



EAST MICHIGAN ENVIRONMENTAL ACTION COUNCIL

87 E. Canfield St., Ste 4500 • Detroit, Michigan 48201
Telephone: (248) 258-5188 • E-Mail: ahmina@emeac.org • Web: www.emeac.org

Friday, January 29, 2010

Dear Mr. Parsons

The East Michigan Environmental Action Council is an organization that prides itself on being inclusive of the citizens in which it serves, Detroiters. This is why we find the lack of outreach to Detroit residents who will be most impacted by the Detroit Intermodal Freight Terminal (DIFT) appalling. The DIFT Final Environmental Impact Study public comment process was not inclusive of the community, as there was no outreach in Arabic or Spanish and the communities located closest to DIFT predominantly speak these languages. Additionally, the DIFT expansion will cause an increase in truck traffic, which will have major environmental and health implications. These trucks will emit diesel pollution, which is known to contribute to asthma, cancer, and heart disease.

In Governor Granholm's Executive Order No. 2007 -23 "Environmental Justice" is defined as the fair, non-discriminatory treatment and meaningful involvement of Michigan residents regarding the development, implementation, and enforcement of environmental laws, regulations, and policies by this state. The final DIFT Environmental Impact Study fails to comply with the Governor's Executive Order implying meaningful involvement of Michigan residents.

As such, we believe that Detroit Intermodal Freight Terminal process should not move forward until there is true inclusion of the community in commenting on the Final Environmental Impact Study.

Sincerely,

Ahmina Maxey
Associate Director
East Michigan Environmental Action Council

Lesley C. Carr, Esq.
Chairperson
Susan Glaser
Vice Chair/Secretary

Marcell R. Todd, Jr.
Director
M. Rory Bolger, AICP
Deputy Director

City of Detroit

CITY PLANNING COMMISSION
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Regina Banner
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Arthur Simons
Dr. Darryl Totty
Roy Levy Williams

January 29, 2010

Mr. Robert Parsons
Public Involvement/Hearing Officer
Michigan Department of Transportation
PO Box 30050
Lansing, Michigan 48909

RE: Comments from the Detroit City Planning Commission on the Final Environmental Impact Statement (FEIS) for the Detroit Intermodal Freight Terminal (DIFT)

Dear Mr. Parsons:

On Thursday, January 28, 2010, the City of Detroit City Planning Commission (CPC) conducted a regular meeting at which it held a discussion on the DIFT FEIS.

In general, the City Planning Commission supported the two resolutions from the Detroit City Council passed previously on Tuesday, January 26, 2010 commenting on the DIFT FEIS.

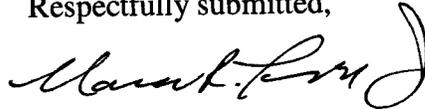
However, the City Planning Commission also developed additional comments that it wanted forwarded to MDOT. The City Planning Commission approved the following comments:

- 1) The Detroit City Planning Commission is opposed to the closing of Lonyo Avenue. The CPC is very concerned about the negative impacts that would result from closing Lonyo Avenue. Closing this street would disrupt long established circulation patterns for traversing the neighborhood. The CPC is particularly concerned that closing Lonyo would force significant traffic onto Central Avenue, which north of John Kronk Avenue, is narrow and lined with residential uses close to the street. Also, closing Lonyo Avenue would force significant traffic westward toward the intersection of Dix and Wyoming which is developed with retail uses and a nearby school. There is a large industrial use (a scrap yard) at Lonyo and Dix Avenues which generates a significant amount of truck traffic; trucks for this facility would no longer be able to travel north on Lonyo Avenue toward Michigan Avenue and I-94 and would be forced to use other area streets.
- 2) The Detroit City Planning Commission requests the curve on Dix Avenue just west of Central Avenue be fixed and added to the mitigation measures (not part of the community enhancement proposals). This curve currently results in a dangerous intersection. The DIFT project would increase traffic along Dix Avenue and at the intersection of Dix and Central Avenues, resulting in the urgent need to fix this curve.

- 3) The Detroit City Planning Commission requests that road improvements for Livernois Avenue between the rail yard and I-94 be added to the mitigation measures (not part of the community enhancement proposals). The CPC is concerned that Livernois, which is already heavily traveled, would not be able to support the wear and tear of the additional DIFT trucks. Surprisingly, this street, although with several lanes, is heavily lined with numerous single-family houses. Mitigation measures are needed to reduce the impact of adding hundreds of trucks daily onto this street. Traffic calming solutions, such as trees, center lane islands, and crosswalks, need to be considered.
- 4) The Detroit City Planning Commission requests improved mitigation measures to ensure that trucks do not travel south on Livernois Avenue toward the I-75 Expressway. Even though the exit from the DIFT Yard on Livernois Avenue would be redesigned to direct trucks northward, the CPC is concerned that trucks will ignore this direction or make a u-turn heading back southward. Also, there is a concern that there has been no proposal to limit additional trucks traveling on I-75 and then heading north on Dragoon (which is developed with residential uses) to access the DIFT yard at the Livernois gate.

Please accept these comments on behalf of the City Planning Commission and its staff. Please contact Christopher Gulock (#313-224-7888) of our staff if you have any questions.

Respectfully submitted,



Marcell R. Todd, Jr., Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



STEVEN E. CHESTER
DIRECTOR

December 30, 2009

FEDERAL HIGHWAY ADMIN.

JAN 07 2010

MICHIGAN DIVISION
LANSING, MICHIGAN

Mr. David E. Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Wresinski:

SUBJECT: Final Environmental Impact Statement (FEIS)
Detroit Intermodal Freight Terminal, Wayne and Oakland Counties, Michigan

The Michigan Department of Environmental Quality (MDEQ), Land and Water Management Division (LWMD), has completed its review of the FEIS for the Detroit Intermodal Freight Terminal (DIFT) project. Other divisions within MDEQ may provide a separate response.

The purpose of the proposed project is to support the economic competitiveness of southeastern Michigan and the state by improving freight transportation opportunities and efficiencies for business, industry, and the military. The FEIS addressed alternative enhancements for intermodal operations at the following rail terminals: Livernois-Junction; Canadian Pacific (CP)/Expressway; CP Oak; and Canadian National (CN)/Moterm.

The FEIS identifies the preferred alternative consisting of:

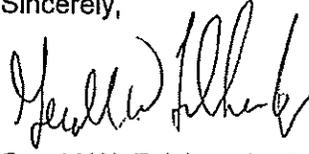
- Expand the NS and CSX intermodal operations at the Livernois-Junction yard
- Shift the NS Triple Crown operations from Melvindale and Willow Run in Romulus to the Livernois-Junction yard
- Move the CP Oak intermodal operation to the Livernois-Junction yard

The preferred alternative will require the acquisition of approximately 169 acres of land and the relocation of 28 single family dwellings, 4 apartment units, and 29 businesses. There will be no direct impacts to streams or floodplains, and wetland impacts are estimated to be less than 0.01 acre. It is estimated that there are approximately 27 suspected contaminated sites in the immediate area of the project that may need additional testing.

The LWMD has no objections to the selection of the preferred alternative as described in the FEIS.

If you have any questions, please contact Mr. Alex Sanchez at 517-335-3473, or you may contact me.

