

Adopted as follows:
 Yeas — Councilmen Beck, Connor, Rogell, Smith, Van Antwerp, Wise, and President Miriani—7.
 Nays—None.

Buildings and Safety Engineering
 March 5, 1954.

Re: 4052-6 W. Vernor Highway
 E. 20 ft. of Lot No. 4 - W. 4 ft. of Lot No. 3, Daniel Scottens Sub—L 9, P 11

Honorable Common Council:
 Gentlemen — This Department has experienced considerable difficulty in having a dangerous condition removed from the premises at the above address.

The two-story frame building at this location was severely damaged by fire and portions of the first story walls were permitted to remain to form an enclosure at the front and rear of the original building. The brick basement walls and first floor joists remained, but recently due to the weather and elements, the frame enclosures at both ends of the building are in danger of collapse, the basement walls are disintegrating and first floor joists are decaying.

The owner of this property was taken to the Traffic Court of the Recorder's Court Division for failure to remedy the above dangerous conditions and was fined twenty-five dollars on June 19, 1953 for maintaining a dangerous structure. A second complaint was filed against the same owner on January 29, 1954, but he had moved out of the city and was not available for personal service. The conditions of frame enclosing walls, basement walls, etc. are becoming worse each day, and a condemnation notice BB 47208, dated February 9, 1954 was mailed to the owner's address out of the city.

The hearing and condemnation proceedings, as set forth in Section 129 of the Building Code were held at this office. While the owner had agreed to remedy the conditions, he failed to keep his promise.

The Department therefore respectfully requests your Honorable Body to direct the Department of Public Works to:

1. Remove present frame enclosures from front and rear elevations.
2. Remove dangerous brick basement walls and first floor joists.
3. Fill remaining excavation to sidewalk grade.

And further, that the cost of this work be referred to the Board of Assessors and assessed against the property known as 4052-6 W. Vernor, also known as the East 20 ft. of Lot No. 4 and the West 4 ft. of Lot No. 3, Daniel Scottens's Subdivision, Liber 9, Page 11.

Respectfully submitted,
 JOSEPH P. WOLFF,
 Commissioner.

By Councilman Connor:
 Resolved, That the Dept. of Public Works be and it is hereby authorized and directed to

1. Remove present frame enclosures from front and rear elevations.
2. Remove dangerous brick basement walls and first floor joists, and
3. Fill remaining excavation to sidewalk grade, at 4052-6 W. Vernor Highway, being E. 20 ft. of lot 4 and W. 4 ft. of lot 3, Daniel Scottens's Sub., for the purpose of removing a dangerous condition now existing, and further

Resolved, That the cost of the above work be charged against the property.

Adopted as follows:
 Yeas — Councilmen Beck, Connor Rogell, Smith, Van Antwerp, Wise, and President Miriani—7.
 Nays—None.

City Plan Commission

February 18, 1954.

Honorable Common Council:
 Gentlemen — The City Plan Commission has received a communication from the Department of Water Supply offering a strip of land 60-feet wide extending from the corner of Outer Drive and Conner east to the Railroad right-of-way to be used for street purposes.

The Department of Water Supply states in their communication that this offer is being presented because of an agreement being reached with the Grand Trunk Western Railroad Company relative to the construction of a spur track into the Department of Water Supply's Northeast station. It has been their desire to obtain this spur track for some time. It would be of considerable value in that it will greatly facilitate the delivery of activated carbon and other chemicals to this station. However, the railroad has shown little interest because of the limited volume of traffic it will receive. To compensate for the restricted use that this spur track would receive, the Department of Water Supply has offered the previously described 60-foot wide strip of land from their property so as to extend a street into the railroad right-of-way at this location. This agreement will also provide for an easement under the railroad right-of-way to accommodate the extension of a water main to be installed in the new street.

The Department of Streets and Traffic and all other interested City departments have been contacted and there are no objections to the proposal provided that a properly executed deed shall be delivered and that the petitioner shall pay all costs of improving the dedicated parcel in advance.

