

by the Department of Parks and Recreation that they are in receipt of a petition from the Brightmoor district Council asking for the acquisition of a recreational area at the northeast corner of Lyndon and Bentler. It was pointed out to the District Council by the Department of Parks and Recreation that an alternate site further removed from the Harding School would be more desirable and better serve the area. A 2.7 acre site at the north end of the block bounded by Outer Drive, Chapel, Eaton and Burgess avenues (lots 264-276 and 182-194) was mutually acceptable.

This site is entirely vacant and has an assessed valuation of \$5,750.00. Its location in the northwest corner of this neighborhood unit is in accordance with an area designated on the Master Plan of Playgrounds as being a desirable location for an additional future playground.

It is, therefore, recommended by the City Plan Commission that the Master Plan of Playgrounds be amended by adding thereto the site at the north end of the block bounded by Outer Drive, Chapel, Eaton and Burgess avenues, lots 264-276 and 182-194. The Parks and Recreation Commission has concurred in this action.

Respectfully submitted,  
**GEORGE F. EMERY,**  
 Planning Director-Secretary.

By Councilman Miriani:

Resolved, That the Master Plan of Playgrounds be and the same is hereby amended by adding thereto the site at the north end of the block bounded by Outer Drive, Chapel, Eaton and Burgess aves., lots 264 to 276 incl. and lots 182 to 194, incl.

Adopted as follows:

Yeas—Councilmen Comstock, Garklick, Kronk, Miriani, Nowicki, Oakman, Smith, and the President—8.

Nays—None.

**City Plan Commission**

March 30, 1948.

To the Honorable, the Common Council:

Gentlemen—We have been advised by the Department of Parks and Recreation that they are in receipt of a petition from the Brightmoor District Council asking for the acquisition of two recreational areas. This Council is sponsored by 22 local clubs. One of these areas is an acreage tract south of the Don Hubert School, lying north of Eaton and east of Bramell.

The area in question is approximately 1.7 acre in size which, added to the present school playground of two acres, will provide a playground nearer to the standard proposed for

a school. The assessed value of the land is about \$2500. This vacant area, now used by the children of the neighborhood, should be added to the existing playground before residential construction takes place.

It is, therefore, recommended by the City Plan Commission that the Master Plan of Playgrounds be amended by adding thereto the land lying south of the Don Hubert playground to Eaton and extending approximately 477 feet east of Bramell. The Parks and Recreation Commission, at its meeting of March 2, 1948, concurred in this action.

Respectfully submitted,  
**GEORGE F. EMERY,**  
 Planning Director-Secretary.

By Councilman Miriani:

Resolved, That the Master Plan of Playgrounds be and the same is hereby amended by adding thereto the land lying south of the Don Hubert playground to Eaton ave. and extending approximately 477 ft. east of Bramell ave.

Adopted as follows:

Yeas—Councilmen Comstock, Garklick, Kronk, Miriani, Nowicki, Oakman, Smith, and the President—8.

Nays—None.

**City Plan Commission**

April 6, 1948.

To the Honorable, the Common Council:

Gentlemen—Pursuant to a request of the Department of Public Works, this Commission has made a study regarding a street opening in the vicinity of Lindsay and Curtis Avenues.

Investigation discloses that Lindsay has been opened to a width of sixty feet north of Curtis Avenue. In processing a petition for sidewalk construction at this point, the Department of Public Works discovered that the lot adjacent to Lindsay Avenue was only 1.7 feet wide and had an assessed value of twenty dollars. To levy an assessment against this parcel for sidewalk might prove a hardship and could result in the abandonment of the property and the consequent charges to the City itself.

To remedy this situation, the Department of Public Works has requested that the parcel under consideration be acquired for street purposes. The owner of the property has offered to dedicate this strip to the City and has executed a deed which is here enclosed.

In view of the foregoing circumstances, the City Plan Commission recommends that the property proposed to be dedicated and described at Lot 434 of Redford Southfield Court Subdivision be accepted by

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four Honorable Body, as shown on attached plan 870-1.

Respectfully submitted,  
**GEORGE F. EMERY,**  
 Planning Director-Secretary.