Sincerely,



Gerald W. Fulcher, Jr., P.E., Chief
Transportation and Flood Hazard Unit
Land and Water Management Division
517-335-3172

cc: Mr. David Williams, U.S. Federal Highway Administration
Ms. Sherry Kamke, U.S. Environmental Protection Agency
Mr. Craig Czarnecki, U.S. Fish and Wildlife Service
Mr. John Konik, U.S. Army Corps of Engineers
Ms. Barb Rosenbaum, MDEQ
Mr. Oladipo Oyinsan, MDEQ
Mr. Andrew Hartz, MDEQ
Mr. Alex Sanchez, MDEQ

JULIA HALPIN



David W. Wresinski

January 29, 2010

Project Planning Division
Bureau of Transportation Planning
Murray D. Van Wagoner Building
PO Box 30050
Lansing, MI 48909

Dear David,

Thank you for sending me the EIS for DIFT. After perusing the plans for CN/Moterm (1/2 block from my home) I have some views on how we could take advantage of this opportunity. We and the rest of the world often look to Detroit's and Michigan's past for having made a huge impact (automobiles, assembly lines, music, etc.) and with this project we could again be on the leading edge. This project provides us the opportunity to show the world we are STILL innovative. Michigan has the intelligence, diligence, insight and creativity to be on the forefront of a serious and important movement. EVERYONE cares about being environmentally responsible and people want to see leaders create environments where communities and businesses can co-exist in an extraordinary way.

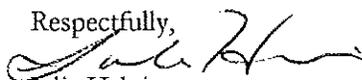
To be in the planning stages of modifying our RR tracks, neighborhoods, historical sites and businesses is an incredible opportunity. Please consider improvement that is:

- Forward Thinking
- Ground Breaking
- Internationally Notable
- All inclusive and friendly to businesses, neighborhoods and the city landscape including historical sites

With the right modifications we could put our city of Detroit and state of Michigan on the leading edge again. If we were to EXCEED at environmental responsibility while being inclusive and considerate to both communities and businesses we could be THE leaders in changing the world. Rather than look to the EPA for standards, perhaps Detroit, Michigan could create the new benchmark for high environmental standards and a plan that works for everyone. We could honor our historical landmarks depending on how we logistically and visually incorporate the changes into the areas. Rather than restructure these places for just functionality my suggestion is that we reach for a plan and design something so ecologically and visually intriguing as well as community and business friendly that they become destination sites.

How fabulous would it be if the air quality around these places was so great that we had play stations for children, family restaurants, coffee shops, wine bars, parks, public art, leading edge technology and learning centers about the local sites, the trains and businesses. These destinations could be family friendly by day and romantic for evening. Imagine a European style "centre-ville" where everyone feels comfortable gathering, eating, playing, drinking, talking and hanging out. The trains could accommodate passengers and people may be inclined to go from one destination and train stop to the next.

We have an extraordinary opportunity here.

Respectfully,

Julia Halpin



CITY OF DEARBORN

Home Town of Henry Ford

DEPARTMENT OF ECONOMIC & COMMUNITY DEVELOPMENT
BARRY S. MURRAY, DIRECTOR

JOHN B. "JACK" O'REILLY, JR.
MAYOR

January 29, 2010

Mr. David W. Wresinski, Administrator
Michigan Department of Transportation
Project Planning Division
Bureau of Transportation Planning
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, Michigan 48909

Re: Comments regarding the Final Environmental Impact Statement (EIS) for the proposed Detroit Intermodal Freight Terminal (DIFT) in Detroit and Dearborn, Wayne County, Michigan

Dear Mr. Wresinski:

Thank you for the opportunity to comment on the proposed DIFT project to be located in Detroit and Dearborn, Michigan. The City of Dearborn is very interested in this project from both the economic development potential and any environmental impacts it may have on traffic and air quality in our South End community.

I am writing to comment on four aspects of the project as the DIFT moves into the implementation phase including:

1. Economic development potential at and around the West Gate to the DIFT on Wyoming Avenue.
 2. Truck routes related to the West Gate and Dearborn's Dix-Vernor Business District.
 3. West Gate Truck Routes and the Salina Neighborhood.
 4. Air Quality in Dearborn's South End area.
1. Economic Development Potential – The DIFT presents significant economic development potential for spin-off projects related to intermodal activities adjacent to the entrances on Wyoming (west in Dearborn) and Livernois (east in Detroit) Avenues. Dearborn has discussed this potential with MDOT on several occasions and agreed to work together to plan for and advance such opportunities. This will require a planning study and agreement on potential uses, locations and circulation patterns necessary to maximize the positive economic benefit that can be created by the DIFT project. Dearborn has specific redevelopment sites around the West Gate to designate for this effort including an obsolete residential neighborhood of 30 acres commonly known as the Eugene-Porath area.

2. Truck Routes and Dix-Vernor – The City of Dearborn is actively working to strengthen commercial districts within the community. One of those areas is known as the Dix-Vernor Business District, which is located around the somewhat dangerous Dix-Vernor intersection within Dearborn’s South End area. The Dix-Vernor Business District is a vital element of the City’s commercial redevelopment strategy and is currently in the process of being designated a Corridor Improvement Authority pursuant to P.A. 280 of 2005. This District can be benefitted by the DIFT project in the following manner:

A diagram attached to this letter illustrates the Dix-Vernor Business District, the truck traffic problem and the potential DIFT related solution. It shows the Edward C. Levy Stone Co. located just east of Dix-Vernor, which produces heavy truck traffic that passes through Dix-Vernor intersection and district. Dearborn is proposing that a new truck road should be developed that either uses DIFT infrastructure or parallels it to have the truck traffic exit the Levy site at the north end and merge with the DIFT traffic patterns on Wyoming. This would eliminate heavy trucks needing to pass through the Dix-Vernor District and consolidate truck traffic at the DIFT.

3. Trucks and the Salina Neighborhood – This concern has been expressed many times previously regarding additional truck traffic generated by the DIFT routed south on Wyoming through the Salina neighborhood. This community, like Southwest Detroit, has borne the burden of disproportionately heavy truck traffic for many years attributable to adjacent industrial districts and major transportation facilities. The DIFT trucks should always be routed to the Interstate Highway System at the nearest location (I-94 from both the west and east gates) as the first preference for all intermodal traffic. No additional truck traffic should be routed through Dearborn’s South End area.
4. Air Quality in Dearborn’s South End – Air quality continues to be a major consideration in Dearborn’s South End area. It is a fragile environment with the mixture of residential, commercial, industrial and transportation uses and continues to be of concern to Dearborn’s residents and workers. Pages of data and models in the EIS attempt to quantify how air quality will not be negatively impacted and how attainment can be achieved, specifically for Particulate Matter, which is significantly influenced by diesel trucks and locomotives. However, this aspect of the project must be carefully managed and monitored to assure air quality is not negatively impacted moving forward. Dearborn will take an active role in assuring air quality is not worsened by the DIFT project and expects MDOT, MDEQ and SEMCOG to be our partners in assuring compliance related to this issue.

I appreciate the opportunity to comment on the DIFT EIS. I am available to discuss any of these comments with your team and to continue to work closely with MDOT to successfully implement the DIFT project.

Sincerely,



Barry S. Murray, Director
Economic and Community Development Department

Cc: Terry Stepanski, MDOT

Enclosure



John B. O'Reilly Jr.
Mayor

CITY OF DEARBORN

Home Town of Henry Ford
Police Department



Ronald Haddad
Chief of Police

December 15, 2009

Mr. Robert Parsons
Public Involvement /Hearing Officer
Michigan Department of Transportation
PO Box 30050
Lansing, Michigan 48909

Mr. Parsons,

I have reviewed the Final Environmental Impact Statement (EIS) for the proposed Detroit Intermodal Freight Terminal (DIFT) Project to be located in Dearborn and Detroit, Wayne County, Michigan.

I have concerns in the following areas:

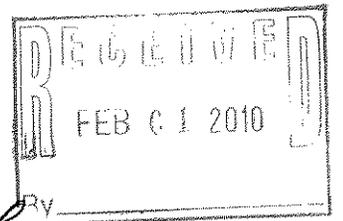
- The 1,700 foot security/noise abatement wall proposed in the conceptual design of the preferred alternative does not take into consideration the south end of the City of Dearborn. The concern specifically is the residential neighborhood that would be subjected to train engine noise and 1,270 trucks a day using the proposed gate 5. A reevaluation of this proposal is warranted under Title VI to minimize the impact on the population.
- The project mitigation summary states under section a. Local Roads, that MDOT and the City of Detroit will coordinate \$11 million for local road improvements, again no mention of the City of Dearborn. The proposed gate 5 on Wyoming Ave. is estimated to operate with 1,270 trucks a day. Extensive reconstruction of the roadway has to be considered in this area.

