

Plans

(Continued from 3-A)

The constantly rising tax rates reflect this attitude; again and again the citizens themselves vote for these increases, in order to provide improved educational facilities for their children.

While the township government exercises no legislative control over school districts, cooperative planning with the school districts can result in intelligent decisions on site selection, recreational provisions, traffic control and many other common problems.

ASSUMING THAT 33 per cent to 50 per cent of population capacity for the township is reached by 1980, it is estimated that from 10 to 18 elementary schools, several junior high schools and at least two senior high schools will eventually be needed in the township.

A new junior high school for the West Bloomfield district is under way on Orchard Lake Road; the Bloomfield Hills district has acquired a junior high school site on Lone Pine Road.

In the West Bloomfield district, the Citizens Advisory Committee has recommended that the existing senior high school be eventually used as a junior high and that a senior high school be located near the geographic center of the district.

In time, the Walled Lake district will require a senior high school; its location would be considered in relation to the entire district. In the acquisition of site locations, by purchasing enough land, the schools can assume a major role in providing recreation space in the township.

FOR THE PAST 20 years, Americans have been moving out of densely built-up urban communities into the open areas surrounding them. This exodus from the cities reflects the desire of the individuals for more "breathing" space for themselves and for the physical and mental development of their children.

Communities such as West Bloomfield Township are in a unique position to retain open green areas for the enjoyment of future generations. Thoughtful planning in the development of residential neighborhoods can provide play areas for children and other recreational facilities for adults.

New concepts in the residential use of land, which do not increase density at a given area, would allow smaller lot sizes in order that an attractive physical feature of the area might be preserved and used for recreational purposes by the entire neighborhood.

ELEMENTARY SCHOOL playgrounds can also provide recreation areas for small children close to home, but the need in the township will be for play areas large enough for organized sports and open land after the vacant lots are zoned.

Financial reasons indicate that the time to acquire park land is now; this is almost an impossibility for the township unless the citizens themselves want it done.

The first step toward a program for parks and recreation might be with the creation of a recreation committee which would coordinate itself with the implementation of such plans. Recreational planning standards reveal that 500 additional acres of park land will be needed in the township, in the form of playgrounds and private or large public parks.

ONE OF THE most important factors affecting the growth of West Bloomfield Township is the availability of sanitary sewers. Nearly two-thirds of the township lies within the Rouge River basin which will be served by the Farmington Interceptor System, already in use in many areas.

Plans for the Clinton-Oakland system are under way and the land within the Clinton River basin will use this system. The Huron River basin will probably be the last part of the township to develop sewer systems.

Since sanitary sewers and storm drainage systems are dependent mostly upon the flow of gravity, their development will be controlled by the location and topography of those river basins.

THE ROUTES of the sewer systems will be recommended as a result of planning studies which include topography, potential use, etc. and must be laid out prior to other agencies influencing the development of these areas.

While at the present time, the township is acquiring and consolidating individual subdivision water systems, eventually these systems will be tied into the City of Detroit's water supply.

If the West Bloomfield fire department was to be a paid operation at the present time, it would use most of the township's budget. In the future, as the need increases, a paid department will become a necessity, as well as locating or relocating new stations in developing neighborhoods.

Specific locations will be recommended, according to need, along with recommendations for site standards.

IN THE EVENT that West Bloomfield Township, as it is now, remains intact, and does not further divide into cities or other forms of government, the community would benefit from a

planned civic center to serve its governmental needs. The present Township Hall is ideally located as the nucleus for such a center. Its 2.5 acres might be expanded to include a Department of Public Works, an additional fire station, a police station, a post office or other branch of county, state or federal government.

Long-range plans for the development of commercial land use in the township will consider the planning fundamentals that govern modern day shopping centers. Small convenience centers and larger comparison centers should be centrally located, readily accessible by major thoroughfares and provide off-street parking facilities in ratio to the shopping areas within the centers.

OVER 60 PER CENT of the land zoned for commercial purposes in West Bloomfield is vacant; additional commercial zoning now seems unnecessary, unless some of the present commercial land reverts to residential use. The present zoning ordinance classified commercial zoning into three categories, one of which is for parking purposes only. More definitive zoning may include separate zones for office buildings, research centers, etc.

As commercial centers develop, more of the spendable income of West Bloomfield families will remain in the township. At the present time, only 12 per cent of the dollars available are being spent locally.

HOW MANY more dollars will be spent in the township in the future depends on whether or not large shopping centers are developed, or whether the residential zoning would rather do their major shopping outside of its borders.

Commercial areas that logically should be increased in size include the Orchard Lake-Middlefield Road center, the Maple-Orchard Lake Road and the Commerce-Green Lake-Burns areas.

There are other locations in the township which are suitable for commercial development when residential build-up demands it. The development of land for commercial use will be approached with a good deal of flexibility, as well as restraint.

PARTIALLY-DEVELOPED communities such as West Bloomfield, do not particularly require heavy commercial and industrial development as an aid to the tax base. However, as the township becomes more urban in character and municipal services become a necessity, lack of an additional source of tax revenues, other than from residential land, will be increasingly felt.

Revenue, per acre for commercial and industrial land, is more than two and one-half times that provided by residential land. In addition, residential land, and all uses of land brought about by residential development, costs much more in services provided by local government than does commercial and industrial land.

THUS, IT would seem that West Bloomfield should promote commercial and industrial development to establish a sounder tax base for the future.

Since the township's potential for heavy industry is somewhat limited, due to lack of flat land, available municipal services, and the competition of more logical areas, a more compatible type of

industry, such as research centers or office buildings, would be more likely to be attracted to the area. Bounding the western side of the township, Commerce Township already is developing a small industrial area, and if properly planned now, this might be also desirable for West Bloomfield in the same area.

