Received for Record August 22 1867 at 8½ O'clock A M
Wm E Warner Register
By Alonzo Eaton Dep

10659

HOLBROOK'S SUBDIVISION
OF LOTS 1, 2, 3 AND 4
OF SUB OF P.C. No 727
BETWEEN FORT ST AND MICHIGAN CENTRAL RAIL ROAD
AS RECORDED IN LIBER 99 PAGE 411.

State of Michigan } SS
County of Wayne }

I-De Witt C Holbrook of the City of Detroit in said County and State do hereby declare the annexed to be a plat of the subdivision into lots streets and Alleys made by him of that part of Private claim seven hundred and twenty seven fronting on Fort Street and extending Northerly the width of said Claim eighteen hundred ninety nine & 23/100 feet in the City said City of Detroit

Dated May 10th 1867 Stamp 5¢

D. C. Holbrook LS

State of Michigan } SS
County of Wayne }

On this 10th day of May 1867 personally appeared before the undersigned the above named Dewitt C Holbrook known to me to be the person who subscribed the above dedication and he acknowledged the above plat and declaration thereof to be his free act

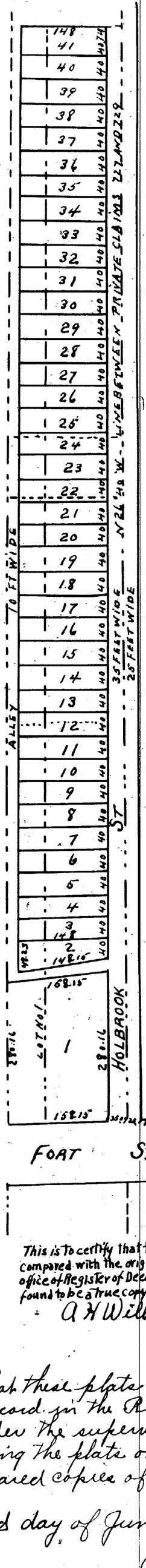
In Witness Whereof I have hereunto set my hand and affixed my official Seal at Detroit in said County and State the day and year above mentioned

LS

Chas L. Atterbury
Notary Public
Wayne Co Mich

Approved June 25 / 67
E. A. Brush
Geo Jerome } Commissioners on Plan of the City

I certify the above plat to be correct
Eugene Robinson
City Surv.



This is To certify that the above plat has been compared with the original plat of record in the office of Register of Deeds of Wayne County and found to be a true copy of the same.
A H Wilkmarth surveyor

I hereby certify that these plats are correct copies of the plats now on record in the Register of Deeds office being made under the supervision of the Auditor General by tracing the plats on record and affixing carefully compared copies of the dedications and certificates

Dated this 2nd day of June 1910

John B. La Fountain
Clerk Aud. Gen Dept.

STICKEL AND HENKEL
SUB^N OF LOT 49
SOUTH OF MARION ST OF THE SUB^N OF PART OF
OUTLOTS No 182 & 183
RIVARD FARM

10660

Received for Record October 5th 1867 at 11 O'clock A.M.
Wm E Warner Register

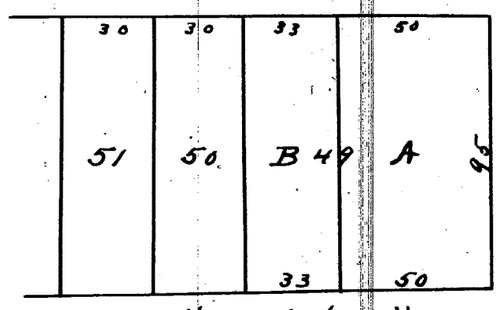
Know all men by these presents that we Frederick Stickel and Mary his wife and Conrad Henkel and Magdalena his wife all of Detroit Wayne County Michigan do hereby present for public record the annexed plat being Subdivision of lot 49 south of Marion street of the subdivision of part of Out lots 182 & 183. Rivard Farm

Witness our hands and seals the first day of October A.D. 1867

In presence of
Emil Boehen
William Cronemeyer

Conrad Henkel LS
Magdalena Henkel LS
Frederick Stickel LS
Maria Stickel LS

Stamp 5¢



This is to certify that the above plat has been compared with the original plat of record in the office of Register of Deeds of Wayne County and found to be a true copy of the same.
A H Wilkmarth surveyor

State of Michigan } ss
County of Wayne }

On this first day of October in the year one thousand eight hundred and Sixty seven before me the subscribes a Notary Public within and for said County personally appeared Frederick Stickel and Mary his wife and Conrad Henkel and Magdalene his wife to me known to be the same person who executed the annexed plat and acknowledged the same to be their free act and deed and the said Mary Stickel wife of Frederick and Magdalene Henkel wife of Conrad on a private examination by me separate and apart from their said husbands acknowledged that they executed the same freely and without fear of or compulsion from any one

Emil Boehen Notary Public
Wayne Co Mich

I hereby certify the above Map to be correct according to the width of the Rivard farm
Eugene Robinson [L.S] City Surveyor

State of Michigan } SS
County of Wayne }

On this first day of October in the year one thousand eight hundred and Sixty seven before me the undersigned a Notary Public within and for said County personally appeared Eugene Robinson the duly elected Surveyor of the City of Detroit to me known to be the same person who certified to the correctness of the annexed plat and acknowledged his certification thereof to be his free act and deed

Emil Boehm Notary Public
Wayne Co Mich

10496
1675

10701
(10659)

City Engineering Department
August 5, 1993

Honorable City Council:

Re: Petition No. 3192. Detroit International Bridge Company Streets and Alleys to Easement; and Temporary Street Closings in the area bounded by 23rd, the Fisher Freeway, 21st, W. Fort, and Porter.