The DIFT project will affect the south end of Dearborn extensively. The mitigation of these issues will help in alleviating at least a few of the public safety concerns that will arise with the implementation of the project. I would expect consideration of my concerns be addressed in the final green sheet to be submitted in the Record of Decision.

Thank you for your time and consideration.


Chief Ronald Haddad

Dearborn Police
16099 Michigan Ave.
Dearborn, Michigan 48126



This letter is in Regards to The
Detroit Inter Freight Terminal S/W

This project is long Overdue. This Area
involved has No Jobs, This project is going
to bring over 3,000 Jobs that we desperately
need.

The whole Process has taken too long.
Officials came out to property owners,
informed them These properties were involved
in this Project. It would take a Couple of
years (A couple = 2)

I met with Mohamed A we went to
lunch @ a Restaurant MR B's in Howell Mi.
in 1999. We discussed the project and the
relocation of My Business. I told Mohamed
this is where I'd like to relocate my
Business. He agreed this would be a great
place to Relocate. I have kept in touch
with Mohamed, Terry Stepanski and Sherry
from the Real Estate dept of MDO T. They
assured me the project was moving
forward. Every year I was delayed year
after year. Well here we are 10 years
later Waiting for the (ROD) Record of
Decision. (WAY OVERDUE)

In 2000 I purchased a home in the Home area. Where I will Relocate my Business. A few really good Commercial properties were Avail but since have been Sold. This has left me in a Hardship state waiting for this project to Get Moving. Due to the timeliness of this project Our Business and Family is in a Severe Hardship.

We have had people interested in our property but lost interest, when the STATE wouldn't give anything in writing to Buy about this project and the Involvement of our Property. (Why Buy a Million Dollar Business make changes get it the way you like Then The STATE Take the Property Eminent Domain and Not guarantee your Investment back?) So No One would purchase limited TIME Property.

This Project involves 32 Residential and 29 Commercial Properties. It shouldn't be difficult to keep people Informed of the Project and Progress.

The Detroit Inter Freight Terminal is a Show of Progress and Growth for our Area the delays are causing this area to fall apart.

TIME IS OF THE ESSANCE.

I called talked to a lady that took over for Sherry in Real Estate Division. She told me I was lying about ever being approached about this project I'd never been to Any meetings about this Project. This person was totally uneducated About this project she told me I should Contact Mattie Maroun about the purchase of my property. Not the State or MDO7.

In the past 10 years how many property owners were directed to Mattie or his other Investment Companies to buy their properties for this Project? Was this the reason the TRAIN STATION that Mattie owns wasn't torn down. Its been Vacant and a Blight for more than 20 years the reason is He has a plan for an International Trade Center in that Building. He needs the Rail to be appropriate for such a facility.

We are delaying Change and Growth until this project is Complete.

If this project was in another City than Detroit would it have taken so long? 10 year. Would the Bridges, Roads and Rail be left to fall apart so Long?

I know Dearborn would't have let this happen in their City or (Any normal City.)

If you want to Rebuild a STATE. you need to START in a Major City like Detroit

In my opinion I wish MDOOT would't have Ruined my life & Business by aproaching us 10 years ago and stopping the growth of my Business.

Here it is January 2010 The STATE is still unshure of what their gonna do with this Project.

Its my opinion the STATE needs to have someone over See these Projects to see the Wasteful spending and Make Progress Sooner. 10 years for a Study Is Way too Long.

In the Mean time trucks are Doubling and Tripling on our City Streets.

The Bridges are falling apart (UNSAFE)

The Rail in this Area are old and in need of updating. If we are ever to have High Speed RAIL Come Thru here We need Change. There is No Way the Rail as it is Could Accomidate High Speed Anything. There is no Security on these Rails Now. Thieves steal Brass fittings on the Arm Centrals. MANY People Have died Here

at Longo / John Knorr.

I think this project is long
over due and delaying progress
and growth in this area.

I Am Michigan
Mitchell Brown





JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

DON KOIVISTO
DIRECTOR

January 13, 2010

Mr. David E. Wresinski, Administrator
Project Planning Division
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: Detroit Intermodal Freight Terminal Final Environmental Impact Statement

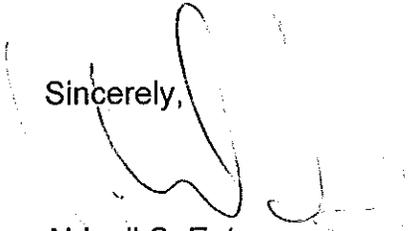
Dear Mr. Wresinski:

I received your request for review and comment on the Detroit Intermodal Freight Terminal Final Environmental Impact Statement (FEIS).

Our primary concern, as it relates to this project, would be potential impacts the project could have on properties enrolled under Part 361 of NREPA (formerly PA 116, the Farmland and Open Space Preservation Act) and on established intra- and inter-county drains. This area, however, is a highly urbanized corridor. We find, and the FEIS indicates, no impacts to Part 361 lands. Neither have we identified nor do we anticipate any impacts on established county or inter-county drains.

We have no additional concerns regarding the issues identified in the FEIS as they apply to the functions of this Department. We appreciate being included in this NEPA process. Feel free to contact me at (517) 241-3933, if I can be of further assistance on this project.

Sincerely,


Abigail S. Eaton
Environmental Resource Specialist
Environmental Stewardship Division



8300 Longworth - Detroit, MI 48209 - Phone: (313) 841-4447 - Fax: (313) 841-7926 - E Mail: dnordmoe@UNIDetroit.org
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Oscar Hernandez, Tyler Hampton, Felipe Martinez, Estherlene Mack, Stephanie Mason, Steven Pejuan, Br. Vincent Reyes OFM,
Lea Schefsky, Rev. Guy Christopher Snyder, Mary Wallace

January 28, 2010

Robert H. Parsons
Public Involvement and Hearing Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Subject: Comment on the DIFT Preferred Alternative

Dear Mr. Parsons:

I have read comments from our partner agencies, Southwest Detroit Environmental Vision and the Southwest Detroit Development Collaborative. I am in support of their comments. The purpose of this letter is to add comments of my own with particular attention to the impact on Livernois St. traffic on safety, quality of life, and residential property values. In no way do I mean to suggest any reduction of community benefit agreements already negotiated.

Livernois, though a major Detroit thoroughfare, is still primarily a residential street. Furthermore, it is the spine of a cluster of residential communities that depend on crossing Livernois to make use of services on both sides of the street for optimal community functioning. As the DIFT increases traffic on Livernois, it will accentuate deterioration that has already begun in adjacent housing. It will also impact the success of major youth-serving agencies in the area.

The entire extent of Livernois St. from the DIFT exit just north of W. Vernor Hwy. all the way to an expanded I-94 interchange will be heavily impacted by the increased truck traffic generated by the DIFT as the Preferred Alternative Plan routes all exiting trucks onto Livernois in a northbound direction. The text of the plan implies that this avoids residential neighborhoods which, it infers, are exclusively to the south. However, this entire route is at least mixed residential/commercial and all of the neighborhoods around this section of Livernois are residential.

