

Community Inventory Technical Report

The Detroit River International Crossing Study



November 2007

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SUMMARY

The Detroit River International Crossing (DRIC) Study is a bi-national effort to complete the environmental study processes for the United States, Michigan, Canada and Ontario governments. The study will identify solutions that support the region, state, provincial and national economies while addressing civil and national defense and homeland security needs of the busiest trade corridor between the United States and Canada (Figure S-1).

Figure S-1
Detroit River International Crossing Study
Existing Detroit River International Crossings



The purpose of the Detroit River International Crossing Project is to: (for the foreseeable future, i.e., at least 30 years):

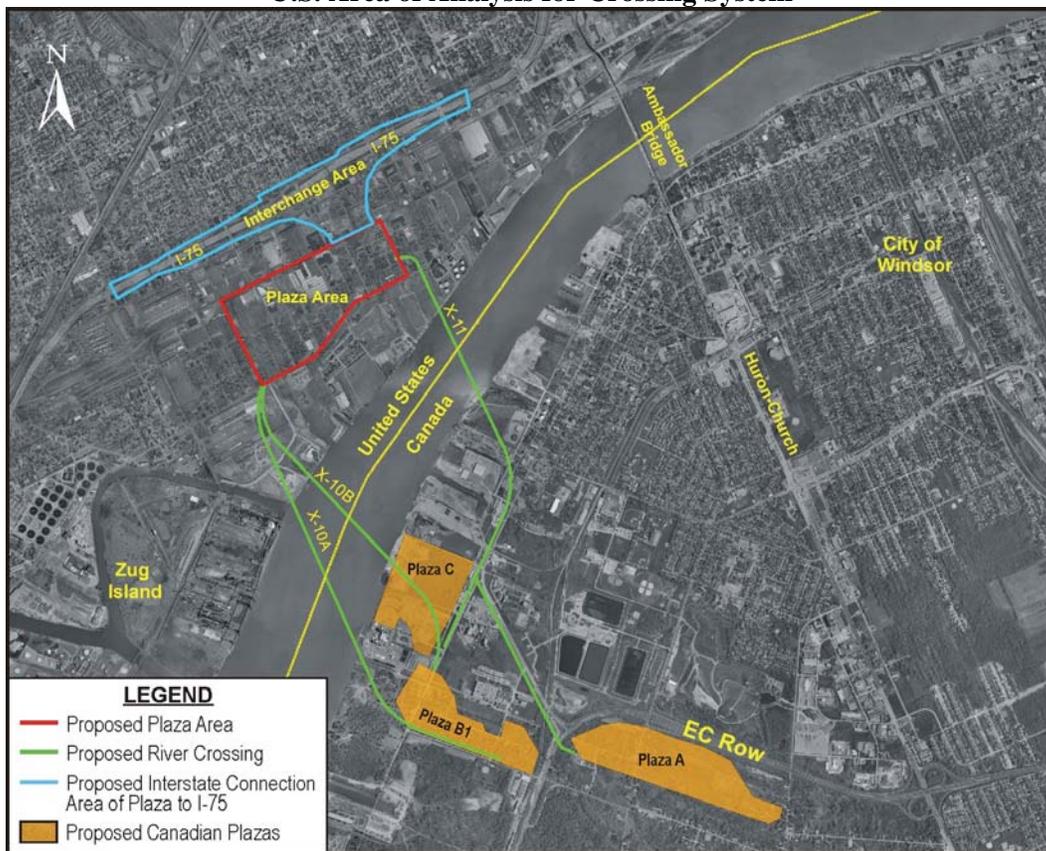
- Provide safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Michigan, Ontario, Canada and the U.S.
- Support the mobility needs of national and civil defense to protect the homeland.

To address future mobility requirements (i.e., at least 30 years) across the Canada-U.S. border, there is a need to:

- Provide new border crossing capacity to meet increased long-term demand;
- Improve system connectivity to enhance the seamless flow of people and goods;
- Improve operations and processing capability; and,
- Provide reasonable and secure crossing options in the event of incidents, maintenance, congestion, or other disruptions.

The Detroit River International Crossing Study (DRIC) Draft Environmental Impact Statement (DEIS) analyzes issues/impacts on the U.S. side of the border for the crossing system over the Detroit River between Detroit, Michigan, and Windsor, Ontario, Canada. The alternatives are comprised of three components: the crossing, plaza (where tolls are collected and Customs inspections take place), and interchange connecting the plaza to I-75 (Figure S-2).

Figure S-2
Detroit River International Crossing Study
U.S. Area of Analysis for Crossing System



Source: The Corradino Group of Michigan, Inc.

Purpose of the Report

This technical report provides a basic understanding of the community which will most directly experience the effects of a proposed new crossing of the Detroit River.

Overview

The DRIC 27-square-mile study area is generally bounded by the Detroit River on the south and Michigan Avenue to the north (Figure S-3). Its east border can be generally defined as the Lodge Freeway (M-10), and the west boundary runs along the north branch of the Ecorse River, Outer Drive and Southfield Freeway. The area includes Southwest Detroit, a portion of the cities of Dearborn and Allen Park, and the entire cities of Ecorse, Melvindale and River Rouge.

The following neighborhood planning subclusters are included in Detroit within the Southwest Detroit cluster.

- Delray
- Vernor-Junction
- Springwells Village
- Hubbard-Richard
- Corktown
- Oakwood Heights
- South Schaefer

This area covers 33 census tracts.

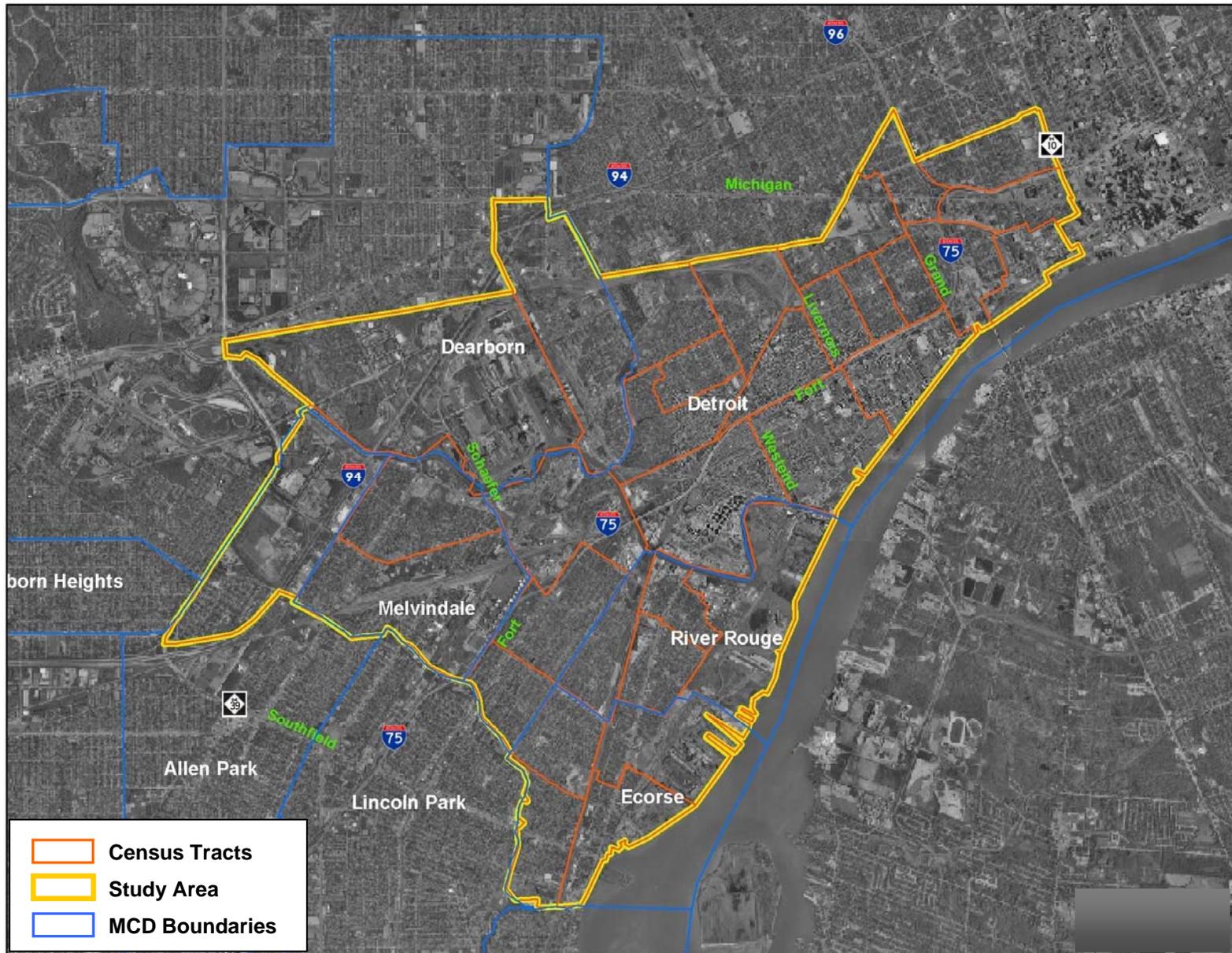
The Delray community will be directly affected by the proposed project and is considered the “host community” of this study. Delray was once a thriving neighborhood of 21,000 in the 1930s, it is home today of about 4,200 people. A third are either African American, Hispanic or White. The land use is predominantly residential, but some 1,500 parcels are vacant, many owned by the City of Detroit as a result of non-payment of taxes. Many of the houses are in need of major repairs.

The demographics of the study area present two contrasting pictures: 1) those parts of the study area, including Delray, with high concentrations of poor and minority people, many of whom are in single-parent, female-run households with high unemployment; and, 2) inner-ring “suburban cities” – Allen Park, Dearborn and Melvindale – with fewer minorities, fewer households in poverty and lower unemployment than the rest of the study area.

Findings

Historically, Delray residents believed the challenges they confronted could be addressed. Some residents still believe this while other residents and those outside Delray view the challenges as overwhelming. The lack of services, ever-present crime, the continuing increase in industrial uses and decrease in housing stock contribute to this view. Assets like the churches, Southwestern High School, the Delray Community Center and social service organizations are overshadowed by the close proximity and visibility of Zug Island and the Detroit Wastewater Treatment Plant.

Figure S-3
Detroit River International Crossing Study
Study Area



Source: The Corradino Group of Michigan, Inc.

1. INTRODUCTION

The Detroit River International Crossing (DRIC) Study is a bi-national effort to complete the environmental study processes for the United States, Michigan, Canada and Ontario governments. The study will identify solutions that support the region, state, provincial and national economies while addressing civil and national defense and homeland security needs of the busiest trade corridor between the United States and Canada (Figure 1-1).

Figure 1-1
Detroit River International Crossing Study
Existing Detroit River International Crossings



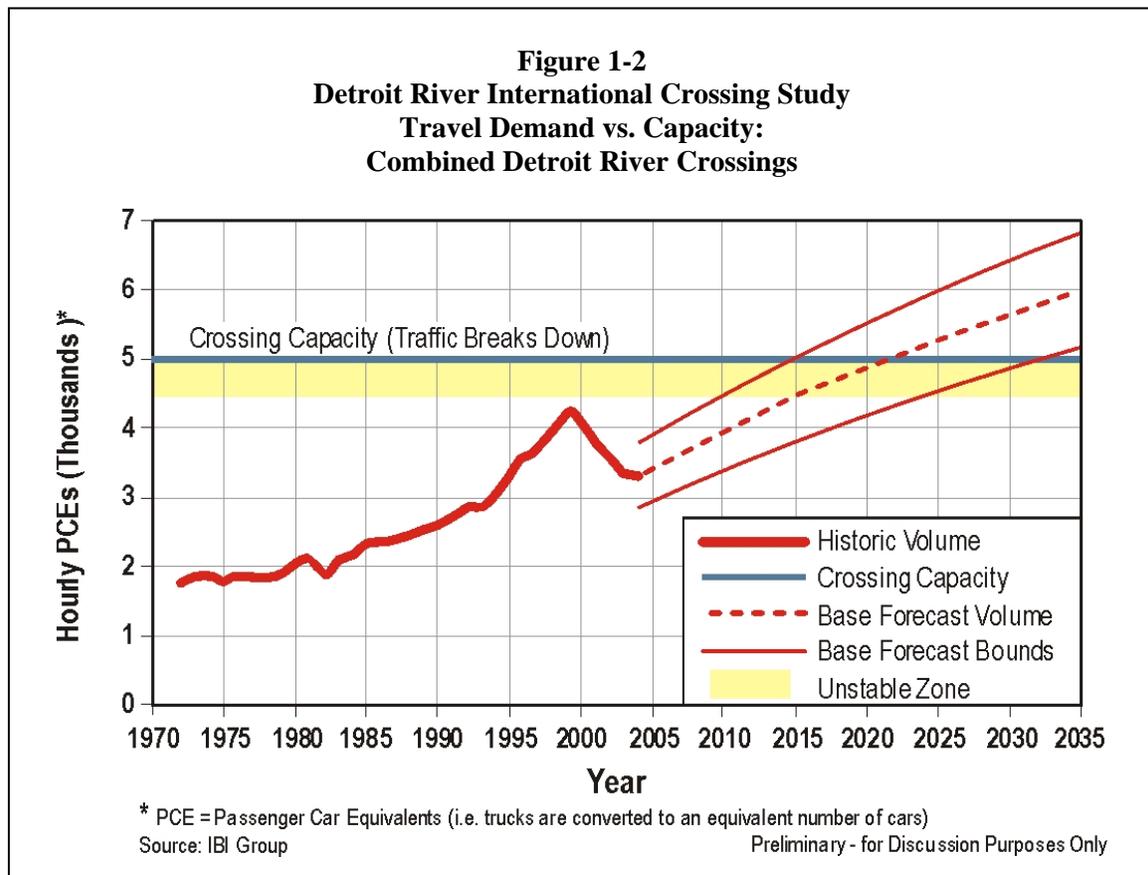
The purpose of the Detroit River International Crossing Project is to: (for the foreseeable future, i.e., at least 30 years):

- Provide safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies of Michigan, Ontario, Canada and the U.S.
- Support the mobility needs of national and civil defense to protect the homeland.

To address future mobility requirements (i.e., at least 30 years) across the Canada-U.S. border, there is a need to:

- Provide new border crossing capacity to meet increased long-term demand;
- Improve system connectivity to enhance the seamless flow of people and goods;
- Improve operations and processing capability; and,
- Provide reasonable and secure crossing options in the event of incidents, maintenance, congestion, or other disruptions.

