MALLS&MAINSTREETS

Somerset from page 6A

prises, not facing the homes along this street." Shoppers inter-viewed at Somerset Mall and Oakland Mall said they welcome Nordstrom's - one even waved her Nordstrom's charge card.

Competition for Hudson's

Competition for Hudson's
"Nordstrom's will give Hudson's a run for the money," said
Judy Collins of Grasse Pointe.
"My family shops at Nordstrom's
whenever we travel. Their service
is wonderful. You can't always
find help at Hudson's when you
need it."

"I think it's great, just great that Nordstrom's is coming to De-troit," said Alice Baker of Bir-mingham. "There will be more jobs created, more values for shoppers, the competition will keep other stores on their toes."

Joe Rivard, director of opera-tions for Jacobson's in Birming-ham serged

tions for Jacobson's in Birming-man, agreed.

"We welcome good competi-tion," he said when asked if he was worried about losing custom-ers to Nordstrom's. "Competition makes everyone do better. It's good for the community."

Sue Screnson, spokesweman for Dayton-Hudson in Minneapo-lis, had this to say.

"We welcome Nordstrom's, too," she said. "Competition is good for everybody. In Minneapolis and Chicago we are already in the same malls with Nordstrom's. In some stores our sales are higher than Nordstrom's late of the mine they are not a full department store, as is Hudson's. Nordstrom's carries no hardware."

Hudson's president Dennis Toffolo reaffirmed the importance

rouson's president Dennis Toffolo reaffirmed the importance of Hudson's Oakland Mail store, leas than three miles away. "There will be very little cus-tomer transfer to this new store from other Hudson locations," he said. "The Somerset location just sets us closer to our customers gets us closer to our customers and that's the number-one con-cern in our customer surveys —

cem in our customer surveys—convenience."

Sine laughed at the thought of being mayor of Michigan's shopping capital.

"I would say Troy already became that with the opening lest year of the expanded Somerset Collection," she said. "I believe Somerset II is a good concept. It's welcomed in our city, it's been on the drawing boords for 25 years. It's creding. It's breathaking. It's challenging. We will now have a jewel for the "Golden Corridor."

akland wins road fund bout

BY TIM RICHARD

STATY WARES

Rick Fessler, now back at law practice in Oakland County, should be pleased with his successors in the state Senate.

In 1987 Sen. Fessler, R-Union Lake, chaired the committee that put Oakland's name on a pot of highway money — \$107 million since then.

"And Dan Murphy (former county executive) said I never cid anything for Oakland," Fessler said in a recent interview.

Last week three current Oakland Republican senators beat down a concerted attempt by neighboring Wayne and Macomb counties to change the formula in their favor. Under it, Oakland got 40 percent of so-called Category C funds, because its road network was greatly affected by new office and industrial growth.

'Power play'

'Power play'

'Power play'
"It was purely a power play by
Ed McNamara (Wayne County
executive)," said Sen. Mat
Dunaskiss, R.Lake Orion. "He
had at least eight lobbyists. He
really had a crew up her."
Dunaskiss was alded by Sens.
Michael Bouchard, R-Birmingham, and David Honigman, RWest Bloomfield, in turning
back the Wayne-Macomb effort
to cut Oakland's share from 40
percent to 32, a projected loss of

LANSING

\$2 million a year.

That effort — led by Sens. George Z. Hart, D-Dearborn, and aided by Chris Dingell, D-Trenton, and Robert Geake, R-Northville — would have raised Wayne's share from 16 to 20 percent and Macomb's from 20 to 24 percent. Genesee and Kent counties would have continued to get 12 percent.

The total pot is expected to be worth \$232.2 million a year over the next five years.

"Oakland is the fastest growing. That's where the need is," Dunaskiss told the Senste.

"The counties agreed upon the formula (in 1987). Now Wayne County, in a display of pure political greed, wants the giant's share of the pie."

"Now you're changing the rules in mid-stream," agreed Bouchard. "You (want to) throw the rationale to the wind." He quoted a University of Michigan economists' study that said "Oakland will continue to be a major force propelling Michigan into the 21st century."

"Ow as for congested roads," Bouchard said in only a for congested road miles in Michigan, and Oakland agreed to accept only 40 percent of the money," said Honigman, who

won Pessler's Senate seat in 1990. "On the merits, we should retain the present formula.

Bringing the pork

Bringing the pork

"This was created some seven
or eight years ago when Oakland
needed that money," countered
fart, whose district includes
Garden City.

Hart and Dingell argued that
Wayne, with 2.3 million people,
deserved more help on its infrastructure than Oakland with
11 million.

frastructure than Oakland with 1.1 million.

Not so, said the Oakland senators. "Oakland has 900 more miles of local roads (than Wayne)," said Dunaskiss. "Wayne is losing population. Those people are fleeing to Oak-land," added Honigman.

Hart had won the change benefitting Wayne and Macomb in committee, but the Senate adopted Dunaskiss' amendment restoring the formula on a 23 to 14 unrecorded roll call vote.

With professional admiration, Sen. Doug Carl, R-Utica, Fes-sler's successor as committee. chair, said, "I commend Fessler and (former Sen. Doug) Cure for doing a masterful job rage-ting pork for their districts."

Davison out

Before sending the transpor-

tation funding bill to the House, the Senate also:

Stripped out Hart's amend-ment to have the state take over ment to have the state take over the Davison Freeway, now maintained by Wayne County. The mid-Detroit, freeway connects the Lodge (US-10) and Chrysler (1-75) freeways. An outstate senator complained that the Davison contains five chemically contaminated sites that would drain the state to clean up. (Fessler said in the interview that the Davison, one of the nation's oldest freeways, ahould have been maintained by the state long ago.)

■ Told Wayne County to use half its share of category C mon-ey to maintain county roads in Detroit.

Berjottd Detroit's effort to lo-cate a railroad tunnel to Canada at Detroit rather than Port Huron, where Grand Trunk Western Railway Intends to build. "There will not be a tun-nel in Detroit," said Sen. Dan DeGrow, R-Port Huron. "It's foolish of Detroit to fight or there will be no tunnel at all. Grand Trunk made a decision, with their money, to build it in Port Huron."

Then the Senate gave the bill 27-9 approval. All area senators voted yes except William Faust, D-Westland, who was absent.

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