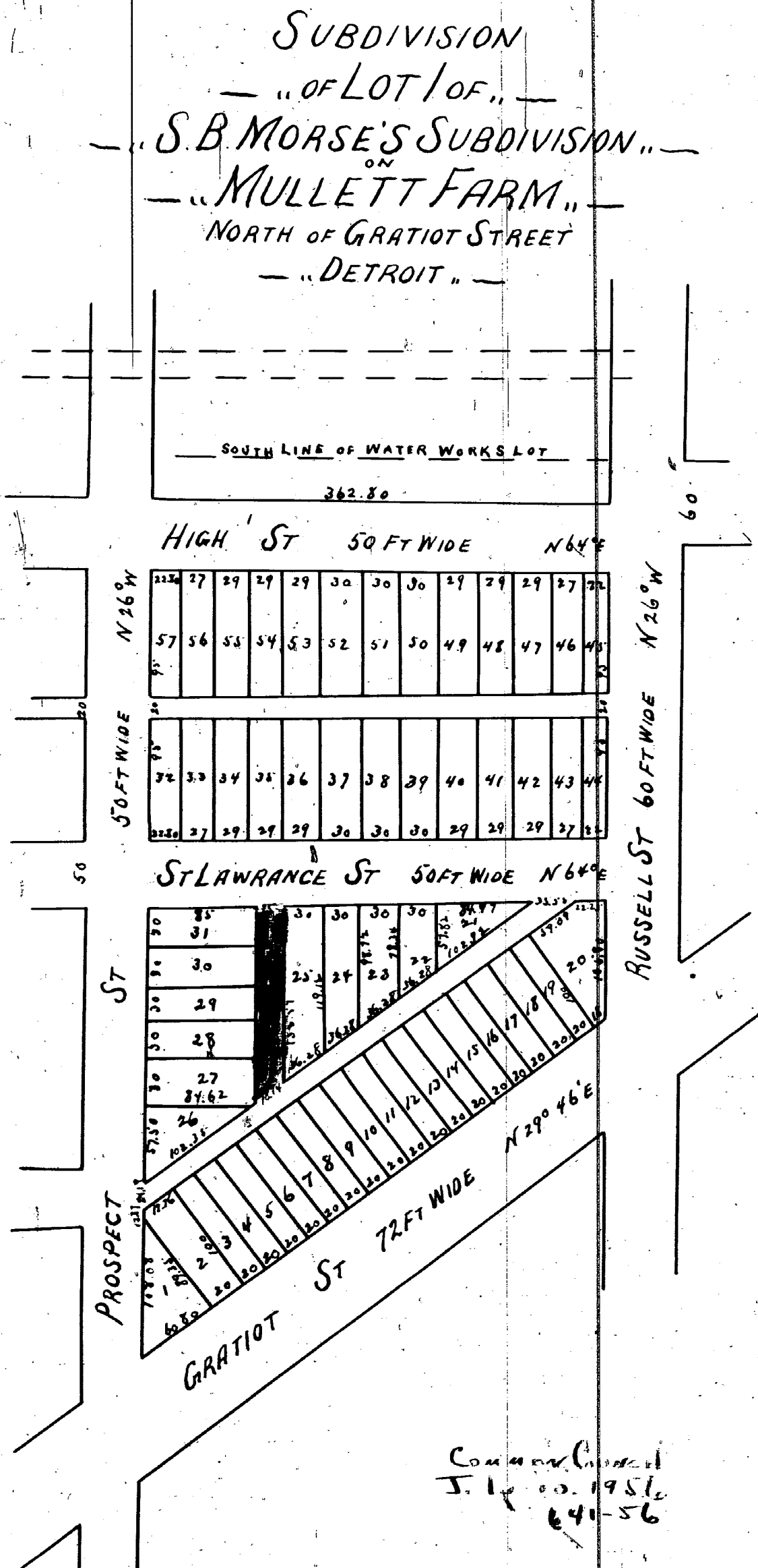




Received March 24th 1859 at 9 1/2 O'clock A.M.