Over the next 30 years, Detroit River area cross-border passenger car traffic is forecast to increase by approximately 57 percent, and movement of trucks by 128 percent. Traffic demand could exceed the “breakdown” cross-border roadway capacity as early as 2015 under high growth scenarios. Even under “low” projections of cross-border traffic, the “breakdown” roadway capacity of the existing Detroit River border crossings (bridge and tunnel combined) will be exceeded by 2033 (Figure 1-2). Additionally, the capacity of the connections and plaza operations will be exceeded in advance of capacity constraints of the roadway. Without improvements, this will result in a deterioration of operations, increased congestion and unacceptable delays to the movement of people and goods in this strategic international corridor.

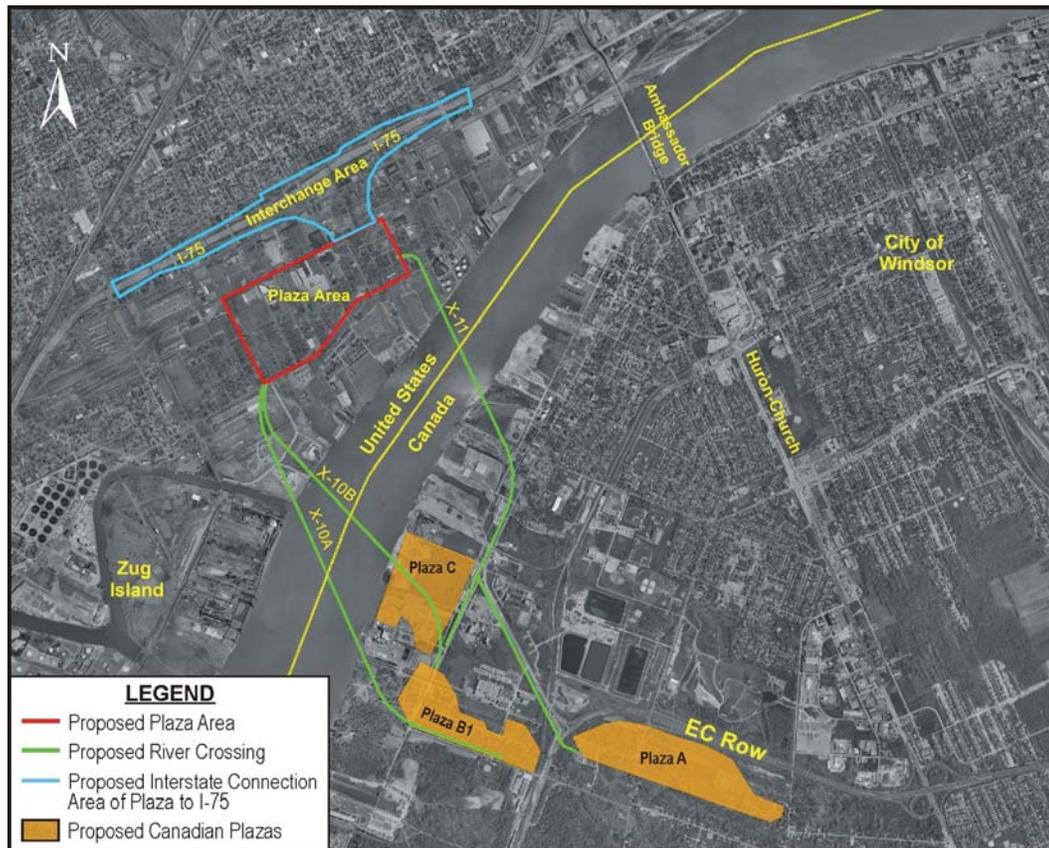


The forecast of capacity indicates that there will be inadequacies in: 1) the roads leading to the existing bridge and tunnel; 2) the ability to process vehicles through customs and immigration; and, 3) the capacities (number of lanes) of the Ambassador Bridge and Detroit-Windsor Tunnel themselves. So, even though incremental adjustments can and will be made to the plazas and, even though there is adequate border crossing capacity today (bridge and tunnel combined), the planning, design and construction of any major international crossing takes time. Therefore, it is

prudent to address, now, how and when the capacity need is to be satisfied at the crossing itself as well as the connecting roads.

The DRIC Draft Environmental Impact Statement (DEIS) analyzes issues/impacts on the U.S. side of the border of the end-to-end crossing system over the Detroit River between Detroit, Michigan, and Windsor, Ontario, Canada. The alternatives are comprised of three components: the crossing, plaza (where tolls are collected and Customs inspections take place), and interchange connecting the plaza to I-75 (Figure 1-3).

Figure 1-3
Detroit River International Crossing Study
U.S. Area of Analysis for Crossing System



Source: The Corradino Group of Michigan, Inc.

1.1 Purpose of the Report

The purpose of this report is to provide an overview of the physical, land use and socio-economic characteristics of the DRIC study area. Also included is a summary of key issues of the local community collected in dozens of interviews to help define the community's view of the past, present and reasonably foreseeable future.

2. HISTORY OF STUDY AREA AND KEY CHARACTERISTICS

The 27-square-mile DRIC study area (shown on Figure 2-1) will experience the most direct, indirect and cumulative impacts, if this project is approved. It includes all or portions of the cities of (alphabetically listed):

- Allen Park
- Dearborn
- Detroit
- Ecorse
- Melvindale
- River Rouge

The following neighborhood planning subclusters are included in Detroit within the Southwest Detroit cluster. The Delray area of Southwest Detroit (between I-75 and the Detroit River and between Zug Island and the foot of the Ambassador Bridge) is considered the “host community” for this proposed project.

- Delray
- Vernor-Junction
- Springwells Village
- Hubbard-Richard
- Corktown
- Oakwood Heights
- South Schaefer

2.1 General Physical Characteristics

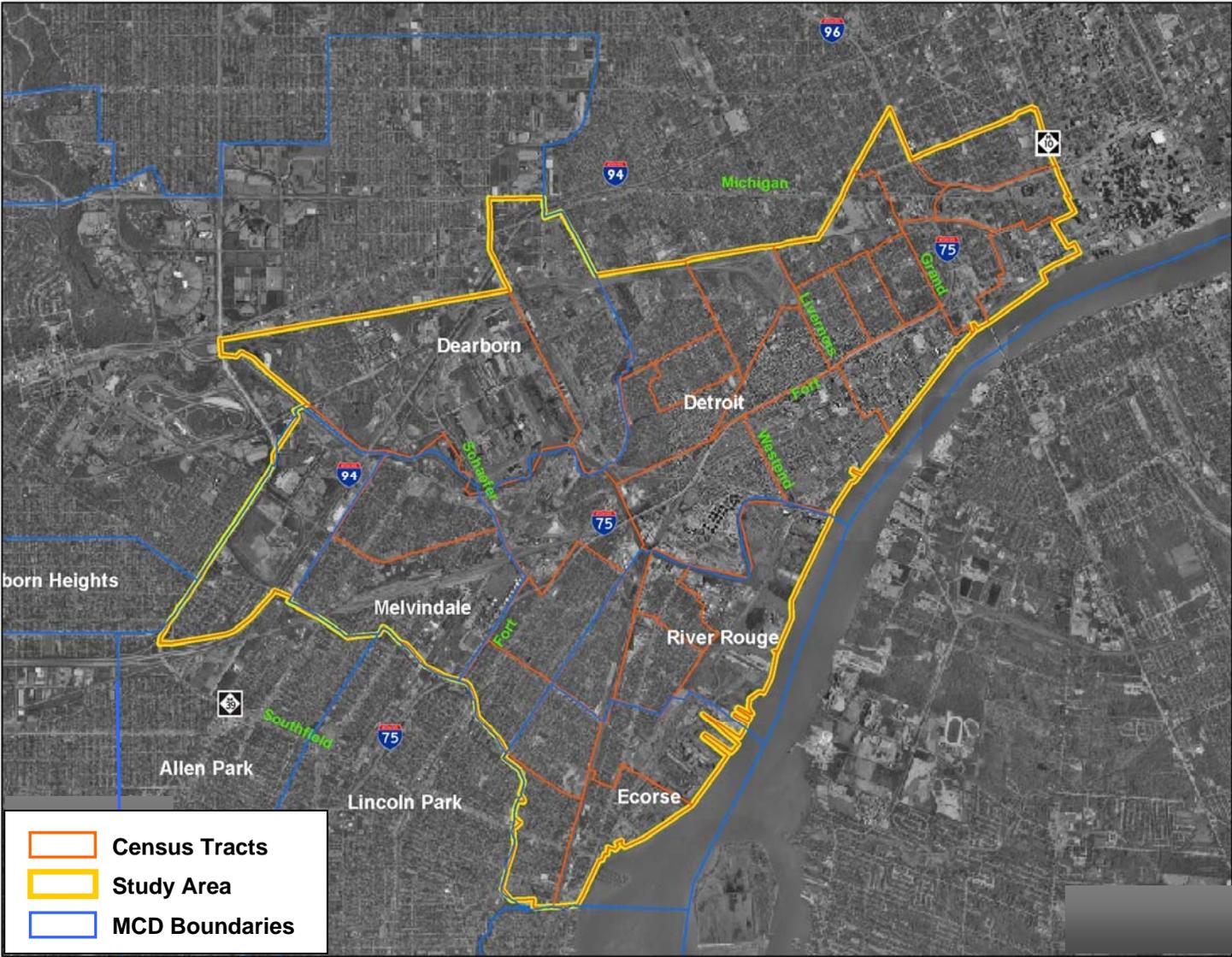
The study area is generally bounded by the Detroit River on the south and Michigan Avenue to the north. Its east border can be generally defined as the Lodge Freeway (M-10), and the west boundary runs along the north branch of the Ecorse River, Outer Drive and Southfield Freeway. This area covers 33 census tracts.

Railroad facilities are extensive in the area: CSX, Canadian National, Canadian Pacific and Norfolk Southern are all active here. Three major railroad terminals exist in the area.

Transit service in the area is provided by the Detroit Department of Transportation (DDOT) and Suburban Mobility Authority for Regional Transportation (SMART) on bus routes: 11, 19, 27, 30, 49 and 54 (Figure 2-2). SMART routes serve outlying areas, but pass through Delray and pick up and drop off passengers. SMART routes include 110, 125, 150 and 830 (express). The DDOT routes run throughout the day with headways (frequencies) of 30-40 minutes. The SMART routes provide primarily peak hour service to jobs, especially downtown.

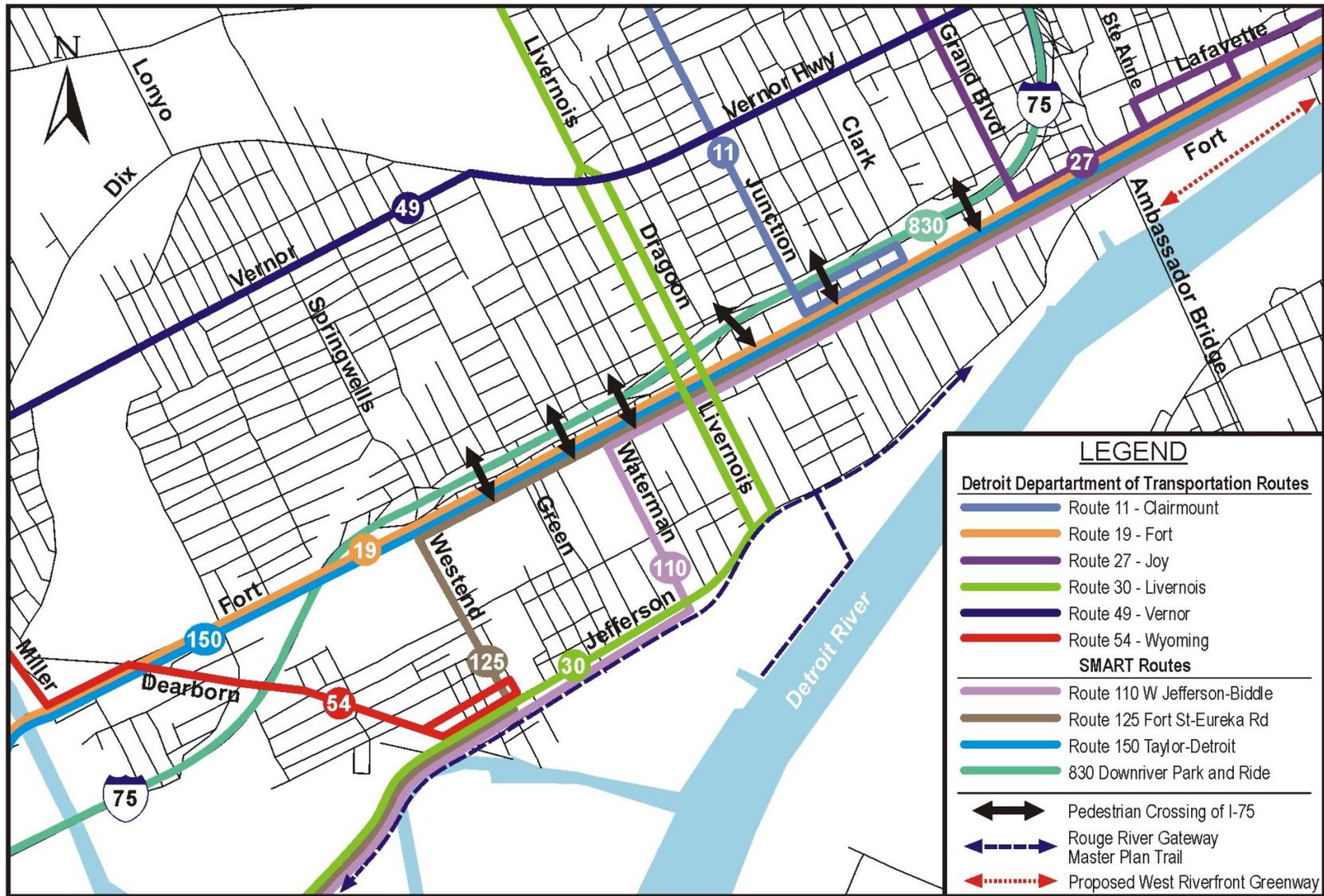
Overall, about 83 percent of the study area households are reported in the 2000 Census as having access to an automobile. In Delray, that statistic is 76 percent. Access to automobiles is highest in Allen Park at 96 percent. The comparable statistic for the SEMCOG region is approximately 92 percent.

Figure 2-1
Detroit River International Crossing Study
Study Area



Source: The Corradino Group of Michigan, Inc.

Figure 2-2
 Detroit River International Crossing Study
 Bus Routes and Pedestrian Links



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Source: The Corradino Group of Michigan, Inc., Hamilton Anderson Associates

2.2 Population and Employment Characteristics

In 2000, the DRIC study area encompassed almost 99,000 people, 56 percent of whom are minority (Table 2-1).¹ The minority population has increased by more than 12 percent between 1990 and 2000 while the overall population has decreased slightly. The Hispanic community, in particular, has almost doubled its share of the area's total population in that ten-year period. The African American population is about 26 percent of the study area total, almost unchanged since 1990.

