



Letter of Transmittal

Date:
Petition Map:

Type of Petition

- Outright Vacation, Conversion to Easement, Dedication, Encroachment, Berm Use, Temporary Closing

Review Status

The above petition has been received and reviewed by this office. Please see below for the review status as marked.

- Approved Subject to Attached Provisions, Not Approved, Revise and Resubmit

Additional Comments (if applicable):

[Empty box for additional comments]

Attached is the DWSD provision related to the petition.

Table with 5 columns: Reviewed by, Name, Title, Signature, Date. Contains handwritten signatures and names like Mohammad Siddique and Syed Ali.

February 27, 2024

City of Detroit
Department of Public Works
Maps & Records Bureau
7791 Davison W
Detroit, MI 48238

Letter of Intent

Re: 24th Street, Detroit
Property Owner: Norcross Properties, LLC
Owner Contact: Todd Goss

This letter is to briefly describe the proposed street vacation of the remaining portion of 24th Street, north of Ruskin Avenue. A site map and survey have been provided of the exact properties in question.

We are requesting the vacation of the following street to consolidate our lots for security reasons and preparation of future development.

We are requesting full vacations of: 24th Street (north of Ruskin Avenue)

It is our intent to fully fence the perimeter of our consolidated properties through permit with BSEED. We understand underground utilities exist within the ROW and intend for the City to retain these through easements as part of any future development.

Respectfully,
NORCROSS PROPERTIES, LLC


Todd Goss
Vice President

PROVISIONS FOR CONVERSION TO EASEMENT

1. An easement, the full width of the existing right of way, is reserved for the Detroit Water and Sewerage Department (DWSD) for the purpose of installing, maintaining, repairing, removing, or replacing any sewers, water mains, fire hydrants and appurtenances, with the right of ingress and egress at any time to, and over said easement for the purpose above set forth. Any proposed fencing across the easement must have a gate installed to permit access for DWSD forces. The gate shall remain unlocked 24 hours a day, unless a guard is stationed near the gate to allow the DWSD to ingress and egress at any time. The minimum dimensions of the gate or gates shall provide 15-foot vertical and 13 foot horizontal clearances for freedom of DWSD equipment movement.

Free and easy access to the sewers, water mains, fire hydrants and manholes and structures within the easement is required for DWSD equipment, including the use of backhoes, bull dozers, cranes or pipe trucks, and other heavy construction equipment, as necessary for the alteration or repair of the sewer and/or water main facilities.

DWSD retains the right to install suitable permanent main location guideposts over its water mains at reasonable intervals and at points of deflection.

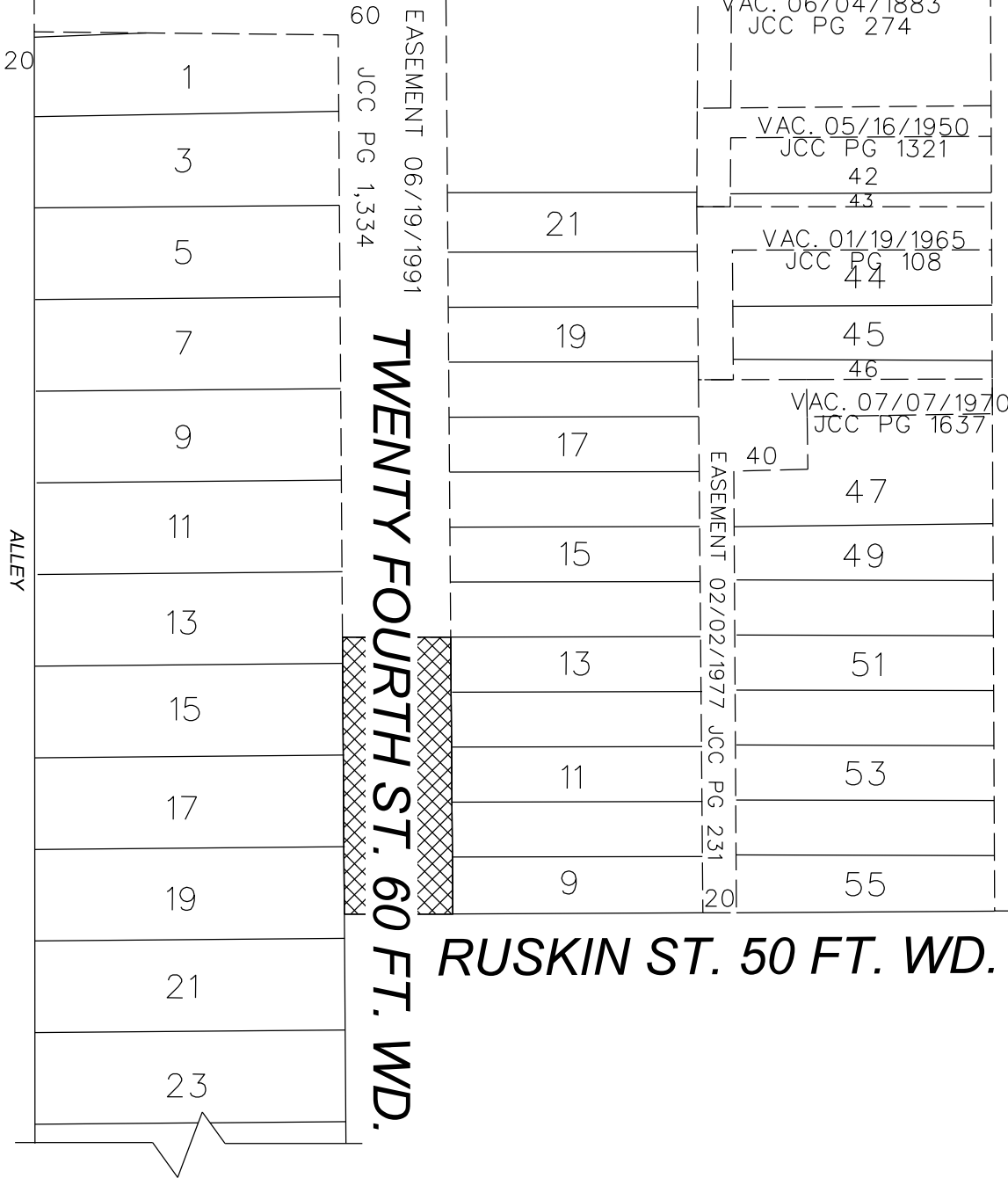
2. Said owners of the adjoining property, for themselves, their heirs and assigns, agree that no building or structure of any nature whatsoever, including fences, porches, patios, balconies, etc., shall be built upon or over said easement, or that no grade changes or storage of materials shall be made within said easement without prior written approval and agreement with DWSD.