Petition No. 3192 of the "Detroit International Bridge Company (DIBC)" requests the conversion of parts of public streets and alleys in the area (generally) bounded by Twenty-Third Street, the Fisher Freeway, Twenty-First, W. Fort, and Porter (adjoining lots owned by the DIBC) into an easement for public utilities; also the temporary closing of parts of Twenty-Second Street, 50 feet wide, north of W. Lafayette Boulevard (adjoining the easterly line of two lots not owned by the DIBC).

The requested public street and alley vacations were approved by the Community and Economic Development Department and the Department of Public Works — Traffic Engineering Division. The petition was referred to the City Engineering Department for investigation (utility clearances) and report. This is our report:

City departments and privately-owned utility companies have reported no objections to the conversion of public rights-of-way into a utility easement. Provisions protecting utility installations are part of the resolution.

The U.S. Justice Department — Immigration and Naturalization Service has requested the owners of the Ambassador Bridge (in a letter referenced as File No. DET 10/8/5-C) to construct "a secured access roadway connecting the United States Customs Cargo Facility adjacent to the Ambassador Bridge to the Canada bound lanes on the Ambassador Bridge. The construction of this roadway is necessary to insure that those truck drivers and or any accompanying passengers found to be inadmissable to the United States are returned to Canada without leaving the confines of the Federal Inspection Facility. The current policy utilized by the United States Customs Service allowing trucks being returned to Canada to exit the Federal Inspection Facility and return to the Ambassador Bridge either under escort or on their own is not acceptable for United States Immigration purposes. At present, there is no means of returning the driver/passengers without having them leave the Federal Inspection Facility."

The City Engineering Department (in a letter to City Council dated July 1, 1993) has indicated that the written consent of property owners at 3307 Howard and 3306 W. Lafayette has not been obtained by the DIBC. Therefore, the City Engineering Department (CED) is not authorized to recommend the vacation of portions of Twenty-Second Street, 50 feet wide, adjoining the two parcels.

The DIBC (in a letter to the CED dated July 22, 1993) has modified their request to vacate all of the remaining part of W. Lafayette Boulevard, 70 feet wide, east of 22nd Street. The petition has been revised to vacate only that part of W. Lafayette Boulevard (70 feet wide) east of a line about 90.00 feet easterly of and parallel to 22nd Street.

However, the DIBC (in a letter to the CED dated July 1, 1993) has asked the City to "consider a temporary closing for those portions of 22nd Street (adjoining properties) not owned by the Bridge." Also, the DIBC has agreed to indemnify the City, if the request for "temporary" public street closing is acceptable.

The petition was brought before the Committee of the Whole on August 3, 1993, including the requested "temporary closing" of two parts of 22nd Street.

An appropriate resolution is attached for consideration by your Honorable Body.

Respectfully submitted,
CLYDE R. HOPKINS
Director

By Council Member Hill:

Whereas, The United States Department of Justice — Immigration & Naturalization Service has requested the owners of the Ambassador Bridge (in a letter referenced as File No. DET 10.8.5-C) to construct "a secured access roadway connecting the United States Customs Cargo Facility adjacent to the Ambassador Bridge to the Canada bound lanes on the Ambassador Bridge. The construction of this roadway is necessary to insure that those truck drivers and or any accompanying passengers found to be inadmissible to the United States are returned to Canada without leaving the confines of the Federal Inspection Facility. The current policy being returned to Canada to exit the Federal Inspection Facility and return to the Ambassador Bridge either under escort or on their own is not acceptable for United States Immigration purposes. At present, there is no means of returning the driver/passengers without having them leave the Federal Inspection Facility"; and

Whereas, The City Engineering Department (in a letter to City Council dated July 1, 1993) has indicated that the written consent of property owners at 3307 Howard and 3306 W. Lafayette has not been obtained by the Detroit International Bridge Company (DIBC). Therefore, it is inadvisable to vacate (meaning permanently close) portions of Twenty-Second Street, 50 feet wide, adjoining said properties. However, the DIBC (in a letter to the City Engineering Department dated July 29, 1993) has asked the City "to consider a temporary closing for those portions of 22nd Street (adjoining properties) not owned by the Bridge." Also, the DIBC has agreed to "indemnify" the City, if the request for "temporary" public street closing is acceptable. Further, said parts of Twenty-Second Street shall be subject to the customary "temporary public street closing" provisions; with the City of Detroit retaining all rights and interests in the temporarily closed parts of public street; and

Whereas, it is in the interests of the City of Detroit and the federal government to maintain a secure national boundary; therefore be it

RESOLVED, The City Engineering Department is hereby authorized and directed to issue permits to the "Detroit International Bridge Company (DIBC)" to close the following two parts of Twenty-Second Street, 50 feet wide:

(1) Lying southerly of and abutting the north line of Howard Street, 50 feet wide; also lying northerly of and abutting the south line extended easterly of Lot 15 of the "Plat of the Subdivision of the Easterly part of Private Claim 20 (Brevoort Farm)", City of Detroit, Wayne County, Michigan as recorded in Liber 48, Page 569, Deeds, Wayne County Records; also

(2) Lying southerly of and abutting the north line extended easterly of Lot 11 of the "Plat of the Subdivision of the Easterly part of Private Claim 20 (Brevoort Farm)", City of Detroit, Wayne County, Michigan as recorded in Liber 48, Page 569, Deeds, Wayne County Records; also lying northerly of and abutting the north line of W. Lafayette Boulevard, 70 feet wide;

on a temporary basis to expire on September 1, 1998 (see Provision 9 below for permitted renewals);