Another significant group in this area is the Arab population, which represented about five percent of the area's population in 2000 (Table 2-2). It is exceeded only in the non-minority category by White persons of German or Irish ancestry. And those two groups' presence in the study area has dwindled significantly since 1990.

Almost 25 percent of the households in this area have incomes below the poverty level per the 2000 Census, down from about 31 percent in 1990. But, more than nine percent of the households have been eliminated since 1990 – most of the houses were razed.

A brief discussion of the history of the study area's population groups – Hispanic and African American, and Arab follows.

2.2.1 Hispanic Population

The Hispanic population is about 29 percent of the study area's population, making it the largest minority group (Table 2-1). As defined by the U.S. Census Bureau, Hispanics are those who classify themselves in one of the following categories listed on the Census 2000 questionnaire – “Mexican, Mexican-American, Chicano, Puerto Rican, or Cuban,” as well as those who indicate that they are from other countries of Central or South America, the Dominican Republic, or people identifying themselves generally as Spanish, Spanish-American, Hispanic, Hispano, or Latino.

The Mexican community has been a part of Michigan's history since about 1910 when only 27 Mexicans lived in the City of Detroit. In 2000, there were 33,143 Mexicans living within Detroit's borders. The first wave of migration was influenced by the railroad industry during the early twentieth century. Mexicans also worked in the agricultural and mining industries. The second wave of migration to the U.S. occurred during World War II when a labor shortage led to the *Bracero* Program. The primary *Bracero* Program allowed Mexicans to enter the United States as farm workers. A second, and smaller, program allowed Mexicans to work as laborers for the railroads. *Braceros* were expected to return to Mexico at the end of their contracts, but many chose to remain. At its peak, during the late 1950s, the number of Mexican laborers in the U.S. was more than 400,000. The third and current wave of migration is largely due to changes in immigration laws, the organized nature of the Mexican-American community throughout the United States, and the economic/political relationship between the United States and Mexico. Today, the Mexican community is not only the largest group within the Hispanic community nationally, but it is also the largest in the state of Michigan, and in the Detroit area.

¹ Minority population is calculated based on groups protected under *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, December 2, 1998.

Table 2-1A
Detroit River International Crossing Study
2000 Population and Total Households for Minority Groups
(Minority Groups are Those Covered by Environmental Justice Regulations)

2000 Population Category	SEMCOG Region		Study Area	
	Number	Percent	Number	Percent
Total Population	4,853,493	100.0%	98,575	100.0%
Black or African American Alone	1,052,090	21.9%	25,289	25.7%
American Indian & Alaskan Native Alone	17,379	0.3%	809	0.8%
Asian Alone	123,477	2.5%	637	0.6%
Native Hawaiian & Other Pacific Islander	1,165	0.0%	45	0.0%
Hispanic/Latino	106,359	2.8%	28,705	29.1%
White Alone	3,408,124	70.5%	39,664	40.2%
Total Minority	1,330,570	27.5%	55,485	56.3%
Total Households	1,846,352	100.0%	34,622	100.0%
Households w/Income < Poverty Level	183,181	9.9%	8,487	24.5%

Source: U.S. Census

Table 2-1B
Detroit River International Crossing Study
1990 Population and Total Households for Minority Groups
(Minority Groups are Those Covered by Environmental Justice Regulations)

1990 Population Category	SEMCOG Region		Study Area	
	Number	Percent	Number	Percent
Total Population	4,590,468	100.0%	102,596	100.0%
Black or African American Alone	973,464	21.1%	27,130	26.4%
American Indian & Alaskan Native Alone	18,832	0.4%	1,093	1.1%
Asian Alone	67,126	1.4%	577	0.6%
Native Hawaiian & Other Pacific Islander	478	0.0%	18	0.0%
Hispanic/Latino	83,495	1.8%	15,731	15.3%
White Alone	3,450,422	75.2%	58,276	56.8%
Total Minority	1,143,395	24.9%	44,549	43.4%
Total Households	1,700,644	100.0%	38,154	100.0%
Households w/Income < Poverty Level	214,668	12.6%	11,674	30.6%

Source: U.S. Census

Table 2-2A
Detroit River International Crossing Study
2000 Population and Total Households for Groups
Covered by Title VI Federal Regulations

2000 Population Ethnic Category	SEMCOG Region		Study Area	
	Number	Percent	Number	Percent
Total Population	4,833,493	100.0%	98,575	100.0%
White Alone	3,408,124	70.5%	39,664	40.2%
Arab	98,500	2.0%	4,627	4.7%
English	402,479	8.3%	2,574	2.6%
French (except Basque)	213,367	4.4%	2,580	2.6%
German	842,459	17.4%	6,085	6.2%
Irish	510,609	10.6%	5,743	5.8%
Italian	304,981	6.3%	2,128	2.2%
Polish	510,988	10.6%	4,000	4.1%
Scottish	113,901	2.4%	936	0.9%

Source: U.S. Census

Table 2-2B
Detroit River International Crossing Study
1990 Population and Total Households for Groups
Covered by Title VI Federal Regulations

1990 Population Ethnic Category	SEMCOG Region		Study Area	
	Number	Percent	Number	Percent
Total Population	4,590,468	100.0%	102,596	100.0%
White Alone	3,450,422	75.25	58,759	56.4%
Arab	63,260	1.4%	4,273	4.2%
English	543,393	11.8%	5,865	5.7%
French (except Basque)	288,183	6.3%	4,721	4.6%
German	1,124,065	24.5%	13,374	13.0%
Irish	637,121	13.9%	12,693	12.4%
Italian	288,442	6.2%	3,204	3.1%
Polish	554,517	12.1%	6,569	6.4%
Scottish	127,858	2.8%	1,297	1.3%

Source: U.S. Census

Puerto Ricans are the second largest Hispanic group living in the study area. Between 1910 and 1920, the Puerto Rican population in Detroit grew from 11 to 121. The Puerto Rican population during the 1950s totaled about one thousand within the City of Detroit. The mid-1960s to mid-1970s was a time of large growth in the Puerto Rican community.

The Cuban community is the Detroit area's third largest Hispanic population at about 2,600 people. Its formation is largely associated with the Mariel Boatlift of 1980.

Other Hispanics groups, such as Dominicans and Central and South Americans, are also found throughout the Detroit area; however, their numbers are small in comparison to the primary Hispanic groups.

Growth of the Hispanic community may have peaked in the DRIC study area as a spillover effect is now occurring to the north into nearby inner-ring suburbs. Upward mobility has provided Hispanics the opportunity to purchase homes in other areas of Detroit and nearby suburbs. But, the future growth pattern of Hispanics is uncertain because of the changes in immigration policy in the United States.

2.2.2 African American Population

The African American population in Detroit in 1910 was below 6,000 but spiked tremendously during the 1910-1920 period, primarily because of WWI production demands and labor shortages caused by cutting off the flow of laborers from Europe and the swelling of the American Armed Forces ranks by working class whites. Between 1910 and 1920 the African American population in Detroit increased by about 600 percent.

The African American population is about 26 percent of the study area's total, according to the 2000 Census. African Americans largely populate the study area communities of Detroit and the cities of Ecorse and River Rouge.

African American migration into Detroit was led by migration from the South to Detroit in search of employment in the automotive and steel industries.

Housing patterns for the first half of the 20th Century were mandated through restrictive covenants that African Americans were only allowed to live in certain areas. Detroit was one of the cities that allowed Blacks to purchase homes. Other factors that influenced African American housing patterns include the discriminatory practices in real estate and mortgage lending that steered African Americans and Whites away from each other.

In the DRIC study area, the South Schaefer community is a Detroit neighborhood that has a higher percentage of African Americans than any other within the area of analysis (98%).

2.2.3 Arab Population

The U.S. Census Bureau defines Arab people as those who classify themselves: Egyptian, Iraqi, Jordanian, Lebanese, Moroccan, Palestinian, Syrian, Arab/Arabic and Other Arab.

The Detroit Metropolitan area is home to one of the largest Arab populations outside the Middle East. The earliest Arabs who settled in the area were recorded in 1900, totaling 50. In the 1920s, when the Ford Motor Company opened plants in the city of Dearborn, more Arabs (Lebanese and Yemenis) migrated to the area in search of the good-paying jobs. By 1930, there were 9,000 Arabs in the area.

The predominant Arab groups in the Detroit/Dearborn area are from Lebanon, Iraq, Palestine and Yemen. The creation of the State of Israel, the Arab-Israeli wars, the long Lebanese civil war, the Iraq-Iran war, the Yemeni civil wars and, then, the Gulf War, led Arab refugees, political dissidents and immigrants, to relocate to the Detroit/Dearborn area. Today, approximately 20 percent of Dearborn residents are of Arab origin. Continuing political hostility along the Lebanese-Israel border and the Iraq War could lead to another wave of Arab immigrants to the Detroit/Dearborn area.

Eighty percent of the Arab population in the DRIC study area resides in the South Dearborn neighborhood in the city of Dearborn. The 3,700 Arab people in South Dearborn represent half the total population of this neighborhood.

2.3 Community/Neighborhood Characteristics

The study area's municipalities have experienced a wide range of economic and social changes over the last 40 years. In Southwest Detroit, the effects of industrial abandonment are most noticeable in the Delray neighborhood, which is located in Detroit's industrial core. Throughout the greater Southwest Detroit area, businesses ancillary of major industrial employers, such as suppliers and local restaurants, closed as the manufacturing downturn began. Throughout the 1980s and early 1990s, the community leadership led several revitalization efforts to create new economic and housing opportunities. The success of those efforts is evidenced by the various small retail businesses and new housing that serve as the backbone of the revitalized Southwest Detroit community.

Migration to the inner ring suburbs of Detroit (Melvindale, Allen Park, and Dearborn) was led in part by the upward mobility of blue collar families. The demographics of those inner ring suburbs were influenced by the restrictive covenant laws that once prevented African Americans from purchasing homes there.

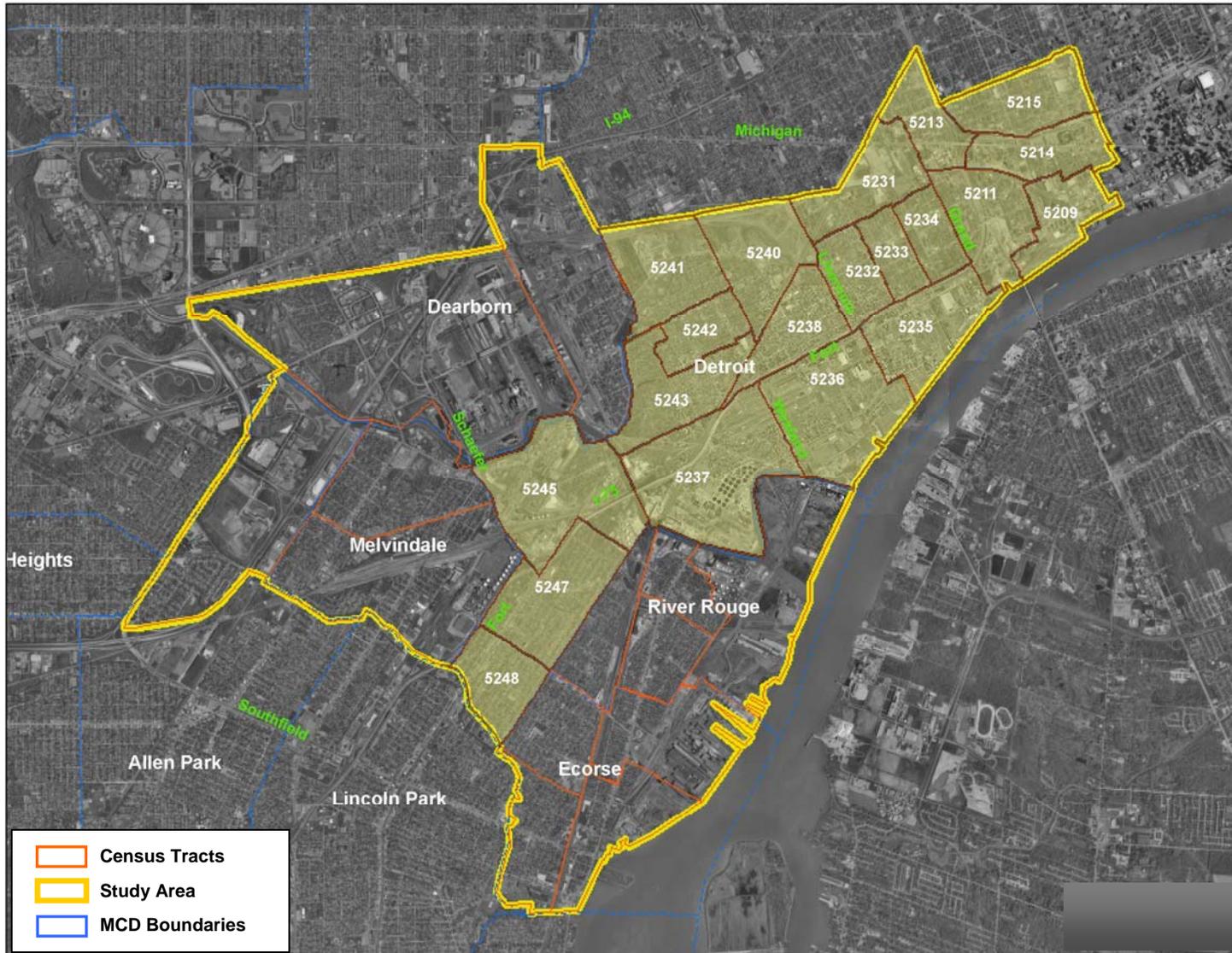
Migration into the cities of River Rouge and Ecorse was led by those families who moved into Michigan seeking employment at local steel mills. Once the restrictive covenant laws were removed, African Americans moved into River Rouge and Ecorse as White families moved to other suburban communities.

2.3.1 Southwest Detroit

Historically, Southwest Detroit has been one of the most ethnically diverse and densely populated areas of the City. Southwest Detroit is located two miles west of downtown Detroit and is bounded by Michigan Avenue to the north, the Detroit River to the south, the north fork of the Ecorse River to the west, and the Lodge Freeway (M-10) to the east. Southwest Detroit is a mixture of heavy industrial, residential, and commercial/retail uses and is Michigan's transportation center (Figure 2-3).

While the entire city of Detroit has faced considerable population loss over the past 30 years, Southwest Detroit has rebounded; the 2000 Census demonstrated that Southwest Detroit experienced a population shift from White and African American households to largely Hispanic households. Investment by the Hispanic community is evidenced by the amount of new and revitalized business and housing, as noted above. The clearest demonstration of that is along and around the West Vernor Highway corridor.