DWSD prohibits the use of heavy construction equipment or the storage of building material directly over or near DWSD facilities. DWSD also prohibits the use of cranes and balls or hydraulic rams for pavement removal where DWSD facilities are involved. If the water main and/or sewer facilities are broken or damaged as a result of any action on the part of the contractor, the contractor shall be liable for any and all costs incidental to the repair of such broken or damaged water main and/or sewer facilities.

3. If at any time in the future, the owners of any lots abutting on said conversion to easement shall request the removal and/or relocation of the aforementioned utilities in said easement, such owners shall pay all costs incidental to such removal and/or relocation. It is further provided that if sewers, water mains, and/or appurtenances in said easement shall break or be damaged as a result of any action on the part of the owner, or assigns, then in such event, the owner or assigns shall be liable for all costs incidental to the repair of such broken or damaged sewers and/or water mains, and shall also be liable for any and all claims for damages resulting from his action.



TOLEDO AVE. 66 FT. WD.



- VACATION W/ UTILITY EASEMENT

(FOR OFFICE USE ONLY)

CARTO 19 D

B					
A					
DESCRIPTION	DRWN	CHKD	APPD	DATE	
REVISIONS					
DRAWN BY	TS	CHECKED	LC		
DATE	03-04-2024	APPROVED	JD		

**REQUEST FOR VACATION
WITH UTILITY EASEMENT FOR
THE REMAINING PORTION OF
TWENTY-FOURTH ST. 60 FT. WD.
NORTH OF RUSKIN ST.**

**CITY OF DETROIT
CITY ENGINEERING DIVISION
SURVEY BUREAU**

JOB NO. 24-25

DRWG. NO.

