

# RE-PLATTING IS AN EXAMPLE OF NEW BUSINESS ERA

(Continued from previous page)  
sites for small, cheap buildings. Mr. Fleming thereupon purchased the property, which was 350 feet wide and one-half mile long, adjoining Builder's Park on the west to protect Builder's Park owners.

Early in 1926, Louis Tarabusi purchased the Riley Adams property of 80 acres, adjoining the Fleming holdings on the west, and a 70-acre tract known as the Builder's farm, the latter with approximately one-quarter mile of frontage on Farmington road and a half-mile depth.

It also happened that early in 1926, the Oakland County Board of Supervisors adopted modern up-to-date platting regulations. The most important feature in this new law was that no street could be platted less than 60 feet in width. This action made it practically impossible for property lying beyond Builder's Park Subdivision to the west or south to conform with its streets. However, Mr. Tarabusi did have a street plan designed for the Riley Adams "80" by George H. Ruhling and Company. This plan was entirely unsatisfactory because it did not and could not conform with Builder's Park. Mr. Ruhling, however, explained to the Township Board that under the new platting law this was practically an impossibility and there seemed no way to intelligently plat this land unless Builder's Park was vacated and a new plat, that would conform with theirs, was substituted.

This seemed like a difficult task because so many lots had been sold, but it was very obvious that if it could be done and a beautiful modern curved drive subdivision covering this entire area of 230 acres could be substituted, that the market value of this property, because of its increased desirability and the guarantee to Builder's Park-owners of high-class restrictions to the west and south of Builder's Park, would be increased in value at least a third. Mr. Fleming, therefore, told Supervisor Bond that if Louis Tarabusi would have his engineers design a real masterpiece in curved drive subdivision planning and if restrictions were very carefully and scientifically prepared to fit this subdivision that he would undertake the task of vacating

## FARMINGTON VS. ROYAL OAK—A COMPARISON

Ten years ago Royal Oak was a small village four miles from the limits of a city of a half million.

Today Farmington is a small city about four miles from the limits of a great Metropolitan city of three times a half million.

Farmington and its trading territory, including all of Farmington Township, are included within the Detroit Metropolitan Area recently designated by representatives of the Detroit Board of Commerce, the Bureau of Government Research, and the communities included in the district.

Builders' Park and of getting the percentage of those who had purchased that the law required, to join with him.

The remainder of 1926 was spent in preparing this street plan and the restrictions to be used thereon.

When this plan was presented to the Township Board, it was received most enthusiastically and acclaimed by members as the finest plan that had come before the Township Board.

Mr. Fleming then engaged Mr. Charles Wilson and Mr. Frank Doty, now Circuit Judge for Oakland County as attorneys to direct the legal steps necessary to the vacation of the old plat. Because of a large number of purchasers in the subdivision a great many details had to be taken care of and many delays could not be avoided. Therefore, the final steps were not consummated until September 1927.

In commenting on the events in connection with the vacating and re-platting of Builder's Park, Supervisor Bond said recently: "We believe that the delay, the expense and the effort put forth was more than justified because we believe that this section is now bound to play an important part in the task of making Farmington one of Detroit's finest suburban cities. On the other hand if this had not been done, poor and unattractive street planning would undoubtedly have brought cheap homes and a development that would have regarded and greatly injured the reputation of this community."

## Business And Civic Leaders Favor Careful Restrictions



JOHN J. SCHULTE



RUFUS N. CROSMAN



HARLEY D. WARNER

### REALTY ON GRAND RIVER IS ACTIVE

(Continued from previous page)  
by men interested in this section. The following article appeared in a recent edition of the Real Estate Section of the Detroit Sunday Free Press:

"That real estate conditions are materially improved, and that the active broker is going to do a big business in 1928, were assertions by Raymond Gould, of the Stormfeltz-Loveley company, at last Wednesday's meeting of the brokers' association. Mr. Gould cited present activity out Grand River avenue in support of his assertions, this activity including:

"The start of excavation work by the Sears-Roebuck company for the building it is to erect on Grand River near Oakland boulevard.

"Construction of a building at Chicago boulevard and Grand River to be occupied by the Griswold-First State bank for a branch, the third floor steel now being in place.

Excavation for the basement of a new store building on Grand River near Highfield.

Near completion of the Bird & Co. store.

Recent completion of a two-story brick building on Grand River at Meyers, all stores being now occupied.

The extension of paving on Schoolcraft from Mill road to Telegraph road a distance of three miles.

Laying of car tracks on Coolidge highway.