Figure 2-3
Detroit River International Crossing Study
Southwest Detroit Portion of Study Area
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

Southwest Detroit is composed of seven neighborhoods (Delray, South Schaefer, Oakwood Heights, Springwells Village, Vernor-Junction, Mexicantown/Hubbard-Richard, and Corktown) with a mixture of different ethnic groups. The census tracts for Southwest Detroit are 5209, 5211, 5213, 5214, 5215, 5231, 5232, 5233, 5234, 5235, 5236, 5237, 5238, 5240, 5241, 5242, 5243, 5245, 5247, and 5248 (Figure 2-3).

A discussion of each of the Southwest Detroit neighborhoods is provided next with a more complete discussion of Delray, the area of direct impacts of the proposed DRIC, presented first.

2.3.2 Delray Neighborhood

Delray is located in the heart of Southwest Detroit's industrial core (Figure 2-4). Delray is located in census tracts 5235, 5236 and 5237.

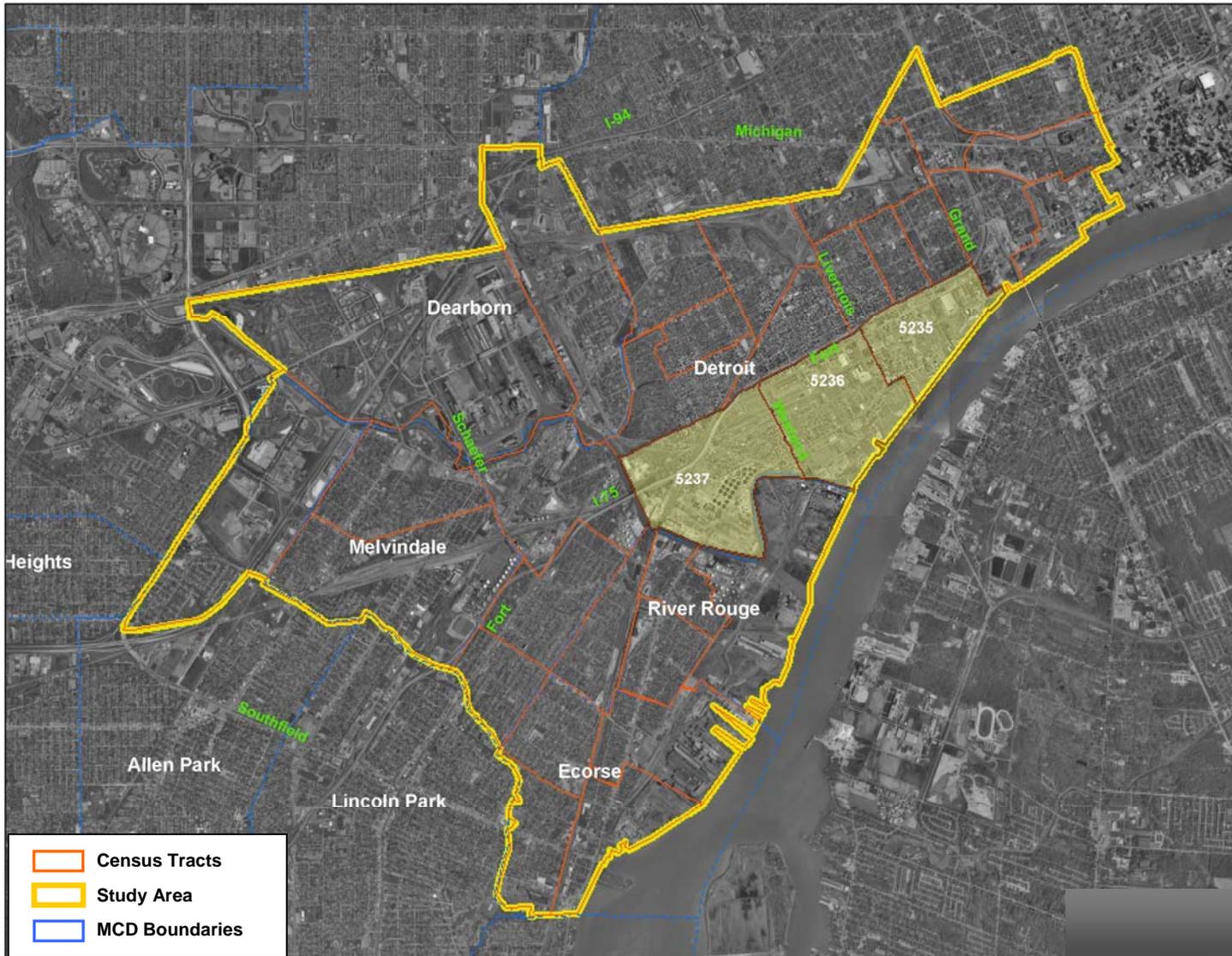
2.3.2.1 Delray of Yesterday

At the turn of the 20th century, Delray was a predominately lower-middle-income community with waves of Polish, Hungarian, German, and Armenian immigrants settling there. Delray had a population of 5,000 in 1900. It was around this time that heavy industry began to realize the geographic attractiveness of Delray and began moving in. By 1905, the community boasted a population of 8,000. Delray remained an independent village for less than a decade, undergoing annexation to the City of Detroit in 1906.

Even after it was annexed into Detroit, Delray had a close community feeling that remained well into the 20th century. At its height, one never had to leave Delray. People worked, lived and shopped there. They worked at one of the many industries lining the Detroit River or at one of the auto and steel factories located nearby. They rented a residence (until they saved enough money to purchase it), and either walked or took the streetcar to work. They shopped at the grocery stores on Jefferson Avenue, Dearborn Street, and West End Avenue, frequented the local theaters, bars, restaurants, bakeries, and meat markets that provided native specialties. They went to church there, often helping to build the ethnic church where they could hear services in their native language. They sent their children to one of the many local schools.

The population of Delray reached its peak in the 1930s at about 24,000 people. By the 1940s, the automobile and attractiveness of the suburbs precipitated the declining population – those who could afford to, moved out of Delray. The war effort during World War II temporarily revitalized some of the industrial base of the neighborhood. Foundries, metal-working shops, and machine factories provided essential services for the war effort, but some industries continued down-sizing and relocating elsewhere, or closed entirely. With fewer opportunities for employment, residents left the neighborhood, and the subsequent decline of the area was a product of suburban flight.

Figure 2-4
Detroit River International Crossing Study
Delray Neighborhood in Southwest Detroit
(Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

By the 1950s, the population of Delray had dropped to about 18,000. The attraction of jobs and cheap land, together with concerns about the quality of schools, and declining property values, made the suburbs attractive throughout the 1950s and 1960s. The adoption of Detroit's master plans in 1955 and 1963 were also major factors in the depopulation of the neighborhood. Those plans outlined broad, sweeping changes that focused, in part, on the creation of new land use patterns, the division of residential and industrial areas, and the construction of I-75. The path of this highway skimmed the northern edge of Delray, and, although it did not result in the widespread demolition of buildings in Delray, it did divert people away from neighborhood business districts and industries.

With the coming of the freeways and suburban growth, shifting job markets and social upheaval (such as the Detroit riots in 1967), the population of Delray continued to drop during the 1960s. More industrial zoning and factory development further isolated the population. By the 1970s, only about 9,800 people called Delray home. It was during the 1970s and 1980s that deterioration reached new lows in Delray. By then, the Detroit Water Board expansion practically wiped out the Polish community, which was forced to relocate. That development would become one of the largest wastewater disposal and treatment plants in the country.

2.3.2.2 Delray Today

Today, there remains little of the old downtown Delray, other than a few bars and a fire station. Some 1,500 parcels in Delray are vacant property, many owned by the City of Detroit as a result of non-payment of taxes (Figure 2-5). Of the homes that remain in Delray, many built at the beginning of the 20th century, are in need of major repairs.

Today, the fabric of the Delray community is maintained through two distinct groups. First are the long-time residents, while the second group is comprised of Hispanics immigrating to Detroit. For all the residents, neighborhood convenience stores are the only facilities that provide the basic food group items such as milk, bread, meat, eggs, etc. Delray residents understand prices may be higher in this circumstance, but when limited by transportation options, travel to a more distant location to shop is usually not an option. Major grocery stores are at least a few miles away.

The recently-dedicated Delray Community House is an institution that provides a strong anchor of support for Delray residents. The Center is the only institution in Delray that provides organized physical activity, after-school programming, and mentoring for children. Activities for senior citizens are also offered. The Center is operated by a local, non-profit agency, Peoples Community Services, which has received grants from a number of sources, the largest being from Daimler/Chrysler Corporation.

The only educational institution in the area is Southwestern High School. The historic McMillan Elementary School was closed in 2002. Students from McMillan School were reassigned to schools in the South Schaeffer neighborhood or to the newly-built Clemente Elementary School, located on the north side of I-75 on Beard Street. Virtually all are taken by bus to school.

The ethnic composition of Hispanics in Delray is primarily Mexican and Puerto Rican. Hispanics are moving into Delray for a variety of reasons; primary among them is housing affordability. A house in need of repair can be purchased for as little as \$15,000, cash. From information gained in a number of interviews, it appears fixing the house is accomplished by "sweat equity" with the help of immediate and extended family members. Family members are often skilled tradesman in cement/masonry work, drywall installation, painting, roofing, carpentry, plumbing and electrical

Figure 2-5
Detroit River International Crossing Study
Vacant Parcels in Delray



Source: The Corradino Group of Michigan, Inc.

work. People with these skills have relationships with wholesalers that offer good rates on materials and, therefore, make it financially possible to renovate a house.

Another draw to Delray for the Hispanic community is the presence of a support network in the nearby West Vernor corridor (to the north, across I-75). The facilities there include churches, non-profit agencies, Hispanic grocery stores, schools, and other Hispanic-specific retail establishments.

2.3.2.3 Delray as Seen Through the U.S. Census

Data from the 2000 Census indicate that Delray’s ethnic composition is African American (32.3%), Caucasian (32.4%) and Hispanic (Mexican & Puerto Rican) (30.2%) (Table 2-3). The Hungarian community, once dominant in Delray, now has a very small presence after dwindling rapidly over the last 30 years.²

Table 2-3
Detroit River International Crossing Study
Demographics
Delray Neighborhood
(Census Tracts 5235, 5236 and 5237)

Race	Total	Percent
White alone	1,351	32.4%
Black or African American alone	1,347	32.3%
American Indian and Alaska Native alone	17	0.4%
Asian alone	4	0.1%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	52	1.2%
Two or more races	141	3.4%
Hispanic or Latino:	1,253	30.2%
Total Population	4,164	100.0%

Source: U.S. Census.

In the Delray neighborhood there are 1,420 Households and 922 families. About a quarter of the Delray households are reported in the 2000 Census as having no access to an automobile, compared to just eight percent in the SEMCOG region. Approximately 39 percent of Delray’s families live as a Married-Couple Family, while approximately 61 percent live as an Other-Family type. The most-common type of Other-Family reported in the 2000 Census is “Female Householder/No Husband Present,” which constituted about 51 percent of total families. Slightly more than 40 percent of the Delray households live below the poverty level.

The educational attainment for the Delray population over the age of 25 is as follows: 2.5 percent of the population has completed no schooling; 19.8 percent has received an 8th grade education; 34.3 percent has received a 12th grade education but without a high school diploma; and, 25.6 percent has a high school diploma or has passed a high school equivalency exam. Those living in Delray with a college education represent three percent of the total population.

² Commonwealth Cultural Resources Group, *Detroit River International Crossing Study Cultural Resources Aboveground Investigations Technical Report*, August 2007.

The leading employment categories for men are: manufacturing, 19 percent; professional/scientific/management/administrative/waste management services, 17 percent; and, retail trade, 15 percent. For women the leading employment categories are: education, health and social services, 25 percent; health care and social assistance, 17 percent; and, manufacturing, 16 percent. The unemployment rate in Delray according to the 2000 Census was about 11 percent. The comparable statistic for the SEMCOG region in the 2000 Census was six percent.

The remainder of this section is intended to provide a snapshot of the demographics of the people in remaining areas that constitute the broader study area, but with much less detail than the host community of Delray.

2.3.3 South Schaefer Neighborhood

The South Schaefer neighborhood is located within the City of Detroit (Figure 2-6). The census tracts that make up the area are 5247 and 5248. It is a close-knit, stable, predominately African American community (Table 2-4).

Table 2-4
Detroit River International Crossing Study
Demographics
South Schaefer Neighborhood
(Census Tracts 5247 and 5248)

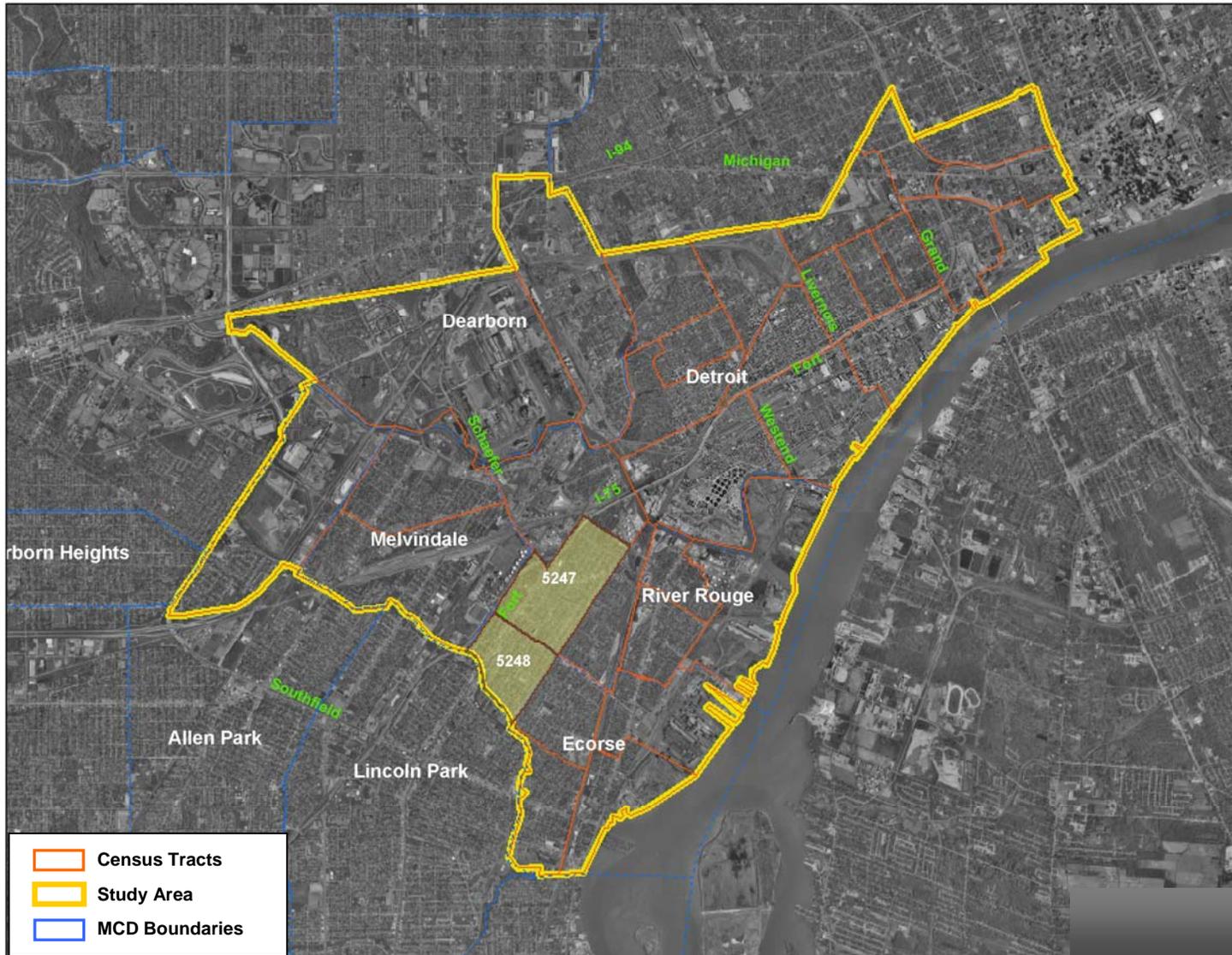
Race	Total	Percentage
White alone	41	0.5%
Black or African American alone	8,755	98.2%
American Indian and Alaska Native alone	36	0.4%
Asian alone	0	0.0%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	6	0.0%
Two or more races	31	0.3%
Hispanic or Latino:	50	0.6%
Total:	8,919	100%

