

Tax Assessment for the year 1931, levied against Lot 1, cap. 419, last mentioned sub. Value \$1,020, tax \$23.09. Reason, lot taken for Liddesdale Ave. widening. (W. 20, F. 1791, L. 2, W. side Visger Road.) And further:

Resolved, That the City Controller be and he is hereby authorized and directed to draw warrants on the proper fund in favor of the following named persons for the amounts set opposite their names. Being refunds on reductions of General City Tax for the years as specified below:

Mrs. E. E. Watson, 1835 Sycamore Ave. Refund \$4.08, reduction of \$200 on land, Reason, tax paid on whole of lot and owns part of lot. Year 1925. (W. 8, F. 79, L. 22, S. side Sycamore.) Lots 219 and 220, cap. 49.

Mrs. E. E. Watson, same address. Refund \$5.87, \$260 land reduction for year 1926. Lots 219-220, cap. 49. Reason, as above stated. (W. 8, F. 79, L. 22, S. side Sycamore.)

Mrs. E. E. Watson, same address. Refund \$5.82, \$260 land reduction for year 1927. Lots 219-220, cap. 49. Reason, as above stated. (W. 8, F. 79, L. 22, S. side Sycamore.)

Mrs. E. E. Watson, same address. Refund \$7.09, \$330 land reduction for year 1928. Lots 219-220, cap. 49. Reason, as above stated. (W. 8, F. 79, L. 22, S. side Sycamore.)

Mrs. E. E. Watson, same address. Refund \$6.81, \$330 land reduction for year 1929. Lots 219-220, cap. 49. Reason, as above stated. (W. 8, F. 79, L. 22, S. side Sycamore.)

Mrs. E. E. Watson, same address. Refund \$6.65, \$330 land reduction for year 1930. Lots 219-220, cap. 49. Reason, as above stated. (W. 8, F. 79, L. 22, S. side Sycamore.)

Peter Eisenbach, 1119 Clark Ave. Refund \$13.21, \$590 land reduction for year 1927. Reason, portion of lot taken for Liddesdale Ave. widening. (W. 20, F. 1170, L. 39, E. side Visger Road.) Lot 346, cap. 418, Storm & Fowler's Oakwood Manor Sub. No. 1.

Peter Eisenbach, 1119 Clark Ave. Refund \$12.68, \$590 land reduction for year 1928, lot 346, last mentioned sub., cap. 418. Reason, as above stated. (W. 20, F. 1225, L. 12, E. side Visger Road.)

Peter Eisenbach, same address. Refund \$12.19, \$590 land reduction for year 1929, lot 346, last mentioned sub., cap. 418. Reason, as above stated. (W. 20, F. 1245, L. 12, E. side Visger Road.)

Peter Eisenbach, same address. Refund \$11.89, \$590 land reduction for year 1930. Lot 346, last mentioned sub., cap. 418. Reason, as above stated. (W. 20, F. 1243, L. 12, E. side Visger Road.)

Adopted as follows:

Yeas—Councilmen Callahan, Castator, Dingeman, Ewald, Hall, Kronk, Walters and the President—8.
Nays—None.

1931
From the Board of Water Commissioners
July 28, 1931.
To the Honorable, the Common Council:

Gentlemen—We herewith transmit to your Honorable Body, the following resolutions for water pipe extending REVISED ROLL No. R-2: Consisting of overdue and unpaid assessment on Water Board Assessment rolls numbered: 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1752, 1753-A, 1755, 1756, 1757, 1759, 1760, in accordance with Section 10 of Chapter 21 of the compiled ordinances of the City of Detroit for the year 1926. Your Honorable Body is respectfully requested to declare that a necessity exists for the payment of the overdue and unpaid assessments for the cost of the work levied as provided by Section 10 of Chapter 21.

Respectfully yours,
ALEX DOW,
President.
D. C. GROBBEL,
Acting Secretary.

