

President Pro Tem Connor—7.
Nays—None.

Department Of Streets And Traffic
December 3, 1962.

Honorable Common Council:

Gentlemen — We have recently completed a study of the traffic conditions at the intersection of Concord and Palmer. Our study, which considered traffic volumes, pedestrian volumes, and accidents indicated that traffic signal control is warranted at this intersection.

Therefore, in accordance with the action of the Streets and Traffic Commission at their meeting of November 13, 1962, we respectfully recommend that your Honorable Body approve the installation of a traffic signal at the intersection of Concord and Palmer. Funds for this work are available in the current budget.

Respectfully submitted,

ALGER F. MALO,
Director.

By Councilman Rogell:

Resolved, That the foregoing recommendation for the installation of traffic signal at the intersection of Concord and Palmer, be and the same is hereby approved.

Adopted as follows:

Yeas — Councilmen Beck, Brickley, Patrick, Ravitz, Rogell, Wierzbicki and President Pro Tem Connor—7.

Nays—None.

Department of Streets and Traffic
December 5, 1962.

Honorable Common Council:

Gentlemen—On November 8, 1962, your Honorable Body authorized this Department to enter into a formal agreement with the Michigan State Highway Department and the Board of Wayne County Road Commissioners for a Freeway Traffic Surveillance and Traffic Control Research Project for a six-month period ending December 31, 1962.

This agreement has now been entered into and we, therefore, respectfully request your Honorable Body confirm the contract in accordance with the following resolution.

Respectfully submitted,

A. F. MALO,
Director.

By Councilman Wierzbicki:

Resolved that the contract for Freeway Traffic Surveillance and Traffic Control Research referred to above be, and the same is hereby approved and confirmed.

Adopted as follows:

Yeas — Councilmen Beck, Brickley, Patrick, Ravitz, Rogell, Wierzbicki and President Pro Tem Connor—7.

Nays—None.

Department of Streets and Traffic
December 7, 1962.

Reference No. 623085

Honorable Common Council:

Gentlemen—We are returning Com-

mon Council Petition Number 3381 from the Barry Universal Corporation requesting permission to park between the curb and property line on the west side of Ilene south of Lyndon Avenue.

The request involves two separate areas of the block in question. Ilene in this area is approximately 250 feet in length south of Lyndon where it ends at a railroad track. Parking is now prohibited on the west side of the street for the entire length due to its narrow width of 30 feet. A sidewalk exists from Lyndon south approximately 110 feet, leaving a margin between the sidewalk and curb of approximately 17 feet. A driveway exists south of this point leading into the Barry Corporation building. South of the driveway to the railroad, there is no sidewalk resulting in a margin of 25 feet between property line and curb for approximately a distance of 60 feet. Under a permit previously issued, the petitioner has paved the area between the curb and sidewalk in the northern end of the block. In the present petition, they are requesting permission to park on this paved area between the curb and sidewalk. Under the circumstances existing in this block, we would recommend that a single line of parallel parking be allowed behind the curb in this area in accordance with provisions of a policy covering such parking approved by the Streets and Traffic Commission, as follows:

1. That the present vertical curb on the west side of Ilene from the Lyndon property line south to the driveway into the Barry Corporation property be removed and replaced with a "rolled" or mountable curb built in accordance with specifications of the Department of Public Works.

2. That at a point ten feet back of the existing curb line, a restraining curb, which may be of the precast type, shall be installed to prevent encroachment back of this point. At the northern, or Lyndon end of the area this restraining curb shall also be installed at right angles to the street curb in order to prevent entrance over the sidewalk from the end.

In the second portion of the petition, it is requested that angle parking as has existed for some time in the past be allowed to continue between the curb and the property line. This area lies below the entrance to the petitioners' building, and, therefore, carries virtually no traffic. Since no sidewalk exists, there is an area 25 feet in width available for such angle parking. It is recommended that approval also be given to this portion of the request provided that a hard surface area is maintained for the parked cars and that the present vertical curb be also replaced with "rolled" or mountable

curb in accordance with specifications of the Department of Public Works.

