

Lichtman from page 1A

and several other Jonna family members also donated. Stein and others said Lichtman should have abstained under the circumstances. But the mayor said he sees it differently. "I voted for it on its own merits," Lichtman said. "I'll make no bones about it. Gary (Jonna) and I are good friends. He does good work, and this will be a good project for the city."

Lichtman added that not voting on issues because someone involved had contributed to a campaign would tend to stop people from contributing to political campaigns.

Councilman Aldo Vagnozzi, who opposed the project, said he has abstained on votes where there was either a conflict of interest or the appearance of a conflict, such as votes on contracts

where the AFL-CIO is involved, his full-time employer until his recent retirement. But Vagnozzi added that it is up to the public official in question to vote or abstain.

"That's a decision that each individual has to make," Vagnozzi said.

City attorney John Donohue said that the city code prohibits any specific *quid pro quo* amounting to a bribe.

"Other than that, there's no blanket prohibition about that kind of thing," Donohue said.

Lichtman said Jonna's proposal was close to what the original zoning would have allowed and has other features, such as protecting a large number of trees and providing a wide green belt and sound barrier, that another proposal might not have.

"Not allowing development is not an option," he said. "I'm afraid that if we didn't allow this project, we'd end up with several small ones that wouldn't be as good, and we'd have no control if they met zoning."

Donohue said in light of a California case that went to the U.S. Supreme Court, cities have to be careful about what projects they turn down.

"The impact of that case began to come into play about five years ago," Donohue said. "Up until that decision, cities could be sued and if the developer won, the zoning would be changed. Now, not only is the zoning changed, but the city is liable for what's called the 'temporary takings,' the money the developer would have made from the time his project would have been built."

Donohue added that as a planned unit development, the city was able to negotiate many terms of the proposal it would not have been able to had it been proposed under conventional zoning.

Stein said that if the city is worried about developers suing, maybe it should be a little more concerned about residents taking action. With that in mind, Stein is circulating petitions that would place restrictions on the development.

She said it is not a legally binding petition, but one designed to impress the council with the depth of opposition to the project. "It's our neighborhood," she said. "We should have a say in what goes there."

Stein said anyone interested in obtaining a petition may call her at 477-7381.



First shopping trip: Still dressed for their wedding, Bob Killinger and Kathy Wykes pick up a few things in the store where they were married.

Wedding from page 1A

Farmington Hills donated the karaoke slips, and Gary Pierce of Southfield provided the karaoke machine.

Cattleman's provided food trays. Iverson's Bakery, in the same Farmington shopping mall, gave the couple their wedding cake. Magic Planet, on the other side of the store, provided five large pizzas.

Livonia's West Fenckel Bakery, which supplies the store with bread products, gave the couple baked goods for their reception.

'We met when it was Oak Farms, and he continued to pursue me after it (the store) became Cattleman's Market.'

Kathy Wykes

The honeymoon was postponed. Wykes, in fact, was on duty in the checkout line at Cattleman's.

Violence from page 1A

elson, coordinator of the school's Health/Family Life Program.

Related community initiatives were discussed by the two police departments, under the direction of Chief William Dwyer, Farmington Hills chief of police, and Gary Goss, Farmington public safety director.

Although reports were not given by all existing community organizations, the community enjoys the benefits of participation from the Farmington-Farmington Hills Multicultural/Multiracial Community Council; Farmington Youth Assistance; Farmington Hills Commission on Children, Youth and Families; and Farmington Families in Action.

Farmington Mayor Arnold Campbell said that he has long pushed for such a meeting.

"But, we always had to consider everyone's schedules," Campbell said. He added that the task force could help to defuse situations before they become full-blown conflicts and help to deal with bully situations.

Farmington school superintendent Bob Masfield said the joint meeting gave everyone a chance to get involved.

"This is a reaffirmation of a communitywide commitment," he said.

Some fear projects to drive traffic problems

BY BILL COUTANT
STAFF WRITER

A shopping mall proposed for northeast Farmington Hills has residents divided about the benefits and costs of development.

A proposal to build a Home Depot store on the north side of Northwestern Highway near Orchard Lake and a 65-acre project that would include a large retail store, such as a Super Kmart, and its own service road on the south side of the same road have gotten plenty of notice lately.

Added to that, the state highway department is planning to make some \$26 million in road improvements in the area.

Some of the area's residents, including those in West Bloomfield bordered by 14 Mile Road, have seen enough development and the traffic that goes with it.

"We can hardly get out of our sub as it is," said Joel Katz. "They're talking about a 24-hour Kmart and a grocery."

Although the property is in Farmington Hills, the problem and the effects of more development are a regional problem, Katz said.

The area is attractive to commercial developers because of the affluent populations living in Farmington Hills and West Bloomfield, said city planning director Dale Countegan.

Northwestern Highway and 14

Mile are already a traffic problem, in part because of the many offices that let out at rush hour. The developers say that stores would not add to that glut because there would be no hours of concentrated traffic.

Many residents living in the area have applauded the idea, because they say the 65-acre mall, in particular, would add infrastructure including much-needed city water, sewer and road improvements.

Countegan said that is a legitimate need for the area, but one the city and residents would not be looking at in the near future.

But Katz said many of those residents in favor of the development are more interested in being bought out and leaving the traffic woes for those who aren't moving.

Countegan said that he's heard that some of the potential offers for property in the area are quite generous.

Mike Dowdle, who represents the development company NCC-3, which is planning to build the mall south of Northwestern, said Northwestern Highway is already zoned for commercial use, making it unlikely that there would be any new residential building in the area.

"The area has no sewer, no city water and is isolated," Dowdle said. "It's been left behind in terms of development. To me that

Shopping spree?

1. A proposed Home Depot super store on the north side of Northwestern is on hold for now. The store would sit on 12.41 acres.
2. A mall with a Super Kmart store on 65 acres west of Northwestern will get a close look from the Farmington Hills planning commission. The complex would include road and sewer improvements, but opponents see it as another magnet to shoppers in an area already swamped by too much traffic.

TAMMIE GRAY/STAFF ARTIST

suggests that it would be a favorable area for redevelopment."

And according to Dowdle, the ring road proposed for the development along with other improvements would not worsen traffic on Orchard Lake.

"The advantage of retail in the area is that it doesn't let out all at the same time the way office use does," he said.

And if there is a regional issue that West Bloomfield and Farmington Hills are concerned with, it's traffic. At a joint meeting of the Hills City Council and West Bloomfield Township Board on June 15, MDOT representatives discussed plans for widening 14 Mile, 15 Mile, Orchard Lake Road and making improvements to Northwestern.

Bill Hartwig, a MDOT administrator, said Northwestern had originally been planned as a main route to connect with U.S. 23 at Fenton.

"Basically, the project kind of languished," Hartwig said.

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