

Rezoning for Gas Station Rejected

BEVERLY HILLS—The council in effect said "no" Monday to the construction of a gasoline station at 14 Mile Road and Southfield.

More specifically, the council turned down the request of Harry Granader to rezone the property in question from Business 1 to Business 2 in order to build the station. The decision came at the end of a public hearing.

Granader, through his attorney, H. R. Allen, asked for the change because the size of the property, 100 by 110 feet, in his opinion makes it unfeasible for use under Business 1.

SOME 25 residents turned out for the meeting. Among those who spoke against the rezoning were Mrs. Alex Kostick, 18140 Kirkshire; Charles M. Ruby, 18115 West 14 Mile; Joseph A. Fortin, 18189 W. 14 Mile; W. D. Senon, 18227 West 14 Mile Road; and Alec C. Lindsay, 18149 Kirkshire.

Gare said, "I don't think a gasoline station operating at all hours would increase traffic, and eventually their residential property values would drop."

Council members pointed out that there were many gasoline stations in the area, including seven in a one-mile radius, and that no specific need of the village would be served.

In a long motion, Councilman Hugh G. Allerton, Jr., moved that the present zoning be maintained and an end be made of the rezoning instead of one which would include noise, bright lights and smoke.

IN HIS MOTION Allerton stated that the judgment of the council was that the petitioner did not bear the burden of proof that the use is a defensible question.

All gasoline stations existing in the village were built before the present zoning ordinance went into effect.

In other business, four members of the board of canvassers were named by the council. Theodore E. Dougherty, 32849 Westworth, a Republican, and Thomas G. Karsnangh, 92325 Faircrest Drive, a Democrat, were elected to the board to serve until Dec. 31, 1967, and Republicans William T. Shively, 18925 Georgina, and Democrat Oliver M. Benson, 32440 Madison, were elected to serve until Dec. 31, 1968.

Office Manager Charles Ferguson was authorized to attend the Municipal Finance Officers Training Institute next month.

COUNCILMAN CHESTER F. GUILMET told the meeting that Johnson and Anderson had decided to withdraw from a project in Birmingham Farms, rather than have any possibility of conflict of interest in their position as village engineers.

Gulmet and Councilman John Magee commended Johnson and Anderson's action, while Councilman Edward M. Shurtliff expressed regret that they felt it necessary to withdraw.

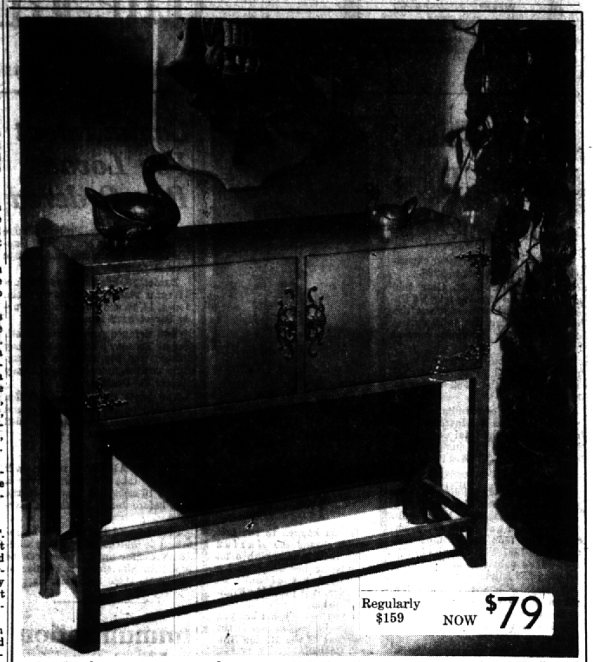
A low bid of \$1,095.06 was accepted from Courtesy Ford for a new police car.

In the matter of the petition to modify a decree concerning the Beverly Hills Athletic Club, the village attorney, Thomas J. Dillon, was asked to prepare a statement for approval of the council for the next meeting.

THE PETITIONERS would like to change items such as the number of parking spaces allowed and hours of operation.

A request to resit lots 12 and 13 on Fairfax made by Forrest Reed of Weir, Manuel and Snyder, was sent to the planning board for study and recommendation.

S'field Art Show
Harold Neal, a 39 year-old telephone worker, who is gaining recognition in the art world, will join two other Michigan Bell Telephone Co. employees in a public showing of their art works at 7 p.m. March 5, in Southfield. Neal, of 4260 Tyler, Berkley also will give a short lecture at 7:45 in the Michigan Bell Service Center Building at its Northwest Office Center, 23600 Northwestern Highway, near Southfield Road.



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Community House Visitors

Officials from four area communities visited The Community House last week to add their support to organization's annual fund drive. Executive Director Robert A. Bogan (seated), was on hand to greet (from left) Birmingham Mayor William H. Bur-

Plan Board OK's Zoning Changes

The Birmingham Plan Board Tuesday night approved a series of zoning changes throughout the city and will submit them to the commission for final disposition.