Source: 2000 U.S. Census

In the South Schaefer neighborhood there are 3,441 Households and 2,338 families. About 25 percent of the households in South Schaefer are reported in the 2000 Census as having no access to an automobile. Approximately 43 percent of South Schaefer Neighborhood families live as a Married-Couple Family. About 45 percent of total families are in the Census category of Female Householder/No Husband Present. Twenty-one percent of the households report incomes below the poverty level.

The majority of residents have obtained a high school diploma or GED-equivalent and have noted that some post-secondary education was obtained. Approximately 47 percent of the men in the labor force hold positions in construction, manufacturing, or transportation/warehousing-related fields, while 44 percent of the women in the labor force hold positions in manufacturing and the education and health and social services-related fields. The unemployment rate in South Schaefer according to the 2000 Census was approximately 14 percent.

Figure 2-6
Detroit River International Crossing Study
South Schaefer Neighborhood in Southwest Detroit
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.4 Oakwood Heights Neighborhood

The Oakwood Heights neighborhood is located in census tract 5245 (Figure 2-7). The area was once known as “Little Italy” because of the large population of Italian-Americans. Today less than three percent of the area is of Italian ancestry.

2000 Census data demonstrate that this Detroit neighborhood has a population of 1,627. The largest single group is non-Hispanic-White which totals 41 percent of the population. Hispanics make up 33 percent and African Americans 19 percent of the neighborhood’s total population (Table 2-5).

Table 2-5
Detroit River International Crossing Study
Demographics
Oakwood Heights Neighborhood
(Census Tracts 5245)

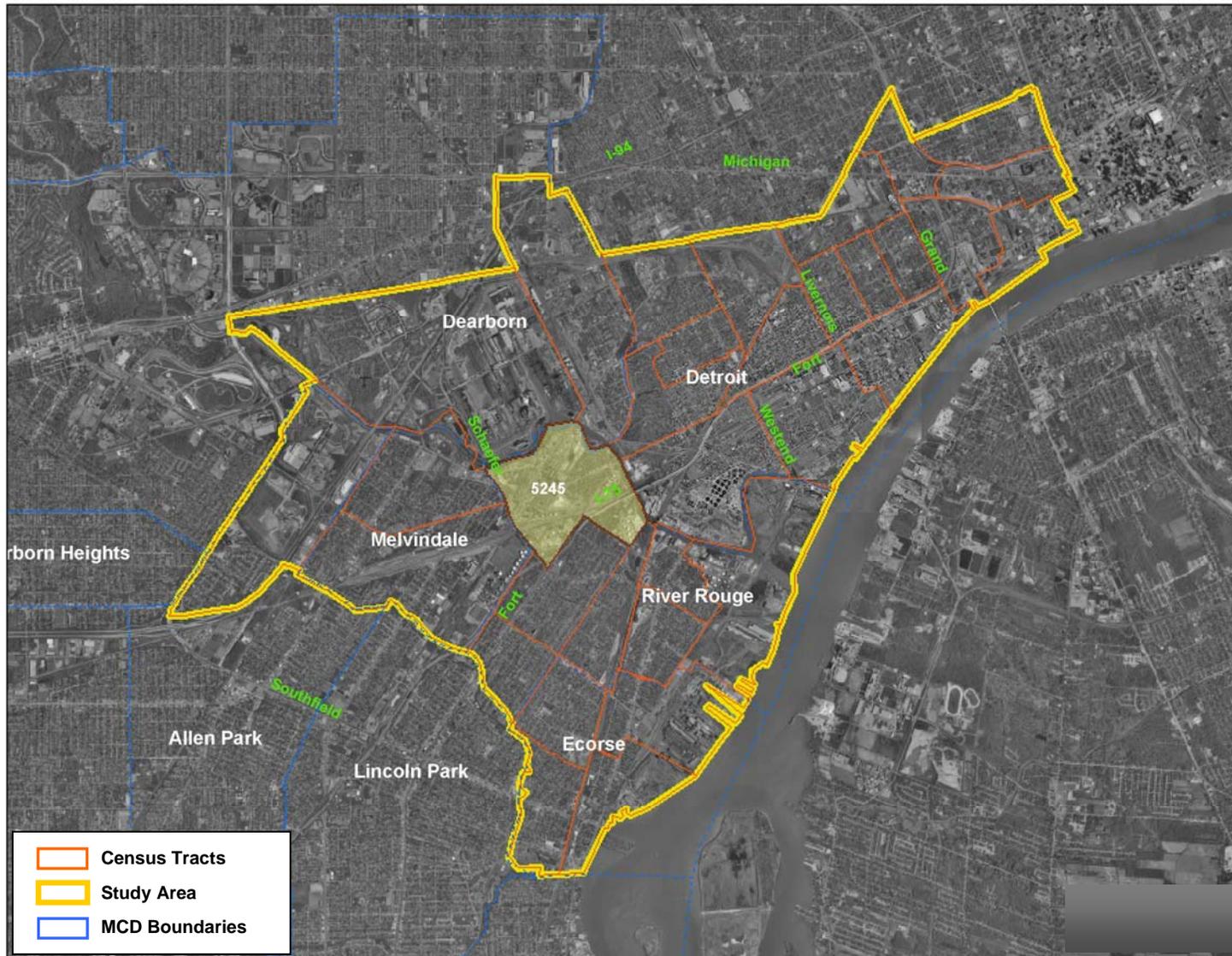
Race	Total	Percentage
White alone	662	40.7%
Black or African American alone	304	18.7%
American Indian and Alaska Native alone	20	1.2%
Asian alone	21	1.3%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	0	0.0%
Two or more races	91	5.6%
Hispanic or Latino:	529	32.5%
Total:	1,627	100.0%

Source: 2000 U.S. Census

The minority of residents have obtained a high school or GED equivalent. About 25 percent of the Oakwood Heights neighborhood households are reported in the 2000 Census as having no access to an automobile. Approximately 53 percent of the men in the labor force hold positions in fields such as waste management services, manufacturing, or transportation/warehousing-related work, while 44 percent of the women in the labor force hold positions in education and health and social services-related fields or food services. The unemployment rate in Oakwood Heights according to the 2000 Census was 12.2 percent.

In the Oakwood Heights neighborhood there are 874 Households and 317 families. About 69 percent of Oakwood Heights Neighborhood families live as a Married-Couple Family, while about 27 percent live in households classified Female Householder/No Husband Present. Sixteen percent of Oakwood Heights’ households have incomes below the poverty level.

Figure 2-7
Detroit River International Crossing Study
Oakwood Heights Neighborhood in Southwest Detroit
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.5 Springwells Village Neighborhood

Springwells Village is located in census tracts 5238, 5240, 5241, 5242, and 5243 (Figure 2-8). The Springwells Village neighborhood connects to the Vernor-Junction and Mexicantown neighborhoods through the commercial thoroughfare of Vernor Avenue. Within the last 15 years, this neighborhood has undergone strong revitalization.

Data from the 2000 Census indicate this Detroit neighborhood has approximately 22,800 residents living in 7,755 dwelling units (Table 2-6). The largest cultural group is Hispanic at 57 percent of the population. The second largest population is White at 32 percent, with other groups following in much lower percentages.

Table 2-6
Detroit River International Crossing Study
Demographics
Springwells Village Neighborhood
(Census Tracts 5238, 5240, 5241, 5242 and 5243)

Race	Total	Percentage
White alone	7,345	32.2%
Black or African American alone	1,327	5.8%
American Indian and Alaska Native alone	330	1.4%
Asian alone	94	0.4%
Native Hawaiian and Other Pacific Islander alone	28	0.1%
Some other race alone	45	0.2%
Two or more races	564	2.5%
Hispanic or Latino:	13,088	57.4%
Total:	22,821	100.0%

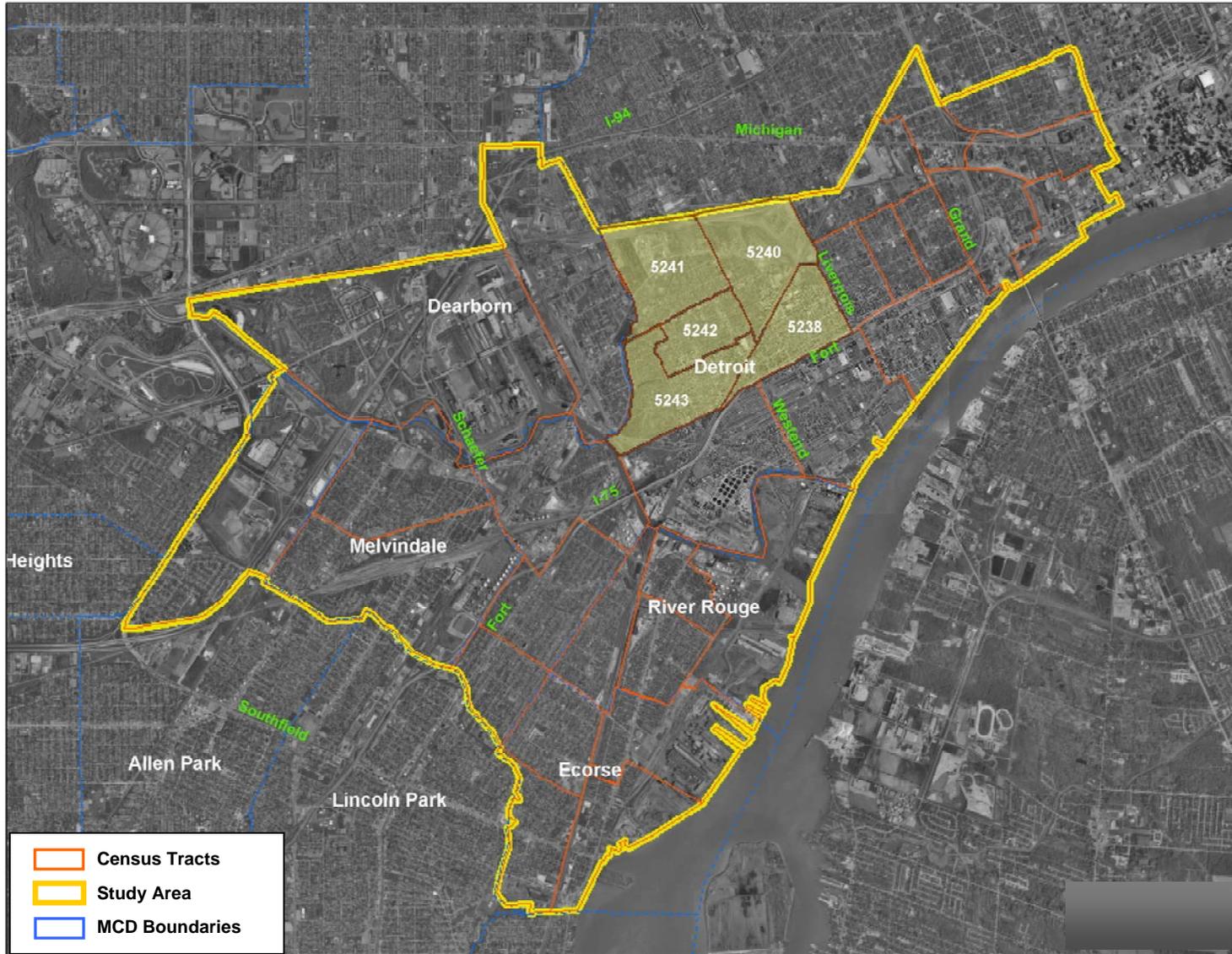
Source: 2000 U.S. Census

In the Springwells Village neighborhood there are 4,865 families. About 25 percent of the area's households are reported in the 2000 Census to have no access to an automobile. Approximately 56 percent live as a Married-Couple Family, while 29 percent are families classified as Female Householder/No Husband Present. Thirty-one percent of households had incomes below the poverty level.

The majority of the Springwells Village neighborhood residents have obtained a high school diploma or GED-equivalent. Data indicate that residents also attempt to obtain post-secondary education; however, educational attainment drops significantly after two years of higher education.

Approximately 64 percent of the men in the labor force are likely to hold jobs in construction, manufacturing, or transportation/warehousing-related fields, while 44 percent of the women in the labor force hold positions in manufacturing and the education and health and social services-related fields. Also, women tend to hold positions in the food-service industry. The unemployment rate in the Springwells Village neighborhood according to the 2000 Census was 13.7 percent.

Figure 2-8
Detroit River International Crossing Study
Springwells Village Neighborhood in Southwest Detroit
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.6 Vernor-Junction Neighborhood

The Vernor-Junction neighborhood is located in census tracts 5231, 5232, 5233, and 5234 (Figure 2-9). This neighborhood is at the core of the Hispanic community in Detroit. The residential area is served by Vernor as the main commercial thoroughfare. The West Vernor commercial thoroughfare most notably demonstrates the entrepreneurial efforts that led the revitalization that started in the mid-1990s.

