

Bolsen from page A1

and they have three daughters. "This is a community I am proud to be in for many reasons," she said.

The Citizen of the Year award honors people for their outstanding service to the community. This is the fourth year the Farmington Area Jaycees has hosted the event.

Many community leaders in both Farmington and Farmington Hills were on hand at the dinner Tuesday. Farmington

The Farmington Area Jaycees hosted the event.

Mayor James Mitchell and Hills Mayor Nancy Bates spoke to the audience about the importance of volunteers.

Mitchell said the last sentence in the Jaycees creed says it all: "Service to humanity is the best work of life."

Golf from page A1

was opposed to the golf course project.

"What is in it for the majority of residents of Farmington Hills? Especially in the south end?" she asked.

Mayor Nancy Bates said the city purchased the property from the Farmington Public Schools to help prevent commercial development.

Johnston accused the council of caring more about profit than about preservation. "You're on page profit and I'm on page preservation," she said.

Her comments angered one city council member. "Don't tell me what page I'm on," Council-

The San Marino expansion is on a former landfill site.

man Jon Grant said. "Let me tell you, it's not profitable sitting up here. I resent that implication."

Councilman Chris McRae said golf courses are considered "prestige" amenities in the real estate world and that the golf course addition is what residents want. Voters several years ago overwhelmingly turned down a city proposal to buy land for the purpose of not developing it.

"The people of the city were not interested," McRae said.

The bond sale resolution was one of many aspects of the San Marino development that has been approved by Hills council since discussions began more than three years ago.

The San Marino expansion is on a former landfill site and is being redeveloped under a Michigan Department of Environmental Quality "brownfield" plan. The city is getting \$1.5 million from the state.

The city spent \$4.2 million for the 11 Pine southwest property at Halsted and 11 Mile and \$1.1 million for an additional parcel, added to the 90-acre development.

Noise

from page A1

ture," he said.

Here's how living walls work: Hardy native plants that can withstand a variety of elements are planted primarily towards the bottom and the roots act as anchors to help make it stable. Living walls can be built nearly vertical — and as high as 18 feet — the average height of a semi truck exhaust pipe.

Larry Shoup, a Farmington Hills resident and retired pharmacist who has studied freeway noise extensively, said he likes the idea of living walls. He lives roughly 1,800 feet from the highway, north of Eight Mile and east of I-275.

"I'm glad to hear that (Bates) is continuing to look into this," said Shoup, who has lived in the same home since 1973.

Closing windows, staying indoors and wearing earplugs has become the norm for residents living along I-275. But some have even resorted to high technology. Shoup said that some homeowners have installed window "inserts," similar to those used in windows at Detroit Metro's new terminal. They are designed specifically to block out noise.

A study performed by the Michigan Department of Transportation last year showed the average decibel level along I-275 between Five Mile and just past Nine Mile to be 82 decibels, Shoup described that as being similar to the noise level of an electric can opener.

"It's right at the borderline of being noise that impairs hearing," Shoup said of the 82-decibel reading. In hearing loss, the ciliary hairs lining the ear canals break off.

The State Transportation Commission will discuss a statewide sound policy at its 9 a.m. May 23 meeting inside the aeronautics auditorium at Lansing's Capital City Airport.

The meeting is open to the public, said Ari Adler, director of communications with MDOT.

"We'll be addressing what's going on now and what might be done in the future," Adler said, referring to noise abatement.

Shoup said he believes people's health may be more at risk if they live near noisy freeways. Though no studies have been done, he said people who live with nearly constant noise may be more prone to suffering problems such as hypertension and anxiety, which could be linked to sleep deprivation.

Livonia resident Sandra Carroll said she has become accustomed to not getting enough sleep. The first semi trucks start rumbling down the road at about 4 a.m. each day.

"It's not my typical time to wake up," she said.

Carroll, a retired saleswoman, has lived in the Laurel park subdivision, south of Six Mile, east of I-275 since 1988.

The worst noise times are morning rush hour, from about 4-10 a.m. and evening rush hour, from about 3-7 p.m.

"It creates a higher level of stress," Carroll said.

Power student makes top 100 in geography

For the third year in a row, Power Middle School eighth grader Joel Knight made the top 100 in the state for the geography bee.

Joel will be a student representative for People to People for three weeks this summer. He will be traveling to England, Scotland, Ireland and Wales.

He also plans to take time to try out for the "Jeopardy!" television game show.

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