PROVIDED, The petitioner shall file with the Finance Department an indemnity agreement in form approved by the Law Department. The agreement shall save and protect the City of Detroit harmless from all claims, damages or expenses that may arise by reason of the issuance of permits and the faithful or unfaithful performance by the petitioner of the terms thereof. Further, the petitioner shall agree to pay all claims, damages or expenses that may arise out of the maintenance of the temporary public street closing; and

PROVIDED, The permit shall be issued after the City Clerk has recorded a certified copy of this resolution with the Wayne County Register of Deeds; and

PROVIDED, The property owned by the petitioner and adjoining the temporary public street closing shall be subject to the proper zoning or regulated use (Board of Zoning Appeals Grant) over the total width and length of the street; and

PROVIDED, No building or other structure (except necessary line fence), shall be constructed on or over the street. The petitioner shall observe the rules and regulations of the City Engineering Department. The City of Detroit retains all rights and interests in the temporarily closed public street. The City and all utility companies retain their rights to service, inspect, maintain, repair, install, remove or replace utilities in the temporarily closed public street. Further, the petitioner shall comply with all specific conditions imposed to insure unimpeded 24-hour-per-day access to the City and utility companies; and

PROVIDED, All of the petitioner's public property fence and gate installation(s) shall be subject to the review and approval of the City Engineering Department (if necessary, in conjunction with the Department of Public Works — Traffic Engineering Division, Planning Department, and the Community and Economic Development Department); and

PROVIDED, The petitioner's fence and gate installation shall provide 13 feet horizontal and 15 feet vertical clearance(s) for utility maintenance vehicles; and

PROVIDED, This resolution does not permit the storage of materials, display of merchandise, or signs within the temporarily closed public street. Further, the placement of materials, merchandise, or signs on any adjacent berm area is prohibit private advertising within public rights-of-way, but not signs conforming to the current Michigan Manual of Uniform Traffic Controls Devices; and

PROVIDED, That at the expiration of the permit, all obstructions shall be removed at the petitioner's expense. The public property shall be restored to a condition satisfactory to the City Engineering Department by the petitioner at the petitioner's expense; and

PROVIDED, This resolution is revocable at the will, whim or caprice of the City Council without cause. The petitioner waives the right to claim damages or compensation for removal of encroachments. Further, the permittee acquires no implied or other privileges hereunder not expressly stated herein. If this permit is continued for the five (5) year period, the City Council may (upon written request and if the circumstances justify accordingly) grant an extension thereto; and

PROVIDED, This permit shall not be assigned or transferred without the written approval of the City Council; and be it further

RESOLVED, All that part of Twenty-Second Street, 50 feet wide, between the limited access right-of-way of the Fisher Freeway and Howard Street (50 feet wide); lying southerly of and abutting a line, being more particularly described as follows: Beginning at a point on the easterly line of Lot 21 [of the "Plat of the Subdivision of Easterly part of Private Claim 20 (Brevoort Farm)", City of Detroit, Wayne County, Michigan as recorded in Liber 48, Page 569, Deeds, Wayne County Records;] 22.56 feet north of the southeast corner of said Lot 21, and ending at a point on the westerly line of Lot 68 [of "J. W. Johnston's Subdivision of the East part of the Brevoort Farm, North of Fort Street being part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 257, Plats, Wayne County Records;] 86.47 feet north of the southwest corner of said Lot 68; also lying northerly of and abutting the north line of said Howard Street (50 feet wide); also lying westerly of and abutting the west line of Lot 40, and the vacated east-west public alley (20 feet wide; in the block bounded by 22nd, 21st, Howard, and Brevoort having been previously vacated by City Council on January 17, 1928 — J.C.C. pages 58-59), and Lot 53, and vacated Brevoort Place (30 feet wide; having been previously vacated by City Council on January 17, 1928 — J.C.C. pages 58-59), and Lot 54, and the vacated east-west public alley (20 feet wide; in the block bounded by 22nd, 21st, Brevoort, and Nelson having been previously vacated by City Council on June 13, 1922 — J.C.C. pages 1097-98), and Lot 67, and vacated Nelson Place (50 feet wide; having been previously vacated by City Council on October 25, 1927 — J.C.C. page 3054), and the south 86.47 feet of Lot 68 of "J. W. Johnston's Subdivision of the East part of the Brevoort Farm, North of Fort Street being part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 257, Plats, Wayne County Records; also lying easterly of and abutting the east line of the north 59.92 feet of Lot 16, and Lots 17 thru 20, and the south 22.56 feet of Lot 21 of the "Plat of the Subdivison of Easterly part of private Claim 20 (Brevoort Farm)", City of Detroit, Wayne County, Michigan as recorded in Liber 48, Page 569, Deeds, Wayne County Records; said part of Twenty-Second Street having been previously closed (under permits) by the City Council on July 23, 1968 — J.C.C. pages 1811-12; and

All that part of Twenty-Second Street, 50 feet wide, between W. Lafayette Boulevard and Howard Street; lying westerly of and abutting the west line of the south 128.43 feet of Lot 39, and the east-west public alleys (20 feet wide, in the block bounded by 22nd, 21st, W. Lafayette, and Howard), and the north 61.34 feet of Lot 26 of "J. W. Johnston's Subdivision of the East part of the Brevoort Farm, North of Fort Street being part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 257, Plats, Wayne County Records; also lying easterly of and abutting the east line of Lots 12 thru 14 of the "Plat of the Subdivision of Easterly part of Private Claim 20 (Brevoort Farm)", City of Detroit, Wayne County, Michigan as recorded in Liber 48, Page 569, Deeds, Wayne County Records; and