EXHIBIT

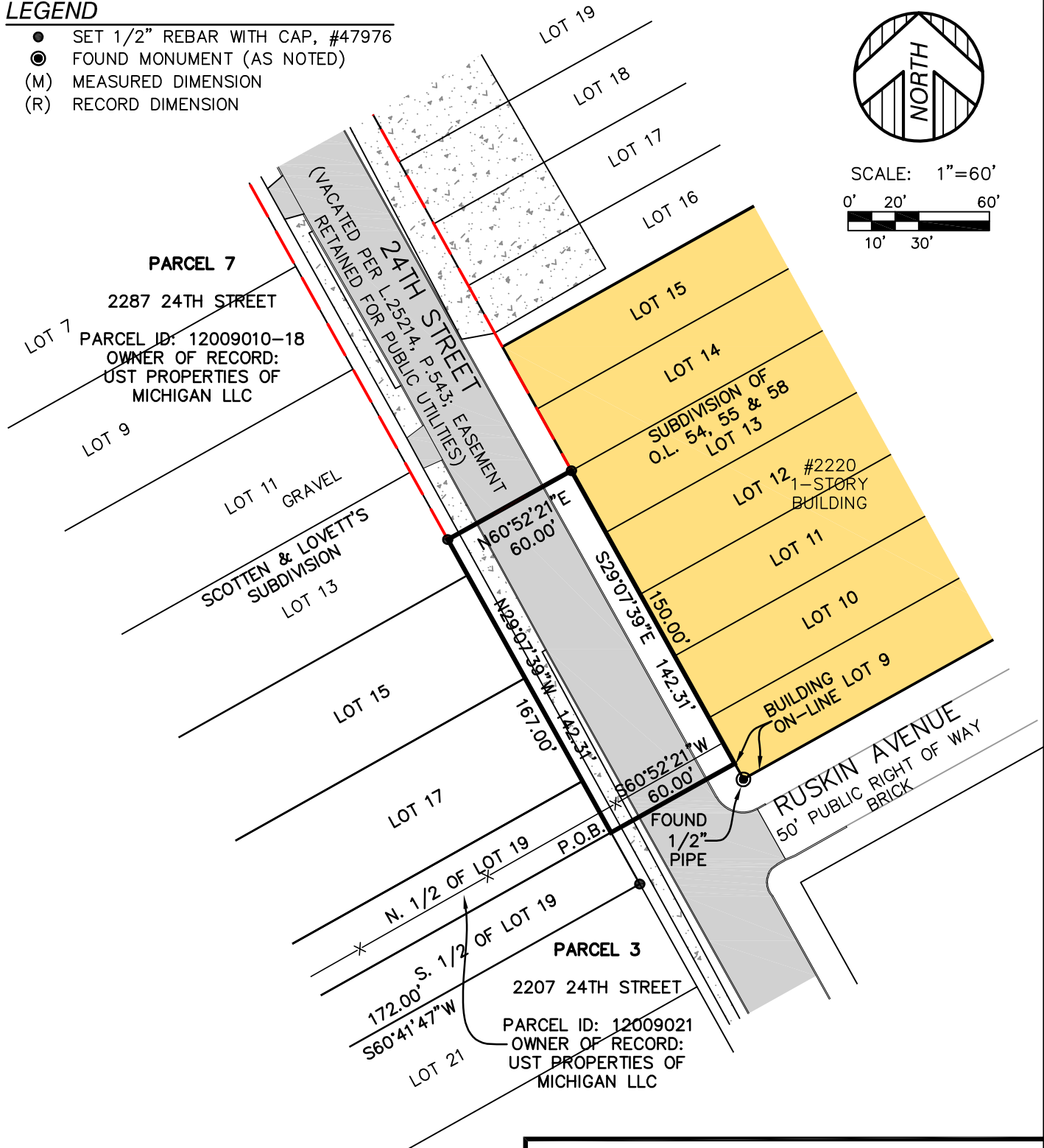
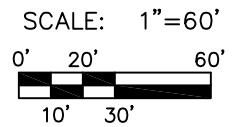
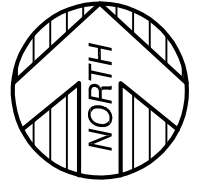
VACATED STREET DESCRIPTION:

LAND SITUATED IN THE CITY OF DETROIT, COUNTY OF WAYNE, STATE OF MICHIGAN, MORE PARTICULARLY DESCRIBED AS:

THAT PART OF 24TH STREET (60 FEET WIDE) DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEASTERLY CORNER OF THE NORTH 1/2 OF LOT 19 OF "SCOTTEN & LOVETT'S SUBDIVISION" ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 1, PAGE 203 OF PLATS, WAYNE COUNTY RECORDS AND PROCEEDING THENCE FROM SAID POINT OF BEGINNING, ALONG THE WESTERLY LINE OF SAID 24TH STREET, SAID LINE BEING ALSO THE EASTERLY LINE OF THE NORTHERLY 1/2 OF LOT 19, THE EASTERLY LINE OF LOTS 17 AND 15, AND PART OF THE EASTERLY LINE OF LOT 13 OF SAID "SCOTTEN & LOVETT'S SUBDIVISION", NORTH 29 DEGREES 07 MINUTES 39 SECONDS WEST, 142.31 FEET; THENCE ALONG THE SOUTHERLY END OF A VACATED PORTION OF SAID 24TH STREET, NORTH 60 DEGREES 52 MINUTES 21 SECONDS EAST, 60.00 FEET TO A POINT ON THE EASTERLY LINE OF SAID 24TH STREET; THENCE ALONG THE EASTERLY LINE OF SAID 24TH STREET, SAID LINE BEING ALSO THE WESTERLY LINE OF LOTS 13 THROUGH 10 INCLUSIVE AND PART OF THE WESTERLY LINE OF LOT 9 OF 'PORTER FARM SUBDIVISION' ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 6, PAGE 10 OF PLATS, WAYNE COUNTY RECORDS, SOUTH 29 DEGREES 07 MINUTES 39 SECONDS EAST, 142.31 FEET; THENCE CROSSING SAID 24TH STREET SOUTH 60 DEGREES 52 MINUTES 21 SECONDS WEST 60.00 FEET TO THE POINT OF BEGINNING.

