

Value Judgments Necessary

(Continued from Page 1)
letter, those meetings have not been conducive to an objective assessment of the merits of the case. I also hope to indicate, briefly at least, some of the good reasons against incorporation.

It will be recalled that the move to incorporate the Township was precipitated by the fear of losing the Township's industrial park through annexation by another community. One of the findings of the subcommittee on financial aspects of incorporation was that the industrial park, when fully developed, would contribute \$440,000 towards the cost of running the Township. It was stressed that this represents 15 percent of the cost of local government.

However, an objective look at the situation shows that the cost of local government constitutes only about 10 percent of the total tax burden on the community, which is largely made up of school and county taxes. A saving of 15 percent of 10 percent thus amounts to a mere 1.5 percent of the total tax. This does not appear to be a very significant amount, especially not when it is also remembered that it is the projected saving for that still distant future when the industrial park is fully developed. Meanwhile, as taxpayers already know, our total tax millage has increased by 1.6 percent last year and by 22 percent the year before.

When this argument was presented from the floor at the last meeting of the study committee, it was rejected by the chairman with the comment that "statistics can be used to prove anything." No such comment was made when the tables of figures in the finance subcommittee's report were approved by the committee. The new Northern Contractors following that firm's declaration of bankruptcy, but withholding some funds subject to the Township's decision on the financing of the industrial park.

● Voted to take bids on a four wheel drive pickup truck for the police department;
● Set April 26 for a public hearing to determine the necessity of establishing a special assessment district for sanitary sewers for Grand River Creek No. 1 and No. 2 and Assessor's Grand River Creek No. 1 and No. 2;
● Voted to terminate the committee's last meeting. The committee's last meeting was held on April 26 for a public hearing to determine the necessity of establishing a special assessment district for sanitary sewers for Grand River Creek No. 1 and No. 2 and Assessor's Grand River Creek No. 1 and No. 2.

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It is this relatively small saving worth becoming a city, which many of us may want—ever after reading the study committee's statistics?

Is it worth accelerating the development of our community when most of us came here to enjoy a more rural environment—[not forever, at least for as long as possible]—and indeed it materializes—worth having to put up with a local government whose attention is divided between realty and residents and the sometimes conflicting interests of industrial parks and developers?

In the public hearings in the Township Boardroom in its private capacity—is at once the chief proponent of incorporation and chairman of a subcommittee of the study committee, arguments like the above have not been admitted. They were objected to as not being factual. It is the study committee, however, that is dismissed as being merely emotional.

They represent the wishes and concerns of many of the residents of the Township. Their reasons for settling here, it is unlikely that they should have been motivated solely by the desire to have a local government. I am sure that subjective wishes concerning their environment make their decisions, along with the kind of value judgments consumers—and taxpayers—make when they spend their money. Whether it be for a car or for local government. And has it ever been suggested that the Township should purchase a car as a purely factual?

All this suggests that value judgments on the nature of the community we desire must be accepted as being just as valid currency in the debate on incorporation as facts and figures on the economic and financial aspects. If they are not so accepted, then, indeed, one can delude oneself into believing that there are no arguments. In fact, there are many more such arguments, which, it is hoped, may be heard on other occasions. At this time I want to make one other point.

Much has been made of the fact that, as a city, we would have our own charter and thereby delineate our character. However, if the present motion to incorporate is carried, the charter will be drawn within the framework laid by those who circulated the petitions to incorporate: One city, 34 square miles in area, excluding the City of Farmington, but including the Villages of Quakerwood and Wood Creek Farms as well as large tracts of undeveloped land.

I believe the Township Government made a mistake in concurring with an election on incorporation at this time and on these terms. Rather, a comprehensive study of the issues, including the wishes of the population, should have preceded the circulation of petitions. Such a move might well have shown that incorporation is premature and that the plans for a city of Farmington should have included the present City, or that the interests and wishes of the people could be better served by the incorporation of only parts of the Township, or by the eventual formation of two or three new cities.

Consideration of any of these alternatives has been made "irrelevant" to the premature filing of petitions for incorporation. A comprehensive look at all possibilities and an opportunity for the residents to participate in formulating plans for their community's future—not merely to vote yes or no on a very limited choice—still seem the most desirable course. To do it now requires, first of all, the defeat of the present motion to incorporate Farmington Township as a city.

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MAKING PLANS for the Memorial Day Parade are from left, Hubert Barth, chairman; Charles Currie; Alana Mattox, treasurer; Joe Gibbons, chairman; Hilda Currie, secretary; and other members of the committee not pictured are Robert Smith, Harry Kutsche, John Fougere, and Frank Kutsche. The Joint American Legion-Veterans of Foreign Wars venture is scheduled to begin at 10 a.m. May 30.

Who Can Find Deed?

(Continued from Page 1)
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Schools

(Continued from Page 1)
to Fink, and Fink from Stockton to Orchard Lake Rd.

LARKSHIRE—South boundary the same as Shawnee's north boundary. Transfer strip along in sections 25 A and C back to Middlebelt Elementary, making Middlebelt Rd. the east boundary line for Larkshire. Changes are recommended north of 10 Mile Rd. It will be necessary to move the Deal Room to a new location for the year 1967-68.

MIDDLEBELT—Students who attended Middlebelt school and who live north of 14 Mile Rd. will be returned to the Eagle School. Students in sections 25 A and C back to Middlebelt this year to relieve Larkshire. (These students were transported to Larkshire on a Safety Study).

All other elementary boundaries should be stable for the 1967-68 year. In 1967-68, the new elementary school in Section 4 should relieve the 10 Mile elementary school. Enrollment figures indicated that no changes will be needed for 1966-67 in the junior high school. However, problems could arise in 1967 as the new fourth-junior high school is not completed by that time.