N. S. Roberts
Register

The within plat of Subdivision of Lot one of S. B. Morse's Subdivision on Mullett Farm North of Gratiot Street in the City of Detroit is hereby executed by us this twenty third day of March A.D. 1859
Witness our hands and seals at Detroit the day and year above written

In presence of
Julius Stolt
M. J. Morse }

Stephen B. Morse

Julia A. Morse

County of Wayne } ss On this twenty third day of March A.D. Eighteen
State of Michigan } hundred and fifty nine before me a Notary Public in and for
said County personally appeared the above named Stephen B. Morse and Julia A. Morse his wife known to me to be the persons who executed the above instrument and acknowledged the same to be their free act and deed — And the said Julia A. Morse on a private examination by me separate and apart from her said husband acknowledged that she executed the same freely and without any fear or compulsion from any one.

Julius Stolt
Notary Public
for Wayne County
Michigan

I hereby certify that this plat is a correct copy of the plat now on record in the Register of Deeds office, being made under the supervision of the Auditor General by tracing the plat on record and affixing thereto a carefully compared copy of the dedications and certificates

Dated this 3rd day of June 1910
Geo W. Bennett
Clerk Aud. Genl's Dept.

9. Subdivision of Lot 1 of S. B. Morse's Subdivision of the Mullett Farm,
north of Gratiot Street, Detroit, as recorded in Liber 1, Page 55, Plats,
Wayne County records;

11250

and be it further

RESOLVED, That all that part of Vernor Highway abutting the westerly line of Rivard Street, extended northerly, abutting the westerly line of Russell Street and abutting the southerly line of the Fisher Freeway Right of Way is closed on a temporary basis for a period to end May 29, 1975.

PROVIDED, That petitioner shall be subject to any tax which may be levied against it pursuant to law with regard to such use of public property, and further

PROVIDED, Petitioner first furnishes an Agreement, in form approved by the Corporation Counsel, saving and protecting the City of Detroit harmless from any and all claims, damages or expenses that may arise by reason of the issuance of said permit, and providing for the faithful performance by the grantee of the terms hereof, and files same with the City Controller, and further

PROVIDED, That said permit shall be issued only after a certified copy of this resolution has been duly recorded in the office of the Wayne County Register of Deeds, by and at the permittee's expense, and further

PROVIDED, That no building or other structure is constructed in said alley; that petitioner shall observe the rules and regulations of the Department of Public Works, and further subject to the following provisions:

The City of Detroit retains all rights and interests in the area herein temporarily closed;

The City and all utility companies retain their rights to establish, maintain, and service any utilities in said area of temporarily closed alley, and further

By Councilman Browne:

Resolved, That all that part of the streets and alleys, not previously vacated, in the area bounded by St. Antoine, the southerly line of the Fisher Freeway Limited Access Right of Way, the westerly line of the Chrysler Freeway Limited Access Right of Way, the westerly line of the Limited Access Right of Way for the Madison Avenue entrance to the Chrysler Freeway, said streets being Beacon Street, 60 feet wide, Adams Street, 60 feet wide, Elizabeth Street, 60 feet wide, and Columbia Street, 50 feet wide, said westerly line of the I-75 and I-375 Interchange more properly described as:

The westerly right of way line of I-75 and I-375 Interchange from North of the Madison Avenue Connector to St. Antoine Street is described as: Beginning at the Southeast corner of Lot 5 of "Plat of the Subdivision of the C. Moran Farm between Gratiot and Indiana Streets", City of Detroit, as recorded in Liber 1 of Plats on page 254, Wayne County Records; thence Northwestwardly to a point on the Northwestwardly line of said Lot 5 which is Northeastwardly a distance of 4.41 feet from the Northwest corner of said Lot 5; thence Northwestwardly, across Adams Street (vacated) to a point on the Southerly line of Lot 6, Northerly side of Adams Avenue of said Plat which is 45.8 feet Northeastwardly from the Southwest corner of said Lot 6; thence Northwestwardly to a point on the Northerly line of said Lot 6 which is 27.6 feet from the Northwest corner of said Lot 6; thence Northwestwardly across the adjacent 20 foot alley to a point on the South line of Lot 6, Southerly side of Elizabeth Street of said Plat, which is 23.77 feet from the Southwest corner of said Lot 6; thence Northwestwardly to a point on the Northerly line of said Lot 6 which is 5.67 feet from the Northwest corner of said Lot 6; thence Northwestwardly across Elizabeth Street (vacated) to the Southwest corner of Lot 6, Northerly side of Elizabeth Street, of said Plat; thence Northwestwardly along the westerly Lot line of said Lot 6, extended across the 20 foot alley (vacated) to the Southwest corner of Lot 6, Southerly side of East Columbia Street, of said Plat; thence Westerly, along the Southerly line of Lot 7 of said Plat; to a point which is 20.37 feet, Easterly of the Southwest corner of said Lot 7; thence Northwestwardly to a point on the Northwest line of Lot 58 of "Part of Crane and Wesson's Section of the Antoine Beaubien Farm North of Elizabeth Street", Detroit, Michigan, as recorded in Liber 1 of Plats, page 9, Wayne County Records, which is 11.80 feet Southwestwardly of the Northeast corner of said Lot 58; thence Northwestwardly, across Columbia Street, to a point on the South line of Lot 60, of said Plat which is 26 feet East of the Southwest corner of said Lot 60; thence Northwestwardly to a point on the West line of Lot 61 of said Plat which is 64 feet North of the Southwest corner of said Lot 61; thence Northwestwardly, across the alley to a point on the East line of Lot 64 of said Plat, which is 15 feet Southerly of the Northeast corner of said Lot 64; thence Northwestwardly to a point on the North line of said Lot 64 which is Westerly 18 feet from the Northeast corner of said Lot 64; thence Northwestwardly to a point on the North line of Lot 65 of said Plat, which is Westerly 54 feet from the Northeast corner of said Lot 65; thence Northwestwardly to the Northwest corner of Lot 66 of said Plat; also all of the foregoing is as shown on Department of Public Works drawing number X-6034 as amended on May 22, 1973; also

All that part of the streets and alleys, not previously vacated in the area bounded by the easterly right of way line of the I-75 and I-375 Freeway Interchange Limited Access Right of Way from Gratiot Avenue to Vernor Highway, Russell Street, Gratiot and Vernor Highway, said streets being the East Service Drive of the Chrysler Freeway, Rivard Street, 50 feet wide, and Montcalm Street, 50 feet wide, said easterly right of way line being more particularly described as:

The Easterly right-of-way line of I-75 and I-375 Interchange from North of Gratiot Avenue to Vernor Avenue is described as: Beginning at a point on the South line of Lot 203 of Louis Moran Farm between Fort and Elizabeth Streets as recorded in Liber 55 of Deeds, on pages 243 and 244, W.C.R., which is Westerly 63.39 feet from the Southeast corner of Lot 202 of said subdivision; thence North 60 deg. 19 min. 47 sec. West a distance of 131.29 feet to the point of curvature of a curve to the right, having a radius of 177.00 feet and a central angle of 34 deg. 16 min. 33 sec.; thence Northwesterly along the arc of said curve a distance of 105.89 feet to the point of tangency of said curve; thence North 26 deg. 03 min. 14 sec. West a distance of 148.41 feet; thence North 26 deg. 05 min. 50 sec. West a distance of 483.81 feet to the point of curvature of a curve to the right; having a radius of 90.20 feet and a central angle of 19 deg. 11 min. 00 sec.; thence Northeasterly, along the arc of said curve, a distance of 30.20 feet to the point of compound curvature of a curve to the right, having a radius of 288.75 feet and a central angle of 60 deg. 43 min. 18 sec.; thence Northeasterly, along the arc of said curve, a distance of 306.02 feet to the point of tangency of said curve; thence North 43 deg. 44 min. 09 sec. East a distance of 176.13 feet; thence North 53 deg. 48 min. 28 sec. East a distance of 117.98 feet to a point of ending on the North line of Lot 22 of the Plat of the Subdivision of Part of Lot 182 of the Rivard Farm as recorded in Liber 41 of Deeds, page 449, W.C.R. which is Easterly 116.16 feet from the Northwest corner of said Plat.

