

Detroit River International Crossing Study
Context Sensitive Solutions Meeting
April 26, 2007
Southwestern High School – 5:00 to 8:30 PM
Notes

Attendance: See Attached

Purpose:

The 15th in a series of Detroit River International Crossing Study (DRIC) community workshops was conducted on April 26, 2007. Its purpose was to discuss the “look and fit” of the proposed themes for the plazas and interchanges by building on input provided by the public in November 2006. Eight example locations in Delray where the project would have physical impacts and affect the physical appearance of the area were the focus of the meeting.

Discussion:

Mohammed Alghurabi opened the presentation portion of the evening’s meeting. Joe Corradino briefly reviewed past Context Sensitive Solution (CSS) meetings. He introduced Craig Richardson, who led the program.

Craig explained the CSS process blends community values and sound engineering. The process, begun in April 2006, continued with the definition of visions in the August, 2006 workshop and extended through the November, 2006 workshop, with the focus on physical preferences. The physical preferences are now being refined in a series of CSS workshops in 2007. Parallel to the community input is engineering of the crossing system. At the end of this process, the DRIC work plan calls for a preferred CSS concept to be advanced in the Draft Environmental Impact Statement for two bridge types – cable stay and suspension – for each of two crossings: X-10 and X-11. The focus of this meeting is the plaza area and the ramp/interchange system that connects the plaza to I-75.

The previous workshops resulted in the following visions being preferred by workshop participants:

<u>Project Element</u>	<u>Vision</u>
U.S. Interchange	, History , Gateway
U.S. Local Access/Community Buffer	, History , Cultural

Craig Richardson said that the November, 2006 workshops had looked at themes in a general area. Tonight the application would be to specific sites – eight locations throughout Delray that would experience a physical change or change in view with the project. He began by discussing some of the features that the project could influence, such as light standards, pavement features, and buffer areas.

Voting began at a Fort Street Streetscape. Historic and Gateway themes were juxtaposed, left and right on the screen so they could be visually compared. Then when prompted, the audience used devices distributed ahead of time to push buttons and record their individual preferences. Software tallied the preferences and showed the results on the screen.

The results are shown in Table 2. Questions that arose during the voting and the answers given follow the table.

Table 2
Concept Preference Voting Results

<u>Location</u>	<u>Historic</u>	<u>Cultural or Gateway</u>
1. Fort Street at Livernois Avenue	37	17
2. Fort Street / Green Street Intersection (Gateway Boulevard)	31	17
3. I-75 Northbound at Exit 46	25	23
4. Livernois Avenue South of Fort Street	35	13
5. Campbell Street at Lauderdale	39	11
6. Post Street / Railroad Crossing Intersection (behind Southwestern High School)	33	17
7. Jefferson Avenue at Fort Wayne	32	20
8. Dragoon Avenue North of I-75 (view toward Delray)	31	19

Source: Parsons Transportation Group

Several slide elicited questions. The slide is noted with the questions and answers following.

4. Livernois Avenue South of Fort Street

Q. How high is the natural buffer?

A. It is about eight feet high in this view at this location,

Q. Do the different kinds of lights shown give off different amounts of light?

A. No, they are the same.

Q. On the historic lights – is the light fixture pointing up? The modern lighting fixtures all seem to point down.

A. The concept is that inside the historic fixture are reflectors that redirect the light down.

5. Campbell Street at Lauderdale

Q. Would there be on-street parking?

A. Where multi-family dwellings are clustered, there would likely be off-street parking. Otherwise, parking would be on street in residential areas.

Q. How wide are the streets?

A. Twenty-four to thirty feet.

6. Post Street / Railroad Crossing Intersection (behind Southwestern High School)

Q. Is there a limitation on how high the buffer can be?

A. The Department of Homeland Security will define how high buffers can be and what they are composed of. If there is a berm, the higher it is, the wider it is. So, the higher it is the more land is needed on which to put it. It may be possible to place trees on top of the buffer.

Note that the buffer in this view borders the plaza. On the other side of the railroad track is Southwestern High School.

Q. Would that wall in the slide be like those ones on the freeway?

A. Yes, generally, but that is the plaza you are looking at.

Q. Between a wall and a berm, which would protect the school more from like nitrogen oxides, and odors and carbon dioxide? Which is more environmentally sound?

A. Both would provide protection. But, an important factor is the layout and operations on the other side of the buffer in the plaza.

C. You should put in the EIS whichever is more protective.

Q. Can we have a barrier wall and trees?

A. That is possible. But, please remember the purpose of the meeting tonight is to get a feel for the "look" that is desired, not settle on fine details. That will happen after a project is approved, if a project is approved.

Next Steps:

Joe Corradino explained that the results of the preference survey that had been displayed on the screen as the voting occurred would be summarized and put on the web site. Results would be provided to the LAC at the end of May. The next in the series of CSS meetings will be held in the latter part of June or July. During the intervening period, it is hoped the number of alternatives can be reduced.