After careful consideration of all the factors involved it is the recom-

mentation of the City Plan Commission that the above described land be deeded for street purposes and that the deeds be accepted when presented, subject to the aforementioned provision. It is further recommended that the proposed street be named State Fair Avenue. All of the above being shown on the attached plan No. 980-1.

Respectfully submitted,
CHARLES A. BLESSING,
 Director-Secretary.

By Councilman Wise:

Resolved, That a strip of land, 60 ft. in width, between Conner Ave. and the west line of Grand Trunk Western R.R. right-of-way, in line with Outer Drive West, in accordance with City Plan Commission Plan No. 980-1, be and the same is hereby allocated and set aside for street purposes, to be known as State Fair Ave.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Rogell, Smith, Van Antwerp, Wise, and President Miriani—7.

Nays—None.

City Plan Commission

February 19, 1954.

Honorable Common Council:

Gentlemen—There is returned herewith the petition of Alfred F. Steiner Company (8196) requesting the rezoning of property located on the west side of Grayton Avenue from R-1 (single family dwelling) classification to P-1 (parking) classification.

In this instance it appears that petitioner, which operates a passenger car and truck sales and service agency, has its new car sales and service facilities located on the north side of Mack between Grayton and Harvard and its used car lot on the entire block located on the north side of Mack between Grayton and Bishop. Further, petitioner also owns Lots 6, 7, 8 and the south 22.5 feet of Lot 9 having 112.5 feet frontage on the west side of Grayton, immediately north of the alley north of Mack. These lots are vacant and are zoned R-1 and petitioner is desirous of having same rezoned for parking purposes. Practically all of the balance of the property on Grayton is developed with a good grade of residences, excepting three vacant lots on the east side of the street directly opposite the subject property, which are also owned by the Steiner Company. Bishop Road to the west and Harvard Road to the east are also developed with a good grade of single family homes.

In connection with the consideration which was given this matter hearings were held, attended by petitioner's representatives and also by a large number of residential property owners in the neighborhood who vigorously protested petitioner's use

of the property for parking purposes and the proposed change in zoning. Petitioners state that the increasing needs of their business for parking space for customers cars awaiting service and storage space for new cars awaiting delivery make it imperative that additional space for such purposes be made available in close proximity to the sales and service building. Petitioners further contend that the property under consideration has been used for parking purposes for a number of years and therefore have acquired rights as a non-conforming use. The protesting group contend that the proposed use, if permitted, will commercialize the neighborhood, depreciate property values, increase traffic and generally be harmful to surrounding properties.

After careful consideration of all the factors involved, it is the opinion of the Commission that the proposed change in zoning is unjustified and if effected would constitute an intrusion of a commercial use into an otherwise residential district. In this connection it should be noted that the use of the premises, as proposed, could not be compared with the use of property for parking purposes, serving a group of stores or shopping center catering to the needs of the residents of the neighborhood as a whole, thereby being a neighborhood facility. On the contrary, petitioners proposal would serve only the needs of petitioner for storage space and for the parking of customers vehicles which are awaiting servicing or which have been serviced—definitely a business use which should be located on business zoned property.

The City Plan Commission therefore recommends that petitioner's request be denied.

Respectfully submitted,
CHARLES A. BLESSING,
 Director-Secretary.

By Councilman Wise:

Resolved, That Notice Is Hereby Given that a public hearing as provided by law will be held by this Common Council in its Chamber on Friday, the 2nd day of April, A.D. 1954, at 10:30 A. M., for the purpose of considering the advisability of amending District Map 39 of Ordinance No. 171-D, the Zoning Ordinance of the City of Detroit, as set forth in the following proposed amendment.

Approved:

P. T. DWYER, Corp. Counsel.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Rogell, Smith, Van Antwerp, Wise, and President Miriani—7.

Nays—None.

By Councilman Wise:

AN ORDINANCE to amend District Map 39 of Ordinance No. 171-D entitled: "An Ordinance to estab-