Also, that portion of the East Service Drive of the Chrysler Freeway lying north of Gratiot Avenue, which was acquired by the Michigan Department of State Highways to provide a connection with the Hastings Street right of way and which is further described as:

That part of Lots 202 and 203 of Louis Moran Farm between Fort and Elizabeth Streets, as recorded in Liber 55 of Deeds, on Pages 243 and 244 and that part of Lots 20, 21, and 22 of the Plat of Crane and Wesson's Section of the Louis Moran Farm, Detroit, as recorded in Liber 1 of Plats, Page 58, both in Wayne County Records, and that part of the vacated alley which lies between said Lots 202 and 203 on the South and said Lot 20 on the North, described as: Beginning at a point on the South line of said Lot 202 which is Westerly 16.39 feet from the Southeast corner of said Lot 202; thence North 60 deg. 19 min. 47 sec. West, 131.29 feet to the point of curvature of a curve to the right, having a radius of 130.0 feet and a central angle of 30 deg. 05 min. 15 sec.; thence Northwestwardly along the arc of said curve, 68.27 feet to the point of tangency of said curve; thence South 63 deg. 56 min. 46 sec. West, 5.00 feet to the Northwest corner of said Lot 22; thence South 26 deg. 03 min. 14 sec. East 107.22 feet; thence South 60 deg. 19 min. 47 sec. East 110.88 feet; thence North 29 deg. 40 min. 13 sec. East, 47.00 feet to the point of beginning; all of the foregoing is as shown on Department of Public Works drawing number X-6034, as amended on May 22, 1973; also

All that part of the east-west public alley, 20 feet wide, not taken for the Chrysler Freeway and the Fisher Freeway's right of ways, between Montcalm Avenue and Vernor Highway, westerly of Rivard Street, lying northerly and abutting the northerly line of Lot 77, lying southerly of and abutting the southerly line of Lots 96 and 97 all inclusive of Crane and Wesson's Section of the Louis Moran Farm, Detroit, Wayne County, Michigan, as recorded in Liber 1, Page 58, Plats, Wayne County records, more properly described as:

Beginning at a point on the Southeastwardly line of said Lot 97 which is North 63 deg. 49 min. 25 sec. East, a distance of 16.42 feet from the SW corner of said Lot 97, thence North 63 deg. 59 min. 25 sec. East along the Southeastwardly line of Lots 97 and 96, a distance of 18.58 feet; thence South 34 deg. 13 min. 26 sec.

West, a distance of 40.28 feet to the NE corner of said Lot 77, thence South 63 deg. 59 min. 25 sec. West along the Northwestwardly line of said Lot 77, a distance of 10.5 feet to a point on the arc of a 288.50 ft. radius curve to the right, thence Northeasterly along the arc of said curve (chord bearing North 27 deg. 20 min. 43 sec. East and distance of 33.51 feet) to the point of beginning, also

All that part of Hastings Avenue, northerly of the north line of Montcalm Street and southerly of the east-west public alley first north of Montcalm Street as platted in Crane and Wesson's Section of the Louis Moran Farm, as recorded in Liber 1, Page 58, Plats, Wayne County Records, more properly described as:

Beginning at a point in the northerly line of Montcalm Street, 50 feet wide, said point being the Southwestwardly corner of Lot 76, thence westerly along the northerly line of Montcalm Street extended 29.4 feet to a point, on the easterly line of the Chrysler Freeway and Fisher Freeway Interchange right of way, thence along said right of way line 56.15 feet on the arc of a curve to the right having a radius of 288.5 feet and whose chord bears N. 05 deg. 32 min. 46.8 sec. E. to a point in the westerly line of Lot 76, thence S. 26 deg. 05 min. 50 sec. E. along the westerly line of Lot 76, 47.85 ft. to the point of beginning, all inclusive of the above mentioned subdivision, also

All that part of Vernor Highway, 50 feet wide, not taken for the Fisher Freeway between Rivard Street and the Fisher Freeway's right of way, as platted in the Subdivision of part of Lot 182 of the Rivard Farm, Detroit, Wayne County, Michigan, as recorded in Liber 41, Page 449, Deeds, Wayne County records, more properly described as:

Beginning at the NE corner of said Lot 17 on the Southeastwardly line of said Vernor Highway, thence South 63 deg. 58 min. 19 sec. West along Southeastwardly line of said Vernor Highway, a distance of 269.98 feet to a point on the southerly right of way line of the Fisher Freeway, thence North 53 deg. 48 min. 14 sec. East, a distance of 220.13 feet to the point of curvature of a curve to the right having a radius of 1516.387 feet, thence along the arc of said curve (chord bearing North 54 deg. 50 min. 15 sec. East a distance of 53.92 feet) to a point that is North 26 deg. 07 min. 01 sec. West, a distance of 47.42 feet from the point of beginning, thence South 26 deg. 07 min. 01 sec. East, a distance of 47.42 feet to the point of beginning, also

Be and the same are hereby vacated as public streets and alleys to revert to the holder of either the reversionary rights of fee interest subject to the following provisions:

1. An easement, the full width of Vernor Highway (to be vacated) abutting the easterly 36 feet of Lot 17 as platted in the Subdivision of part of Lot 182 of the Rivard Farm as recorded in Liber 41, Page 449, Deeds, Wayne County records, is reserved for the Detroit Metro Water Department for the purpose of installing, maintaining, repairing, removing or replacing any water mains, fire hydrants and appurtenances, with the right of ingress and egress at any time to, and over said easement for the purpose above set forth.

2. Easements, the full width of the streets and alleys, are hereby retained for the Detroit Edison Company in the following streets and alleys:

a) Columbia, 50 feet wide, between St. Antoine and the westerly line of the limited access right of way.

b) Elizabeth, 60 feet wide, between St. Antoine and the easterly line of the north-south alley first east of St. Antoine.

c) Beacon Street, 60 feet wide, between St. Antoine and the north line of the Madison entrance to the Chrysler Freeway.

d) The north-south alley, east of St. Antoine, from the north line of Elizabeth to the north line of the vacated 20 foot alley north of Elizabeth.

e) The north-south alley, east of St. Antoine from the south line of Elizabeth to the south line of the 20 foot wide east-west alley south of Elizabeth.

f) The alley paralleling Gratiot from Beacon Street to the Chrysler Freeway between Adams and Gratiot.

g) The easterly Service Drive of the Chrysler Freeway from the north line of Gratiot Avenue and the north line of Montcalm.

h) Rivard Street between Gratiot and the southerly line of Vernor Highway.

i) Montcalm between Russell and the westerly line of the alley first west of Russell south of Montcalm.

j) The east-west alley in the block bounded by Rivard, Russell, Montcalm, and Vernor Highway.

k) The alley paralleling Gratiot in the block bounded by Rivard, Russell, Montcalm, and Gratiot.

3. Easements, the full width of the streets and alleys are hereby retained for the Michigan Bell Telephone Company in the following streets and alleys:

a) Adams Street, between St. Antoine and the Chrysler Freeway.

b) The East Service Drive of the Chrysler Freeway from Gratiot to the north line of Elizabeth Street.

c) Rivard between Gratiot and the south line of Vernor Highway.

d) The east-west alley in the block bounded by Rivard, Russell, Montcalm, and Vernor Highway.