By Councilman Walters:

Resolved, That it be and is hereby declared by Common Council of the City of Detroit, necessary to lay and install in said City, the following described water mains, and that a ratable assessment for the cost of such improvement has been levied upon all lots or real estate, fronting upon said improvement at the specified rate for each lineal foot and further that the cost of this improvement shall be charged against the Water Fund of the City of Detroit.

REVISED ROLL R-2: Consisting of overdue and unpaid assessments on Water Board Assessment Rolls numbered: 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1752, 1753-A, 1756, 1757, 1759, 1760 and 1755. in accordance with Section 10 of Chapter 21 of the compiled ordinances of the City of Detroit for the year 1926.

Adopted as follows:

Yeas—Councilmen Callahan, Castator, Dingeman, Ewald, Hall, Kronk, Walters and the President—8.
Nays—None.

From the Condemnation Commission.
July 30, 1931.

To the Honorable, the Common Council:

Gentlemen—On January 24, 1931, a joint communication from the Condemnation Commission and City Plan Commission was sent to your Honorable Body regarding the opening of Lyndon avenue between Meyers Road and Ardmore avenue in accordance with your request of December 3 1930. In our letter we recommended that Lyndon avenue be opened where not already opened between Wyoming

avenue and Greenfield Road to a width of 60 feet, thereby affecting no buildings and the land involved being undeveloped acreage and industrial property.

Your Honorable Body referred the matter back to the Condemnation Commission requesting that a hearing be held with the property owners and the estimated cost be obtained.

On Feb. 10th and 11th, a hearing was held with the property owners whose property is involved in the proposed opening to discuss the plans, assessments, necessity and whether or not they would be willing to dedicate the land required.

Prints of the survey for the opening were completed in May, deeds prepared and each owner was interviewed. To date, deeds have been received on the following parcels for Lyndon avenue, and a parcel of land required for Ilene avenue, south of Lyndon:

Parcel No. 1—All that part of the S. W. $\frac{1}{4}$ Section 19, T. 1 S. R. 11 E., described as follows: Beginning at the intersection of the easterly line of Greenfield avenue 66 feet wide, with the East and West $\frac{1}{4}$ line of Section 19, T. 1 S., R. 11 E., thence along the said $\frac{1}{4}$ line North 85° East 92.19 feet to a point; thence along a line South $4^{\circ} 21' 50''$ East 30.00 feet to a point; thence along a line South 85° West 92.00 feet to a point on the easterly line of Greenfield avenue, 66 feet wide; thence along said line North $4^{\circ} 43'$ West 30 feet to the place of beginning.

It being the intention of this deed to convey the northerly 30.00 feet of property owned by the party of the first part, said strip of land to be used for street purposes and known as Lyndon avenue.

Owner—Mary Park.

Parcel No. 2—All that part of Section 19, T. 1 S. R. 11 E., described as follows: Beginning at a point in the East and West $\frac{1}{4}$ line of said section, said point being distant South 85° West 479.45 feet along said $\frac{1}{4}$ line from the intersection of the said $\frac{1}{4}$ line with the westerly line of Schaefer Highway (formerly Coolidge Highway): thence along said $\frac{1}{4}$ line South 85° West 15.15 feet to a point; thence along a curve to the left (radius of said curve being 369.265 feet and chord bearing North $23^{\circ} 58' 50''$ West 34.90 feet) a distance of 34.91 feet to a point; thence along a line South 85° West 21.62 feet to a point; thence on a curve to the right (radius of said curve being 349.265 feet and chord bearing South $25^{\circ} 07'$ East 35.14 feet) a distance of 35.15 feet to a point on the East and West $\frac{1}{4}$ line of Section 19, T. 1 S. R. 11 E.; thence along said line North 85° East 20.88 feet to the place of beginning to be used for street purposes and known as Lyndon avenue.

Owner—Arthur H. Hill and Olive B., his wife.