Census data indicate that this Detroit neighborhood has approximately 13,500 residents. Hispanics make up 69 percent of the population, while Whites are about 20 percent of the neighborhood population (Table 2-7).

Table 2-7
Detroit River International Crossing Study
Demographics
Vernor-Junction Neighborhood
(Census Tracts 5231, 5232, 5233 and 5234)

Race	Total	Percentage
White alone	2,626	19.5%
Black or African American alone	1,073	8.0%
American Indian and Alaska Native alone	95	0.7%
Asian alone	39	0.2%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	51	0.4%
Two or more races	342	2.5%
Hispanic or Latino:	9,224	68.7%
Total:	13,450	100.0%

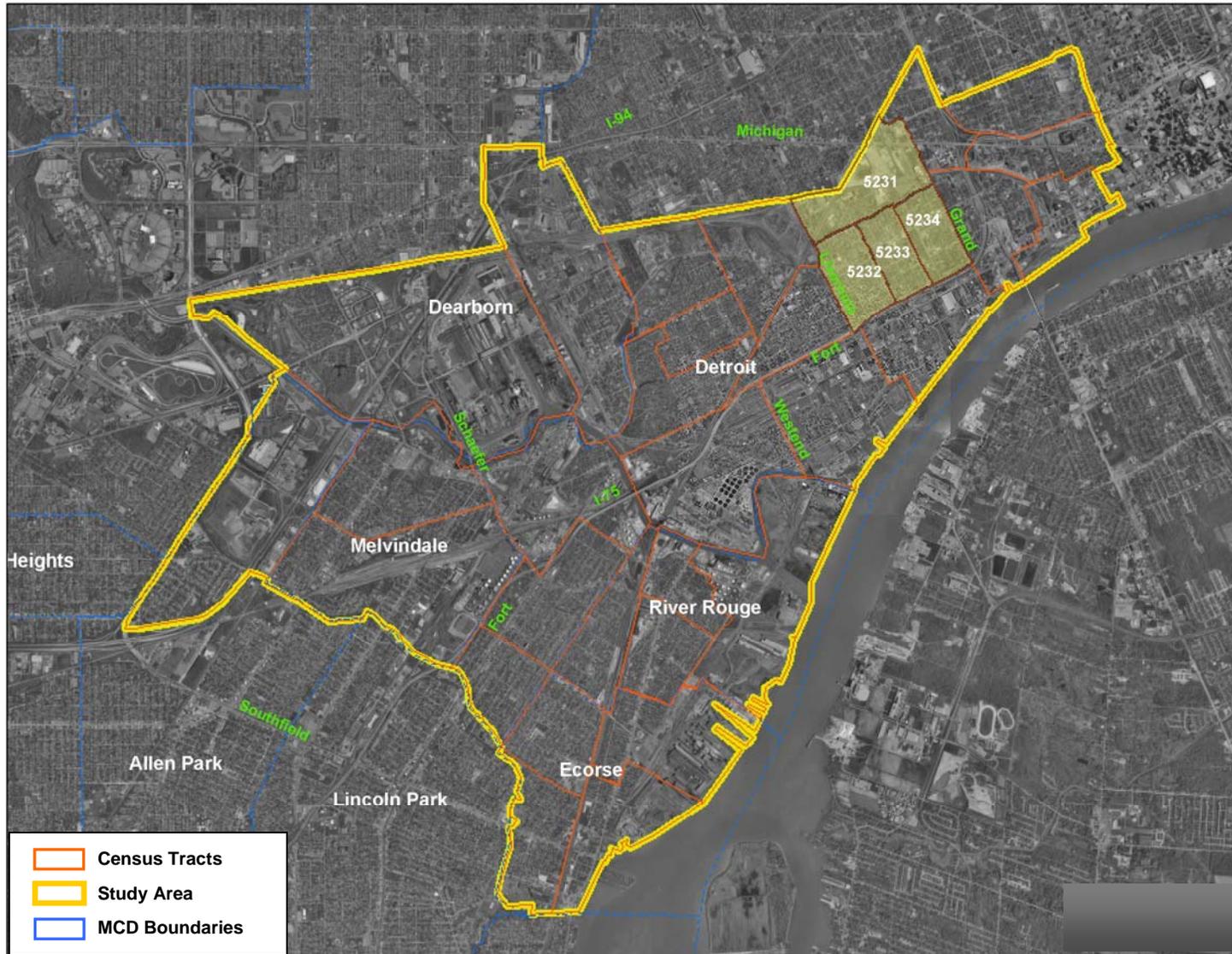
Source: 2000 U.S. Census

In the Vernor-Junction neighborhood there are 2,862 families. About 11 percent of the households in the area are reported in the 2000 Census to have no access to an automobile. Approximately 62 percent live as a Married-Couple Family, while 25 percent live in families classified in the Census as Female Householder/No Husband Present. Thirty percent of households report incomes below the poverty level.

The majority of residents have obtained a high school diploma or GED-equivalent. Data also indicate that residents attempt to obtain post-secondary education; however, educational attainment drops significantly after two years of higher education.

Approximately 68 percent of the men in the labor force are likely to hold positions in the construction, manufacturing, or transportation/warehousing-related fields, while 53 percent of the women in the labor force tend to hold positions in manufacturing and the education/health/social services-related fields. The unemployment rate in the Vernor-Junction neighborhood according to the 2000 Census was 12.4 percent.

Figure 2-9
Detroit River International Crossing Study
Vernor-Junction Neighborhood in Southwest Detroit
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.7 Mexicantown/Hubbard-Richard Historic Neighborhood

The Mexicantown/Hubbard-Richard neighborhood is located in Southwest Detroit in census tract 5211 (Figure 2-10). The area contains a regional restaurant destination. Also, within the area is the Hubbard Farms neighborhood. The area is a point of convergence of many significant transportation facilities, such as the Fisher Freeway (I-75), Ambassador Bridge, and numerous truck and rail routes, including a railroad tunnel which connects with Canada.

2000 Census data demonstrate that this Detroit neighborhood has a strong element of diversity (Table 2-8). The largest population group is Hispanic which totals about 64 percent of the population, while American Indians make up five percent, with African Americans and Whites both at 15 percent.

Table 2-8
Detroit River International Crossing Study
Demographics
Mexicantown/Hubbard-Richard Neighborhood
(Census Tract 5211)

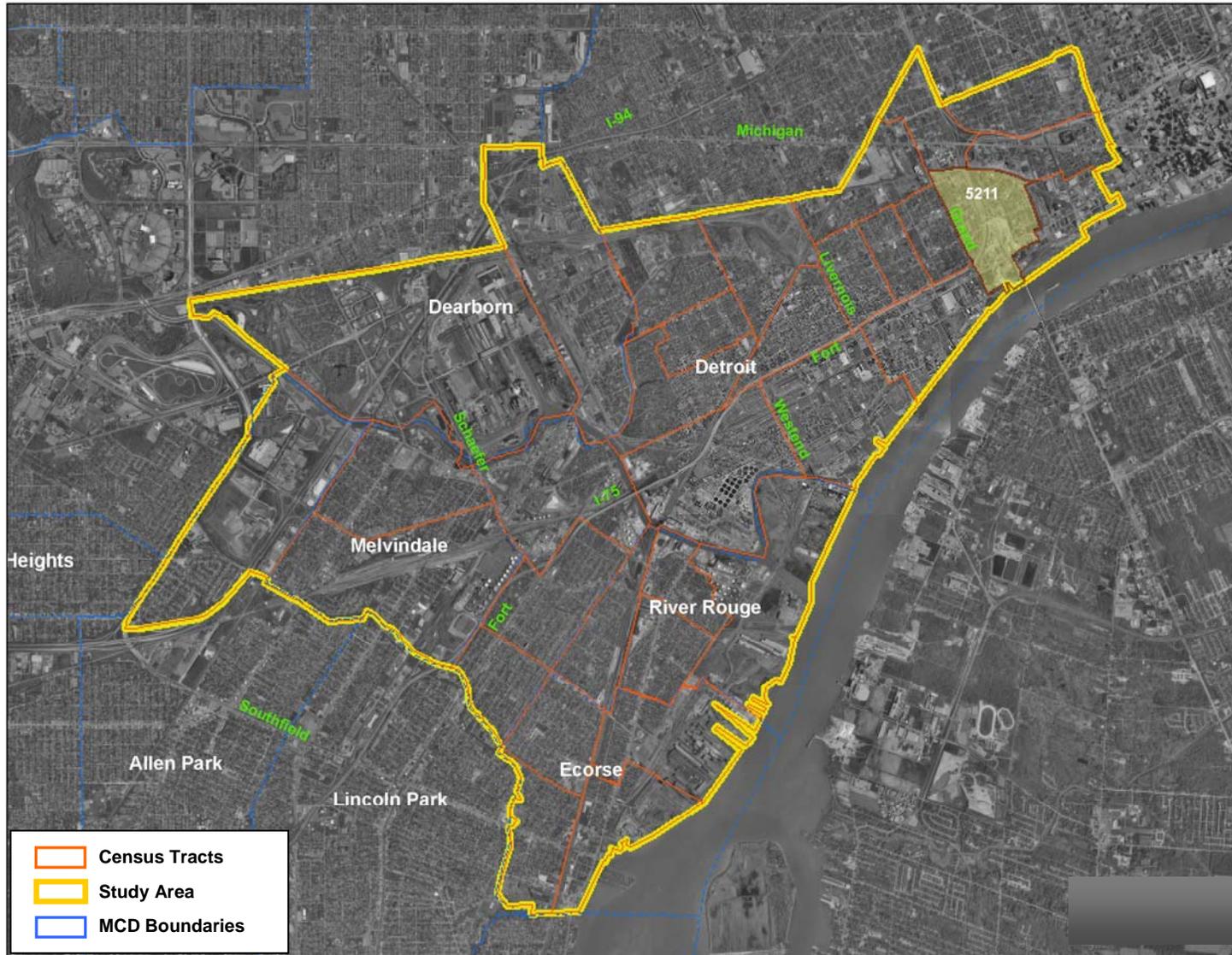
Race	Total	Percentage
White alone	304	15.2%
Black or African American alone	294	14.7%
American Indian and Alaska Native alone	96	4.8%
Asian alone	25	1.2%
Native Hawaiian and Other Pacific Islander alone	9	0.4%
Some other race alone	0	0.0%
Two or more races	0	0.0%
Hispanic or Latino:	1,273	63.6%
Total:	2,001	100.0%

Source: 2000 U.S. Census

In the Mexicantown/Hubbard-Richard Historic neighborhood there are 370 families. About 12 percent of the area's households are reported in the 2000 Census to be without access to an automobile. Approximately 65 percent live as a Married-Couple Family, while 24.1 percent of total families are classified in the Census as Female Householder/No Husband Present. Thirty percent of Mexicantown/Hubbard-Richard residents report incomes below the poverty level.

The majority of residents have obtained a high school diploma or GED equivalent; however, educational attainment drops significantly in the post-secondary categories. Approximately 73 percent of the men in the labor force hold positions in fields such as construction, manufacturing, or transportation/warehousing-related, while 34 percent of the women in the labor force hold positions in manufacturing and the education and health and social services-related fields. The unemployment rate in the Mexicantown/Hubbard-Richard neighborhood according to the 2000 Census was 14.1 percent.

Figure 2-10
Detroit River International Crossing Study
Mexicantown/Hubbard-Richard Neighborhood in Southwest Detroit
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.8 Corktown Neighborhood

Corktown is Detroit's oldest neighborhood. It is located just west of the downtown commercial district, and north of the Detroit River in census tracts 5209, 5213, 5214 and 5215 (Figure 2-11). As the initial destination of many of Detroit's immigrant populations, the Corktown Historic District has been home to the people who built and worked in Detroit's industries during the late 19th and early 20th centuries.

Corktown is ethnically diverse with a population of about 4,100 residents. The largest group is African American which totals 62 percent of the population, while Whites make up approximately 22 percent and Hispanics 12 percent (Table 2-9).

Table 2-9
Detroit River International Crossing Study
Demographics
Corktown Neighborhood
(Census Tracts 5209, 5213, 5214 and 5215)

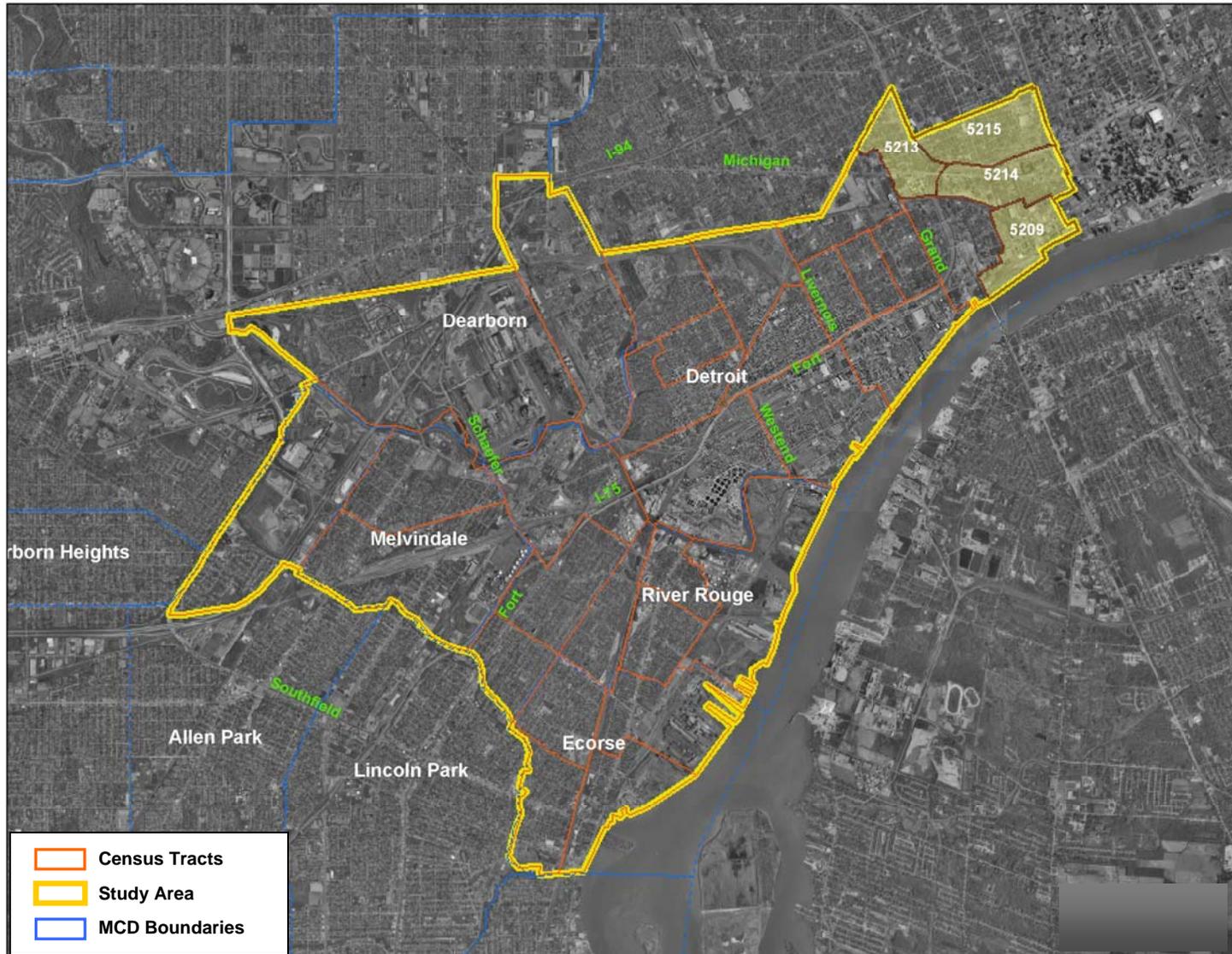
Race	Total	Percentage
White alone	919	22.3%
Black or African American alone	2546	61.9%
American Indian and Alaska Native alone	39	0.9%
Asian alone	0	0.0%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	19	0.5%
Two or more races	94	2.3%
Hispanic or Latino:	498	12.1%
Total:	4115	100.0%

Source: 2000 U.S. Census

In the Corktown neighborhood there are 867 families. About 11 percent of the households in the neighborhood are reported in the 2000 Census to be without access to an automobile. Approximately 35 percent live as a Married-Couple Family, while 54 percent of total families are in the Female Householder/No Husband Present category. This is the highest percentage of female-run households in the study area. Thirty-eight percent of Corktown households report incomes below the poverty level.