All that part of Howard Street, 50 feet wide, between Twenty-Second and Twenty-First Streets; lying southerly of and abutting the south line of Lots 40 thru 46; also lying northerly of and abutting the north line of Lots 33 thru 39 of "J. W. Johnston's Subdivision of the East part of the Brevoort Farm, North of Fort Street being part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 257, Plats, Wayne County Records; and

All that part of Howard Street, 50 feet wide, west of Twenty-First Street (having been opened as a public street in 1880, Rec. Ct. File No. 468; September 28, 1880 — J.C.C. page 547); said part of Howard Street having been platted as part of the north-south public alley, 10 feet wide, within "Holbrook's Subdivision of Lots 1, 2, 3, and 4 of the Subdivision of Private Claim No. 727, between Fort Street and Michigan Central Railroad (as recorded in Liber 99, Page 411, Deeds, Wayne County Records)", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 202, Plats, Wayne County Records; said part of public alley being more particularly described (from the resolution of public necessity) as follows: Beginning at the northwesterly corner of Lot 19 of said "Holbrook's Subdivision"; thence N.26°52'W., along the easterly line of said north-south public alley (10 feet wide) of said "Holbrook's Subdivision", 1.51 feet; thence S.67°13'W., 10.02 feet, to a point on the westerly line of said north-south public alley (10 feet wide); thence S.26°52'E., 50.15 feet, along the easterly line of said north-south public alley (10 feet wide); thence N.67°13'E., 10.02 feet, to a point on the easterly line of said north-south public alley (10 feet wide); thence N.26°52'W., along the easterly line of said north-south public alley (10 feet wide), 48.64 feet to the point of beginning, containing 502.50 square feet more or less; and

All that part of W. Lafayette Boulevard, 70 feet wide, between Twenty-Second and Twenty-First Streets lying southerly of and abutting the south line of Lots 29 thru 32; also lying northerly of and abutting the north line of Lots 19 thru 22 of "J. W. Johnston's Subdivision of the East part of the Brevoort Farm, North of Fort Street being part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 257, Plats, Wayne County Records; and

All that part of the north-south public alley, 10 feet wide, in the block bounded by Twenty-Second and Twenty-First Streets, W. Lafayette Boulevard, and Howard Street lying westerly of and abutting the west line of Lot 5; also lying westerly of and abutting the west line of the vacated east-west public alley (10 feet and variable width, with said block; having been previously vacated by City Council on July 31, 1991 — J.C.C. pages 1752-56) as platted in "B. Wurzburger's Subdivision of Lots 16, 17, and part of Lot 18 of Holbrook's Subdivision of Lots 1, 2, 3, and 4 of the Subdivision of Private Claim 727, between Fort Street and Michigan Central Railroad", City of Detroit, Wayne County, Michigan as recorded in Liber 28, Page 43, Plats, Wayne County Records; and

All that part of the north-south public alley, 10 feet wide, in the blocks bounded by Twenty-Second, Twenty-First, W. Fort, and Howard Streets lying westerly of and abutting the west line of the north 4.98 feet of Lot 5, and Lots 6 thru 15 as platted in "Holbrook's Subdivison of Lots 1, 2, 3 and 4 of the Subdivision of Private Claim 727, between Fort Street and Michigan Central Railroad (as recorded in Liber 99, Page 411, Deeds, Wayne County Records)", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 202, Plats, Wayne County Records; and

All of the east-west public alley, 20 feet wide, in the block bounded by Twenty-Second and Twenty-First Streets, W. Lafayette Boulevard, and Howard Street lying southerly of and abutting the south line of Lots 33 thru 39; also lying northerly of and abutting the north line of Lots 26 thru 32 of "J. W. Johnston's Subdivision of the East part of the Brevoort Farm, North of Fort Street being part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 257, Plats, Wayne County Records;

Be and the same are hereby vacated as public streets and alleys and are hereby converted into a public easement of the full width of the streets and alleys, which easement shall be subject to the following covenants and agreements, uses, reservations and regulations, which shall be observed by the owners of the lots abutting on said streets and alleys and by their heirs, executors, administrators and assigns, forever to wit:

FIRST, said owners hereby grant to and for the use of the public an easement or right-of-way over said vacated public streets and alleys herein above described for the purposes of maintaining, installing, repairing, removing, or replacing public utilities such as water mains, sewers, gas lines or mains, telephone, electric light conduits or poles or things usually placed or installed in a public street or alley in the City of Detroit, with the right to ingress and egress at any time to and over said easement for the purpose above set forth,

right-of-way in and over said vacated streets and alleys herein above described shall be forever accessible to the maintenance and inspection forces of the utility companies, or those specifically authorized by them, for the purpose of inspecting, installing, maintaining, repairing, removing, or replacing any sewer, conduit, water main, gas line or main, telephone or light pole or any utility facility placed or installed in the utility easement or right-of-way. The utility companies shall have the right to cross or use the driveways and yards of the adjoining properties for ingress and egress at any time to and over said utility easement with any necessary equipment to perform the above mentioned tasks, with the understanding that the utility companies shall use due care in such crossing or use, and that any property damaged by the utility companies, other than that specifically prohibited by this resolution, shall be restored to a satisfactory condition,