Mohammed Alghurabi asked if there were further questions at this point.

Q. Was there a meeting last night?

A. Yes, last night's meeting was to inform those in the neighborhood of the progress of the drilling. Because the drilling is now complete, it was the last meeting on drilling progress. Also, the regular monthly Local Advisory Council meeting was held last night.

Q. Are the results out for the drilling program?

- A. No, there are still several steps to be taken. But the drilling itself found no voids or rubbleized zones that would be a problem. We will have the results of the scientific testing within about 1½ to 2 months and a group called the Geotechnical Advisory Group will review all the work before it is finalized. That information will be made available in the Draft Environmental Impact Statement.

- Q. With that CSS option showing pavers, who would replace them when they break? They have a tendency to have problems.
- A. There are a number of ways to get the effect of pavers, such as using stamped and colored concrete. There will be more discussion of these kinds of treatment later.

- Q. But, regardless, who would be responsible for maintaining things?
- A. Where the lands and property are part of the property, it would be the responsibility of states and federal governments. Beyond that, it is a question of the kinds of partnerships developed in an effort to redevelop the neighborhood.

- Q. How does all this match up with Detroit's Master Plan?
- A. It is very compatible. The consultant team met with the City a week ago. We have their draft Master Plan, and are using it as an input into what we are doing. We will continue to meet with the City.

- Q. Who would maintain the berms and what plants would be used?
- A. The GSA would maintain the berms around the plaza. Outside of that area, arrangements will have to be worked out. It is too early to be specific about plants.

- Q. How will runoff be addressed and where would it be treated?
- A. Studies of that are being done now. But, the preliminary engineering indicates there might be water retention on the plaza, or it could be stored in pipes under the plaza. Final treatment at a water runoff will be done in accordance with permitting. This will be worked on more specifically when there is a Preferred Alternative.

- C. The drainage cost of the DRIC Project should not be borne by the city of Detroit.
- A. It will not be.

- C. The railroad representatives are not here and they should be.
- A. We will remind NS and CSX that they are welcome and encourage them to attend.

With that the meeting ended at 7:30 PM.

**Detroit River International Crossing
CSS Meeting – SWHS
April 26, 2007
5:30 PM – 8:30 PM**

Name	Organization
Vic Alba	
Felicia Anderson	
Anthony B.	Clark Park Coalition
Rev. Jeffrey Baker	St. Paul A.M.E - SW
Alison Benjamin	SDEV
Parrell Blair	
Tim Boik	West Detroit Parts
Emma Brenson	Delray CDC
Rev. Randall Brown	Military Ave EPC
George C.	
Joe Canejo	Boryn Steel Inc.
Oscar Carto	Resident
Shirley Cockrell	Apex Signs
Eddie Cockrell	Apex Signs
Linda Comb	Detroit
Leroy Covington	
Lou Crocker	Boryn Steel Inc.
Mary Cuderman	WWCTWC
Manther Demus	Resident
Stephanie Earls	Resident
Timothy Earls	Resident
Julie Ebsch	Delray Mechanical Corp.
Zachary Edwards	Detroit Public School
Richard Foote	SW Detroit
Danny Franklin	
Pamalla Goode	
Thelma Goodwin	United Citizens
Bill Gourlay	Resident
Hugh Graham	Don Graham Funeral Home
Joe Griffith	
Chasity Guzman	
Joann Guzman	Resident
Marc Haggins	Resident
Peggy Heilmon	Resident
L. Hernandez	Resident
M. Hernandez	Resident
Alice Hougel	
Terry Kennedy	Canadian Consultation Group
Michael Kochler	
Charles Koloian	Resident
Joseph Koziara	
Emeral L.	

Stephen Lemley	
Ricardo Lemus	Resident
Delores Leonard	Sierra Club
Edward Mack	APIB/ACM/SWRA/SWPCR/ETC
Jane Mackey	Cong John Conyers
Annie Martin	Auntie Rie's Market
Hassan Masbouth	
George Moore	St. Paul AME Church
Edward Moore	City Council Detroit-Kwame Kenyatta
Charles Moore	Kemeny Center Advisory Board
Barbara Moore	
James Myers	
Robert Nace	
John M. Nagy	Delray Community Council
Marice Nance	
Asael Ortiz	
Kyle Osborn	
Joe Polak	Detroit International Bridge Co.
Clara Potts	
Gloria Roma	Resident
G. Salsberry	Bridging Communities
G. Salsberry	Messeah
G. Salsberry	Resident
Joyce Scott	
Vinnie Shokrie	Garry Properties
Sam Shokrie	
Esther Slasa	
Frank Soranno	Resident
Peter Szucs	Resident
Steve Toth	Resident
Theodore Tuske	
Julia Walsh	
Pastor George Watson	
Brittany Williams	Resident
Ava Williams	