

Realtor Criticizes City For Attention to 'Trivia'

By KEN WEAVER
Managing Editor

Fred Pew, president of Max Brock, Inc., this week took the Birmingham City Commission to task on the Central Business District Development Plan.

In a letter to the commission, Pew said:

"Evidently your body can ignore the recommendations of a small

committee in 1961, but must pay more attention now to a larger group of similarly public spirited citizens when they appear, as they did, at your recent public district problem."

He referred to the committee of citizens and merchants which prepared the CBDD Plan and submitted it to the commission in 1961 and to the Feb. 14 community

meeting on the plan. No one commented on Pew's letter at Monday night's commission meeting. He did not attend the session.

PEW SAID that as a frequent visitor to commission meetings the past 30 years, "I am well aware of the trivia which consumes much of your time and thought."

"However, I am also aware of your close—often too close—attention to matters of far less importance to the City of Birmingham than its future downtown growth."

"Your present members are able and unselfish of their time but surely less time could be spent in looking for such things to denounce, for example, as a far-re-moved county airport and your valuable energies and the newspapers could be better used in promoting such constructive things as the CBDD Plan which mean so much more to the City in whose interest you have been elected."

"Why look so far afield for things to be concerned about? They lie right under your nose and have been woefully neglected, as has been the present CBDD Plan, for nearly two years."

THE COMMISSION has opposed the county's proposed development of a major airport at the now county-owned Allen Airport site north of Pontiac.

Pew did not mention in his letter that his realty firm was the county's agent in the purchase of the Allen site, for a fee. The property was bought with an expenditure of more than \$550,000 of taxpayers' money.

HE DID comment, however, that he found it encouraging "that the tendency now is to think of spreading the expense of the CBDD development over the City at-large instead of so heavily burdening commercial property owners that it must necessarily fall through lack of funds."

"There can be little question that a sound CBDD Plan and rejuvenation will benefit every citizen of Birmingham and that every resident should contribute to the improvement of our commercial area."

Pew complimented the commission on its plan to build a municipal parking lot in the southwest quadrant of the business section.

Bus Law

(Continued from 1-A)

this for buses to schools lying in all different directions and opening at approximately the same time," he said.

COSTS TO THE Bloomfield Hills School District for the first year were estimated at \$180,000 for purchase of buses and \$120,000 for operation.

"If further detailed study bears out this cost, it would mean a 15 per cent increase in our total school budget," board members estimated. "It will mean extra mileage, or a 15 per cent cut in academic expenditures."

THE BOARD instructed Johnson and Assistant Supt. Irving Vennucci to work out a detailed bus schedule for the extra 1,000 children and find out exactly how many buses would be needed and the cost of operating the buses.

The information will be forwarded in a letter of protest to Governor Romney. It will also be sent out to patrons of the school district.

The board will hold a special meeting as soon as the information is available and a copy of the senate bill is obtained. At that time it will take formal action on its stand opposing the bill.

ACCORDING to newspaper accounts, the bill was introduced by 29 of the 34 members of the Michigan Senate.

An estimate of cost by proponents of the bill was made at \$1,700,000 a year to the state, which reimburses school districts for a portion of their school bus cost, and \$400,000 to the collective school districts.

At present, Michigan law allows school districts to provide bus transportation to nonpublic school students if they so desire.

THE BIRMINGHAM School District has followed the policy of providing transportation to parochial students in areas where it provides bus transportation to public school children. If the buses do not have to alter routes to either pick up or drop off the children.

Presently, six parochial students in the Walnut Lake area use the Birmingham bus system.

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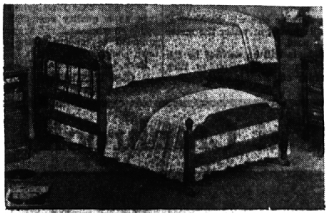


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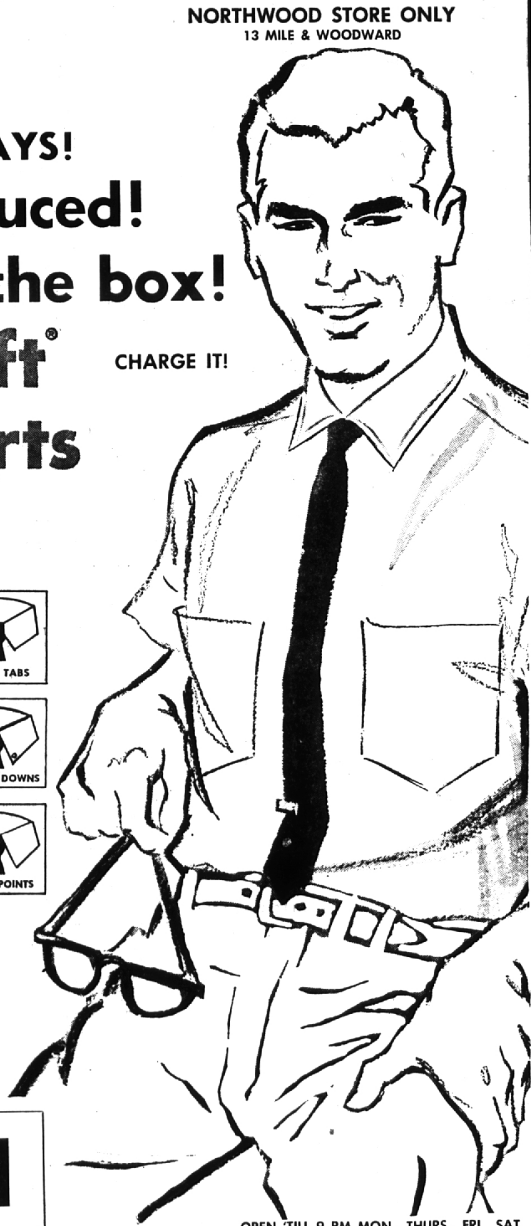
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