As planned, prevailing winds have no green buffers against which to filter air moving southeasterly from over the DIFT. Further, there is nothing in the plan to counterbalance either safety or quality of life impacts from the increased truck traffic along Livernois. The absence of safety improvements to pedestrian crossings is particularly grievous given the extreme width of the street, the intensity and speed of traffic, and the extent of attractions to children and families in the area that are inducements to cross Livernois (the Boys and Girls Club, Voyageur Academy (undergoing expansion), Hope of Detroit Academy, the Firefighters Museum (under development) and the Southwest Solutions Counseling Center/Covenant Community Care Clinic (under development). I have included an illustration of the relationship of these community development projects to Livernois St.

Web Site: www.UNIDetroit.org

Celebrating eleven years of building vital urban communities.

UNI is a Michigan Nonprofit Corporation. We have 501 c(3) status with the U.S. Internal Revenue Service. Our previous business name was "Neighborhood Centers Incorporated." We developed and operate "All Saints Neighborhood Center."

Recommendations:

Add green improvements and tree planting at the Livernois boundary of the DIFT along with the planned green streetscape on the North Perimeter Road that will replace John Kronk St. The wall along Livernois should be accompanied with an intensive planting of ivy so that it does not become defaced with graffiti. The entire truck route north to I-94 should have intensive tree plantings in front of all residential blocks, to partially balance out the quality of life damage incurred through increased truck traffic, creating a more serene net effect. Pedestrian accommodations should be made at key intersections along Livernois (such as Clayton, Michigan and Buchanan streets). Countdown signals, pedestrian refuge islands and curb bulb outs should be parts of the final development plan.

Livernois St. from Michigan Avenue to West Vernor

The section of Livernois Street from Michigan Avenue to West Vernor has tremendous potential for development. Long stretches of barren public land between the streets and the sidewalks need intensive landscaping to buffer major industrial settings, truck and rail centers and junk yards, but are presently without a single tree for blocks on end. Even on the residential blocks there are a total of 56 houses without a tree on the berm.

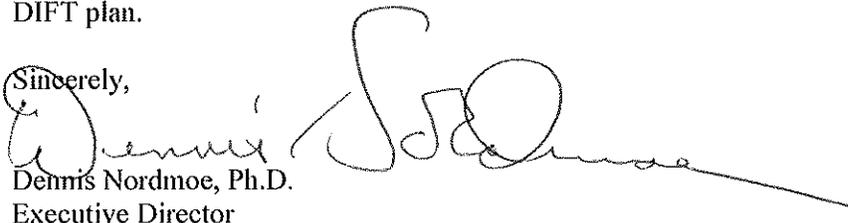
This section of Livernois is also a site for occasional fatal accidents involving excessive speeding. Tree planting at the berm, pedestrian traffic islands with trees, and curb bump outs at pedestrian crossing points could beautify and calm this major channel into Southwest Detroit from which many Detroiters get their image of our neighborhoods. Special attention should be given to the pedestrian crossing immediately to the south of the Boys and Girls Club where curb bulb outs and a pedestrian islands possibly complemented by pedestrian-activated flashing lights would add safety for children.

Livernois from I-94 to Michigan Avenue

The section from I-94 To Michigan Ave. has about nine blocks without street trees. By approximate count, there are only 16 street trees in this stretch. Intensive tree planting in the berms would provide a more welcoming, residential and less industrial feel to this part of our entryway while cooling and cleaning the air. Curb bulb outs and pedestrian islands would calm traffic and enhance safety for persons crossing Livernois from the west to use the two charter schools and three major churches just east of Livernois.

If carried out, these recommendations would upgrade the experience of Livernois St. from that of a barren speedway into one of a grand, stately avenue that people would be proud to live near, even with some expansion of truck traffic. It would add value to surrounding neighborhoods rather than degrade them. It would be compatible with the redevelopment and expansion of youth-serving institutions on or near Livernois St. that depend for their success on the ability of young pedestrians to safely cross this major street. We offer our most heartfelt request that these changes would be included in the final DIFT plan.

Sincerely,


Dennis Nordmoe, Ph.D.
Executive Director

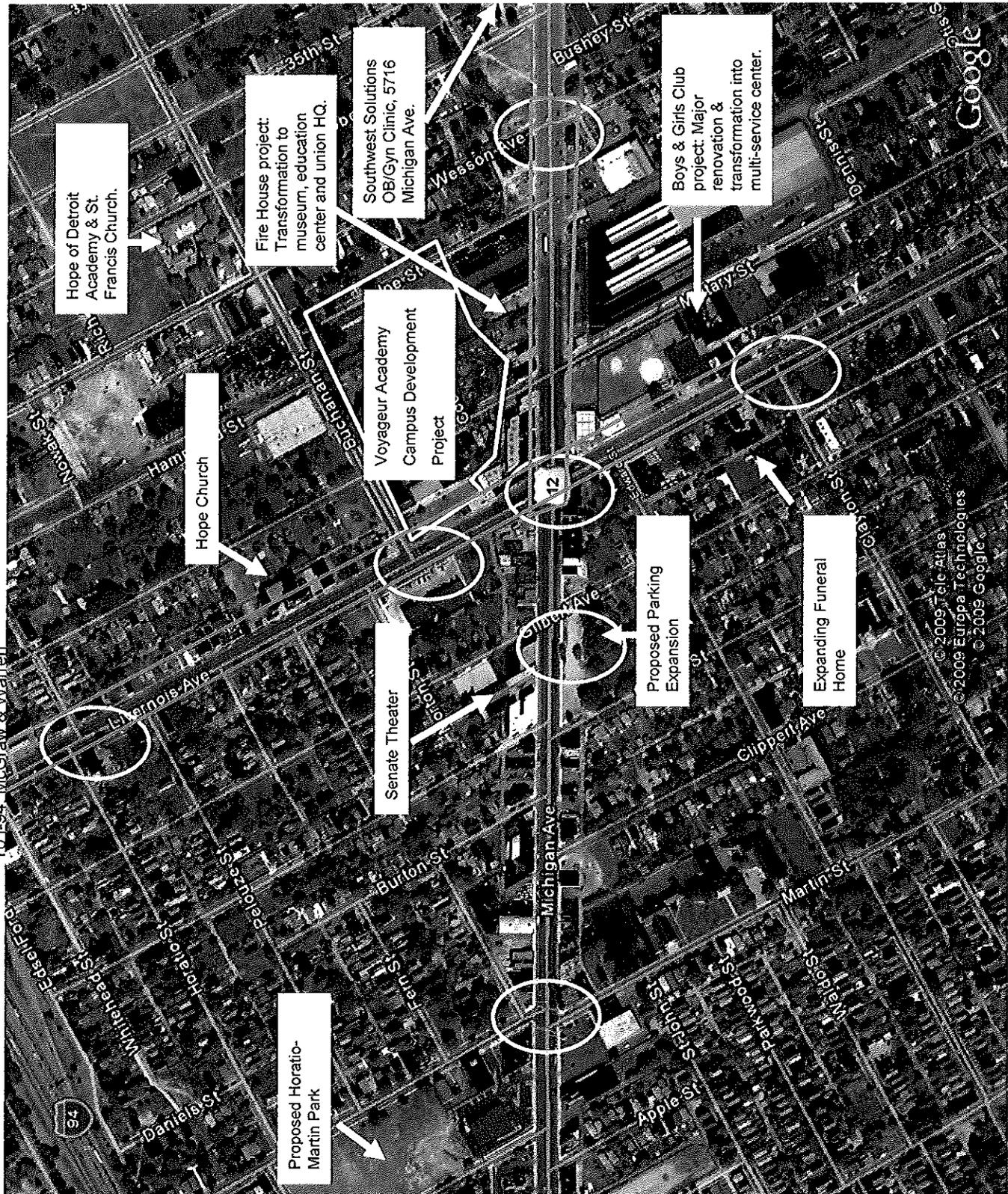
Attachments

Michigan Avenue/Livernois Project

Challenges:

- Promote free flow of pedestrian & bicycle traffic between four neighborhoods divided by major streets
- Raise value of all four neighborhood locations by creating ease of access to major neighborhood assets simultaneously with major improvements to those assets
- Enhance value of several related major asset investments by making them part of a four-neighborhood transformational upgrade; enhance functioning of the assets through improved and pedestrian friendly access
- Counter increased traffic from between Livernois/I-94 interchange and DIFT with strongly improved safety and traffic calming measures
- Transform barren post-industrial experience of major entryway to Southwest Detroit into an attractive, calm, tree-lined attractive experience that adds value to surrounding neighborhoods

To I-94 McGraw & Warren



Major pedestrian crossing improvement – refuge islands, curb bulb outs, etc.