The majority of residents have obtained a high school diploma or GED equivalent, and post-secondary educational attainment in these areas tends to be higher than the rest of Southwest Detroit. Approximately 55 percent of the men in the labor force are likely to hold positions in manufacturing, retail-related work and positions in scientific or administrative fields; while 54 percent of the women in the labor force tend to hold positions in manufacturing and the education and health and social services-related fields. The unemployment rate in the Corktown neighborhood according to the 2000 Census was 17.5 percent.

Figure 2-11
Detroit River International Crossing Study
Corktown Neighborhood in Southwest Detroit
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.9 Allen Park

The City of Allen Park is an inner-ring suburb located west of the City of Detroit (Figure 2-12). The section of Allen Park within the study area is in census tract 5760. The demographics of this area (Table 2-10) indicate the residents are predominately White.

Table 2-10
Detroit River International Crossing Study
Demographics
Portion of Allen Park in the DRIC Study Area
(Census Tract 5760)

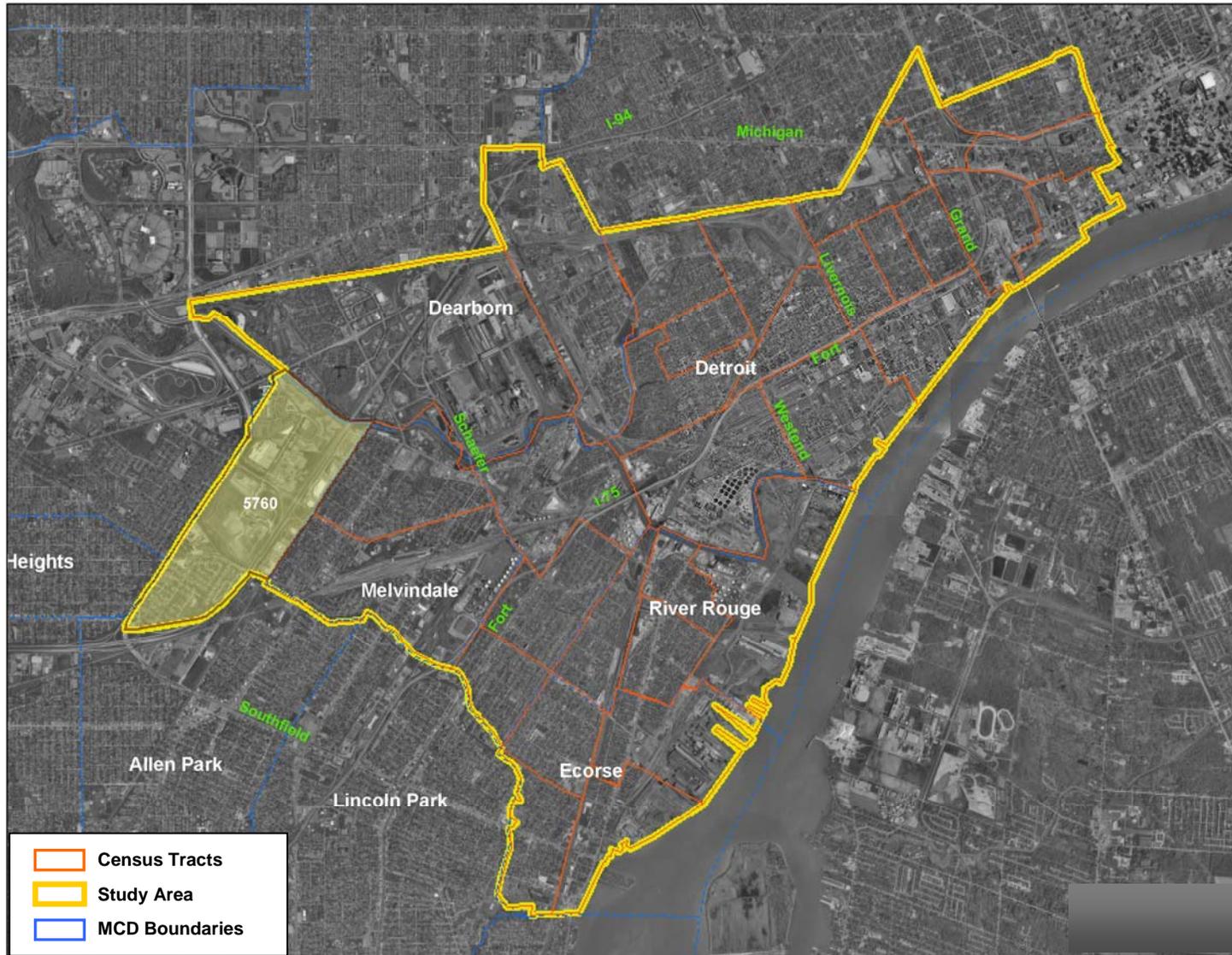
Race	Total	Percentage
White alone	1,540	81.1%
Black or African American alone	88	4.6%
American Indian and Alaska Native alone	10	0.5%
Asian alone	107	5.6%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	0	0.0%
Two or more races	30	1.6%
Hispanic or Latino:	125	6.6%
Total:	1,900	100.0%

Source: 2000 U.S. Census

In this census tract of the city of Allen Park there are 570 families. About four percent of the area's households are reported in the 2000 Census to be without access to an automobile. Approximately 83 percent live as a Married-Couple Family. Approximately ten percent of the families are in the category of Female Householder/No Husband Present. It is noteworthy that this area has the highest percentage of Married-Couple Families. Only two percent of the households in census tract 5760 report that they were at or below the poverty level.

2000 Census data indicate that 69 percent of the men in this area are employed in the manufacturing and retail trade industries, while women are likely to hold positions in education. The unemployment rate according to the 2000 Census was 2.4 percent.

Figure 2-12
Detroit River International Crossing Study
Portion of City of Allen Park in the DRIC Study Area
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.10 Dearborn (South)

The portion of Dearborn in the study area is located in census tracts 5735 and 5742. This area of Dearborn is home to the Ford Rouge Auto Assembly Plant and satellite offices for the Ford Motor Company (Figure 2-13). It had a population in 2000 of 7,709 people, 48 percent of which are Arab people (Table 2-11).

Table 2-11
Detroit River International Crossing Study
Demographics
Dearborn South Area in the DRIC Study Area
(Census Tracts 5735 and 5742)

Race	Total	Percentage
White alone	5,654	73.3%
Black or African American alone	237	3.1%
American Indian and Alaska Native alone	9	0.1%
Asian alone	226	2.9%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	91	1.2%
Two or more races	1,363	17.7%
Hispanic or Latino:	129	1.7%
Total:	7,709	100.0%

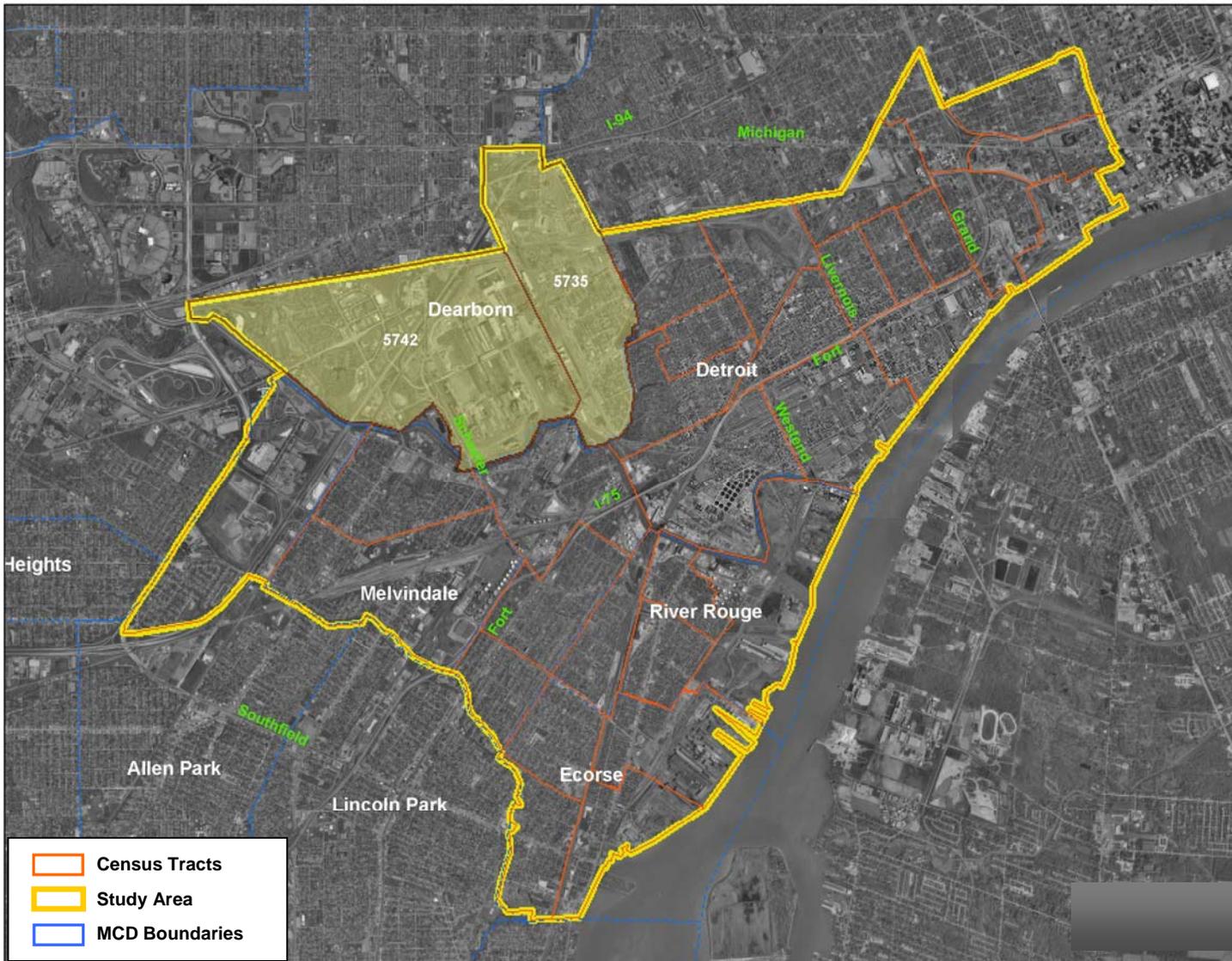
Source: 2000 U.S. Census

In this section of the city of Dearborn there are 1,508 families. About 24 percent of the area's households are reported in the U.S. Census to have no access to an automobile. Approximately 72 percent live as a Married-Couple Family. Approximately 17 percent live in families classified as Female Householder/No Husband Present. It is noteworthy that this area has the second highest percentage of Married-Couple Families.

The two census tracts of South Dearborn are quite different, according to the 2000 U.S. Census data. In the west, census tract 5742, there are twice as many married couples with children as opposed to census tract 5735 to the east. It is more likely that the residents of census tract 5742 have some degree of post-secondary education, and twice as many men in census tract 5742 work as opposed to men in census tract 5735. Men in both areas are likely to hold jobs in the manufacturing sector; however, more men in census tract 5742 hold positions in the education, health and social services fields. Twice as many women in census tract 5742 are likely to work as opposed to women in census tract 5735. The women in census tract 5742 are likely to hold positions in the education, health and social services fields, as well. The unemployment rate according to the 2000 Census in census tract 5742 was 1.9 percent and it was 5.6 percent in census tract 5735.

The disparity in household incomes in this area of Dearborn is significant. In census tract 5735, 51 percent of households reported annual incomes less than \$20,000, while the majority in census tract 5742 have annual incomes more than \$60,000. Another significant item is poverty. In census tract 5735, households in poverty were reported at 36 percent, while poverty in census tract 5742 was reported at seven percent.

Figure 2-13
Detroit River International Crossing Study
Dearborn South Area in the DRIC Study Area
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.11 Ecorse

The city of Ecorse is also considered an inner-ring suburb located south of Detroit. It neighbors the city of River Rouge (Figure 2-14). Ecorse is located in census tracts 5795, 5796, 5797 and 5798.

Ecorse was built on industries such as the Ford Motor Company and Great Lakes Steel. The steel industry still serves as the city's largest employer.

Data from the 2000 Census indicate Ecorse has over 11,000 residents of whom approximately 46 percent are considered White (Table 2-12). The second largest group is African American, which make up approximately 41 percent of the population. Hispanics represent nine percent of the total population. About two-thirds of the City's African American population lives in census tract 5796.