ONE FACTOR in favor of this area developing in this way is the possible extension of the proposed freeway ending at Hagerly Road and I-596; also the possible extension of Northwestern Highway out to Hagerly.

The township's major and minor thoroughfares will eventually be improved as traffic conditions warrant. Many of the problems involving efficient circulation of traffic are created because of the lakes.

Particularly needed are improved north-south routes. Throughout the township are many road conditions in need of correction; with safety as major factor, priorities for these improvements can be established.

An almost completely motorized population in today's suburban communities demands adequate off-street parking for all land uses: residential, commercial, recreation and community facilities. With the design standards of experienced planners available as a guideline, West Bloomfield should never suffer for lack of parking spaces in its future development.

COMPREHENSIVE planning should become part of the civic life of every community, and its effectiveness is to a large degree dependent on public understanding and support. An informed citizenry, which values the need for a safe, pleasant, convenient, stimulating and adaptable place in which to live, is essential to sound planning progress.

Even a thought-out and all-inclusive plan must be an evolutionary one; there is no final answer for the problems of transition and growth. Such a plan is not a decision-maker; rather it is a guide for intelligent decision-making.

This decision-making is a continuing process that must be flexible in its approach to the changing needs of a growing community, brought about by social, economic and technological advances of an expanding society.

"OUR COMMUNITIES are what we make them. We as a nation have before us the opportunity—and the responsibility—to remold our cities, to improve our patterns of community development; meeting these goals will contribute to the nation's long-term economic growth."

"Such a process must be democratic—for only when the citizens of a community have participated in selecting the goals which will shape their environment can they be expected to support the actions necessary to accomplish these goals"—President John F. Kennedy, Housing Message, March, 1961.

Many may not agree, but one acknowledged fashion expert predicts that there will be a strong revival of white tie-and-tails outfits in 1965. The southern resort and spring seasons will show the first return, in decades, of the striped white pants that were so important in earlier days.



WILLIAM G. WALTERS

Automobile Club Officials Elected

Birmingham resident William G. Walters was re-elected Automobile Club of Michigan's president for a one-year term at the annual board of directors meeting Tuesday in the Detroit Athletic Club.

Walters, who is secretary and general counsel of S.S. Kresge Co., reported that the club now has 661,000 AAA members in Michigan, a gain of 21,000 in 1964. He lives at 1140 Hillside Dr., Birmingham, with his wife Jean.

J. Thomas Smith of 459 Martell Dr., Bloomfield Hills, who is Dura Corp. president, was re-elected Auto Club's third vice president.

Rex R. Brubaker of 18625 Riverside Dr., Birmingham, who is president of Automotive Bin Service Corp. and Ideas, Inc., was re-elected Auto Club treasurer.

Clarence E. Otter of Bloomfield Hills, who is president of Wm. R. Hamilton Co., was re-elected to a three-year term as a director of Michigan AAA.

B'ham's Car Population Higher

(Special to The Eccentric)

NEW YORK—Residents of Birmingham have gone in for automobile buying in a big way in the last two or three years, the figures show.

As a result, there are more smart-looking new cars to be seen on the local streets and roads and fewer of the old vintage models.

Also noted, as another effect of the buying surge, only a small proportion of the local population are now without cars. The trend in many families, in fact, has been toward two-car ownership.

The details are reported in a nationwide market study, published by the Standard Rate and Data Service.

IT SHOWS that Birmingham's auto population is bigger today than it has ever been. As of the

beginning of this year, there were 137 cars locally for every 100 families. In the state of Michigan it was 134 per 100.

This was a larger ratio than was noted in most parts of the United States, 121 cars per 100 families. In the state of Michigan it was 134 per 100.

The steady rise in car ownership reflects the economic well-being in the United States during the past few years. Incomes have gone up for most people and, therefore, their ability to spend more money for cars.

THE GROWING number of two-car families is credited by the industry with having contributed in no small measure to the record-breaking volume of sales.

The Automobile Manufacturers Association notes that about one

out of every six families in the country has more than one car. The number of such families has doubled in the last nine years.

Much of the increase has been due to the teen-agers, why trying to get behind the wheel of a car the moment they reach the driver-license age.

In Birmingham, almost 37 per cent of the families now have more than one car, the report shows.

HOPES THAT car operators would get a tax break next year as a result of the plan to cut excise taxes on various items received a jolt recently when Treasury Secretary Douglas Dillon indicated that it wouldn't be possible. He pointed out that taxes on gasoline, oil, tires and the like are earmarked to pay for the National Highway Program, which still has a number of years to run.

Dec. 17, 1964 THE BIRMINGHAM (MICH.) ECCENTRIC 5-A

City Schools Announce Bad Weather Policy

During severe weather, two conditions will affect normal school operation:

(1) If buses cannot travel safely on any of the main roads in the morning, schools will be dismissed for the day throughout the district.

(2) If buses can travel safely on main roads, but not on secondary roads, classes will be in session on all schools. Pupils, living on impassable secondary roads, will need to walk to and from main road bus stops until weather permits buses to resume their normal routes.

Whether schools are in session or not, teachers and all employees will be expected to report for work as soon as possible.

PARENTS ARE requested to tune in to their local radio station

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- Nino's Of Birmingham
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MI 4-5106
- Nino's Of Cranbrook
2507 W. Maple
MI 7-0059

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Diamond Dinner Ring
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- ★ Lakes' Jewelers of Birmingham will be closed December 28 to give our employees a much needed long weekend! Our exchange privileges will be extended 3 days for your convenience.

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