LEGEND

- SET 1/2" REBAR WITH CAP, #47976
- ⊙ FOUND MONUMENT (AS NOTED)
- (M) MEASURED DIMENSION
- (R) RECORD DIMENSION



<b style="font-size: 1.2em;">KEM-TEC				PROFESSIONAL ENGINEERING, SURVEYING & ENVIRONMENTAL SERVICES
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www.kemtecagroupofcompanies.com				
PREPARED FOR: CROWN ENTERPRISES, LLC				
FIELD SURVEY: N/A		DATE: OCTOBER 10, 2023		
DRAWN BY: JDM		SHEET: 1 OF 1		
SCALE: 1" = 60'		JOB NO.: 23-00830		

follows: (a) the 1989 Resolution recites the prior issuance of \$80,000,000 City of Detroit General Obligation Distributable State Aid Notes, dated May 27, 1987 (the "1987 Notes") and \$45,000,000 City of Detroit General Obligation Distributable Said Aid Bonds, dated May 26, 1988 (the "Prior Bonds"), and recites that the 1987 Notes and the Prior Bonds were issued for the purposes of providing interim financing of certain costs (the "Costs") relating to the acquisition of public capital improvements associated with the Project; (b) the 1989 Resolution further recites that the \$130,000,000 of the City's general obligation bonds authorized thereby (the "1989 Bonds") are being issued to provide permanent financing for the Costs; however, the term "permanent financing" was used in this context only to distinguish the interim financing provided by the 1987 Notes and the Prior Bonds; (c) also on September 20, 1989 the Council approved the Authority's initial Tax Increment Financing Plan and Development Plan for the Project, providing for the eventual issuance of tax increment bonds to fund the Costs, and on such date and at all other relevant times it was the intention of Council that tax increment bonds would provide the ultimate source of financing for the Costs; and (d) it was further intended and understood that the eventual issuance of LDFA Bonds to finance the Costs would release proceeds of the 1989 Bonds to pay other costs of the Project.

4. This Resolution shall take effect immediately upon its adoption by the Council.

Waiver of Reconsideration Requested.

Adopted as follows:

Yeas — Council Members Butler, Eberhard, Everett, Hood, Kelley, Ravitz, and President Pro Tem. Hill — 7.

Nays — None.

*WAIVER OF RECONSIDERATION (No. 7) per motions before Adjournment.

STATEMENT BY
COUNCIL MEMBER KEITH A. BUTLER
RE: VOTE ON JEFFERSON/CONNER
PROJECT

Although I voted yes, I have great concerns about Chrysler's ability to carry through on this project.

If I had any other alternatives, I would have voted NO on this contract.

STATEMENT BY
COUNCIL MEMBER KAY EVERETT
I was not a Council Member when this matter came before this body. I would have voted no at the time since the city's finances have already been incumbered for so many other projects that have not fulfilled their promises.

This is a no win situation concerning our guarantor status. It is important that the risk of the city is minimized as much as possible, therefore, the Yes vote only insures that our indebtedness is insured and secured by Chrysler Corporation's commitment of 42 million dollars.

City Engineering Department

March 22, 1991

Honorable City Council:

Re: Petition No. 2814 — U.S. Truck Company, Inc. Streets and Alleys to Easement Portions of Toledo, 24th, 23rd and adjoining alleys in the area bounded by 25th, 22nd, Ruskin, and the Conrail Railroad right-of-way.

Petition No. 2814 of "U.S. Truck Company, Inc." requests the conversion of a portion of Toledo Avenue (66 feet wide), west of 24th Street; also a portion of 24th Street (50, 55, and 60 feet wide) between Ruskin Avenue and the Railroad; also the remaining portion of 23rd Street (60 feet wide), north of Ruskin; also the remaining north-south and east-west public alleys (both 16 feet wide; in the block bounded by 23rd, 22nd, Ruskin, and the Railroad), into an easement for utilities and Conrail.

The requested conversions were approved by the Community and Economic Development Department (C&EDD) and the Department of Transportation. The petition was brought before the Committee of the Whole on May 10, 1990. Council has concurred with the recommendation of the C&EDD (as stated in a letter from the Council President to the Mayor, dated May 17, 1990). The petition was referred to the City Engineering Department for investigation (utility clearances) and report. This is our report:

The City is obligated by an agreement with the owners of the Railroad (October 2, 1906 — J.C.C. pgs. 1179-83) to maintain the roadway beneath the railroad crossings over 23rd and 24th Streets. However, U.S. Truck has submitted an "Agreement" (dated March 7, 1991) to assume the 1906 roadway maintenance obligations of the City (for and in consideration of the City vacating the requested portions of public streets).

The Consolidated Rail Corporation (Conrail) has consented in a letter to U.S. Truck Company, Inc. (dated February 5, 1991) to the public street closings.