It should be understood by the petitioners that since the area involved is part of the public right-of-way that it shall be open to use by the public and also that all improvements shall be made at the expense of the property owners.

It is, therefore, respectfully recommended that this petition be approved in accordance with the above provisions with the understanding that it is revocable at the will, whim and caprice of your Honorable Body.

Respectfully submitted,

ROSS C. HARGER,

Asst. Director

Dept. of Streets and Traffic.

GLENN C. RICHARDS,

Commissioner,

Dept. of Public Works.

By Councilman Wierzbicki:

Resolved, That the petition of Barry Universal Corp. (3381), to use public property for parking between the curb and sidewalk on the west side of Ilene, in area between Lyndon Ave. and the railroad south thereof, be and the same is hereby approved subject to the conditions and provisions as set forth in the foregoing joint recommendation of the Dept. of Streets & Traffic and Dept. of Public Works; also that the request for permission to use that portion of public property between the curb and property line for angle parking at the rear of its building between the building entrance and the railroad south thereof, be and the same is also approved subject to the area being maintained with a hard surface and replacing of the present vertical curb, etc., as outlined in the foregoing joint recommendation of said departments, including the conditions that the areas involved shall be open to use by the public and that all improvements shall be made at the expense of the property owners, and further

Provided, That same shall be carried out in accordance with plans approved by the above departments, and that proper permits be obtained from the Dept. of Public Works, and that same shall be maintained under the rules and regulations of the above mentioned departments, and further

Provided, That no rights in said public property shall be considered waived by this permission which is granted with the further distinct understanding that such use of the property shall be immediately discontinued when so directed by the Common Council, and the public property affected shall be restored to a condition satisfactory to the Dept. of Public Works by and at petitioner's expense, or its successors or assigns, and further

Provided, That this resolution is revocable at the will, whim or caprice of the Common Council, and that petitioner, its successors or assigns hereby expressly waive any right to

claim damages or compensation for property constructed hereunder or for the removal of same, and further, that they shall acquire no implied or other privileges hereunder, not expressly stated herein.

Adopted as follows:

Yeas—Councilmen Beck, Brickley, Patrick, Ravitz, Rogell, Wierzbicki and President Pro Tem Connor—7.

Nays—None.

Board of Water Commissioners

November 30, 1962.

Honorable Common Council:

Re: Acquisition of Site for Line Booster Pumping Station, Eight Mile Road east of Newburgh.

Gentlemen—On November 8, 1961 (JCC 2318), at the request of this Department, your Honorable Body authorized the Corporation Counsel to proceed with acquisition of a site which had been selected in the City of Livonia, at Eight Mile Road near Newburgh Road, for the erection of a proposed Line Booster Station. Your resolution of that date included an exact description of the property.

Because of objections which have been filed with you by the owner regarding use of this particular plot for our facilities, it is now deemed advisable to take a slightly different location. This will consist of a frontage of 250 feet on Eight Mile Road adjacent to the west line of Glen Eden Cemetery.

Request is being made, therefore, that your Honorable Body rescind the action of November 8, 1961, pertaining to this acquisition, and that you adopt a new resolution to authorize the Corporation Counsel to acquire property for this public improvement at the revised location. A suggested form of resolution is attached in which is included the exact description of the property. Also, there is attached a sketch, revised to November 21, 1962 which shows the location we now propose to obtain.

Respectfully submitted,

G. REMUS,

General Manager.

By Councilman Patrick:

Resolved, That resolution adopted Nov. 8, 1961, (JCC p. 2318), for acquisition of land for Booster Station, Eight Mile Rd., East of Newburgh Rd., be and the same is hereby amended to read as follows:

Resolved, That the Corporation Counsel be and is hereby directed to take all necessary steps to acquire the piece of land for a public improvement (water booster pumping station) which is located on the south side of Eight Mile Road between the Glen Eden Cemetery and Newburgh Road and is located in the NW ¼ of Sec. 5, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan; more particularly described as follows:

Beginning at a point, which is the intersection of the south line of the proposed widened Eight Mile Road (120 ft. wide) and the west line of