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Stone Submits New Budget For Lathrup

LATHRUP—Reduced taxes and a budget have been proposed in Lathrup by City Administrator Gerald D. Stone.

The proposed tax cut involves a reduction of the debt retirement tax from \$3.70 per \$1,000 of assessed valuation to \$1.80. The city operating tax would remain at the charter limit of \$7.50 per \$1,000 assessed valuation.

Stone said the tax cut is proposed for only one year but that the future rate will probably not reach the current figure of \$3.70.

A THREE PER CENT, across the board salary increase for all employees of the city is proposed by Stone. The total budget revenues and expenditures are \$189,600. The increase over the 1961-62 budget is about \$5,000.

An expected surplus of \$43,100 will go on the new budget and total general fund revenues will be about \$146,500, approximately \$4,000 less than for 1961-62.

STONE ALSO suggested that the city set aside \$33,000 for a municipal building fund. Set aside last year was \$10,150 with only about \$3,000 of the amount used.

City councilmen have received the proposed budget. Public hearing on it is set for May 7 with adoption scheduled for May 14.

Budget

(Continued from 3-A)

One of the answers, he said, is "county home rule, which I hope we can get."

COMMISSIONER Robert Page commented that "it would be helpful for all of us to have a better understanding and to evaluate" the budget.

Ingraham said he would like to see a report from Furkiss after this study "so the commission can go on record with the county on the budget and the budgeting process."

The budget was filed with the Tax Allocation Board, which will set tax rates for the county, township and school districts.

After review by that board, the budget will be presented in final form to the supervisors in the fall. "We have from now until September to get our thoughts to the county," said Ingraham.

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Face of a Township

(Continued from 3-A)

are comfortable and modern, well maintained and well landscaped.

AS BEFFITS an area in which a large number of residents are major or minor executives in the automobile and affiliated industries, the traffic on the road is bright, shiny and new.

There is a newness about all the facilities which have grown up to accommodate the needs of the residents. Schools are new, churches are new, stores are new.

Although Kirk in the Hills, one of the major tourist attractions in the area, is a relatively new edifice, its Gothic architecture is directly reproduced from an ancient Scottish church, Melrose Abbey.

THE EDIFICE, which was to a great extent hand wrought, is enhanced by the beauty of its setting. Amid beautiful gardens, it overlooks Island Lake, one of the several spring-fed lakes which dimple the face of the township.

The lakes, which furnished one of the attractions drawing city dwellers to suburbia, are all but inaccessible to any but private home owners living on lake front lots.

Long Lake, Island Lake and Forest Lake are only seen as patches of blue in spots where the landscape opens a brief vista between home sites.

VERY FEW homes by the lakes remain. Ranging in price from \$150 to \$200 a front foot, they are generally built with homes in the \$50,000 to \$100,000 price range.

Other lakes in the township are Wing Lake, which was one of the earlier developed lakes, Upper Long Lake which lies partly in other governmental units, Square Lake, Chalmers and tiny Vhay Lake. Smaller bodies of water dot subdivisions, whose homes cluster around the lake center.

The subdivision is the nucleus of township growth. Almost all of the numerous subdivisions in the township are highly organized as property-owner associations. They are both jealous and zealous in maintaining the standards of their area and in effecting improvements adapted to their needs.

SUPPORT FROM individual associations is instrumental in setting up special assessment districts for road improvement, installing central sewer and water systems, obtaining street lighting.

A relatively new field for home-owner associations is that of providing organized recreational facilities for the neighborhood. Neighborhood-owned swimming pools and playgrounds have begun to be a part of association thinking.

At present, the township, itself, furnishes no recreational facilities. Its new master plan calls for provision by the township for picnic areas and small parks, centering around subdivisions.

Present recreational facilities are centered in the four separate school districts which operate within the township.

They are Bloomfield Hills, Birmingham, Pontiac and Auburn Heights school districts, of which the Bloomfield Hills district is the largest.

COUNTRY CLUBS in the area afford private means for recreation. There are three country clubs within the confines of the community, in addition to several other nearby clubs in which some township residents have membership.

Clubs in the township include Oakland Hills Country Club, which boasts one of the finest 18-hole golf courses in the

try. The National Open Golf tournament was held there last year.

The club owns an additional 18-hole golf course nearby. It is operated as a public golf course, the only one in the township.

