

Five Accidents In Hills This Week; Only One Injured

ONE OTHER accident took place Thursday at Lahser road near Long Lake road. Although three cars collided, no one was injured.

Three accidents occurred in the Hills, on Labor Day, but damage was slight and no one was injured.

After one of the accidents, a Detroit driver was arrested for driving under the influence of liquor and his five passengers were arrested for drunk and disorderly conduct.

James Reddick of Detroit pleaded guilty to the drunk driving charge Tuesday in justice court and was fined \$15 or 25 days in jail. He was committed to the county jail until the fine is paid. His passengers were all sentenced \$15 or 10 days in jail.

Parking

(Continued from Page One)

eventually must decide it because of city charter requirements. We have to act tonight because Thursday is the deadline for putting anything on the November 7 ballot.

"However, if you property owners don't mind a few more months delay—with your properties still frozen from a selling standpoint—then I have no objection to the proposal being held up as late as next April."

Gall objected to any definite action Tuesday night "because this would give tacit approval of the measure at the polls."

SEVERAL IN the audience said they would prefer to hold the public discussions first with the possibility of coming up with a more agreeable alternative, before taking definite action to place a proposal on the ballot.

Commissioner Chad M. Ritchie told Gall: "I honestly don't believe anyone will find a better parking plan than the one which has been presented to us in report form, tonight by the plan commission."

Mulloch admitted that the group's plan was to try and block the plan at the city commission stage, then at the polls, and finally in the courts if the voters approve it.

"If the courts decide against us, then we will have to acquiesce," he added.

REGARDED OF the method of financing, the basic plan differs but little from the one announced over a year ago.

It calls for development of three parking lots over a period of between three and four years: Lot A on the northwest corner of Willis and Bates, capacity 199 cars; Lot B at the southerly end of the block bounded by Oakland, Fernside, Hamilton and Park, capacity 253 cars; and Lot C in the block bounded by Woodward, Broadway and Merrill, capacity 298 cars.

These lots are designed for a total capacity of 850 cars. This capacity could be increased by multi-level construction if more space is made necessary by a continued high rate of growth in Birmingham.

Plan commissioners also point



Last Saturday evening the Fairfield Homes residents gave their largest party to date, when 90 guests arrived for a picnic supper and card party in the adjoining back yards of the W. Scott Purvis' and Randolph Heizer's.

In addition to the continual parties being given to welcome newcomers in the neighborhood, the entire group gets together for an evening such

as this year's party given by Mr. and Mrs. Robert Caselbury, Mr. and Mrs. Randolph Heizer, Mr. and Mrs. John Stiff, Mr. and Mrs. Lloyd Evans and Mr. and Mrs. W. Scott Purvis.

The group also keeps a roster which shows representatives are from most of the 48 states and three foreign countries.

(Joe Wheeler Photo)

out these advantages to the plan:

SITES OF THE LOTS are within easy walking distance of the business area they are designed to serve. They would be attractively landscaped, paved, lighted and designed for operation without attendants.

The plan was devised to keep relocation of business and living quarters at the lowest possible level. Establishment of these lots will affect only 14 residential buildings now housing 23 families

and only one property now used for business.

No other qualified sites could have been selected with so few dislocations. The selected sites have been zoned for business use for a number of years.

THE PLAN OFFERS financial advantages to both business and residential taxpayers. Business property benefited by the new parking facilities would be taxed only enough to pay costs not paid out of operating revenues.

Business properties will become more valuable and residential realty values will tend to remain firm because the business of the community will be healthy and profitable.

Revenue figures on the three lots are based on a charge of five cents for an hour of parking. The charge for parking on the streets in most metered areas would be five cents per half hour of parking to accommodate short stop shoppers.

The plan commission recommended that after completion of the original parking installation, new business enterprises should either be requested to incorporate adequate provision for parking in their plans or should be assessed for their share of the public parking cost by the city.

THEY SAID use of the land not occupied by the municipal park was carefully considered but was not included in the recommended plan because:

1) The park is not located within reasonable walking distance of the business area it would have to serve;

2) It would have a street level capacity of only 120 cars which was considered too low; 3) A multi-level development still would not provide sufficient space in relation to the cost; 4) The park site was not recommended because its loss would detract considerably from the city's attractiveness.

The parking proposal has the endorsement of nationally known traffic engineers and planning authorities.

D. Grant Mickle, traffic director of the Automotive Safety Foundation, after reviewing the plan, complimented the city on the excellent and thorough job of studying the problem and stated that the plan for three lots of reasonable size would meet the community's needs more adequately than would a single large parking lot.

HE CALLED the estimates of need for off-street parking in Birmingham most conservative.

"We no longer can afford to maintain highways as known parking garages," Mallender has said at previous parking discussions.

"There is no question concerning the need for off-street parking; the question is merely whether we should have public or private off-street parking."

"How long can the city depend on trespassing on private property? There is no assurance if we can continue to use private lots now in existence. Some method must, therefore, be developed to provide the parking facilities required."

The city commission has been concerned over the lack of parking space in the business district for some time.

One plan was suggested to the commission a year ago but it was returned to the plan commission for further study.

As a result of these intensive investigations, the plan commission has come up with seven park-

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Obituary Notices

MARK B. HARRIS, 60, of 225 Hawthorne, died suddenly at his home last Saturday. He was born Nov. 24, 1889, at Grand Rapids and had been a resident of Birmingham for the past 27 years.

On June 16, 1914, he married former Virginia Huxley in Pontiac. She is the only survivor.

A graduate of Michigan State college, Mr. Harris was an engineer with the Stewart-Warner corporation. He was a member of the Engineering Society of Detroit and the Society of Automotive Engineers.

HE WAS a member of the First Church of Christ, Scientist, of Birmingham.

Services were held Tuesday afternoon from the Bailey funeral home, with burial Wednesday in Oakgrove cemetery at Coldwater.

S. Bates Improvement OK'd by Commission

An assessment roll, tabled on Sept. 7, 1948 by the city commission on the improvement of the northern portion of the South Bates street improvement, was taken from the table Tuesday evening and confirmed.

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