One change is being made in high school boundaries. The surge of 10th graders to Farmington High School for 1966-67 has created a problem. The school board has decided this would bring school attendance to 1,325 when the facilities can accommodate at most 1,200 students.

To relieve this condition 10th grade students (about 97) living in Sections 24, 25 and 36, east of Middlebelt Rd. are being assigned to North Farmington with an exception being made for students who have brothers or sisters in the 11th or 12th grades at Farmington High School. This exception will affect 20 students. They will be given a choice of attending either high school.

Hall Replies to 'Double Talk' Charge

"It looks as if Aldo Vagnoti will again be the Democrat Party's candidate for Township Supervisor, he seems to have already begun his campaign," Farmington Township Supervisor Curt Hall commented last week in answer to the Vagnoti's charge of "double talk and contradictions" on the part of the Township officials in pushing for incorporation.

Vagnoti reportedly made the comments during a monthly meeting of the Farmington Democratic Club of which he is chairman.

"During our last campaign," Hall continued, "I did tell the voters that Farmington Township has had an excellent relationship with Oakland County and I have given a sympathetic hearing on our problems. What we said then was that we were saying now is simply that the County Road Commission just doesn't have enough money to take care of all of the problems that exist throughout a county the size of ours."

Hall noted that the county's budget limits it to maintain only for local subdivision roads. He further emphasized that the problems facing the citizens who have complained recently about the roads require more than mere maintenance and in many cases could be solved only by reconstruction of the road.

"Most of these roads were put in a year or two ago, before the Road Commission adopted the present stringent construction regulation," Hall said. "Responsibility for the roads constructed in the first place will ultimately have to be reconstructed. Reconstruction of the roads is being done by the Study Committee. I indicate that as a city we would have more money to spend than the county is available for use in our area," Hall concluded.



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Planners

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be regular houses. "When there is something new both sides have to give," he said, "but you people aren't willing to budge at all."

A request from the Michigan Bank to construct a shopping center and bank in section 2 of Orchard Lake Rd. just south of Northwestern was denied when the commission learned that the bank was still negotiating to purchase six lots which were designated as parking on the proposal.

In either action the Board voted to hold over a rezoning request from the Thompson Brown Company for industrial, town houses and local business from residential in section 30 when William Bowman, who filed the request was not present.

The commission did indicate, however, that it didn't think much of the proposal and would probably deny it next month. Charles Lorton said the proposal "stinks" and Grace Richardson moved to have the petition denied last week. However, Percy Gardhouse moved, when the Richardson motion died for lack of a second, that the proposal be held over until next month to give the proponent a chance to be heard.

Softball Teams Ready To Go in Farmington

(Continued from Page 1)
light was needed for safety reasons. One woman termed the idea of not considering a traffic signal a safety device "old fashioned."

Residents also contended that the county was not really obtaining a true traffic count due to the fact that a great number of residents in the Township so used their way to avoid the intersection.

Norma Backe of Holly Hills Farm said that she thought the main problem at the intersection was "confusion" in the minds of the drivers. She pointed out that motorists on Middlebelt stopping for the stop sign expected cars on 13 Mile Rd. to also stop.

This sentiment was echoed by other present who asked either for a signal or a four-way stop corner. Osgood said that studies had proven that four-way stop corners in areas such as this increased rear end accidents.

Osgood said that during 1963 there were 15 accidents at the corner with 40 injured and 12 killed, while the 1964 figures were 12 accidents, 12 injured and one killed. During 1965 there were 10 accidents at the intersection with 24 injured and no fatalities.

One member of the Roads and Bridges Committee, Henry Case, supervisor of Bloomfield Township, said that he thought the intersection was a problem of law enforcement and not traffic safety.

"I think you good people should give Mr. Hall the power to ease the police department so that they can enforce the law and write tickets," he said adding that this course had been taken in the problem areas in Bloomfield Township.

Ruth Poris of Holly Hills told the committee that Farmington Township Police Chief Irving Yakes had told her that the intersection was not a question of traffic enforcement and that the corner was both frustrating and expensive for the force.

The residents pointed out that a total of 32 school buses go through the intersection each day and asked if it was necessary to have a serious accident involving one of these buses to obtain the traffic signal.

LeRoy McEntee, lawyer for the Oakland County Road Commission, pointed out that under the law if a signal is installed where not specified the county could lose all of the gasoline and weight taxes returned to the county for road maintenance. He added, however, that he did not know of any case of a traffic signal ever being installed or attempt made to install a signal because of conditions peculiar to a particular intersection.

Cost of installing a signal was placed at \$1,700 by the Road Commission although they emphasized that cost was not a factor.

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Friends and acquaintances of former Farmington residents, Barbara and Ross Leach, who moved here from Cincinnati, will be surprised to hear that they will soon be on the move again from their home in Cincinnati to Atlanta, Ga. Somehow, we feel Barbara and Atlanta were made for each other. Now, Barbara will be a true Georgia Peach!

Guests and members enjoyed the Annual Luncheon of the Women's Missionary Society at the First Presbyterian Church of Farmington. Hostess Chairman was Arlene Chettleburg, president of the Society. Betty Steinkamp, President of the Farmington Church of the Presbyterians, reviewed the purpose and endeavors of the Church. Miss Bertie Laugherty, treasurer, reported on the Baptist Friendship House was a most interesting speaker.

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HEENEY-SUNDQUIST FUNERAL HOME
A Funeral Home For Over 75 Years
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1/2 Black North of Grand River

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