

Farmington Enterprise & Observer

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YOUR HOMETOWN NEWSPAPER

58 pages, 5 sections

15c a Copy

Philip H. Power, Publisher

today's
hot line

what's inside

New Editors

R. T. Thompson has been promoted to executive editor of the Observer Newspapers, and Tim Richard to news editor. The resignation was announced by Publisher Philip H. Power following the resignation of Editor Don Hoenshell, who is moving to Lansing.

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New Art Form

Has styrofoam replaced granite as the sculptor's favorite molding material? Sculptors at the Orchard Ridge campus think so.

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Candidates Tell Why

What do charter commission candidates think about a single city for the Farmington Area? And why do they think they are qualified to study the idea?

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On The Go

A lady is visiting from Washington to arrange a clean air conference and incidentally make a few points about air pollution. Read about her in Margaret Miller's Women on the Go.

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Big Month

The League of Women Voters is beginning one of its biggest months in its history.

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Rat Trappers

Housewives in Farmington Township are concerned about a drainage ditch nobody wants. They claim the drain is infested with rats, and one housewife trapped a rat to prove it.

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"We're so pleased
and happy ...



We sold everything except some of the small items and we're very pleased with the results," said Mrs. L. Meekins. Use Observer Want-Ads to buy, sell or trade.

SIX YEAR old complete, 14' up-right freezer, folding bed, microwave, color TV, stereo, 2 pair of shoes, ceramic greenhouse, copper enamel, portable Royal typewriter, four 16015 tires, four 165X 14 tires and other items. 476-0000.

Classified WANT ADS
422-0900

Domed Stadium In Southfield? 'The Answer's On Its Way'

By EMORY DANIELS

About the only thing that can be said to Farmington residents alarmed over the prospect of a domed stadium in Southfield is: "The answer's on its way."

When the decision will be made is pure conjecture at this point but the answer should come before the end of October.

The earliest a decision could be made is today, the financing commitment of investors pushing the Southfield site expires today.

EXPIRATION of that commitment could sound the death knell for the Southfield proposal, but the commitment could also be extended for an indefinite period.

Robert Forte of Farmington Township is heading the private investors seeking a commitment for the Southfield site.

The Farmington Enterprise & Observer asked Forte whether or not the commitment would be extended. "We really don't know yet," Forte replied. "I have talked to the financial institu-

tions involved but we haven't really come up with anything yet," he replied Monday.

Forte said his group does have a definite target date in mind when the offer will be withdrawn but would not disclose what that target was. "That's between us and the clubs," Forte explained, referring to the Detroit Tigers and Lions who will be the major tenants of the domed stadium.

"We haven't given up hopes," Forte said.

THE INVESTORS propose to build the stadium on a 203-acre parcel located east of Inkster Rd. between 11 Mile and 1-696, on the eastern border of Farmington Township.

The Southfield offer is the only proposal to date which can finance the stadium complex with private funds.

The answer, when it comes, will be heard from John Fetzner and William Clay Ford, owners of the Tigers and Lions respectively.

Since the Tigers will be the largest tenant of the stadium, Fetzner's desire will carry the

most weight.

Fetzner has been studying the Southfield proposal but is withholding judgment while Detroit presents its argument for a downtown stadium on the river-site.

The proposal for the downtown stadium has been made by the Greater Detroit Chamber of Commerce.

THE CHAMBERS' package calls for a stadium to be built on 27.5 acres west of Cobo Hall. Design for the stadium was prepared by Smith, Hinchman and Grylls Associates.

Detroit's offer envisions a stadium with between 50,000 and 60,000 seats and 19,400 maximum parking spaces. Spaces for 4,600 cars will be provided under and around the stadium with other parking facilities located within a 15 minute walk.

The Chambers' studies show that a stadium with a seating capacity of 60,000 would require 15,000 parking spaces.

Cost estimate range from \$50-\$100 million. If the preliminary study is approved, the chamber will conduct a second

study to examine means of financing the stadium.

The chamber hopes to gain the endorsement of Governor William Milliken before Oct. 15. Efforts are being made now to arrange a meeting of Milliken with Mayor Jerome Cavanagh, city officials and chamber leaders.

IN COMPARISON with the downtown site, Southfield offers a 203-acre site, 73,000 seating capacity and 20,000 parking spaces.

Fetzner has said his minimum requirements are a seating capacity of 60,000 and 20,000 parking spaces.

With the chamber's disavowal of Detroit's stadium plans, the competition between Southfield and Detroit backers is keen and real.

Forte's ace, at this point, seems to be the \$50 million in private capital his group has to finance the complex.

In addition, Forte points to a 60-page feasibility study conducted by Arthur Young for \$40,000.

The study included a survey

of where Tiger and Lion fans live and the findings were that 85 per cent of the Tiger season ticket holders live in the suburbs, Forte said.

Forte and Fetzner both decline to comment on reports that the group of investors backing the Southfield site made an all-out effort a couple of months ago by offering to purchase the Tigers.

Fetzner said he has not approved nor rejected the offer and declined further comment.

SELECTION of the Southfield site also is dependent upon rezoning of the parcel by the Southfield City Council.

But action on the rezoning cannot be taken until petitioned for and Forte says a formal application will not be filed until Detroit is eliminated as a possible location.

The Southfield study is also based on speculation on what the council would do if rezoning was applied for. The council stepped a petition from Southfield residents opposing the stadium by placing the question on the ballot for November

1970.