4. An easement for the aerial cable route to supply the petitioner along the northerly half of Montcalm between Rivard and the Chrysler Freeway East Service Drive for the Michigan Bell Telephone Company.

5. Easements for the Michigan Consolidated Gas Company in the following streets:

a) The full width of Elizabeth Street 60' wide between St. Antoine Street 50' wide and the Walter P. Chrysler Freeway.

b) The full width of the East Service Drive of the Chrysler Freeway 48' wide between the north line of the Elizabeth Street Easement 60' wide extended westerly across the east Service Drive and the north line of Gratiot Avenue 120' wide.

6. Easements of the full width of the streets are hereby retained in all of the streets with the exception of Adams Street for the Detroit Metro Water Department in the area bounded by St. Antoine, Russell, Gratiot, and the Fisher Freeway, as shown on Department of Public Works drawing number X-6034 as amended on May 22, 1973.

7. An easement of the full width of the alley in the block bounded by Rivard, Russell, Gratiot, and Montcalm is hereby retained for the Detroit Metro Water Department.

All of the above described easements shall be subject to the following:

FIRST, said owners hereby grant to and for the use of the above named easements or right of ways over said vacated public streets and alleys hereinabove 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 and alley in the City of Detroit, with the right to ingress and egress at any time to and over said easements for the purpose above set forth.

SECOND, 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 any change of surface grade be made, without prior approval by the Department of Public Works.

THIRD, that if at any time in the future 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, upon whose property the poles or other utilities are located shall pay all costs incidental to such removal and/or relocation, unless such charges are waived by the utility owners,

PROVIDED FURTHER, that if any utility located or to be located in said property shall break or be damaged as a result of any action on the part of the petitioner or assigns (by way of illustration but not limitation), such as storage of excessive weights of materials or construction not in accordance with Section 2, mentioned above, then in such event the petitioner or assigns shall be liable for all costs incidental to the repair of such broken or damaged utility,

All of the foregoing in the following subdivisions:

1. Plat of Crawford's Subdivision of part of the Antoine Beaubien Farm as recorded in Liber 49, Page 495, Deeds, Wayne County records.
2. Plat of Crane and Wesson's Section of the Antoine Beaubien Farm, north of Elizabeth Street, Detroit, Michigan, as recorded in Liber 1, Page 9, Plats, Wayne County records.
3. Plat of the Subdivision of the Charles Moran Farm, between Gratiot and Indiana Streets, City of Detroit, Wayne County, Michigan, as recorded in Liber 1, Page 254, Plats, Wayne County records.
4. Plat of the Subdivision of the Louis Moran Farm between Fort and Elizabeth Streets, as recorded in Liber 55, Pages 243 and 244, Deeds, Wayne County records.
5. Plat of the Crane and Wesson Section of the Louis Moran Farm as recorded in Liber 1, Page 58, Plats, Wayne County records.
6. Plat of that part of Claim No. 181 north of Jefferson Avenue for the heirs of Antoine Rivard as subdivided into lots April 19, 1841, as recorded in Book 12, Pages 348, 349, 350, and 351, City Records, Probate File 998.
7. Plat of the Subdivision of Outlot 181, Rivard Farm, as recorded in Liber 1, Page 111, Plats, Wayne County records.
8. Plat of the Subdivision of part of Lot No. 182, Rivard Farm, Surveyed by Thomas Campau, as recorded in Liber 41, Page 449, Deeds, Wayne County records.
9. Subdivision of Lot 1 of S. B. Morse's Subdivision of the Mullett Farm, north of Gratiot Street, Detroit, as recorded in Liber 1, Page 55, Plats, Wayne County records;

and be it further
RESOLVED, That all that part of Vernor Highway abutting the westerly line of Rivard Street, extended northerly, abutting the westerly line of Russell Street and abutting the southerly line of the Fisher Freeway Right of Way is closed on a temporary basis for a period to end May 29, 1975,

PROVIDED, That petitioner shall be subject to any tax which may be levied against it pursuant to law with regard to such use of public property, and further