Parcel No. 3—All that part of the Southwest $\frac{1}{4}$ of Section 20, T. 1 S. R. 11 E., described as follows: Beginning at a point on the east and west $\frac{1}{4}$ line of said section, said point being distant along said $\frac{1}{4}$ line South 85 Degrees West 1023.20 feet from the westerly line of Meyers Road, 66 feet wide; thence along a line, being the westerly line of the Pennsylvania Detroit Railroad Right of Way on a curve to the right (radius of said curve being 461.839 feet and chord bearing South 7 Degrees 28 Minutes 15 Seconds East 30.03 feet) a distance of 30.03 feet to a point; thence along a line of South 85 Degrees West 120.36 feet to a point, thence along a line North 5 Degrees 22 Minutes West 30.00 feet to a point on the east and west $\frac{1}{4}$ line of Section 20, T. 1 S. R. 11 East; thence along said line North 85 Degrees East 119.26 feet to the place of beginning.

Owner—Louis W. Mueller and Gertrude J. Mueller, his wife.

Parcel No. 4—All that part of Section 20, T. 1 S. R. 11 E., being part of the Pennsylvania Detroit Railroad Spur Tract Right-of-Way described as follows: Beginning at the intersection of the easterly line of said railroad right-of-way with the East and West $\frac{1}{4}$ line of said Section 20, said point being distant South 85° West 979.34 feet along said $\frac{1}{4}$ line from the westerly line of Meyers Road, 66 feet wide; thence along the easterly line of the railroad right-of-way on a curve to the right (radius of said curve being 393.775 feet and chord bearing North $9^{\circ} 37' 43''$ East 31.01 feet) a distance of 31.02 feet to a point; thence along a line South 85° West 54.92 feet to a point on the westerly line of the Pennsylvania Detroit Right-of-Way; thence along said line on a curve to the right (radius of said curve being 461.839 feet and chord bearing South $9^{\circ} 28' 08''$ East 60.18 feet) a distance of 60.21 feet to a point; thence along a line North 85° East 34.00 feet to a point on the easterly line of the railroad right-of-way; thence along said line North $5^{\circ} 23'$ West 30.00 feet to a point on the East and West $\frac{1}{4}$ line of Section 20, T. 1 S., R. 11 E.; thence along said line North 85° East 8.72 feet to the place of beginning, to be used for street purposes and known as Lyndon avenue.

Owner—John W. Keys and Grace Keys, his wife.

Parcel No. 5—All that part of Section 20, T. 1 S., R. 11 E., being part of the Pennsylvania Detroit Railroad Spur Track Right-of-Way described as follows: Beginning at the intersection of the easterly line of said Railroad Right-of-Way with the East and West $\frac{1}{4}$ line of said Section 20, said point being distant South 85° West 979.34 feet along said $\frac{1}{4}$ line from the westerly line of Meyers Road

66 feet wide; thence along the easterly line of the Railroad Right-of-way on a curve to the right (radius of said curve being 393.775 feet and chord bearing North $9^{\circ} 37' 43''$ East 31.01 feet) a distance of 31.02 feet to a point; thence along a line South 85° West 54.92 feet to a point on the westerly line of the Pennsylvania Detroit Railroad Right-of-way; thence along said line on a curve to the right (radius of said curve being 461.839 feet and chord bearing South $9^{\circ} 28' 08''$ East 60.18 feet) a distance of 60.21 feet to a point; thence along a line North 85° East 34.00 feet to a point on the easterly line of the Railroad Right-of-Way; thence along said line North $5^{\circ} 23'$ West 30.00 feet to a point on the East and West $\frac{1}{4}$ line of Section 20, T. 1 S., R. 11 E.; thence along said line North 85° East 8.72 feet to the place of beginning to be used for street purposes and known as Lyndon Avenue.

Owner—Arthur H. Hill and Olive B., his wife.