WELLS D. BUTTERFIELD

Farmington business and professional men and officials have voiced their approval of restrictions upon real estate such as prevail in Fleming's Roseland Park. Among them are Mayor Wells D. Butterfield, architect; Harley Warner, banker; Rufus N. Crossman, real estate and building; G. Frank Weaver, president, Farmington Exchange Club; John J. Schulte, attorney and Farmington Corporation Counsel. What these men have to say of the value of careful restrictions will be found on the back page of this section.

## PROSPERITY WILL BE GREATER THAN IN 1926—FORECAST

(Continued from previous page)  
of production and sales by that concern is expected to give an impetus to business which will extend not only to the motor industry generally, but to the many lines of industry which feed raw material into the automobile plants, and to the railroads which supply transportation both for finished cars and the raw materials.

"Surveys of the business record of 1927 so far have shown but a slight average decline from the levels of 1926, and that year was the best in the history of the country. Yet since April the Ford Motor company practically has been inactive. Expert opinion here makes no effort to conceal the importance of that concern as a factor in the economic structure of the country. Not only has its suspension of activity been reflected in automobile sales, but in orders for steel, textiles, tires and other accessories which go into the manufacture of cars. Labor also has been affected.

"Therefore, it is argued, if the business of the country could almost hold its own with 1926 prosperity, even with so important an individual factor as Ford out of the picture, a pronounced advance must take place with the Detroit concern in operation again.

"Out of a variety of reports and estimates it seems fairly well established that Ford has substantial orders booked for his new car. These orders will start the ball rolling and those who have held off will come into the market. Sales of automobiles all the way up the scale of prices should show an increase. The motor industry, now one of the chief supports of the country's economic structure, should feel the effects of new and delayed business. Although the Administration favors the maintaining of the automobile tax, Congress probably will reduce, if not entirely repeal it. This would help to stimulate sales.

"It is not the measure of success of the new Ford that is being counted upon here to give prosperity another push forward. It is the general reaction to resumed activity by Ford that is counted upon to give 1928 a better start than 1926 had with an equal chance for a record finish."

# BELIEVERS IN FARMINGTON'S FUTURE:

We believe that Farmington is at the beginning of the greatest building-up period in its history.

It is our agreeable task to aid not only individuals but the community to build toward a greater future.

## Farmington Lumber and Coal Company

BUILDERS' SUPPLIES—COAL

We have spent over 30 years watching Farmington grow. We have always been and always will be glad to do everything possible to make this a bigger and better community. We honestly believe that the near future is exceptionally bright and the prospects unusually good, for a rapid, healthy growth.

Everybody's enthusiasm makes just these things come to pass.

## Farmington Hardware Co.

A little slackening of business activity need not discourage anyone as to the opportunities in real estate. I am as firm a believer in real estate as the basis of fortunes, as ever—and I urge you to

INVESTIGATE

## West Point Park

Harry S. Wolfe

Developer of Garden Grove Subdivision

THESE advertisements of a number of Farmington's leading business-men reflect their confidence in Farmington's future and their optimism as to the immediate expansion of the Grand River district. These men know Farmington and are qualified to judge its possibilities, even as they are planning to share in its certain growth and prosperity.

Most Farmington business-men have backed their judgment by not only engaging in business but by also investing in real estate in this section, demonstrating their faith in this community.

This bank showing over \$800,000.00 deposits, at the end of its first ten years existence reflects the rapid growth and development of this community. We believe this is a fair indication of the growth Farmington may expect during the next decade.

## Peoples State Bank

The Bank Good Service Is Building

Old Fashioned Courtesy Modern Banking

"When Better Automobiles Are Built, Buick Will Build Them" and if we believed there was a town with better prospects than Farmington, we would not be here today.

## Geo. K. Checketts

Sales—BUICK—Service

## 1/3 OF A CENTURY

Over 30 years ago "Believers in Farmington" organized this institution. From a "four corners" Farmington is now on the threshold of great things.

Our development of one of the "four corners" is definite proof of our confidence in Farmington's future.

## Farmington State Savings Bank

"THE OLD BANK ON THE CORNER"

Farmington will develop and prosper because the foundations of its future are secure. Any builder knows that the value of his building depends largely on the kind of foundation he constructs.

We furnish solid foundation material for all buildings—also "VENTO" Puttyless Window Sash—lasts indefinitely, opened in an instant.

## Farmington Concrete Works

Farmington is on the road to its great development. Its location and its advantages give it a splendid start toward growth and prosperity.

We also start people right—with the finest of gas and oils, and first-class service.

"STAROLINE GASOLINE IS BETTER"

## Earl Vivier

Grand River at Grove—Farmington