Although the council's position remains unclear, the Southfield Planning Commission has recommended action which would eliminate the Southfield stadium site.

The commission has recommended rezoning which would produce a downtown center in the area of 11 Mile, Telegraph and Franklin Rds.

Included in the area the commission wants zoned Regional Center is the stadium site. The commission was split by a 4-3 vote.

FARMINGTON city and township governments have gone on record opposing location of the stadium at the proposed Southfield site.

Other sites mentioned in the past for the stadium include Pontiac, Walled Lake and Taylor.

But the competition has narrowed down to a contest between Detroit and Southfield. And the answer will come from Fetzner.

Welcome Signs

City Reinforces Image

By ELIZABETH WISSMAN

Visitors to the City of Farmington will now know where the city begins and the rest of the world leaves off.

New at each entrance to the city are four signs. They are placed at the City's entrance on Eight Mile and Farmington Rd., at the north end of town at Orchard Lake and 10

Mile, and at both ends of Grand River.

The signs measure approximately three by five feet and the design for them is the creation of Candace McDonald, 18,

daughter of Mr. and Mrs. Art McDonald of 33905 Schaale.

A 1969 graduate of Farmington High School, Miss McDonald is a freshman at the University of Michigan and plans to enter the school of architecture or study jewelry design.

She is the designer of the signs the dignitaries cars carried in last summer's Founders Festival parade. She also designed many signs for activities at Farmington High School.

Describing her winning design, Miss McDonald says: "I tried to reflect Farmington's heritage and what Farmington stands for. The Beautification Committee's emblem in the corner sort of reflects Farmington's modern day image."

Miss McDonald's design was selected by the City Beautification Committee and City Manager John Dinan. The winning design was one of two submitted to the city beautifiers.

Gus Trikes Sign Co. carried out Miss McDonald's design on a beige-pink background with black lettering with the beautification emblem in the corner worked in black on a white background. The sign is bordered in wood resembling redwood.

Materials used in the sign will reflect lights at night and catch the eyes of passers-by.

Commenting on the city's new trimmings after they were erected, Dinan said: "We hope the signs will give the city a better image. They will show people that we are friendly and welcome them to the City of Farmington."



NEW IMAGE — New at each entrance to the City of Farmington is this sign with the City of Farmington Beautification Committee emblem in the upper corner. The sign was designed by Candace McDonald (center), shown here with City Manager and Beautification Committee chairman, Mrs. John Richardson. (Event photo)



HONORED — Fred Hamlin of Farmington glances down as the 1969 Outstanding Citizenship Award of Farmington Veterans of Foreign Wars Post 4033 is pinned to his lapel by Post Commander Robert Weatherford. The presentation was made at the post's 24th anniversary celebration. Hamlin was honored for his extensive work on behalf of youth. (Event photo)

Single City Means

Better Roads

(On Nov. 4, Farmington area residents will be asked to decide whether a nine-man Charter Commission shall write a charter to combine the four governmental units into a single, new city. A reason why a Charter Commission should be given the chance to explore the benefits of consolidation is given below in the second in a series of articles on what a single city means.)

One of the strongest services a single government for the Farmington Area can provide is better roads. And better roads mean more accessible transportation for everyone in the community.

The largest governmental area in the community, Farmington Township, must rely on Oakland County for road improvement money. Because the county has many other roads to build, the township fails to get No. 1 priority.

Thus, 70 per cent of the township's roads are unimproved. Not only dirt roads are causing headaches for residents, but major arteries such as Orchard Lake and Farmington Road north of Grand River need widening.

The township now does not receive gas and weight tax refunds from the state as cities do. If consolidated, the entire Farmington community would receive gas and weight funds for its total population to spend on road improvements.

This would result in a substantial increase in money for road improvement on local and major roads. It would be easier to widen Orchard Lake, for instance, since the larger return from the state would provide more funds to match with Oakland County.

And finally, one government with a common boundary will have jurisdiction over the community's roads. A single government, common boundary, and more gas and weight funds would result in better roads for the entire area.

That's what consolidation means.

—The Enterprise & Observer

Has Williamston Learned What Farmington Seeks?

By WYLIE GERDES

Renovation of a downtown business district blighted by traffic loss to I-96 will be detailed at a meeting Oct. 9 at 8 p.m. in the city hall.

The experiences of Williamston, a town on old Grand River between Lansing and Farmington will be explained at a joint meeting of the city council, planning commission and city beautification committee.

Mrs. John Richardson told the planning commission of the plans for the meeting.

been invited to the meeting and others interested in downtown redevelopment are welcome.

WILLIAMSTON, with a population of about 2,000, used a combination of "private enterprise and community pride" approach to improve the appearance of its business district.

Mrs. Richardson said, "The three-year program, named 'Operation Face Lift,' involved Williamston residents volunteering their services as painters, carpenters and decorators. Businesses participated on a voluntary basis.

For the project, the community won a national award

which was presented in Washington, D. C. last May, Mrs. Richardson said.

The project began after I-96 routed traffic from old Grand River which runs through Williamston.

Mrs. Richardson said Mrs. Harold Plets, former president of the Williamston Board of Commerce, will make a 45-minute presentation on "Operation Face Lift."

IN OTHER business, the planning commission met Monday evening to begin work on a master plan for the area west of Farmington Road, between Freedom and Alta Loma.

City Manager John Dinan said