THIRD, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever including, but not limited to, concrete slabs or driveways, retaining or partition walls, (except necessary line fence) shall be built or placed upon said easement, nor change of surface grade made, without prior approval of the City Engineering Department,

FOURTH, that if the owners of any lots abutting on said vacated streets and alleys shall request the removal and/or relocation of any existing poles or other utilities in said easement, such owners shall pay all costs incidental to such removal and/or relocation, unless such charges are waived by the utility owners,

FIFTH, that if any utility located in said property shall break or be damaged as a result of any action on the part of said owners or assigns (by way of illustration but not limitation) such as storage of excessive weights of materials or construction not in accordance with Section 3, mentioned above, then in such event said owners or assigns shall be liable for all costs incidental to the repair of such broken or damaged utility; and further

PROVIDED, That the City Clerk shall within 30 days record a certified copy of this resolution with the Wayne County Register of Deeds.

Adopted as follows:

Yeas — Council Members Butler, Eberhard, Evarett, Hill, Hood, and Kelley — 6.

Nays — Council Members Cleveland, Ravitz, and President Mahaffey — 3.

STATE OF MICHIGAN) ss. SHORT FORM - TRUE COPY CERTIFICATE
CITY OF DETROIT)

I, James H Bradley CITY CLERK of the City of Detroit, do hereby certify that the annexed paper is a True Copy of a Resolution

adopted by the City Council on August 6, 1993

and approved by the Mayor on August 12, 1993

DETROIT LEGAL NEWS OF AUGUST 13, 1993
as appears from the Journal of said City Council, on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of said City, at Detroit, on

September 1, 1993

James H Bradley
City Clerk

1- 10701
2- 10496
3- (10659)
4- 1675

10701
(10659)
10496
1675

LI # 26799
PA # 619 & 620
Rec'd Date 9-10-93

ClibPDF - www.fastio.com

16 X

City Planning Commission
July 30, 1991

Honorable City Council:

Re: Petition No. 572, General Services Administration (GSA), Region 5 Cargo Inspection Expansion Project — Ambassador Bridge Street and Alley Vacations (Phase I) in the area bounded by 22nd, 20th, W. Fort and Howard. (Recommend Approval.)

CPC staff has reviewed the above mentioned proposal and submits the following report and recommendation. In conjunction with the GSA's expansion of the U.S. Customs facility immediately east of the Ambassador Bridge, the GSA is petitioning for various street and alley closings.

The GSA is currently petitioning for the vacation of 21st Street between Howard and Fort Streets, Lafayette between 20th and the Ambassador Bridge, and adjacent alleys. Before the completion of the expansion of the Customs Facility, the GSA, as part of Phase II, will petition for the closing of Howard between the alley east of 20th and the Bridge, the closing of 20th between Porter and Fort Street and adjacent alleys. The petitioner is requesting the closings in phases to allow traffic circulation during construction.

CPC staff has contacted the Hubbard Richard Citizens District Council (HRCDC) and the Community Council (HRCC). Both groups had no concerns regarding the street the alley vacations. These vacations were agreed upon by the community, the Bridge Company and the GSA in a Memorandum of Understanding signed by the parties this past winter. The HRCDC has requested that the GSA give the community advance notice of the proposed closings to allow the HRCDC an opportunity to notify businesses and residents in the area.

Upon completion of the various traffic alterations, all truck traffic will enter the United States at the exit of the Customs Facility at Fort Street, between 20th and the Bridge. The remaining traffic will enter and exit the Bridge at the intersection of Porter Street and the East Fisher Freeway Service Drive. This will alleviate much of the traffic in the residential area east of the bridge. Traffic from the east will have to approach the Bridge from the freeway service drive via Vernor or West Grand Boulevard (see attached map).

The area west of the Ambassador Bridge was rezoned by the City Council the development of service facilities to accommodate international traffic using the Bridge. Traffic through this area is not a concern with the exception of the residential area along 25th Street. Trucks are restricted from this residential area by various signage. Trucks can enter the Bridge Plaza area via West Grand Boulevard and the freeway service drive, bypassing the residential street.

Recommendation

The proposed street and alley vacations will improve the circulation of traffic using the Ambassador Bridge and redirect traffic away from the residential area east of the Bridge. Signage restricts traffic from the residential area along 25th Street. The GSA has agreed to notify the community in advance of the proposed vacations to allow them the opportunity to notify businesses and residents. In consideration of the circulation improvements proposed for the area, CPC staff recommends approval of the proposed street and alley vacations.

Respectfully submitted,
MARSHA S. BRUHN
Director
JOHN BARAN
Staff

City Engineering Department
July 24, 1991

Honorable City Council:

Re: Petition No. 572, General Services Administration (GSA), Region 5, Cargo Inspection Facility Expansion Project — Ambassador Bridge, Street and Alley Vacations (Phase I) in the area bounded by 22nd, 20th, W. Fort, and Howard.

Petition No. 572 of "GSA" requests the vacation of portions of the public streets and alleys in the area bounded by Twenty-Second, Twentieth, W. Fort, and Howard Streets.

This is Phase I of the GSA plan to expand the U.S. Customs Cargo Facility at the Ambassador Bridge. The City Planning Commission has submitted a report, including a map, to your Honorable Body (dated October 1, 1990) regarding the entire project expansion plan.

The requested (Phase I) public street and alley vacations were approved by the Community and Economic Development Department and the Department of Transportation. The petition was brought before the Committee of the Whole on October 9, 1990. The petition was referred to the City Engineering Department for investigation (utility clearances) and report. This is our report:

An agreement between GSA and the "Detroit International Bridge Company" has been executed.