By Councilman Miriani:

Resolved, That quit-claim deed of Karl F. Meyer and Catherine L. Meyer, his wife, to the City of Detroit covering property dedicated for street purposes, described as "Lot 484 of Redford Southfield Court, a sub. of the S W  $\frac{1}{4}$  of N W  $\frac{1}{4}$  and part of the W  $\frac{1}{2}$  of the S E  $\frac{1}{4}$  of the N W  $\frac{1}{4}$  of Sec. 12, T.1 S., R.10 E., Redford Twp., Wayne County, Mich., as recorded in liber 54 of Plats, page 13, Wayne County Records", be and the same is hereby accepted, and the City Controller is directed to record said deed in the office of the Register of Deeds for Wayne County.

Adopted as follows:

Yeas—Councilmen Comstock, Garlick, Kronk, Miriani, Nowicki, Oakman, Smith, and the President—8.

Nays—None.

#### City Plan Commission

March 31, 1948.

To the Honorable, the Common Council:

Gentlemen — There is returned herewith the petition of the Ford Motor Company (578) and also the petition of the Plymouth-Tireman Improvement Association (708), both of which pertain to the rezoning of the so-called Ford property located in the area bounded by Joy Road on the north, Greenfield Road on the east, Tireman Avenue on the south, and St. Marys and Rutherford Avenues and also the Pere Marquette Railroad right-of-way on the west.

The petition of the Plymouth-Tireman Improvement Association requests that the existing MH zoning classification of this property, including the 15 acres sold to the Detroit Creamery Company and upon which a change to C-6 classification will become effective on April 15, 1948, be changed to provide for 200 feet of light manufacturing zoning adjacent to the railroad, business zoning along Joy Road, and the balance of the property to low-density multiple dwelling use.

The Ford Motor Company proposal provides for a belt of ML zoning along Joy and Greenfield Roads, 125 feet and 145 feet deep, respectively. Upon the aforesaid ML zoned areas they agree to set back all buildings 50 feet from the Joy Road property line and 70 feet from the Greenfield property line; further, they propose to dedicate land (approximately 35 feet) necessary to widen St. Marys Avenue to a width of 6 feet and to set back all buildings along that street at least 20 feet; further pro-

posing that the triangular parcel lying southerly of the railroad and easterly of Rutherford be rezoned to ML-6 classification with the exception of the westerly 35 feet, plus or minus, necessary to widen Rutherford Avenue to a width of 60 feet, which they agree to dedicate for street purposes, and further they will agree to set back all buildings along said Rutherford Avenue not less than 20 feet.

This Commission has in the past held many hearings relative to the zoning of the subject property, and as a result is fully cognizant of the wishes of the citizens and property owners in the neighborhood and also those of the owners and other interested parties. Further, as a result of studies which have been made and careful consideration of all of the factors involved, it is the opinion of this Commission that the changes requested by the Plymouth-Tireman Improvement Association cannot be justified inasmuch as such changes would not permit a reasonable and desirable use of the premises. In this connection, consideration was given to the growing shortage of vacant unsubdivided lands adjacent to railroads which are suitable for industrial development as compared to the need and desirability of sites so located for residential developments. It was concluded that there is a real need for industrial sites so located and that such property is not ideally suited for residential use; further, that an industrial use of the premises could be made without any greater impact on the property lying easterly of Greenfield and northerly of Joy Road than would be experienced by a portion of the property owned by petitioner Ford, if it were to be residentially zoned, as proposed by the Plymouth-Tireman Improvement Association. It is felt that the proposal of the Ford Motor Company will provide for a desirable use of the property with due consideration for the surrounding area.

The City Plan Commission, therefore, recommends that the petition of the Plymouth-Tireman Improvement Association be denied and that the petition of the Ford Motor Company be approved, and that the following amendments be made to District Map No. 40:

1. That the northerly 125 feet and the easterly 145 feet of all that part of the unsubdivided tract which lies southerly of Joy Road, easterly of Rutherford Avenue, westerly of Greenfield Road, northeasterly of the northeasterly line of the Pere Marquette Railroad right-of-way and northerly of a line 891 feet north of and parallel to the north line of Tireman Avenue, 43 feet wide, which is presently zoned MH be changed to an ML classification.