The southwest corner of Larches and Maple was rezoned from neighborhood business to single family (R-1).

City Planner William R. Brownfield said he felt the property should be rezoned because it was almost surrounded by single-family developed land. The business classification was termed by Brownfield as being a "spot" zoning.

The north side of 14 Mile, between Stanley and Henrietta was rezoned from multiple-family (R-5) to single-family (R-1). Brownfield said in the preliminary land use plan it was recommended that the land be developed in a single-family manner.

THREE LOTS in the Birmingham Forest Hills Subdivision between Abbey and Wimbledon were recommended to be rezoned from multiple-family (R-5) to single-family (R-1).

The board felt the lots were not in a "healthy" multiple-family area because of their size.

A group of lots on the west side of Eton from Cole north to Villa were rezoned from two-family to single-family (R-3).

Brownfield said the lots were already developed with single-family dwellings and that under the present zoning ordinance were not large enough to be developed as two-family units.

IN OTHER action, the plan board recommended rezoning one-half of a block along 14 Mile between Melton and Mansfield from single-family to parking.

The property is owned by Our Shepherd Lutheran Church and will be used to provide additional parking for the church.

Hedman Boy Dies After Heart Surgery

The only comforting thought that has prevailed among Birmingham-area friends of two-year-old Ralphie Hedman was that they had rallied to give the boy every chance to live.

Ralphie, suffering from a congenital reverse-blood flow condition, underwent a heart operation at the Mayo Clinic in Rochester, Minn. Monday, which was successful. Complications developed which caused death at 1:15 p.m.

Friends who stood by the young family during their crises heard the news as they redecorated a newly-rented home in Ferndale for the Ralph Hedmans and their six other children.

The blue-eyed blond youngster had rallied the spirit of several organizations in Birmingham. They had collected nearly \$700 for the Hedmans' expenses while at the Mayo Clinic. A family friend, Barbara Maylone of Royal Oak, had cared for Ralphie before his trip to Rochester, while the St. Vincent DePaul Society took steps to provide for the other children.

Crash

accident. Thus far officials have determined that the engine did not blow up. However, they have not ruled out an engine malfunction.

A pilot and repairman at the airport, David Howard of Utica, called for an ambulance and ran to the scene.

All three passengers were still in the plane, he said.

The plane crashed into a vacant field on industrial property immediately southwest of the airport. The nearest building, a factory under construction, is located about one-quarter of a mile west of the crash scene.

THE AIRPORT, built in 1944, has three runways and houses 110 private planes.

A memorial service for Mrs. Marsh was held Wednesday at Christ Church Cranbrook. Cremation followed.

Mrs. Marsh was a member of the Junior League of the National Cathedral Association, Garden Club of Bloomfield Hills and the Greenhouse Garden Club. She was also a member of Christ Church Cranbrook.

Surviving besides her husband are a daughter, Patricia, 19, a student at the University of Michigan; a son, Jay 22, who lives at home; her mother, Mrs. Von Wrangell; and a brother, Charles Von Wrangell.

Memorial tributes can be made to the National Cathedral Association, Mt. Saint Alban, Washington, D. C.

Relief

best concentration is on Maple between Southfield and Chester.

He cited the placing of an interchange of the Chrysler Freeway at 14 Mile rather than at Maple as an example of how the highway department feels about 14 Mile.

"The people who work at the various industrial plants east of Birmingham must have a way to get to the residential areas to the west," Gare said, "and I don't think Maple should have to carry all of the load."

THE IMPORTANCE of the project, Gare said, has become more and more evident over the years.

In September, 1930, then City Manager Donald Egbert prepared a project order on 14 Mile for the commission and termed its completion as being of "vital importance" to the future of Birmingham.

The next time the topic came up for discussion, Gare said, was in January, 1954, when more than 1,000 residents petitioned the commission to have the road opened.

But again the project never got beyond the talking stage, Gare said.

A LETTER was sent by the road commission to the highway department asking the state in December, 1965, to consider making 14 Mile an arterial highway, but no action was ever taken by the state.

During the middle 50's, Gare said, a study of future road needs in the county based on a 20-year projection recommended the project be undertaken no later than 1957.

In 1961 the 14 Mile improvement was part of a package road program from the county that was turned down by Beverly Hills voters.

UNDER THE 1961 proposal Beverly's share of the cost would have been \$41,250, while if the present program is approved the entire cost of the project will be borne entirely by Birmingham and the county.

Birmingham's share will be \$68,000 and the county's has been estimated at \$262,000.

Also included in the city-county agreement is a clause calling for the improvement of Cranbrook between 14 Mile and Lincoln.

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