," he said.

The DPW crews also build stone bridges over softened areas to set a firm foundation. Farmington Hills' 115 miles of paved roads aren't immune to winter's wrath, either.

"This is the best time of year for potholes," Karolak said.

"Frost forms at night, then melts during the day. Water gets under asphalt, then freezes and expands popping asphalt chunks loose."

He likened pothole fixing to a dentist filling a cavity.

"The sides of the hole must be cleaned thoroughly. Then the material is poured into the hole and compressed until it holds."

The worst result of last year's spring thaw (after a grueling winter of heavy snowfall) left maintenance workers shaking their heads in disbelief.

"A large road grader got stuck in the mud at Nine Mile and Middlebelt and the rear axle and wheels fell off," Trice said. "It took two days to get it out of there and towed in."

The other foreman agreed that mud is twice as bad as snow.

"It keeps sucking you in deeper."

From towering road graders to compact cement rollers, the DPW stores 133 pieces of equipment on its nine-acre site at 27245 Halsted.

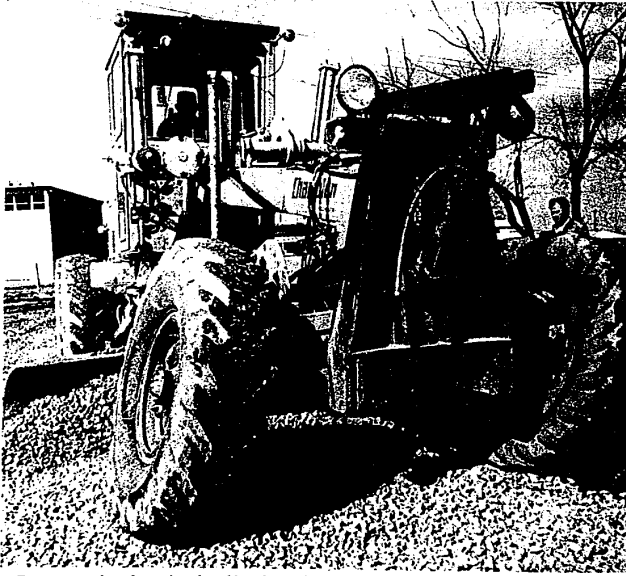
Ditch cleaning is another maintenance requirement for gravel roads.

"DITCHES ARE important to the stability of the roads," Trice said. "The water has to have a place to drain off. It's a never-ending procedure — ditches have to be cleaned after seven years. We keep the cycle going."

Farmington Hills road maintenance is paid by 51 state highway funds. Truck weight and gasoline taxes and license plate fees are funneled back to local communities based on population and road mileage through Act 51.



Farmington Hills DPW foreman Walt Karolak checks out a road which is about to get a layer of gravel. (Staff photo by Harry Mauthe)



Every year when the spring thaw hits, the road grader does its job in preparing the roads for a smoother ride. (Staff photo by Harry Mauthe)

## Brodhead appointed to budget committee

U.S. Representative William Brodhead, D-Detroit, has been named to four task forces on the House Budget Committee.

Brodhead, whose district includes Farmington, Farmington Hills, Southfield, Redford Township and northwest Detroit, has been appointed to task forces on defense and international affairs, tax expenditures and tax policy, state and local governments and regulations and spending limitations.

The defense panel will consider expenditures for national defense and such programs as foreign aid. The tax expenditure task force will cover such things as tax incentives, de-

ductions and credits, as well as the economic aspects of government organizations and regulatory policies. The state and local government task force will study the overall impact of federal economic and budget policies on the states and their political subdivisions. This panel will consider the revenue sharing program which comes up for renewal in 1980.

The regulations task force will be responsible for evaluating the economic and social effects of government regulations as well as the impact and effectiveness of various plans to limit government. (Continued on page 8A)

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## Great Scott markets vacate 2 locations

Two of three Great Scott supermarkets in Farmington Hills will close permanently within the next two weeks in a move by the grocery store chain to avert bankruptcy.

Stores at 32906 Middlebelt (near 14 Mile) and 24065 Orchard Lake (near 10 Mile) are among 22 of 57 Great Scotts in Michigan that will close before April 14. The store at 29650 Orchard Lake Road near 13 Mile is one of 39 that will stay open.

Allied Supermarkets, parent company for Great Scott, filed for protection from creditors under Chapter 11 of the bankruptcy laws in Federal Court last November. It was ordered by the court to come up with a financial plan that would "turn the company around," according to one source.

Some 5,000 Great Scott employees, members of the Retail Clerks, Meatcutters and Teamsters unions, voted Friday in Madison Heights to approve the plan. Great Scott will retain

80 percent of its employees on a floating basis to other stores based on seniority.

"The stores that are low volume, non-profitable and poorly staffed are closing," said one spokesman. "The older stores are not big enough to accommodate stock or traffic to serve today's needs."

"We hope this change will switch volume over to nearby Great Scotts. The employees will move to other stores based on seniority."

A spokesman for the retail clerks said no union endorsement of the plan was made. The company claimed the only alternative would have been to close all the stores.

Allied is headquartered in Livonia. The Midwest division serves Oklahoma, Kansas and Texas with Humpty and Ideal supermarkets. Seven of 56 of those stores also will close in the next two weeks.