To transfer the 1906 roadway maintenance obligations of the City (and reserve access rights for utilities and Conrail), it is necessary to authorize the Department of Public Works in conjunction with the City Engineering Department to execute (for and on behalf of the City of Detroit) an approved "Agree-

This is a no win situation concerning our guarantor status. It is important that the risk of the city is minimized as much as possible, therefore, the Yes vote only insures that our indebtedness is insured and secured by Chrysler Corporation's commitment of 42 million dollars.

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The City is obligated by an agreement with the owners of the Railroad (October 2, 1906 — J.C.C. pgs. 1179-83) to maintain the roadway beneath the railroad crossings over 23rd and 24th Streets. However, U.S. Truck has submitted an "Agreement" (dated March 7, 1991) to assume the 1906 roadway maintenance obligations of the City (for and in consideration of the City vacating the requested portions of public streets).

The Consolidated Rail Corporation (Conrail) has consented in a letter to U.S. Truck Company, Inc. (dated February 5, 1991) to the public street closings.

To transfer the 1906 roadway maintenance obligations of the City (and reserve access rights for utilities and Conrail), it is necessary to authorize the Department of Public Works in conjunction with the City Engineering Department to execute (for and on behalf of the City of Detroit) an approved "Agree-

ment", submitted by "U.S. Truck" for this purpose.

Further, the City is owner in fee of three parcels acquired by deed(s) and/or court condemnation(s) to open parts of public streets and widen a public alley. Therefore, the Finance Director must execute quit-claim deeds to transfer portions of the vacated public rights-of-way.

The petitioner plans to use the paved street and alley return entrances (into Ruskin) and requests such remain in their present status. The petitioner shall pay all incidental removal costs whenever discontinuance of use makes removal necessary.

City departments and privately-owned utility companies have reported no objections to the conversion of public rights-of-way into a utility easement. Provisions protecting utility installations are part of the resolution.

The adoption of the attached resolution is recommended.

Respectfully submitted,
CLYDE R. HOPKINS,
Director

By Council Member Ravitz:

Whereas, The Consolidated Rail Corporation (Conrail) has consented in a letter to U.S. Truck Company, Inc. (dated February 5, 1991) to the conversion of portions of Twenty-Third and Twenty-Fourth Streets into an easement for utilities and Conrail; and

Whereas, The petitioner, U.S. Truck, for and in consideration of the City vacating the requested portions of public streets, has submitted an agreement to assume the roadway maintenance obligations (beneath the railroad crossings over Twenty-Third and Twenty-Fourth Streets) of the City of Detroit under the October 2, 1906 (J.C.C. pgs. 1179-83) agreement with Michigan Central Railroad Company, predecessor in interest to Conrail; whereby U.S. Truck shall hereafter maintain and repair (or cause to be maintained and repaired at its expense) the roadway, pavement, and sidewalks under said railroad overpasses; therefore be it

Resolved, All that part of Twenty-Third Street, 60 feet wide, north of Ruskin Avenue lying westerly of and abutting the west line of Lots 8 to 10; also lying easterly of and abutting the east line of Lot 11 of the "Plat of A. Grosfield's Subdivision of part of Lots 58 and 59, George B. Porter Farm, Town 2 South, Range 11 East (Springwells Township)", City of Detroit, Wayne County, Michigan as recorded in Liber 5, Page 52, Plats, Wayne County Records; also all that part of said public street (beneath the railroad right-of-way; 100 feet wide) having been opened in 1883 by Recorder's Court, File #524; also lying westerly of and abutting

the west line of Lot B, and the east-west public alley (16 feet wide; north of Ruskin, between 23rd and 22nd); also lying easterly of and abutting the east line of Lot A, and the (vacated) east-west public alley (16 feet wide; north of Ruskin, between 23rd and 24th) of the "Plat (showing alleys) of part of Out Lots 55 and 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 7, Page 54, Plats, Wayne County Records; also lying westerly of and abutting the west line of Lots 72 to 85; also lying easterly of and abutting the east line of Lots 42 to 55 of the "Plat of the Subdivision of Out Lots 54, 55 and part of 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 6, Page 10, Plats, Wayne County Records; also

All of the remaining east-west public alley, 16 feet wide, north of Ruskin Avenue between Twenty-Third and Twenty-Second Streets lying southerly of and abutting the south line of Lot B of the "Plat (showing alleys) of part of Out Lots 55 and 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 7, Page 54, Plats, Wayne County Records; also lying northerly of and abutting the north line of Lot 85, and the westerly 10.00 feet of the north-south public alley (16 feet wide; within said block) of the "Plat of the Subdivision of Out Lots 54, 55 and part of 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 6, Page 10, Plats, Wayne County Records; also

