

1. Derrick Brown, 8099 Olympia, Detroit, MI 48213.
2. Lucinda Hawkins, 16629 Ardmore, Detroit, MI 48235.
3. Elmer Lindsey, 12503 Stringham Court, Detroit, MI 48213.
4. Rose Aguilar, 2533 Stair, Detroit, MI 48209.

The recommended candidates have been interviewed by the Commission. Mr. Brown, Mrs. Hawkins, and Mr. Lindsey are current CRC members who wish to be reappointed. An attendance record for each is attached.

For your information, attached are various documents which include the criteria and process used for selecting CRC candidates and the completed applications of the recommended candidates.

The City Planning Commission recommends that Your Honorable Body adopt the attached resolution relative to the above-described appointments.

Respectfully submitted,
HAROLD B. GLOVER
 Chairperson
MARSHA S. BRUHN
 Director

By Council Member Peoples:

Whereas, In January 1978 City Council by resolution established the Citizen Review Committee to serve as an eleven member advisory body to the City Planning Commission; and

Whereas, The principal functions of the Citizen Review Committee are to review Neighborhood Opportunity Fund (NOF) proposals and recommend which proposals should be approved for grants, and to review applications for City Council's Self-Help Neighborhood Awards Program (SNAP) and recommend which applications should receive a SNAP award; and

Whereas, The Citizen Review Committee will have four vacancies as of July 1, 1987; and

Whereas, The City Council and City Planning Commission wish to have a full complement of members on the Citizen Review Committee;

Now, Therefore, Be It Resolved, That the City Council reappoints Derrick Brown, 8099 Olympia, Detroit, Mich. 48213, Lucinda Hawkins, 16629 Ardmore, Detroit, Mich. 48235 and Elmer Lindsey, 12503 Stringham Ct., Detroit, Mich. 48213 to serve on the Citizen Review Committee for three year terms commencing July 1, 1987 and ending June 30, 1990;

And, Be It Further Resolved, That City Council appoints Rose Aguilar, 2533 Stair, Detroit, Mich. 48209 to serve on the Citizen Review Committee for a three year term commencing July 1, 1987 and ending June 30, 1990.

Adopted as follows:

Yeas — Council Members Collins, Eberhard, Hood, Kelley, Peoples, Ravitz, Mahaffey, and President Henderson — 8.

Nays — None.

*RECONSIDERATION (No. 8), per Motions before Adjournment.

City Planning Commission

June 9, 1987

Honorable City Council:

Re: Proposed Paving of the St. Stephens Right-of-Way.

At yesterday's Committee of the Whole meeting, Your Honorable Body requested City Planning Commission staff to look into the steps necessary for the paving of the Detroit portion of St. Stephens Street from Western Ave. to the Dearborn city limits as a means of improving the right of way and reducing the dust and dirt raised by truck traffic entering Dearborn from the Ferrous Processing & Trading Co. at 9100 John Kronk Ave. in Detroit.

Planning Commission staff was asked to address three questions:

1. Where is the City at on the possibility of paving the street?

The Mayor's Office, City Engineering, the Planning Department, and the Department of Transportation are all actively working on the problem. Once Detroit City Council accepts the St. Stephens right-of-way for street purposes, the question of improving that right-of-way can be pursued.

Historically, St. Stephens St. was privately owned land improved by the industries along it. Around 1966 or 1968, a former industrial use, Shatterproof Glass Co., deeded over its portion of the right-of-way to the City of Detroit, apparently in order to have St. Stephens dedicated as a city street. However, no record appears in the Journal of the City Council to indicate that the desired street dedication ever occurred. The right-of-way remained unimproved and is very uneven and rutted. Very recently, at private expense, an oil treatment has been applied to the road surface to cut down on the amount of dust produced by truck traffic.

The City Engineering Department indicates that it has now secured all three property deeds which are needed with the proper legal descriptions to define the St. Stephens right-of-way and will be presenting a resolution to Your Honorable Body in the next weeks authorizing acceptance of the right-of-way for street purposes.

2. What impediments exist in the process of getting it paved?

Once the right-of-way has been dedicated as a street, the question of appar-

tionment of costs for any improvement of the street becomes germane.

Typically, the first improvement to a street would be assessed against the abutting property owners — in this case, the City which owns land to the north would pick up half the cost, roughly \$15,000, and Ferrous Processing which owns land to the south would pick up the remaining \$15,000 cost. The contract for the paving work would be bid-out by City Engineering. This normal contracting procedure would not allow time for actual construction during 1987.

If the City of Detroit were to assume 100% of the cost of improving the street, presumably it could expedite work by assigning construction to the Department of Public Works.

3. Does City Council have a role in that process?

As indicated above, St. Stephens cannot be dedicated as a street without City Council's action. Additionally, City Council would approve any contract for road-paving, if the street improvement is pursued through normal contractual channels.

Dearborn Public Hearing On The Street Closing

Further consideration of the matter of vacating the east 43 feet of St. Stephens Street in the City of Dearborn was an item on the agenda of Dearborn's City Planning Commission last night, June 8, 1987. I attended that meeting along with other City of Detroit personnel — the Commander of the Fourth Precinct and the Fire Chief of the Battalion for that area. I was able to share with the Commissioners the information our office had on the street dedication and paving and communicated the Council's concerns to them.

At the conclusion of the discussion, the Commissioners voted to table action on this matter until their next meeting on July 13. At that time, the City of Detroit is asked to update the Planning Commission on its progress on the street dedication and on the paving issue. I also told the Commissioners that I would see that our office worked to resolve other issues that emerged from the testimony of adjoining Dearborn businesses, as well as questions from Commissioners.

The areas that need to be addressed include the following:

1. The extent of the paving, i.e., how much of St. Stephens would be paved?

2. The type of paving materials, e.g., concrete or another hard surface (Dearborn wants concrete; the City of Detroit has discussed construction-grade asphalt);

3. The time frame for the paving (contracting out the paving would delay paving until the spring of 1988);

4. The process the City of Detroit would use to process the paving, e.g., would City Engineering write the specs even if the work were privately contracted?

5. The ability of the paving to solve the entire problem of dust and dirt given that the scrap yard is unpaved, and dirt will continue to be tracked onto St. Stephens;

6. The large number of trucks using St. Stephens, both loaded and unloaded, when loaded trucks are supposed to use John Kronk and when Ferrous Processing was allegedly supposed to reduce the number of trucks on St. Stephens;

7. Scrap metal allegedly falling off of Ferrous Processing trucks onto the Dearborn roadways, causing damage to tires of trucks from Dearborn firms.

Recommendation

Planning Commission staff respectfully recommends two actions in order to expedite the paving of St. Stephens Street:

- upon receipt of the appropriate resolution from the City Engineering Department, immediate acceptance of the land comprising the right-of-way and dedication of that right-of-way as a city street;

- encouragement of in-house processing of the street-paving request using City Engineering design, street capital funds of the Detroit Department of Transportation, and construction by Department of Public Works personnel rather than following the bid-contract process.

The question of apportionment of costs could be addressed by the appropriate departments while other work is proceeding.

The dedication of the St. Stephens right-of-way as a Detroit street would seem to bring unanimous benefits to the industrial users whose trucks are forbidden to exit along the only other Detroit street, residential Western Ave.; to the Detroit Police and Fire Departments which need access to the Ferrous Processing scrap yard by two routes; to the residents of Western Ave. for whom heavy truck traffic would completely alter the residential character of their neighborhood; and for the Dearborn land users who have witnessed the nuisances of an unimproved right-of-way.

Respectfully submitted,
MARSHA S. BRUHN
Director