Further, the City is owner in fee of a part of Lafayette Avenue (70 feet wide, west of 21st), having been acquired by deed and/or court condemnation in 1886. Therefore, the Finance Director must execute a quit-claim deed to transfer a part of vacated public right-of-way.

The GSA has provided "purchase order P8871505B" for the necessary City-owned utility relocation costs. Provisions protecting underground utility installations (in part of 21st, Lafayette, and the necessary public alleys) are part of the resolution.

Satisfactory arrangements have been made with all City departments and privately-owned utility companies.

An appropriate resolution is attached for consideration by your Honorable Body.

Respectfully submitted,
CLYDE R. HOPKINS,
Director

By Council Member Ravitz:

Whereas, The "General Services Administration (GSA), Region 5" has acquired the necessary properties for Phase I of a "U.S. Customs Expanded Cargo Inspection Facility" at the Ambassador Bridge in Detroit. Generally, Phase I is within the area bounded by Twenty-Second, Twentieth, W. Fort, and Howard Streets; and

Whereas, An agreement between GSA and the "Detroit International Bridge Company" has been executed; therefore be it

Resolved, All that part of the easterly 12.00 feet of the northerly 400.00 feet of Twenty-First Street, 60 feet wide, between Lafayette Avenue (70 feet wide) and W. Fort Street (100 feet wide) lying westerly of and abutting the west line of Lot 1; also lying westerly of and abutting the west line of the northerly 20.00 feet of Lot 1; also lying westerly of and abutting the west line of the east-west public alley (20 feet wide; In the block bounded by 21st, 20th, W. Fort, and Lafayette); also lying westerly of and abutting the west line of Lots 5, 7, 10, 11, 14, 15, 18, 19, 22, 23, 26, and 27 of the "Subdivision of Part of Private Claim 729, North of Fort Street", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 265, Plats, Wayne County Records; also

All of the north-south public alley, 20 feet wide, in the block bounded by Twenty-First, Twentieth, and Fort Streets, and Lafayette Avenue lying westerly of and abutting the west line of Lots 5, 8, 9, 12, 13, 16, 17, 20, 21, 24, 25, and 28; also lying easterly of and abutting the east line of Lots 6, 7, 10, 11, 14, 15, 18, 19, 22, 23, 26 and 27 of the "Subdivision of Part of Private Claim 729, North of Fort Street", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 265, Plats, Wayne County Records; also

All of the east-west public alley, 20 feet wide, in the block bounded by Twenty-First, Twentieth, and Fort Streets, and Lafayette Avenue lying southerly of and abutting the south line of Lot 5; also lying southerly of and abutting the south line of Lot 6; also lying northerly of and abutting the north line of Lots 1 to 4 of the "Subdivision of Part of Private Claim 729, North of Fort Street", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 265, Plats, Wayne County Records;

Be and the same are hereby vacated as public (street and alley) rights-of-way to become part and parcel of the abutting property; and be it further

Resolved, All of Twenty-First Street, 60 feet wide, lying between and abutting the south line of Howard Street (50 feet wide) and the north line of W. Fort Street (100 feet wide); said Twenty-First Street lying westerly of and abutting the west line of Lot 1; also lying westerly of and abutting the west line of the east-west public alley, 20 feet wide (in the block bounded by 21st, 20th, Fort, and Lafayette); also lying westerly of and abutting the west line of Lots 5, 7, 10, 11, 14, 15, 18, 19, 22, 23, 26, and 27; also lying westerly of and abutting the west line of Lafayette Avenue, 70 feet wide (between 20th and 21st Streets); also lying westerly of and abutting the west line of Lots 30, 31, 34, 35, 38, 39, 42, 43, 46, 47, and 50 of the "Subdivision of Part of Claim 729, North of Fort Street", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 265, Plats, Wayne County Records; also lying easterly of and abutting the east line of Lot C; also lying easterly of and abutting the east line of the east-west public alley, 20 feet wide (first public alley north of Fort, west of 21st); also lying easterly of and abutting the east line of Lots D, E, F, and G of "D. C. Holbrook's Subdivision of Lot 1, North of Fort Street, Private Claim 727", City of Detroit, Wayne County, Michigan as recorded in Liber 3, Page 46, Plats, Wayne County Records; also lying easterly of and abutting the east line of the east-west public alley, 20 feet wide (second public alley north of Fort, west of 21st); also lying easterly of and abutting the east line of Lots 2 to 15 as platted in "Holbrook's Subdivision of Lots 16, 17 and part of Lot 18 of Holbrook's Subdivision of Lots 1, 2, 3, and 4 of the Subdivision of Private Claim 727, between Fort Street and Michigan Central Railroad", City of Detroit, Wayne County, Michigan as recorded in Liber 28, Page 43, Plats, Wayne County Records; (excepting therefrom a 12.00 feet by 400.00 feet portion between Lafayette and W. Fort, previously vacated as described above in this resolution); also

All that part of Lafayette Avenue, 70 feet wide, lying between and abutting the west line of Twentieth Street (50 feet wide) and the east line of Twenty-First Street (60 feet wide); said part of Lafayette Avenue lying southerly of and abutting the south line of Lot 29; also lying southerly of and abutting the south line of the north-south public alley (20 feet wide; in the block bounded by 21st, 20th, Fort, and Howard); also lying southerly of and abutting the south line of Lot 30; also lying northerly of and abutting the north line of Lot 27; also lying northerly of and abutting the north line of the north-south public alley (20 feet wide; in the block bounded by 21st, 20th, Fort, and Lafayette); also lying northerly of and abutting the north line of Lot 28 of the "Subdivision of Part of Private Claim 729, North of Fort Street", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 265, Plats, Wayne County Records; also