PROVIDED, Petitioner first furnishes an Agreement, in form approved by the Corporation Counsel, saving and protecting the City of Detroit harmless from any and all claims, damages or expenses that may arise by reason of the issuance of said permit, and providing for the faithful performance by the grantee of the terms hereof, and files same with the City Controller, and further

PROVIDED, That said permit shall be issued only after a certified copy of this resolution has been duly recorded in the office of the Wayne County Register of Deeds, by and at the permittee's expense, and further

PROVIDED, That no building or other structure is constructed in said alley; that petitioner shall observe the rules and regulations of the Department of Public Works, and further subject to the following provisions:

The City of Detroit retains all rights and interests in the area herein temporarily closed;

The City and all utility companies retain their rights to establish, maintain, and service any utilities in said area of temporarily closed alley, and further

PROVIDED, That at the expiration of said permit, all obstructions therein shall be removed at the expense of the grantee, and the public property affected shall be restored to a condition satisfactory to the Department of Public Works, by and at the permittee's expense, and further

PROVIDED, This resolution is revocable at the will, whim or caprice of the Common Council, and further, that grantee acquires no implied or other privileges hereunder, not expressly stated herein, and be it further

RESOLVED, That all that part of Elizabeth Street lying in the limited access right of way of the Chrysler Freeway

Be and the same is hereby vacated to become a part and parcel of the Michigan Department of State Highways property, and be it further

Resolved, That, if, at any time in the future, it becomes necessary to remove the paved street and alley returns leading to the above vacated public rights of way except that portion of Elizabeth Street within the Chrysler Freeway Right of Way, such removal and curb construction, and any pavement adjustments, and, if necessary, any manhole and catch basin installations shall be done by the petitioner by City permit and inspection and according to City

specifications, with the entire cost of said construction being borne by the petitioner or his assigns.

Resolved, That the City Clerk is hereby authorized and directed to send a certified copy of this resolution to the Detroit Edison Company, the Michigan Bell Telephone Company, and the Michigan Consolidated Gas Company, and be it further

RESOLVED, That the Community Development Commission is hereby authorized and directed to negotiate the sale of the vacated alleys owned in fee by the City, said alleys are in the block bounded by St. Antoine, the Chrysler Freeway, Gratiot, and Adams; and in the block bounded by St. Antoine, the Chrysler Freeway, Adams, and Elizabeth.

Adopted as follows:
Yeas — Councilmen Browne, Eberhard, Henderson, Hood, Levin, Rogell, Wierzbicki, and President Ravitz — 8.
Nays — None.

Map attached

Li: 18456

Pa: 894-5

Rec: 6-15-73

*11250
7990
1138
11277
11264
10689
10514
10107
11407*

STATE OF MICHIGAN)
CITY OF DETROIT) ss.

SHORT FORM--TRUE COPY CERTIFICATE

I, GEORGE C. EDWARDS, CITY CLERK of the City of Detroit, do hereby certify that the annexed paper is a True Copy of a Resolution