Green street improvements – trees, traffic calming, protected passenger pickup zones, bike paths.



CITY OF DETROIT
MAYOR'S OFFICE

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March 12, 2010

Mr. David Williams
Environmental Program Manager
Federal Highway Administration
315 West Allegan Street, Rm. 201
Lansing, MI 48933

Mr. David Wresinki, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: Detroit Intermodal Freight Terminal (DIFT)
Final Environmental Impact Statement and Final Section 4(f) Evaluation
Detroit, Michigan

Dear Mistrs Williams and Wresinki:

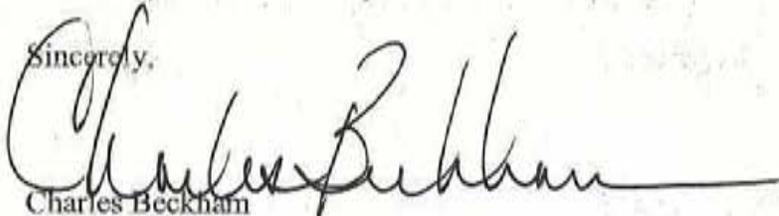
The City of Detroit is in receipt of the Detroit Intermodal Freight Terminal Final Environmental Impact Statement and Final Section 4(f) Evaluation, dated December 2009.

The opportunity to meet with representatives from the Michigan Department of Transportation on February 25, 2010 to discuss the modified "Preferred Alternative" plan for this project provided valuable information. As a result, MDOT was able to clarify some of the issues of concern. However, in order to memorialize our understanding, as well as to document the outstanding issues, the enclosed comments are provided. The comments presented are based on the information provided in the Final Environmental Impact Statement pursuant to the National Environmental Policy Act process. They represent the opinions and concerns of the City of Detroit as "substantive" comments to be incorporated into the Record of Decision.

March 12, 2010
DIFT
Page 2

We look forward to the continued dialogue regarding the Detroit Intermodal Freight Terminal project. If you have questions or concerns, you may contact Mr. Raymond Scott, of the City of Detroit's Department of Environmental Affairs at 313-471-5108.

Sincerely,



Charles Beckham
Operations Group Executive

CB/RAS/rgb

Enclosure

cc Robert Parsons, MDOT
Terrence D. King, Mayor's Office
Stanley N. Topolewski, PLD
Dr. Yvonne Anthony, DHWP
Lovevett Williams, DDOT
Karla Henderson, B&SE
Kystal Crittendon, DLD
Warren Palmer, P&DD
Daryl Lundy, DHSEM
Pamela Turner, DWSD
Alfred Jordan, DPW

Enclosure A

DIFT
FEIS Review Comments

City of Detroit
Department of Environmental Affairs



March 12, 2010

Mr. Robert Parsons
Public Involvement/Hearing Officer
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: Detroit Intermodal Freight Terminal (DIFT)
Final Environmental Impact Statement and Final Section 4(f) Evaluation
Detroit, Michigan

Dear Mr. Parsons:

This letter provides the City of Detroit Department of Environmental Affairs' (DEA) comments on the Detroit Intermodal Freight Terminal (DIFT), Final Environmental Impact Statement and Final Section 4(f) Evaluation proposed in Southwest Detroit.

Background

The objective of the DIFT project is to increase the intermodal capacity in Southeast Michigan by expanding the Livernois-Junction Yard for the relocation of two existing freight terminal operations: Norfolk Southern (NS) Triple Crown and Canadian Pacific (CP) Oak operations. Currently, NS and CSX transfer containers at the Livernois-Junction Yard. NS Triple Crown operations exist at their Melvindale and Willow Run facilities, and CP Oak currently operates at I-96 near Southfield Freeway, but will both relocate to the Livernois-Junction Yard following the expansion. It is important to differentiate between NS and NS Triple Crown as their operations are independent and occur at different locations.

The Preferred Alternative provided in the Final Environmental Impact Statement and Final Section 4(f) Evaluation, dated December 2009, differs from the previous proposed alternative (Alternative 4 – Composite Option). A notable difference is that the boundaries for the Preferred Alternative are smaller than Alternative 4 – Composite Option, due to the fact that Canadian Pacific (CP) Expressway operation and Canadian National Railroad (CN) operation will not relocate to the Livernois-Junction Yard.

Comments/Concerns

Following the review of the FEIS and the presentation provided by Michigan Department of Transportation (MDOT) on February 25, 2010, the Department of Environmental Affairs offers several comments that were identified and are requesting MDOT and the U.S. Department of Transportation Federal Highway Administration (FHWA) to consider prior to the publication of the Record of Decision.



Environmental

In review of the information provided, “MDOT has determined that a supplemental DEIS is not warranted as the analysis for the DEIS remains valid for a reduced footprint and the analysis has kept pace with the air quality regulatory changes.”¹ In review of Appendix E, Air Quality Protocol, and Draft Air Quality Analysis Protocol – Addendum the following statements were presented, “This FEIS will document pertinent air quality reports.....”²; “more complete information on 2015 conditions will be provided in the FEIS”³; “A qualitative assessment of air quality effects of construction will be added”⁴; and “This FEIS will include measures to mitigate on terminal pollution”.⁵ In most cases these areas appear to be glanced over without quantitative analyses and or assessments. Phrases such as “will document, will be provided, will be added, and will include does not satisfy the mitigation requirements that are observed in a Final Environmental Impact Statement. It appears as though the FEIS is aiming at a moving target with no clear goal in site, particularly considering the changes in all air quality regulations and not limited to PM_{2.5} and PM₁₀ only.

General Question for Air Quality:

Section 4.8.6 CO Hot-Spot Analysis Table 4-25

Worst Case CO Concentrations – One Hour and Eight Hour observations: The table used data from 2004 and provided projections for 2025. What is the reliability of the computer program (CAL3QHC), and why was it selected?

Section 4.8.7 FEIS Preferred Alternative Air Quality Analysis, page 4-135-thru 4-177

Steps to address and improve air quality are discussed within the FEIS. When the standards are adhered to it is assumed that the air quality will improve. What agencies will be responsible for ensuring monitoring and compliance of all air quality regulations?

The City of Detroit is willing to work with others to create an air quality action plan, as indicated in the FEIS. DEA is currently working with other city agencies to finalize the Anti-Idling Ordinance, and review of the proposed Diesel Emission Reduction Ordinance. We believe it is imperative to communicate these efforts with the primary agency responsible for oversight of the DIFT activities, particularly as we work to reduce cumulative impacts.

Environmental Justice

It should be noted that due to the sensitivity from existing environmental concerns within the Southwest Detroit Community, and based on its rich ethnic, cultural, social, and economic status, that environmental justice issues are of great concern. DEA believes that by focusing on all adverse impacts, will greatly improve our dialogue with MDOT. Mitigation measures cannot be comprised of aesthetic measures such as landscaping, security walls, and road improvements.

¹ Final Environmental Impact Statement and Final Section 4(f) Evaluation, December 2009, pg. xvii

² Ibid, pg. E-20

³ Ibid, pg. E-20

⁴ Ibid, pg. E-20

⁵ Ibid, pg. E-20



Noise and Vibration

There does not appear to be a reliable way to accurately forecast the future noise level. While noise abatement walls are anticipated, buffer zones within those areas that exceed the FHWA Noise Abatement Criteria should be expanded. In addition, hours of operation should be limited in order to not adversely impact those residents that remain in the vicinity.