All that part of Lafayette Avenue, 70 feet wide, west of Twenty-First Street (having been opened as a public street in 1886; Rec. Ct. File No. 584); said portion of Lafayette Avenue having been platted as part of Lots 8 and 10, and all of Lot 9 of "Holbrook's Subdivision of Lots 1, 2, 3, and 4 of the Subdivision of Private Claim 727, between Fort Street and Michigan Central Railroad (as recorded in Liber 99, Page 411, Deeds, Wayne County Records)", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 202, Plats, Wayne County Records; being more particularly described as follows: Commencing at the northeasterly corner of said Lot 10 of "Holbrook's Sub'n."; thence S. 26°48'E. along the westerly line of Twenty-First Street, 25.50 feet to the point of beginning; thence S.26°48'E. continuing along said westerly line, 70.17 feet; thence S.67°20'W., 149.38 feet; thence N. 26°48'W., 70.17 feet; thence N. 67°20'E., 148.38 feet to the point of beginning, containing 10,412 square feet more or less; also

All of the east-west public alley, 10 feet wide and variable width, in the block bounded by Twenty-Second and Twenty-First Streets, Lafayette Avenue, and Howard Street lying southerly of and abutting the south line of Lots 1 to 5 as platted in "B. Wurzburger's Subdivision of Lots 16, 17 and part of Lot 18 of Holbrook's Subdivision of Lots 1, 2, 3, and 4 of the Subdivision of Private Claim 727, between Fort Street and Michigan Central Railroad", City of Detroit, Wayne County, Michigan as recorded in Liber 28, Page 43, Plats, Wayne County Records; also lying northerly of and abutting the north line of Lot 15 of "Holbrook's Subdivision of Lots 1, 2, 3, and 4 of the Subdivision of Private Claim 727 between Fort Street and Michigan Central Railroad (as recorded in Liber 99, Page 411, Deeds, Wayne County Records)", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 202, Plats, Wayne County Records; also

All that part of the east-west public alley, 20 feet wide, in the block bounded by Twenty-Second, Twenty-First, and Fort Streets, and Lafayette Avenue (first public alley north of Fort, west of 21st) and/or W. Fort Streets), such removal and construction of new curb and sidewalk shall be done under City permit and the inspection according to City Engineering Department specifications with all costs of borne by the petitioner, their heirs or assigns; and further

Provided, That the City Clerk shall within 30 days, record a certified copy of this resolution with the Wayne County Register of Deeds; and be it further

Resolved, The Finance Director is hereby authorized and directed to issue a quit-claim deed to transfer the following vacated public (street) right-of-way to the "United States of America and its assigns, Washington, D.C. (property is being acquired for the U.S. Customs Expanded Cargo Inspection Facility — Ambassador Bridge Border Station, Detroit, MI by the General Services Administration, Region 5)", for the fair market value and/or other valuable considerations:

"Land in the City of Detroit, Wayne County, Michigan being all that part of Lafayette Avenue, 70 feet wide, west of the full width of the streets and alleys Twenty-First Street (having been opened as a public street in 1886, Recorder's following covenants and agreements, Court File No. 584; resolution of necessuses, reservations and regulations, sity adopted by City Council on May 28, which shall be observed by the owners of 1885 — J.C.C. pgs. 244-47); said portion the lots abutting on said streets and of Lafayette Avenue having been platted alleys and by their heirs, executors, as part of Lots 8 and 10, and all of Lot 9 administrators and assigns, forever to of "Holbrook's Subdivision of Lots 1, 2, 3, wit: and 4 of the Subdivision of Private Claim

First, said owners hereby grant to and 727, between Fort Street and Michigan for the use of the public an easement or Central Railroad (as recorded in Liber right-of-way over said vacated public 99, Page 411, Deeds, Wayne County streets and alleys herein above Records)", as recorded in Liber 1, Page described for the purposes of maintain- 202, Plats, Wayne County Records; ing, installing, repairing, removing, or being more particularly described as fol- replacing public utilities such as water lows: mains, sewers, gas lines or mains, tele- Commencing at the northeasterly corphone, electric light conduits or poles or ner of said Lot 10 of "Holbrook's Sub'n."; things usually placed or installed in a thence S.26°48'E. along the westerly public street or alley in the City of Detroit, line of Twenty-First Street, 25.50 feet to with the right to ingress and egress at the point of beginning; thence S.26°48'E. any time to and over said easement for continuing along said westerly line, the purpose above set forth, 70.17 feet; thence S.67°20'W., 148.38

Second, said utility easement or right- feet; thence N.26°48'W., 70.17 feet; of-way in and over said vacated streets thence N.67°20'E., 148.38 feet to the and alleys herein above described shall point of beginning; containing 10,412 be forever accessible to the maintenance square feet or 0.2390 acres more or less; and inspection forces of the utility com- subject to an easement for public utilipanies, or those specifically authorized ties".

by them, for the purpose of inspecting, Adopted as follows:

installing, maintaining, repairing, remov- Yeas — Council Members Butler, ing, or replacing any sewer, conduit, Cleveland, Eberhard, Everett, Hill, water main, gas line or main, telephone Hood, Kelley, Ravitz and President or light pole or any utility facility placed or Mahaffey — 9. installed in the utility easement or right- Nays — None. of-way. The utility companies shall have the right to cross or use the driveways and yards of the adjoining properties for ingress and egress at any time to and over said utility easement with any necessary equipment to perform the above-mentioned tasks, with the understanding that the utility companies shall use due care in such crossing or use, and that any property damaged by the utility companies, other than that specifically prohibited by this resolution, shall be restored to a satisfactory condition,