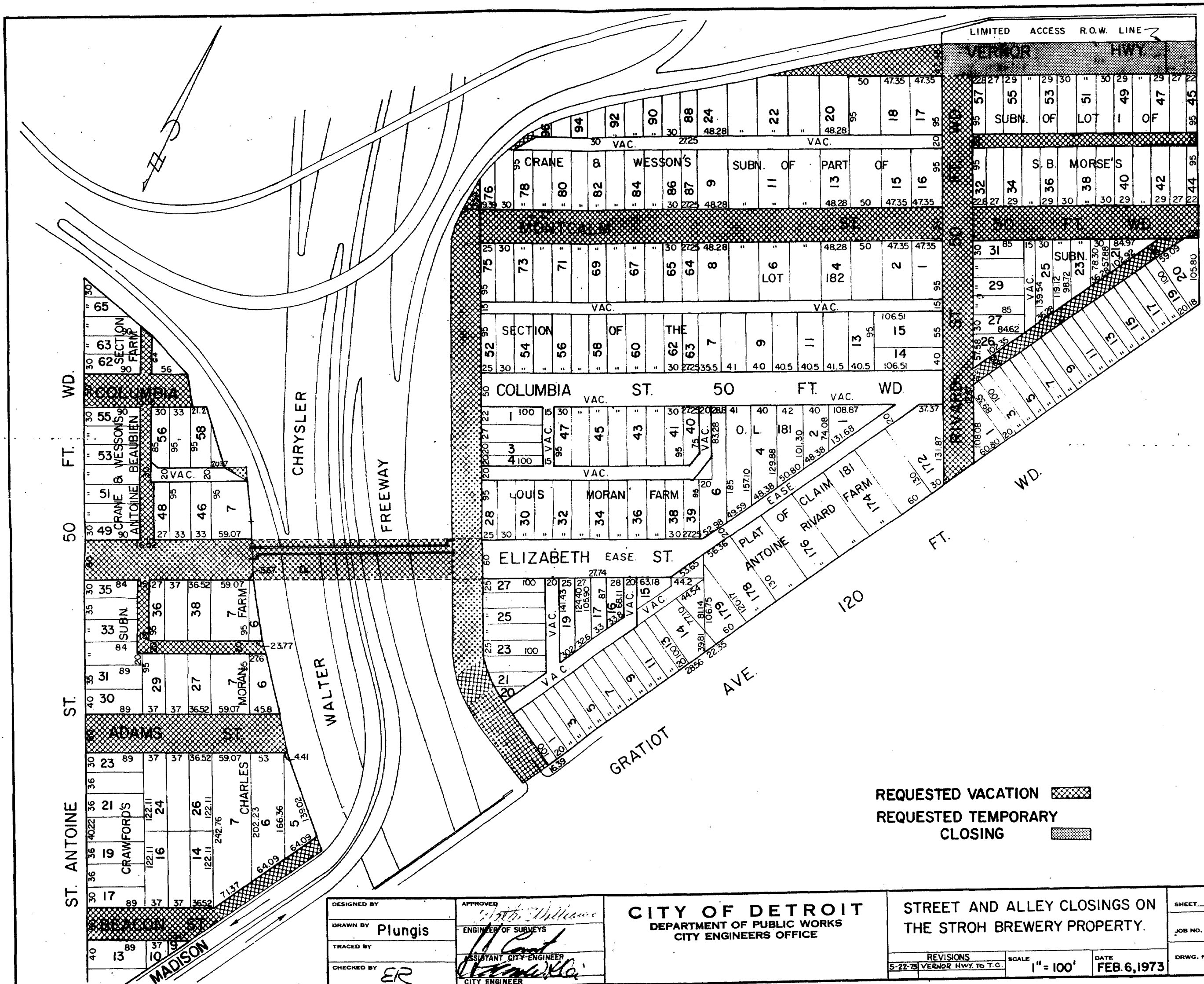
adopted by the Common Council on MAY 29 1973

And approved by the Mayor on JUN 5 1973

as appears from the Journal of said Common 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

JUN 14 1973
George C. Edwards
City Clerk



REQUESTED VACATION 
REQUESTED TEMPORARY
CLOSING 

DESIGNED BY	APPROVED <i>W. H. Williams</i>
DRAWN BY Plungis	ENGINEER OF SURVEYS
TRACED BY	<i>W. H. Williams</i> ASSISTANT CITY ENGINEER
CHECKED BY <i>ER</i>	<i>W. H. Williams</i> CITY ENGINEER

CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERS OFFICE

STREET AND ALLEY CLOSINGS ON
THE STROH BREWERY PROPERTY.

REVISIONS		SCALE 1" = 100'	DATE FEB. 6, 1973
5-22-73	VERNOR HWY. TO T.C.		

SHEET _____ OF _____ SHTS.

JOB NO.

DRWG. NO. X-6034