Our understanding is that basement survey will be conducted in the design phase of the project. At this point, information highlighting what protocols will be used for: 1) announcing the survey services & disseminating information (i.e. mass mailing, door-door, multiple languages, etc.); 2) conducting assessment activities; 3) identifying the extent (e.g., radius) of vibration impacts; and 4) resolving any issues as a result of vibration impacts should be identified. Lastly, considering the age and design of many of the structures within the area, survey activities should not be limited to the basements only.

Waterways/ Water Quality/ Flood plain/ Coastal Resources

The concern for this project is the run off that would be generated during construction. Detroit Water and Sewerage Department (DWSD) must to be consulted.

Economic

According to the latest economic data on jobless rates for residents in the City of Detroit, at 29% it is twice the national average. The question then becomes with the relocation of the 29 businesses within Southwest Detroit, what commitments have been made by MDOT to relocate those businesses within the same community? Also, what commitments have been made for the 32 residential owners? While examining the relocation plan in Appendix B, it does not appear to be a "plan" at all. This section simply references regulations with no regard for specifics (i.e., identification of area boundaries, availability of housing stock, and comparable business relocation facilities, etc.).

The Preferred Alternative states that 231 jobs would be relocated while the economic stimulus would generate approximately 4,514 jobs statewide, including 2,360 jobs in the Detroit area. What sources were used to generate these figures? Of the 2,360 new jobs created in the Detroit area, how many will be preserved for the host community residents and which agency will oversee the application process? What assurances are in place for those residents to receive the required training and preference in employment? Lastly, lift fees should be considered as a reinvestment fund for community enhancements projects.

We appreciate your cooperation in this matter and look forward to working with you. If there are any questions regarding this matter, you may contact Mr. Robert Brown II at (313) 471-5106.

Sincerely,

Raymond A. Scott, MPH
General Manager

RAS/rgb

Enclosure B

**DIFT
FEIS Review Comments**

**City of Detroit
Department of Transportation**



DETROIT DEPARTMENT OF TRANSPORTATION
1301 EAST WARREN, DETROIT, MICHIGAN 48207
GENERAL INFORMATION: (313) 933-1300
MICHIGAN VOICE RELAY: 1-800-649-3777
WWW.RIDEDETROITTRANSIT.COM



Mr. David Williams, Environmental Project Manager
Federal Highway Administration
315 W. Allegan St. Rm. 201
Lansing, Michigan 48933

Mr. David Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Williams & Mr. Wresinski:

These comments address the Final Environmental Impact Statement (FEIS) for the Detroit Intermodal Freight Terminal (DIFT). DDOT received a print copy of the FEIS at our offices with a cover letter dated December 2, 2009. Additionally DDOT participated in two meetings facilitated by the City of Detroit, Department of Environmental Affairs (DEA) on January 21 and February 25, 2010. Lastly DDOT Director Lovevett Williams was a co-signatory of a letter dated January 27, 2010 requesting an extension of the comment period and identifying several issues with the FEIS. The following comments represent DDOT's position on the FEIS. While there are no negative issues relative to the transit operations, there are several issues of general concern to the DDOT.

Lonyo closing: This will have a very negative impact on non-motorized transportation in the area bounded by Trenton, I-94 and Cabot, which includes Oliver Wendell Holmes Elementary School. A pedestrian overpass should be constructed to connect this neighborhood to the businesses, park and neighborhoods across the DIFT along Dix. Recently the city has been focusing on green initiatives, bicycle and pedestrian transportation and live/work opportunities. The primary benefit of the DIFT project for the host community is employment and it should come from the immediate area if possible. When people have walk access to employment, it supports a greener Detroit.

Central Avenue Underpass: In the February 25 meeting, an MDOT official stated the roadway would have an 85 foot opening with four 11 foot lanes, two 5 foot bike lanes and two 5 foot sidewalks. The visual in the FEIS Brochure appears to be two 20+ foot lanes and two <1 foot bike lanes) and the utility poles are within the 5 foot sidewalk. The sidewalk should be at least 8 feet and preferably 10 or more feet and the utility strip should be a separated from the sidewalk. The National Cooperative Highway Research Program Report 128 identifies 8-15 feet as LOS E for sidewalks.

DEA distributed a visual of the Farm Lane underpass from the Michigan State University campus. DDOT favors a similar configuration for Central Avenue. It has wider

sidewalks and a barrier separating the sidewalk and traffic lanes as the underpass is approached as well as decorative brick supports for the rail bridge and a black metal fence along the tracks and the traffic-sidewalk barrier. MDOT's Context Sensitive Solutions (CSS) require outreach regarding pedestrian and non-motorized access and Complete Streets principles support this design as well.

Residential and business relocations: DDOT favors a very aggressive strategy to keep the 29 businesses and residents of the 28 houses and 4 apartment buildings in the immediate area. The project has an admitted negative impact on poor and minority populations which is an Environmental Justice issue. The FEIS implies continuing neighborhood declining and states that there is sufficient replacement housing in the neighborhood, which implies a passive strategy of letting people and businesses find them on their own.

Employment: The FEIS says that 1540 direct jobs and 2360 regional jobs will be created. Unemployment in the city is 30% (compared to 12% statewide) and underemployment estimated at 50%. Every tool and incentive should be employed to make sure that jobs go to city residents, especially the direct jobs associated with the construction.

Replacement property tax and income tax revenues: The FEIS estimates the lost property tax and income tax revenues generated by the businesses and residents will be seized is \$11.3 million. The FEIS concludes revenues will grow to \$141 million by 2030. The City's and other taxing jurisdictions should be compensated, at least for the duration of the construction, for the \$11.3 million Net Present Value. Also the lost revenues from business and residential relocations directly support an aggressive effort to ensure they stay in the immediate area.

Feel free to contact me if you have any questions or concerns. I can be reached at (313) 833-1196 and timros@detroitmi.gov.

Sincerely,



Timothy J. Roseboom
Manager Strategic Planning

Cc: Lovevett Williams, DDOT
Willa Williams, Environmental Affairs
Raymond Scott, Environmental Affairs
Robert Brown, Environmental Affairs

DIFT
FEIS Review Comments

City of Detroit
Department of Public Works
Traffic Engineering Division



CITY OF DETROIT
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

2633 MICHIGAN AVENUE
DETROIT, MICHIGAN 48216
PHONE 313-224-1610 TTY: 311
FAX 313-224-1304
WWW.DETROITMI.GOV

Date: January 27, 2010
To: Willa Williams, Department of Environmental Affairs
From: Ashok Patel, Traffic Engineering Division, DPW *Ashok Patel*
Re: Detroit Intermodal Freight Terminals
Final Environmental Impact Statement Review

The Department of Public Works, Traffic Engineering Division (TED) has completed the review of the Engineering Analysis Report and Engineering Concept Report of the Final Environmental Impact Statement (FEIS) received in our office on December 8, 2009. The Socio-economic and environmental impact must be reviewed by other departments. Our review is strictly limited to issues related to Traffic Engineering and below are our comments:

1. The FEIS differs from the Draft Environmental Impact Statement (DEIS) primarily due to the recommendation of a new preferred alternative. This preferred alternative is a variation to the Alternative 4, TED recommended in August 2005. TED concurs with the assessment of MDOT that a revised EIS is not required due to the fact the preferred alternative is a scaled down version of the TED recommended Alternative 4.
2. All proposed security walls along the periphery of the project area should be upgraded to provide noise abatement rather than the only one on north side of the project area.
3. Livernois Avenue between I-94 and the DIFT access should be evaluated and if required to be upgraded to carry the additional truck traffic. Noise abatement provisions should be considered to minimize the impact of truck traffic.
4. All impacted local streets should be upgraded at project cost to handle the additional traffic generated by DIFT. The capping of \$11 million funds for the local road improvement is not acceptable. City's acceptance should be contingent upon procuring 100 % funding from the project cost/no cost to the city for the roadway infrastructure improvements. Further joint review by the City and the State would be required for the upgrade of the local streets during design phase of the project.
5. A maintenance agreement acceptable to the City should be in place for the up-keeping of the proposed landscaping buffer along the north perimeter of the DIFT, the City would not be responsible for the maintenance.
6. Closing of Lonyo will generate increased traffic at Central /Dix requiring considerable modifications and geometric improvements at many intersections to handle the discharge of truck traffic into the freeways via City's surface streets. The mitigation cost shall be at the project cost.