All of the remaining (not previously vacated) north-south public alley, 16 feet wide, north of Ruskin Avenue between Twenty-Third and Twenty-Second Streets having been platted as the westerly 6.00 feet of the northerly 8.62 feet of Lot 55, and the westerly 6.00 feet of Lots 56 to 61 of the "Plat of Subdivision of Western part of Brevoort Farm being the Easterly 5/12 part of Private Claim 20", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 121, Plats, Wayne County Records (said westerly 6.00 feet of lots and part of lot having been deeded to the City of Detroit for public alley purposes); also lying easterly of and abutting the east line of Lots 72 to 85 of the "Plat of the Subdivision of Out Lots 54, 55 and part of 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 6, Page 10, Plats, Wayne County Records; also

All that part of Twenty-Fourth Street (50, 55, and 60 feet wide) lying between and abutting the north line of the Conrail right-of-way (formerly Michigan Central Railroad; 100 feet wide) and the south line extended westerly of Lot 14 of the "Plat of the Subdivision of Out Lots 54,

55, and part of 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 6, Page 10, Plats, Wayne County Records; including all that part of said public street, 50 feet wide, lying beneath said railroad right-of-way as shown on the (so-called) "Plat Showing Michigan Central Railroad right-of-way across part of the Porter and Brevoort Farms, South of M.C.R.R. main line and East of 24th Street", City of Detroit, Wayne County, Michigan (recorded on Sept. 3, 1908) as recorded in Liber 723, Page 58, Deeds, Wayne County Records; also lying westerly of and abutting the west line of Lot A of the "Plat (showing alleys) of part of Out Lots 55 and 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 7, Page 54, Plats, Wayne County Records; also lying westerly of and abutting the west line of Lots 14 to 21 of the "Plat of the Subdivision of Out Lots 54, 55 and part of 58, Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 6, Page 10, Plats, Wayne County Records; also lying easterly of and abutting the east line of the northerly 30.00 feet of Lot 13, and the southerly 40.35 feet of Lot 1, and Lots 3, 5, 7, 9, and 11 as platted in "Scotten and Lovett's Subdivision of Lots 52, 53, and 56 and All that part of Lot 49 lying North of Dix Road (so-called) of the Subdivision of George B. Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 203, Plats, Wayne County Records; also lying easterly of and abutting the east line of Toledo Avenue (66 feet wide), and the northerly 274.80 feet of the southerly 334.55 feet of (Out) Lot 57 of the (so-called) "Plat of part of the late Gov. Porter's Farm as divided into lots by J. Mullett, Surveyor on July 6, 1835 (recorded on July 24, 1835)", City of Detroit, Wayne County, Michigan as recorded in Liber 13, Page 78, Deeds, Wayne County Records; also

All that part of Toledo Avenue, 66 feet wide, lying between and abutting the west line of 24th Street (55 and 66 feet wide) and the west line extended northerly of Lot 1 as platted in "Scotten and Lovett's Subdivision of Lots 52, 53 and 56 and All that part of Lot 49 lying North of Dix Road (so-called) of the Subdivision of George B. Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 203, Plats, Wayne County Records; said part of Toledo Avenue having been opened as a public street on December 14, 1891 by Recorder's Court, File #689, which was affirmed by the (Michigan) Supreme Court on October 27, 1892 (November 15, 1892 — J.C.C. pg. 951);

Be and the same are hereby vacated

as public streets and alleys and are hereby converted into a public easement of the full width of the streets and alleys, which easement shall be subject to the following covenants and agreements, uses, reservations and regulations, which shall be observed by the owners of the lots abutting on said streets and alleys and by their heirs, executors, administrators and assigns, forever to wit:

First, said owners hereby grant to and for the use of the public and Conrail an easement or right-of-way over said vacated public streets and alleys herein above described for the purposes of maintaining, installing, repairing, removing, or replacing railroad crossings and public utilities such as water mains, sewers, gas lines or mains, telephone, electric light conduits or poles or things usually placed or installed in a public street or alley in the City of Detroit, with the right to ingress and egress at any time to and over said easement for the purpose above set forth,

Second, said utility and Conrail easement or right-of-way in and over said vacated streets and alleys herein above described shall be forever accessible to the maintenance and inspection forces of the utility companies and Conrail, or those specifically authorized by them, for the purpose of inspecting, installing, maintaining, repairing, removing, or replacing any sewer, conduit, water main, gas line or main, telephone or light pole or any utility facility or railroad crossing placed or installed in or over the utility easement or right-of-way. The utility companies and Conrail shall have the right to cross or use the driveways and yards of the adjoining properties for ingress and egress at any time to and over said utility and Conrail easement with any necessary equipment to perform the above-mentioned tasks, with the understanding that the utility companies and Conrail shall use due care in such crossing or use, and that any property damaged by the utility companies and Conrail, other than specifically prohibited by this resolution, shall be restored to a satisfactory condition,

Third, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever including, but not limited to, concrete slabs or driveways, retaining or partition walls, (except necessary line fence, and the existing railroad crossing structures) shall be built or placed upon said easement, nor any change of surface grade made, without prior approval of the City Engineering Department,

