

## Unfortunate But the Only Alternative

The action taken by the City Council last Tuesday night in approving plans to "go it alone" with a spring and fall recreation program for City of Farmington citizens only, disturbed us somewhat even though we had known for some time that it was going to happen.

The Enterprise can in no way be critical of city officials for taking this action, however, even though it is disturbing to us. They were left with no choice in the matter other than to follow this course or leave things as they presently are.

Our disturbance, we are sure, stems only from the fact that we see this action as another blockade against ever being able to get a well rounded recreation program developed for the whole community. The Enterprise has a long-standing record of being strong advocates of well rounded, year-around-recreation programs as being beneficial to any community.

Funds are just not available for the community-wide, year-around recreational program that would be desirable. Furthermore, it has been apparent for some time now that there is not going to be any real big push in the township to obtain the necessary funds in the foreseeable future.

What we will now have is, a very limited six week summer recreation program under the sponsorship of the Farmington Area Recreation Commission which will be almost totally dependent upon how much the city and township will be willing to contribute yearly. In addition we will have the city only fall and spring program, but it is very unlikely that this will ever be able to be expanded into a well-rounded total program either. Unless there is a substantial change in thinking, township citizens will very likely have to be content to find their recreation in private local clubs or groups or go outside the area.

No one will ever be able to say that a real effort wasn't made, however. A vigorous drive was made to establish a year-around, community-wide recreation program a few years back. The Farmington Jaycees and other interested local citizens worked diligently to get the program set up.

(The program that was proposed in the beginning was not an elaborate or expensive one but it would have required a small special tax levy for property owners in the township. When the proposition was put to a vote in the township, however, it was soundly rejected.)

More and more township home and property owners are being saddled with heavy special assessment levies for the extension of water and sewer facilities to their property and will be paying for years to come. It is very doubtful that the majority would be as willing now to absorb a small additional special levy for recreation, or in the years to come, as they would have been two or three years back.

Anyone who has ever lived in, or been involved in, a community with a good, year-around recreation program knows that it has great value.

It appears that we will just have to be content with an incomplete and fragmented recreational program in the community in the years ahead. The Enterprise looks at it as necessary but unfortunate.

and it marked the climax of many months of work for members of the group.

The least we can do in appreciation of these worthy efforts extended in our behalf is to take cognizance of the facts and circumstances which brought about the establishment of this historical marker. Everyone should take the time to read the inscription on the marker and learn some interesting history about our community.

Also there is an historical marker on the grounds of the Botsford Inn, noting that establishment as a stagecoach stop on the route from Detroit to Lansing. There aren't many communities in the state which can boast of having so large a claim to the state's early history.

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## Public Letterbox

Farmington City Planning Commission  
Farmington, Michigan

Subject: Apartments — Flood Plain

Gentlemen:

My name is Roland C. Hill and my wife's name is Gertrude P. Hill. We live at 32267 Valleyview Circle and wish to object strenuously to the erection of apartments in the flood plain area. It was our earnest desire to attend the planning commission's hearing for the rezoning of the property in question on Monday, September 18, 1965. However, we shall be out of town and will be unable to do so.

Therefore, I respectfully request that this letter be read aloud at the meeting and that it become a part of the record.

I am amazed that the Planning Commission or the City Council could entertain any consideration for such a project on the flood plain area in view of the February 1963 report of The United States Army Engineers. This is the report requested by the Farmington City Council in a resolution adopted August 29, 1960.

A portion of this report is as follows: quote "The studies have conclusively shown that the river has extensively used its flood plain in the past, and

will do so again to pass future flood flows. Thus, any person building a structure in the flood plain can expect to be damaged and should build with that hazard fully in mind. Further, the adverse effects of filling in the flood plain must be recognized by all responsible citizens and officials." Un-

THE FACT THAT the proposed buildings are to be erected on stilts does not alter the fact that since there is to be parking of cars beneath the buildings, such parking of cars would restrict the flow of flood water in the case of a severe flood just as much as any other type of fill.