Due to the lack of resources on our side to study the FEIS in detail, we request you to contact MDOT for having a workshop to provide an overview of this new alternative. TED staff will participate in this workshop and may provide additional comments.

Copy: Alfred Jordan-DPW
Jose Abraham-DPW
Manilal Patel, DPW

DIFT
FEIS Review Comments

City of Detroit
Department of Homeland Security
Emergency Management



CITY OF DETROIT
OFFICE OF HOMELAND SECURITY AND
EMERGENCY MANAGEMENT

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MEMORANDUM

TO: Robert Brown

FROM: Scott Berkseth – Planning Specialist, Detroit Office of Homeland Security & Emergency Management

DATE: March 16, 2010

SUBJECT: Re: MDOT DIFT Comments

This memo serves as a follow-up to the Detroit Intermodal Freight Terminal Project (DIFT) meeting held on February 25, 2010 and the presentation that was conducted by Mr. Stepanski from the Michigan Department of Transportation.

The following bulleted items are some of the Homeland Security and Emergency Management related issues/concerns that I noted during the meeting and presentation regarding this project.

- It is my understanding that if this project is carried out as planned, it will make the City of Detroit a national and major hub for commerce transportation. It is known that one of the main objectives of terrorism is to create disruptions in the U.S. economy. Having an intermodal freight terminal the magnitude of the one planned for Detroit would enhance security risks, threats and vulnerabilities at not only the terminal facility, but within the City as well. Being a border City magnifies this. Does the current plan address security related issues, to include funding and financing, for the provision, sustainment, monitoring, and maintenance of security such as staffing (both private and public) and physical security equipment?
- With the significant increase in both truck and train traffic, what type of freight will be transported? There are a couple of concerns in this regards:
 - Does this freight include hazardous materials? If so, are there plans to enhance hazardous material and decontamination response from the Detroit Fire Department or private sector?
 - Depending on the type of freight that is stored at the terminal, even for brief periods of time, as well as that being transported by truck, could pose security issues/concerns. There are common products and items used in households and businesses that contain certain hazardous materials and/or substances that can be used by potential terrorists. An example is the theft of exit signs from Walmart's that began back in 2007. These signs contain tritium gas, a radioactive form of hydrogen that could be used to make a Radiological Dispersing Device (dirty bomb). This is just one example. There are many other products out on the market not normally thought of as a way to acquire materials for alternative means, particularly acts of terrorism.

DAVE BING - MAYOR

DIFT
FEIS Review Comments

City of Detroit
Department of Buildings,
Safety & Engineering



CITY OF DETROIT
BUILDINGS & SAFETY ENGINEERING DEPARTMENT

CITY OF DETROIT
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WWW.DETROITMI.GOV

March 11, 2010

Mr. Robert Parsons
Public Involvement Hearing Officer
Michigan Department of Transportation
PO Box 30050
Lansing, Michigan 48909

RE: MDOT DIFT Comments

Dear Mr. Parsons,

The Department of Buildings and Safety Engineering, (B&SE), is responsible for most things related to construction activity in the City of Detroit including but not limited to: Demolition and Building Permits, review of Construction Plans, inspection of buildings, homes, and elevators, and for assuring compliance with all applicable Building Codes and the Detroit Zoning Ordinance Chapter 61.

It has been our experience that Project Managers do not always conduct sufficient due diligence when it comes to questions of Zoning. Please take care to identify the underlying Zoning Classifications for property within the current development area as well as any property slated for acquisition and inclusion in an expanded project area.

Depending on the Zoning Classification(s) and the proposed Land Use(s), it is quite possible that Neighborhood Petitions, Site Plan Reviews, Special Land Use Hearings, and/or requests to change Zoning Classification(s) may be required. These procedures require applications and payment of fees, some require advance public mailings, and all of them take time.

B&SE is always willing to assist our customers in identifying potential Zoning issues and we want to make sure that we avoid delays and complications. Please contact Mr. Robert Davenport (313) 224-3172, if you have any questions regarding Zoning.

Sincerely,

Karla Henderson, Director

KH/RD:rjd

file:MDOTDIFTComments



March 22, 2010

Mr. Raymond Scott, Manager II
City of Detroit
Department of Environmental Affairs
First National Building
660 Woodward Avenue, Suite 1800
Detroit, MI 48226

RE: Detroit Intermodal Freight Terminal (DIFT) - Final Environmental Impact Statement (FEIS)

Mr. Scott:

The City of Detroit's Planning and Development Department, at the request of the Michigan Department of Transportation (MDOT) and in coordination with the City of Detroit's Department of Environmental Affairs, has conducted a preliminary review of the proposed Detroit Intermodal Freight Terminal (DIFT). Staff reviewed the Final Environmental Impact Statement of December 2009, focusing upon the Preferred Alternative located at the Livernois-Junction yard in southwest Detroit.

References to the City's Master Plan Policies are noted below in parentheses. Please note that as plans for the area become more definite, the Planning and Development Department will consider amendments to the Master Plan for those areas that are not consistent with the City's Master Plan of Policies.

The majority of the area designated for the proposed DIFT is consistent with the City's Master Plan (see attached map). Much of the area is designated as Light Industrial or Distribution/Port/Industrial. Many of the issues and concerns outlined below are on the impact of the proposed DIFT upon the surrounding residential and commercial areas.

A. Land Use - Residential

1. The proposed DIFT encroaches upon the Low/Medium-Density Residential (RLM) land use north of John Kronk (see attached map). This is not consistent with the Master Plan of Policies. The Master Plan would need to be amended for this area. In addition, MDOT should provide residents of this area with the opportunity to relocate in the surrounding residential area. (Chadsey: Policy 1.1)
2. The areas immediately to the north and south of the proposed DIFT are designated as Low/Medium-Density Residential and as noted in item A1 above, the DIFT encroaches into the residential area to the north. The development of the DIFT should ensure that the security walls planned at the Livernois-Junction Yard provide adequate buffering of the

negative impacts of industrial land uses upon residential areas along Dix, south of the DIFT, and John Kronk, north of the DIFT. (Springwells: Policy 5.4 and Chadsey: Policy 5.2)

B. Land Use – Commercial

1. The proposed location of the DIFT, to the north of I-75, will result in increased truck traffic through the Vernor-Springwells Business Improvement District. Measures should be taken to control ingress and egress at the DIFT as well as additional measures to route and control truck traffic through the area south of the DIFT and north of I-75. (Springwells: Policy 5.3)
2. MDOT should participate in the development of the mixed-use activity node at Dix and Livernois to insure the compatibility of the DIFT with this area. Efforts should include the location of any office or similar uses associated with the DIFT along the Dix frontage near Livernois. (Springwells: Policy 4.1)

C. Land Use – Industrial

1. As noted above, the majority of the area designated for the proposed DIFT is consistent with the City's Master Plan. Much of the area is designated as Light Industrial or Distribution/Port Industrial. The areas designated as Light Industrial should be amended to Distribution/Port Industrial. (Springwells: Policy 5.1)
2. Industrial land uses relocated by the proposed DIFT should be encouraged to remain in the area, specifically those areas designated as industrial in the City's Master Plan of Policies. The new locations should incorporate pollution minimizing technology. If no alternatives in the area are identified, every effort should be made to retain them within the city of Detroit. (Springwells: Policies 6.1 and 6.2)

D. Transportation

1. The Greenway Collaborative's March 2006 Greenway Plan for the City of Detroit, designates Lonyo and Dix (west of Lonyo) as conceptual or under development greenways, respectively. With the closure of Lonyo, the proposed viaduct along Central should accommodate a greenway, and the greenway along Dix (at Lonyo) should be extended to Central.

