City's on road again

The city of Farmington will continue to maintain Farming-

continue to maintain Farming-tion Road through an agree-ment with the Road Commis-sion for Oakland County. The agreement for 1995 calls for the county to pay the city 34,416.90 for upkeep of the read from Eight Mile to Grand River. That works out to 38,094.06 a mile, which is a 3-bervent increase from last year. That comes on top of a 5-per-cent increase from the previous year.

year.
For several years, Farming-tion didn't receive any increase.
City Manager Frank Lauhoff credits working with Country Commissioner Donn Wolf and road commission representa-

tives for the turnsbout.

Councilman Richard Tupper said a 5-percent increase is in

order.

"These roads are taken better care of than in any other community in the immediate area," Tupper said. "There's no reason why we shouldn't be given a reasonable amount of money to do that."

The city sometimes spends twice the amount it receives from the county for upkeep, which includes crack sealing and snow and ice removal.

The agreement is preferable because the city can provide a higher level of maintenance, of-ficials said.





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Timbercrest plan tabled for study

A controversial project facing an uphill struggle against public opinion and the Farmington Hills City Council is getting another look from the city — maybe its

look from the city — maybe its last.

After developer Gary Jonna, representatives of Voters' Voice and city officials met for the third time Aug. 11 to negotiate the Timbercreat development on 92 acres of the southeast corner of Middlebelt and 12 Mile, the parties agreed to ask the city council to table action and meet in a study seasinor or seasions.

City manager Bill Costick said in a memo to the council that despite an apparent impasse on issues, including the size and type of commercial shopping center planned, a study seasion with the council might help the process. But a guest column in Monday's Observer made it clear that Jonna inc's enjue to concrete enough.

Observer made it clear that Johns isn't going to concede enough,

said Sharon Stein, chairwoman of Voters' Voice.

"After seeing the article in the Observer, it think that further nepotiations would be useless," he said in a standing-rome-only city council chamber Monday night.

Jonns said his article simply stated the background and philosophy of the proposed planned unit development, adding that personal attacks against himself and city council members were "unwarranted and unfair."

"It's regrettable that there have been more personal attacks than focus on the issues," he said.

Most of those issues have been under discussion for more than a year since Jonna's first proposal, which included a large retail store—Source Ciub — and more than 200 housing units, came before the planning commission. After the city council woted to reconsider approval of a scaled down version that included 180 detached single-family houses and a shop-

ping center with no giant retailer, the negotiations began.

Jonna proposed cutting the number of house to 165 from 180 and increasing the minimum frontage to 70-75 feet from 68 feet. He also proposed a commercial mail at the corner of Middlebelt and 12 Mille that included a grocery store, but would limit hours of operation, and a stand-alons restaurant.

But Voters' Voice members, who are also involved in a recall effort against Mayor Larry Lichtman, want to start over with existing zoning and go from there.

Trust, or the lack of it on both sides, dominated public comments that leasted for about two hours and remains the primary is such as a proper of the start of the st

Susan Lindquist, an environ-ment engineer with Ford Motor Co., presented findings from a traffic study and also concerns about the environmental impact of the proposed project.

Lindquist pointed out that the traffic study used the national average of 1.6 whicles per household. In more affluent communities such as Farmington Hills, that average is higher, ahe said. In addition, the four-phase algnaling proposed for the intersection would worsen traffic, which is 54 percent "passby," or motorists who do not live in the srea. Even if the traffic estimates were correct, the road and signal improvements would not improve traffic patterns to anything close to the standard for urhan areas nationwide, Lindquist said.

The project would also violate state Department of Natural Resources and legal restrictions on wetlands, retention basins and runoff, she said.

The council voted unanimously to table consideration of the project and meet in a study session with Jonna and Voters' Voice members before bringing it back for action.



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