These floods come without warning and any transfer of the parked cars could be impossible. Even if they could be moved in time, where would they be transferred to? They would probably be rushed to Grand River Avenue creating a public safety hazard and amidst utter confusion!

In addition it is obvious the parking areas would have to be of concrete or black-top pavement and this would prevent the natural absorption provided by the bare ground. Any hindrance to the flow of severe flood waters will cause extensive damage to many homes now located in the flood plain.

It would appear that the permission of home building in the flood plain area was a mistake. It would now seem to me that to rezone the flood plain property and to permit the building of multiple dwellings would be to compound the error.

Although I cannot believe the erection of the proposed buildings on concrete pillars will enhance the appearance of this community, my primary concern is the possibility of flood damage to the homes of those of us who have invested a good portion of their life's savings.

It is our hope that in making your decision you will carefully consider the above. Thank you.

Respectfully yours,  
Roland C. Hill  
Gertrude P. Hill

CC: Farmington Enterprise  
Farmington City Council

### REPORT from LANSING

State Representative

Raymond L. Baker



#### PUBLIC UTILITIES

1965 LEGISLATION There were numerous public utility bills introduced in the 1965 Legislature, and among them were a dozen or so devoted to tighten regulation of railroads. Some were approved, but many measures attracting heated controversy (such as proposals to require the building of an overpass at every railroad crossing in communities of more than 10,000 people, restrict freight trains to length of 70 cars instead of the present 150 or so, and require a flagman to operate on every train) fell by the wayside.

Major legislation enacted this year which will affect railroad, truck, and other public transportation systems include measures to:

Allow tractor and semi-trailer combinations a maximum weight of 16,000 pounds per axle on any 2 tandem axle assemblies, provided the total weight does not exceed 73,200 pounds—thus making Michigan trucks competitive with those in surrounding states.

Exempt vehicles used for the transportation of grain and all vegetables from the jurisdiction of the Public Service Commission. (Previously, trucks, green vegetables and sugar beets were the only produce items exempted.)

INCREASE FROM 25 to 30 miles the distance a truck may operate beyond its home city without meeting standard requirements relating to driving time limitations, sleeper berths and daily operation logs.

Extend the permissible range of operations of city bus lines (now limited to 10 miles from city limits).

Allow public transportation relief from county taxes (applicable only to Detroit

street railways). In the past such a utility has had to pay both state and county taxes, as if it were privately-owned. (Revenue loss to Wayne County is estimated at \$145,000 per year.)

Grant public authorities operating mass transportation systems a tax exemption for leased as well as owned vehicles, provided the leased property is owned by the company which is under contract to the public authority.

Continue indefinitely the tax relief for city and suburban public transportation systems, under which they pay an annual fee of \$25 for buses in lieu of weight taxes—at an estimated cost to the state of \$65,000 per year.

Hold railroads financially liable for fires started by trains drawn by diesel and other type locomotives. (Law previously specified only steam engines.)

IMPOSE STIFFER penalties for railroad blocking vehicular traffic on public streets or highways for more than five minutes by increasing the fine for each such obstruction from \$25 to \$500 and providing a maximum of 90 days in jail for persons responsible; also, make it a punishable offense for a railroad to permit successive train movements to obstruct traffic until vehicles previously delayed by such train have been cleared or until a period of five minutes has elapsed between train movements.

Require railroads to petition the Michigan Public Service Commission before discontinuing or changing schedules of existing passenger trains in order that the Commission may determine whether, in the light of public convenience and necessity, such action is justified.

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- TUFFING OR DUSTING draperies, chenille bedspreads or other articles that need airing. Place in dryer on "no heat" setting and allow to tumble for 5-10 minutes.
- REMOVING MOTHPILL odors from clothes that have been stored. Use "no heat" setting and short tumbling time.
- BATHING SUITS & SNOW SUITS can be dried in preheated dryer with bath towels to which have been in dryer during preheating. Dark towels are advisable with dark fabrics.



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## The Farmington Enterprise

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