Page 3 of 3

March 22, 2010

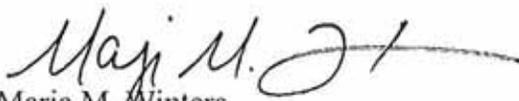
DIFT – FEIS Comments, City of Detroit

2. In addition to the greenway noted above, routes designated for truck traffic should include sufficient landscaping to control noise and improve the appearance of the routes. (Chadsey: Policy 6.1)

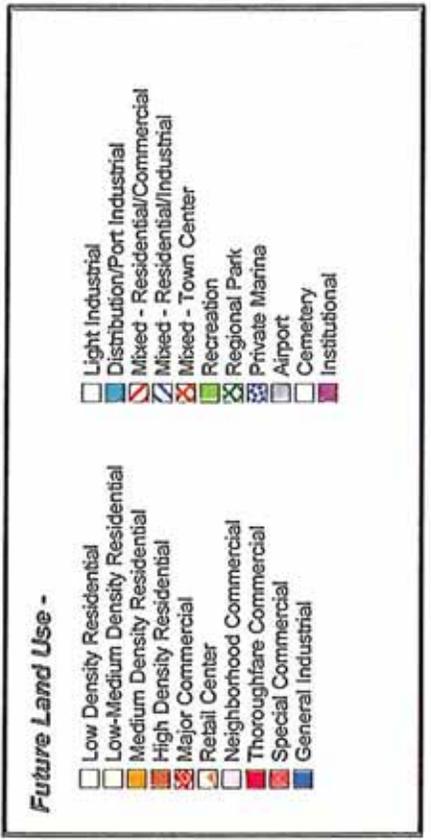
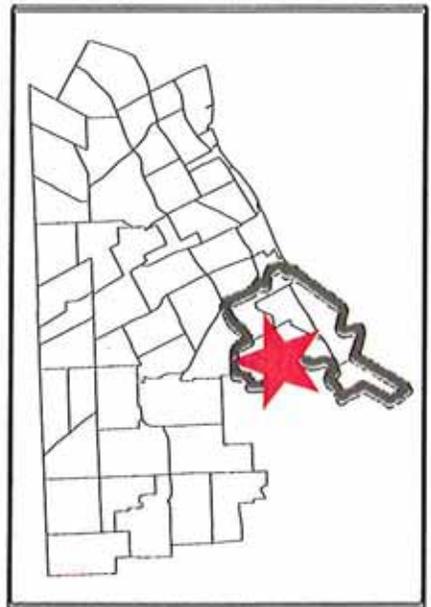
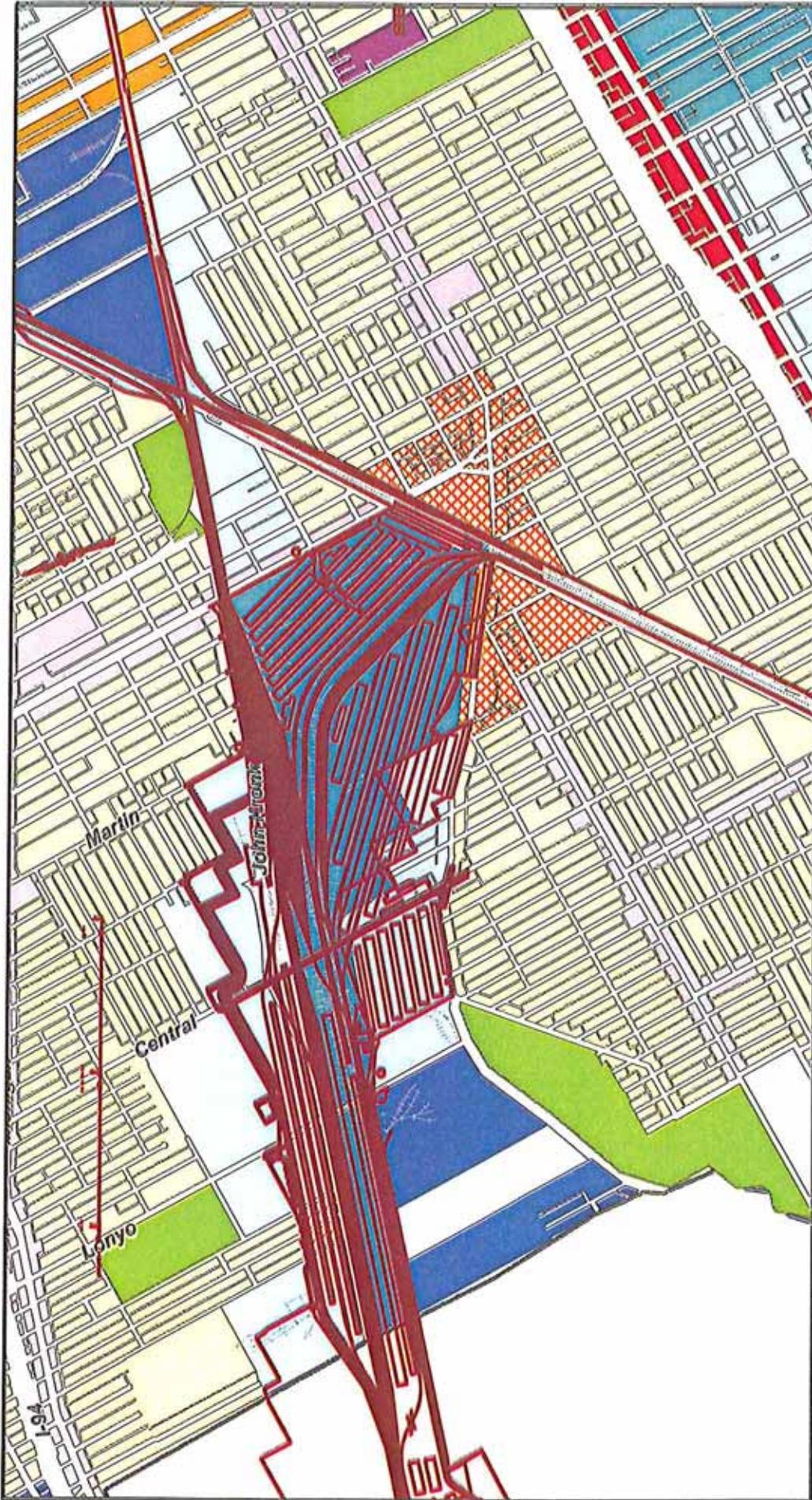
3. MDOT should present to the community a detailed and comprehensive truck circulation plan that considers truck traffic among the freeways, local streets, DIFT, Detroit River International Crossing (DRIC), Gateway and proposed expansion of the Ambassador Bridge. (Springwells: Policy 5.3)

Should you have questions or require additional information, please feel free to contact me at 313.224.1598.

Sincerely,


Marja M. Winters
Deputy Director

cc: Warren Palmer, Director
John Baran, Executive Manager, Planning Division
Shannon Black, Principal Planner
Robert Brown, II, DEA
Robert Parsons, MDOT



City of Detroit
Master Plan of
Policies

**Neighborhood Cluster 5
Proposed Detroit Intermodal
Freight Terminal (DIFT)**