FOREST LAKE Country Club is indicative of the changed complexion of the township. Formerly a private club for 100 millionaires, it now has a membership of around 500 enjoying the golf course, lakeside swimming as well as pool and tennis courts.

Birmingham Athletic Club, located in the township, is a mecca for devotees of tennis and swimming.

The township reflects the generally conservative nature of its inhabitants. Protestant churches have the highest percentage of regular attendance at Sunday morning services of any community in the United States.

Its inhabitants practice responsible citizenship. Activities in the nature of PTO, fund drives, charitable ventures, cultural projects are well supported in the community.

IT IS A solid Republican stronghold, its 14 voting precincts (totally raised to 16) return over 75 per cent of the highest percentages of Republican votes in Oakland County.

It has been conservative in issuing licenses for the sale of mixed drinks. There are only three public bar licenses in the township.

Development of commercial property has been held to a minimum, and there is no spot commercial zoning in the township. All commercial to date has been held in 500-foot corners at major highway intersections.

INDUSTRIAL ZONING has been non-existent until recent rezoning under the present plan. A few acres in the northwest section, which has a small amount of non-conforming industrial usage, a hold-over from years before zoning, has been reserved for light industry.

For the first time, also, a hundred or so acres have been rezoned for industrial research, with rigid requirements for the locations.

All in all, Bloomfield Township is a residential community and designed to continue to be an area of homes and families. Its future development is likely to maintain much the same standard, although there will be slightly more families occupying less areas in the part that remains to be developed.

(Only 49 per cent of the residentially zoned property remains to be developed, yet the ultimate population is expected to be about two-thirds larger than the present population.)

ITS RAPID growth has outstripped some of the community needs which the growth has created.

The area has no community center, other than the township hall. It has no library facilities, public little theater or city center hospital adequate in size for its population, a few new shopping-centered, rather than neighborhood-centered, civic activities.

Its unification as a self-sustaining community may or may not develop. It may remain as an unorganized suburb of Birmingham and Detroit—depending on the two cities, one large and one small, to give it a diversity of activity it could scarcely achieve on its own.

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Airport

(Continued from 1-A)

for an airport, it can be sold without losing the investment.

WHAT ABOUT Pontiac Municipal's possibilities in the opinion of Landrum and Brown, Cincinnati airport consultants, whose seventh month study recommended a second major airport for the general area north of Pontiac?

"Without going into any detail, the Landrum-Brown report states that 'a general review of the airport's master plan indicates that the requirements for an executive classification can be realized and exceeded. This airport could be expanded to accept airline service.'"

"The Landrum-Brown report," said Hoskins, "did not say Pontiac airport could not be expanded. Their opinion was that it should be expanded to a jet facility or another major airport should be created."

ACCORDING TO Hoskins, Pontiac airport had been in the process of developing a master plan for expanding to handle commercial jet flights similar to airline operations at Metropolitan.

Preliminary plans, he said, had been drawn up by the Robert G. Peckham Engineering Co. of Lansing to include a minimum 10,500-foot runway which is required for jets.

However, with announcement of Oakland County's proposed airport, said Hoskins, a new master plan calls for development of Pontiac Municipal as a general aviation airport.

SHORTLY AFTER the Landrum-Brown report was issued in November, 1959, said Hoskins, Oakland's Aviation Committee showed interest in Pontiac Municipal's jet development plans.

Discussions on the possibility of developing Pontiac jet proportions as a joint city-county effort followed, he said, and the Aviation Committee wanted to see what master plan would indicate.

materialized because of delays in appropriating city funds for the master plan.

During the delay, said Hoskins, the county evidently pursued its own development program.

ACCORDING TO J. Robert F. Swanson, Oakland Planning Commission chairman, the planning commission and the Aviation Committee gave up their original idea of expanding Pontiac Municipal because:

1. It would be practically impossible to assemble 3,000 acres there because of a lake west of the airport.

2. Limitation of a great many dwellings—would affect several hundred homes.

3. A major airport requires a location next to a super highway to provide minimum traveling time and serve the majority of the population.

Hoskins feels that existing obstacles which limit expansion of Pontiac as a jet facility could be removed. He sees these obstacles as being removal of some homes to acquire additional land and relocation of at least two secondary roads. Lakes, he said, pose no problem and would not be involved.

EXACTLY WHAT are Pontiac Municipal's facilities? It's a \$5,000,000 438-acre executive type general aviation airport

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