Third, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever (except the necessary line fences, pavement, and related U.S. Customs Cargo Inspection Facility appurtenances shown on the Detroit — Buildings and Safety Engineering Department approved plans for the "General Services Administration, Region 5, Public Buildings Service, Chicago, Illinois"; prepared by Ellis, Naeyaert, Genheimer Associates, Inc., Engineers — Architects, 3290 W. Big Beaver, Troy, MI 48084; Job No. 89127, entitled: "Ambassador Bridge Cargo Inspection Facility — Ambassador Bridge Border Station, Detroit, MI"; building number: MI-0401-ZZ; project description: "construction", project number: NMI-8801; drawing title: "site layout plan — Area A", and part of "Area B"; drawing numbers: "2-18" and part of "2-19"; dated March 20, 1990) shall be built or placed upon said easement, nor change of surface grade made, without prior approval of the City Engineering Department,

Fourth, that if the owners of any lots abutting on said vacated streets and alleys shall request the removal and/or relocation of any existing poles or other utilities in said easement, such owners, shall pay all costs incidental to such removal and/or relocation, unless such charges are waived by the utility owners,

Fifth, that if any utility located in said property shall break or be damaged as a result of any action on the part of said owners or assigns (by way of illustration but not limitation) such as storage of excessive weights of materials or construction not in accordance with Section 3, mentioned above, then in such event said owners or assigns shall be liable for all costs incidental to the repair of such broken or damaged utility, and

Provided, That if it becomes necessary to remove the paved street or alley returns at the entrances (into Twentieth and construction of new curb and sidewalk shall be done under City permit and the inspection according to City Engineering Department specifications with all costs of borne by the petitioner, their heirs or assigns; and further

Provided, That the City Clerk shall within 30 days, record a certified copy of this resolution with the Wayne County Register of Deeds; and be it further

Resolved, The Finance Director is hereby authorized and directed to issue a quit-claim deed to transfer the following vacated public (street) right-of-way to the "United States of America and its assigns, Washington, D.C. (property is being acquired for the U.S. Customs Expanded Cargo Inspection Facility — Ambassador Bridge Border Station, Detroit, MI by the General Services Administration, Region 5)", for the fair market value and/or other valuable considerations:

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Second, said utility easement or right- feet; thence N.26°48'W., 70.17 feet; of-way in and over said vacated streets thence N.67°20'E., 148.38 feet to the and alleys herein above described shall point of beginning; containing 10,412 be forever accessible to the maintenance square feet or 0.2390 acres more or less; and inspection forces of the utility com- subject to an easement for public utilipanies, or those specifically authorized ties".

by them, for the purpose of inspecting, Adopted as follows:

installing, maintaining, repairing, remov- Yeas — Council Members Butler, ing, or replacing any sewer, conduit, Cleveland, Eberhard, Everett, Hill, water main, gas line or main, telephone Hood, Kelley, Ravitz and President or light pole or any utility facility placed or Mahaffey — 9. installed in the utility easement or right- Nays — None. of-way. The utility companies shall have the right to cross or use the driveways and yards of the adjoining properties for ingress and egress at any time to and over said utility easement with any necessary equipment to perform the above-mentioned tasks, with the understanding that the utility companies shall use due care in such crossing or use, and that any property damaged by the utility companies, other than that specifically prohibited by this resolution, shall be restored to a satisfactory condition,

Third, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever (except the necessary line fences, pavement, and related U.S. Customs Cargo Inspection Facility appurtenances shown on the Detroit — Buildings and Safety Engineering Department approved plans for the "General Services Administration, Region 5, Public Buildings Service, Chicago, Illinois"; prepared by Ellis, Naeyaert, Genheimer Associates, Inc., Engineers — Architects, 3290 W. Big Beaver, Troy, MI 48084; Job No. 89127, entitled: "Ambassador Bridge Cargo Inspection Facility — Ambassador Bridge Border Station, Detroit, MI"; building number: MI-0401-ZZ; project description: "construction", project number: NMI-8801; drawing title: "site layout plan — Area A", and part of "Area B"; drawing numbers: "2-18" and part of "2-19"; dated March 20, 1990) shall be built or placed upon said easement, nor change of surface grade made, without prior approval of the City Engineering Department,

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Fifth, that if any utility located in said property shall break or be damaged as a result of any action on the part of said owners or assigns (by way of illustration but not limitation) such as storage of excessive weights of materials or construction not in accordance with Section 3, mentioned above, then in such event said owners or assigns shall be liable for all costs incidental to the repair of such broken or damaged utility, and

STATE OF MICHIGAN) ss.
CITY OF DETROIT)

SHORT FORM - TRUE COPY CERTIFICATE

I, JEFFERY D. BLAINE, DEPUTY CITY CLERK of the City of Detroit, do hereby certify that the annexed paper is a True Copy of a Resolution

adopted by the City Council on July 31st, 1991

and approved by the Mayor on August 8th, 1991

Detroit Legal News August 7th, 1991

as appears from the ~~Journal~~ of said City Council, on file in my office.

LI 232717
PA 385
Rec'd

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of said City, at Detroit, on

August 15th, 1991

Deputy City Clerk

1- 8697
2- 385
3- 10659
4- 16745

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