Fourth, that if the owners of any lots abutting on said vacated streets and alleys shall request the removal and/or

as public streets and alleys and are hereby converted into a public easement of the full width of the streets and alleys, which easement shall be subject to the following covenants and agreements, uses, reservations and regulations, which shall be observed by the owners of the lots abutting on said streets and alleys and by their heirs, executors, administrators and assigns, forever to wit:

First, said owners hereby grant to and for the use of the public and Conrail an easement or right-of-way over said vacated public streets and alleys herein above described for the purposes of maintaining, installing, repairing, removing, or replacing railroad crossings and public utilities such as water mains, sewers, gas lines or mains, telephone, electric light conduits or poles or things usually placed or installed in a public street or alley in the City of Detroit, with the right to ingress and egress at any time to and over said easement for the purpose above set forth.

Second, said utility and Conrail easement or right-of-way in and over said vacated streets and alleys herein above described shall be forever accessible to the maintenance and inspection forces of the utility companies and Conrail, or those specifically authorized by them, for the purpose of inspecting, installing, maintaining, repairing, removing, or replacing any sewer, conduit, water main, gas line or main, telephone or light pole or any utility facility or railroad crossing placed or installed in or over the utility easement or right-of-way. The utility companies and Conrail shall have the right to cross or use the driveways and yards of the adjoining properties for ingress and egress at any time to and over said utility and Conrail easement with any necessary equipment to perform the above-mentioned tasks, with the understanding that the utility companies and Conrail shall use due care in such crossing or use, and that any property damaged by the utility companies and Conrail, other than specifically prohibited by this resolution, shall be restored to a satisfactory condition.

Third, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever including, but not limited to, concrete slabs or driveways, retaining or partition walls, (except necessary line fence, and the existing railroad crossing structures) shall be built or placed upon said easement, nor any change of surface grade made, without prior approval of the City Engineering Department.

Fourth, that if the owners of any lots abutting on said vacated streets and alleys shall request the removal and/or

relocation of any existing poles or other utilities or railroad crossing(s) in said easement, such owners, shall pay all costs incidental to such removal and/or relocation, unless such charges are waived by the utility owners and/or Conrail.

Fifth, that if any utility or railroad crossing located in said property shall break or be damaged as a result of any action on the part of said owners or assigns (by way of illustration but not limitation) such as storage of excessive weights of materials or construction not in accordance with Section 3, mentioned above, then in such event said owners or assigns shall be liable for all costs incidental to the repair of such broken or damaged utility or railroad crossing, and

Provided, That if it becomes necessary to remove the paved street and/or alley returns at the entrances (into Ruskin Avenue), such removal and construction of new curb and sidewalk shall be done under City permit and inspection according to City Engineering Department specifications with all costs borne by the petitioner, their heirs or assigns; and further

Provided, The Department of Public Works in conjunction with the City Engineering Department is hereby authorized and directed to draft (or cause to be drafted) and execute (for and on behalf of the City of Detroit) an "Agreement" for U.S. Truck Company, Inc. to assume the roadway maintenance obligations (beneath the railroad crossings over Twenty-Third and Twenty-Fourth Streets) of the City under the October 2, 1906 (J.C.C. pgs. 1179-83) agreement with Michigan Central Railroad Company, predecessor in interest to Conrail; whereby U.S. Truck shall hereafter maintain and repair (or cause to be maintained and repair at its expense) the roadway, pavement, and sidewalks under said railroad overpasses. The Law Department shall approve the "Agreement" as to form and execution, after which said "Agreement" shall be considered confirmed. The City Engineering Department shall record the executed "Agreement" with the Wayne County Register of Deeds; and further

Provided, That the City Clerk shall within 30 days record a certified copy of this resolution with the Wayne County Register of Deeds; and be it further

Resolved, The Finance Director is hereby directed to issue quit claim deeds to transfer the following three parcels of vacated public rights-of-way, for the fair market value and/or other considerations (NOTE: The three parcels are generally described below, to be more particularly described by approved legal descrip-

tions, suitable for recording, at a later date.):

(1) All that part of the easterly 6.00 feet of the north-south public alley, 16 feet wide, north of Ruskin Avenue between 23rd and 22nd Streets; said portion having been deeded to the City of Detroit for public alley purposes; also

(2) All that part of 23rd Street, 60 feet wide, lying beneath the Conrail Railroad right-of-way (100 feet wide); said portion having been opened as a public street in 1883 by Recorder's Court, File #524; also

(3) All that part of Toledo Avenue, 66 feet wide, lying between and abutting the westerly line of 24th Street (55 and 60 feet wide) and the west line extended northerly of Lot 1 as platted in "Scotten and Lovett's Subdivision of Lots 52, 53 and 56 and All that part of Lot 49 lying North of Dix Road (so-called) of the Subdivision of George B. Porter Farm", City of Detroit, Wayne County, Michigan as recorded in Liber 1, Page 203, Plats, Wayne County Records; said portion having been opened as a public street on December 14, 1891 by Recorder's Court, File #689, which was affirmed by the (Michigan) Supreme Court on October 27, 1892 (November 15, 1892 — J.C.C. pg. 951).

