

cedure must be approved by the Common Council.

Adopted as follows:

Yeas—Councilmen Connor, Rogell, Smith, Van Antwerp, Youngblood, and President Miriani—6.

Nays—None.

Department of Public Works

September 30, 1954.

Honorable Common Council:

Gentlemen—Your Committee of the Whole referred to this office for investigation and report the petition of the Department of Parks and Recreation requesting the vacation of a portion of Oakfield Avenue, between Puritan and Pilgrim Avenues, within the limits of the David Patrick Kelly, Jr., Memorial Playground. The vacation of said portion of street was approved by the City Plan Commission.

Our investigations are completed and they disclose that several City departments are affected by the vacation of said street.

An easement is reserved in the vacating resolution for the Department of Water Supply for the maintenance of its water main located in Oakfield Avenue.

The Department of Public Works requested that the paved return at the intersection of Oakfield and Puritan Avenues be removed and straight curbing constructed on the south side of Puritan Avenue. The petitioners expressed their desire to use this street return and, therefore, the Department of Public Works waived its requirements.

All other City departments and privately owned utility companies reported that they will be unaffected by the vacation of the street or that they have reached satisfactory agreements with the petitioner regarding their installations therein.

As the vacation of the above mentioned street is necessary for the proper utilization of the recreational site, we recommend the adoption of the attached resolution.

Respectfully submitted,

GLENN C. RICHARDS, Commissioner.

By Councilman Youngblood:

Resolved, That all that part of Oakfield Avenue 66 feet wide, between Puritan and Pilgrim Avenues, as platted in J. P. Miller Subdivision of part of Sections 13 and 24, Redford Township, Wayne County, Michigan, as recorded in Liber 29, Page 60 of plats Wayne County Records, lying west of and adjoining the west line of lots 24 and 25, west of and adjoining the west line of the north 55 feet of lot 23, east of and adjoining the east line of lots 26 and 27, and east of and adjoining the east line of the north 55 feet of lot 28, all of the above mentioned subdivision, be and the same is hereby vacated as a public street to become a part and parcel of

the adjoining property subject to the following provisions:

1.) An easement or right-of-way is hereby reserved in and over the east 20 feet of the west 38 feet of said vacated Oakfield Avenue, for the purpose of maintaining, repairing, removing, or replacing the 6 inch water main in said street.

2.) No building or structure of any nature whatsoever shall be constructed over said easement unless prior approval therefor is obtained from the Department of Water Supply.

Adopted as follows:

Yeas—Councilmen Connor, Rogell, Smith, Van Antwerp, Youngblood, and President Miriani—6.

Nays—None.

Department of Public Works

September 29, 1954.

Honorable Common Council:

Gentlemen — The current year's budget contains an item in the amount of \$340,000, for the opening of Stimson Avenue westerly from the John Lodge Expressway to Lincoln Avenue. We are attaching Print No. C-392, prepared by this office, indicating the extent of the proposed opening of Stimson Avenue at this time.

The Master Plan for the City indicates a major thoroughfare on the line of Myrtle, Stimson and Mack Avenue. It is proposed eventually to eliminate all jogs wherever possible and to widen the street, where necessary, to the standards for a major thoroughfare. This proposed work is to be done in convenient stages as finances permit.

During the construction of the Jeffries Housing Project, certain strips of land on the south side of Stimson, east of the Expressway, were dedicated by the Housing Commission in order to widen Stimson Avenue to the proposed major thoroughfare standards. An additional strip of land has been requested from the Department of Parks and Recreation along the north side of Stimson, immediately east of the John Lodge Expressway, for the same purpose.

In constructing the Stimson Avenue Bridge crossing the John Lodge Expressway, it was built as two roadways separated by a center divider to meet the requirements of major thoroughfare standards. In order to eliminate a considerable jog immediately west of the Stimson Avenue Bridge, it is proposed to open Stimson Avenue, in line with the bridge and the present Stimson Avenue east of the bridge, to Lincoln Avenue.

The proposed budget item was considered sufficient for the acquisition of the necessary land for the opening between the John Lodge Expressway and Lincoln Avenue. Accordingly, it is recommended that the Corporation Counsel be requested to