Parcel No. 6 (a)—All that part of the South East $\frac{1}{4}$ Section 20, T. 1 S. R. 11 East described as follows: Beginning at the intersection of the east and west $\frac{1}{4}$ line of said section also being the southerly line of Lyndon Avenue, 33 feet wide, with the westerly line of Wyoming Avenue, 66 feet wide; thence along the said westerly line of Wyoming Avenue South 5 Degrees 24 Minutes East 33.00 feet to a point; thence along a line South 84 Degrees 47 Minutes West 619.56 feet to a point on the easterly line of Ilene Avenue, 50 feet wide; thence along said line North 5 Degrees 30 Minutes West 33.00 feet to a point on the east and west $\frac{1}{4}$ line of Section 20, T. 1 S. R. 11 East; thence along said line also being the southerly line of Lyndon Avenue, 33 feet wide, North 84 Degrees 47 Minutes East 619.61 feet to the place of beginning. To be used for street purposes and known as Lyndon Avenue.

Owner—Edward Callaghan, a single man.

Parcel No. 6 (b)—A portion of the Southeast $\frac{1}{4}$ of Section 20, T. 1 S. R. 11 East described as follows: Beginning at the northwesterly corner of Lot 82 of Progressive Park Subdivision of the south 15 acres of the north 20 acres of the east $\frac{1}{2}$ of the east $\frac{1}{2}$ of the Southeast $\frac{1}{4}$ of Section 20, as recorded in Liber 33 Page 70 of Plats of Wayne County Records; thence along the northerly line of said Progressive Park Subdivision South 84 Degrees 36 Minutes 18 Seconds West 30.00 feet to a point on the easterly line of Wark Gilbert Company's Orchard Grove Subdivision of the South $\frac{3}{4}$ of the South East $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 20 and the north 18 acres of the west $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of the

Southeast $\frac{1}{4}$ of Section 20 T. 1 S. R. 11 East as recorded in Liber 41 Page 22 of Plats of Wayne County Records thence along the easterly line of last mentioned Subdivision North 05 Degrees 30 Minutes West 294.88 feet to a point; thence along a line, being 33 feet southerly of and parallel to the east and west $\frac{1}{4}$ line of Section 20 T. 1 S. R. 11 East, North 84 Degrees 47 Minutes East 30.00 feet to a point; thence along a line South 05 Degrees 30 Minutes East 294.79 feet to the point of beginning to be used for the street purposes and known as Ilene Avenue.

Owner—Ed. Callaghan, a single man.

For your information, we offer the following:

1. Mrs. Mary Park and Louis W. Mueller, grantors of two of the deeds request that their deeds be returned if the balance of Lyndon Avenue is not opened.

2. Mr. Ed. Callaghan requests that a reduction be made on his 1931-1932 general tax for the acreage dedicated.

3. There are eleven parcels of property to be condemned if Lyndon Avenue is opened and widened to a width of 60 feet.

4. The estimated cost of this proposed opening is \$36,500.

5. All of the cost can be assessed to the abutting frontage which is mostly unsubdivided property.

6. If Lyndon Avenue is opened, we believe that it will tend to stimulate the development of this industrial section of the City.

7. Some of the other property owners would be willing to dedicate their land but are unable to do so because their property is being purchased on land contract.

We wish to call to your attention the fact that we have obtained deeds for the land needed upon the property used for railroad purposes, so therefore, no awards will be made to the railroad property involved.

Respectfully submitted,

PAUL T. ANDERSON,

MARTIN R. FISHER,

T. M. CORCORAN,

Chairman.

By Councilman Hall:

Resolved, That the Corporation Counsel be and he is hereby authorized and directed to prepare the proper resolution for the opening of Lyndon ave. between Wyoming ave. and Greenfield Road to a width of 60 ft. and submit same to this body for approval.

Adopted as follows:
Yeas—Councilmen Callahan, Castantor, Dingeman, Ewald, Hall, Kronk, Walters and the President—8.
Nays—None.