Adopted as follows:

Yeas — Council Members Butler, Cleveland, Eberhard, Everett, Hood, Kelley, Ravitz, and President Pro Tem. Hill — 7.

Nays — None.

*WAIVER OF RECONSIDERATION (No. 8) per motions before Adjournment.

From The Clerk

June 19, 1991

This is to report for the record that, in accordance with the City Charter, the portion of the proceedings of June 12, 1991, on which reconsideration was waived, was presented to His Honor, the Mayor, for approval on June 13, 1991, and same was approved on June 18, 1991.

Also, That the balance of the proceedings of June 5, 1991 was presented to His Honor, the Mayor, on June 13, 1991 and same was approved on June 18, 1991.

Placed on file.

From The Clerk

June 19, 1991

Honorable City Council:

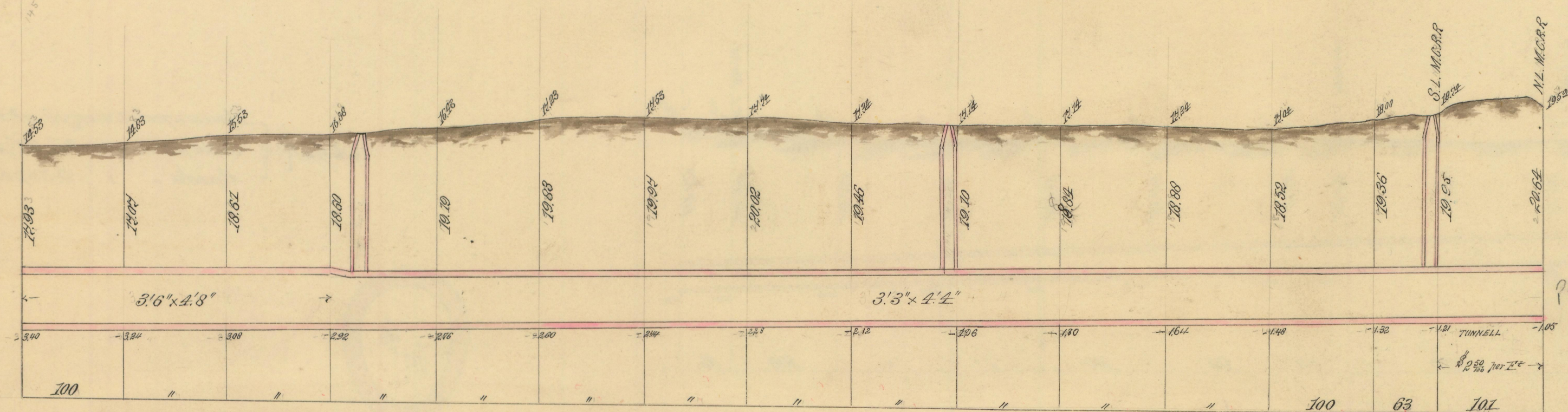
This is to inform your Honorable Body that I am in receipt of the following petitions since the last regular session, and recommend their reference as follows.

Respectfully submitted,

JAMES H. BRADLEY
City Clerk

PUBLIC SEWER IN 24TH ST.

From Present Terminus to M.C.R.R.

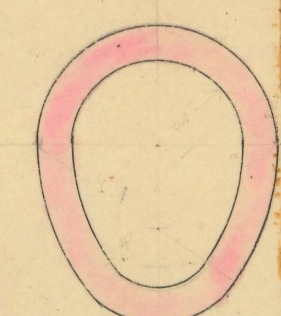


SCALE } Horizontal; One Inch = 100 Feet
 } Vertical " " 10 "

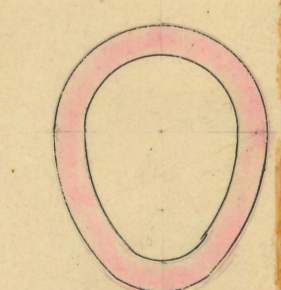
SEWER } Length of Sewer 300 Ft. 3'6" x 4'8"
 } Size " " 1063 " 3'3" x 4'4"
 } Grade " " 0.16 per 100 feet

Gander and Mroch Contractors
 1363 ft @ \$2.50/100 ft = \$3407.50

Gander and Mroch Conts
 Price per Foot \$2.50/100 ft = \$2500



Section of Sewer 3'6" x 4'8"
 R.R.C.B.



Section of Sewer 3'3" x 4'4"
 R.R.C.B.

Gander & Mroch
 1363 ft @ 2.24
 101 " " 2.50 prof

2722

DIX ROAD

RANDALL ST