Table 2-12
Detroit River International Crossing Study
Demographics
Ecorse
(Census Tracts 5795, 5796, 5797 and 5798)

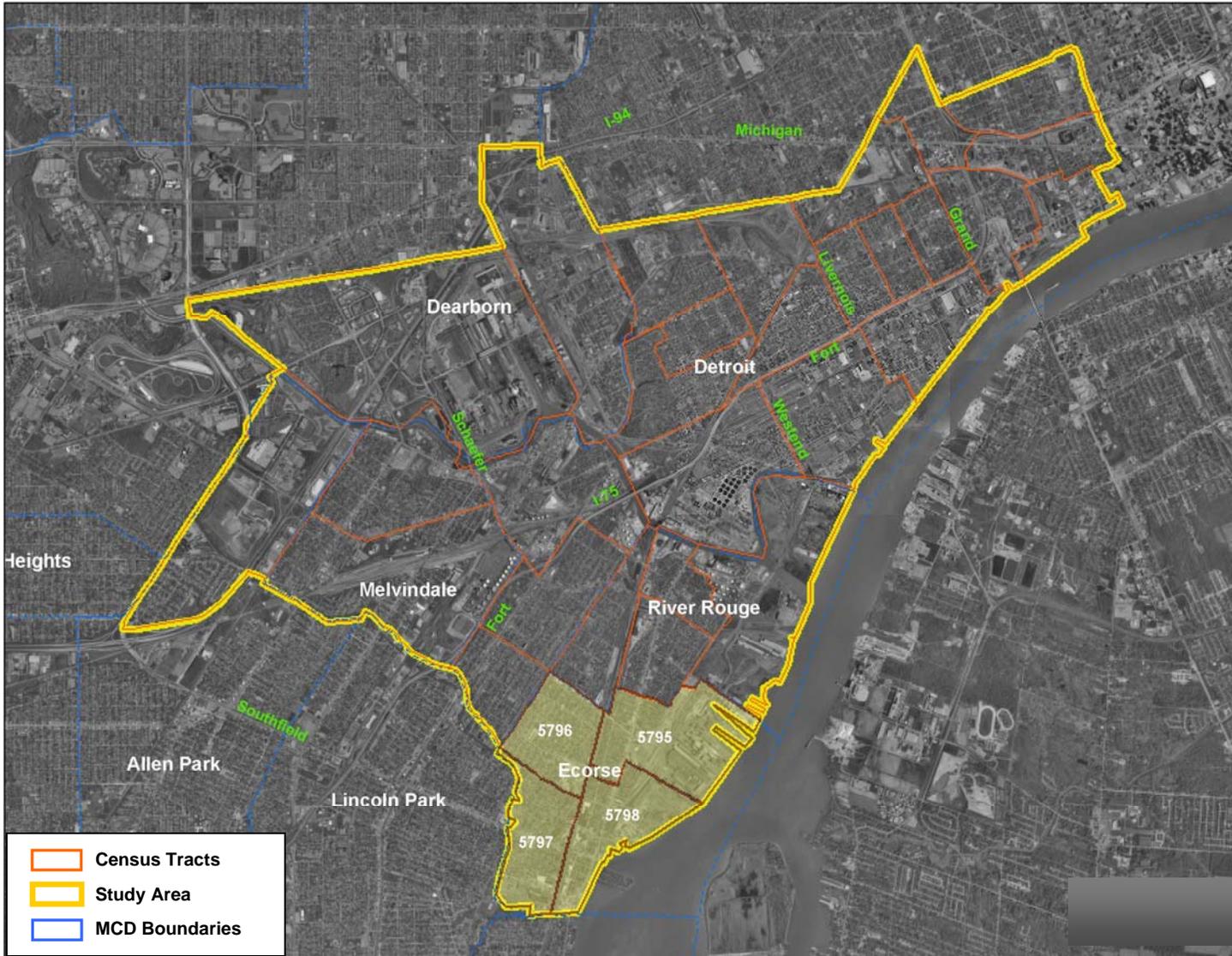
Race	Total	Percentage
White alone	5,136	45.7%
Black or African American alone	4,612	41.1%
American Indian and Alaska Native alone	65	0.6%
Asian alone	18	0.2%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	6	0.0%
Two or more races	338	3.0%
Hispanic or Latino:	1,054	9.4%
Total:	11,229	100.0%

Source: 2000 U.S. Census

In the city of Ecorse there are 3,008 families. About 20 percent of the area's households are reported in the 2000 Census to be without access to an automobile. Approximately 49 percent are Married-Couple Families. Female Householder/No Husband Present families constitute about 39 percent of the total families in this area. Twenty percent of Ecorse's households report incomes below the poverty level.

The majority of Ecorse's residents have a high school diploma or GED equivalent; however, educational attainment drops off significantly in the post-secondary education categories. Approximately 60 percent of the men in the labor force hold positions in physically-demanding jobs such as construction, manufacturing or transportation/warehousing-related work, while about half of the women in the labor force tend to hold positions in education, health and social services-related fields. The unemployment rate in Ecorse according to the 2000 Census was 8.5 percent.

Figure 2-14
Detroit River International Crossing Study
Ecorse
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.12 Melvindale

The City of Melvindale is an inner-ring suburb west of the City of Detroit (Figure 2-15). The census tracts in the study area for the City of Melvindale are 5785 and 5786.

Data from the 2000 Census demonstrate that 81 percent of the portion of Melvindale in the study area is predominately White, while Hispanics make up almost seven percent of the population (Table 2-13).

Table 2-13
Detroit River International Crossing Study
Demographics
Portion of Melvindale in the DRIC Study Area
(Census Tracts 5785 and 5786)

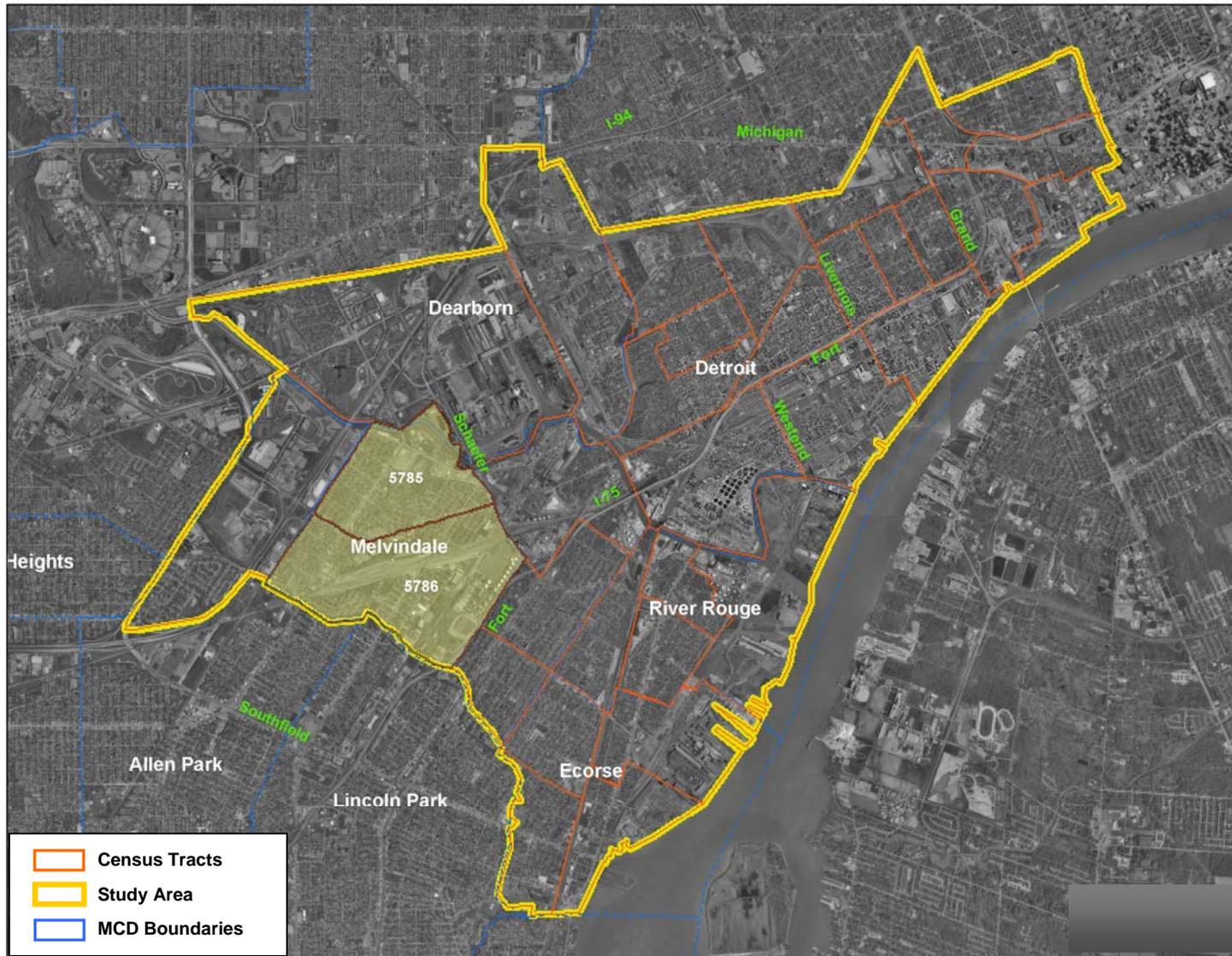
Race	Total	Percentage
White alone	1,540	81.1%
Black or African American alone	88	4.6%
American Indian and Alaska Native alone	10	0.5%
Asian alone	107	5.6%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	0	0.0%
Two or more races	30	1.6%
Hispanic or Latino:	125	6.6%
Total:	1,900	100.0%

Source: 2000 U.S. Census

In this section of the city of Melvindale there are 2,719 families. About ten percent of the area's households are reported in the 2000 Census to have no access to an automobile. Approximately 69 percent live as a Married-Couple Family. Female Householder/No Husband Present families constitute about 25 percent of the total families in this area. Fourteen percent of Melvindale households report incomes below the poverty level.

The majority of residents have obtained a high school diploma or GED equivalent; educational attainment drops off significantly in the post-secondary education categories. Approximately 65 percent of the men in the labor force have jobs in the construction, manufacturing, or transportation/warehousing fields, while 54 percent of the women hold positions in manufacturing and the education, health and social services-related fields. Unemployment in the area stood at 7.1 percent according to the 2000 Census.

Figure 2-15
Detroit River International Crossing Study
Portion of Melvindale in the DRIC Study Area
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.3.13 River Rouge

River Rouge is an inner-ring suburban city located west of the city of Detroit. The City is located in census tracts 5790, 5791, 5792 and 5793 (Figure 2-16). River Rouge was one of the first communities to become industrialized, which stemmed from its unique access to water transportation and the railroads. Immigration to the area was originally driven by the need for labor in the steel industry.

Data from the 2000 census indicate that River Rouge has fewer than 10,000 residents of which approximately 50 percent are considered White (Table 2-14). The second largest population group is African American, which makes up approximately 42 percent of the population, while Hispanics make up five percent. Seventy-two percent of African Americans live in census tract 5793.

Table 2-14
Detroit River International Crossing Study
River Rouge Demographics
(Census Tracts 5790, 5791, 5792 and 5793)

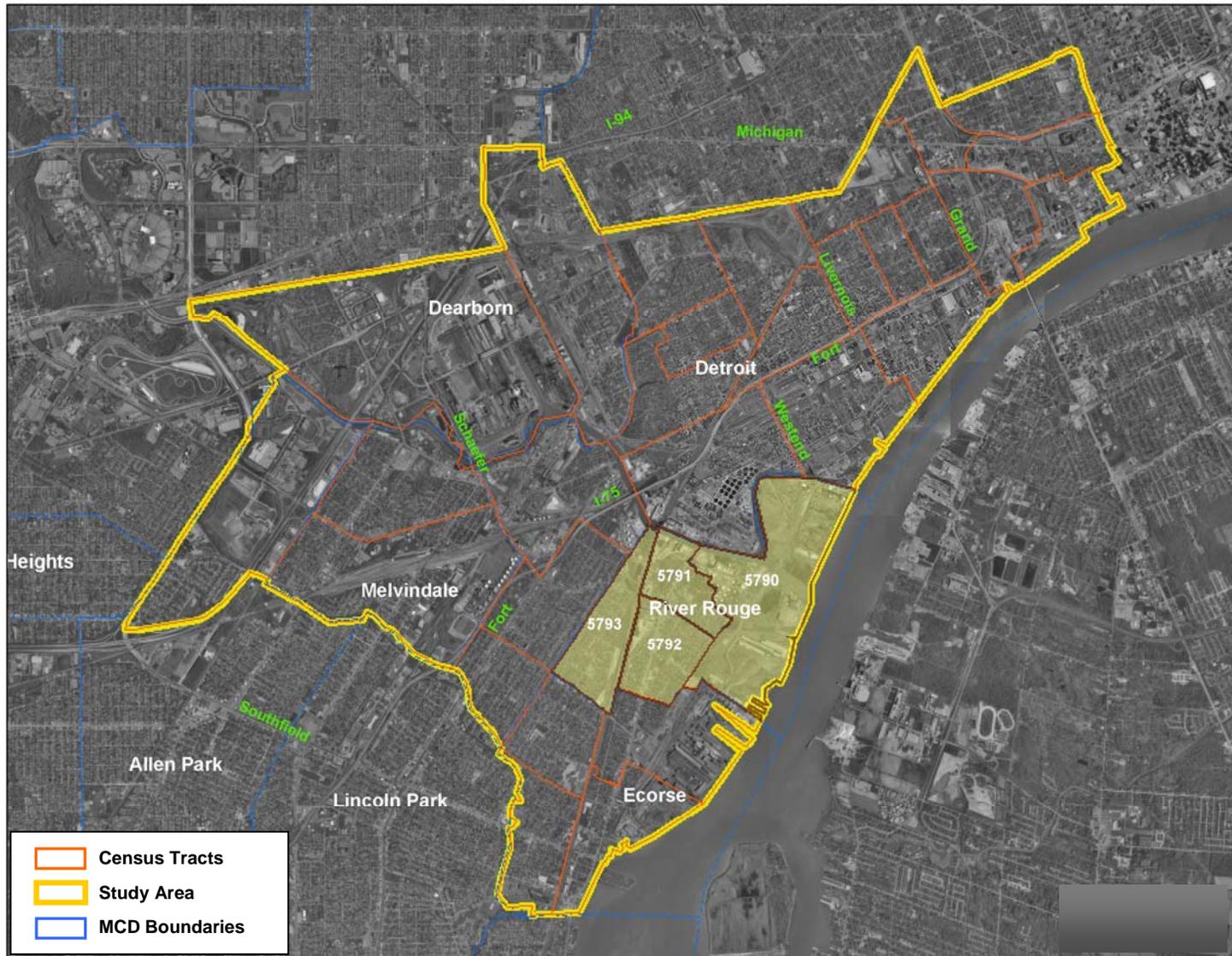
Race	Total	Percentage
White alone	4,947	49.9%
Black or African American alone	4,141	41.9%
American Indian and Alaska Native alone	7	0.0%
Asian alone	12	0.1%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some other race alone	9	0.1%
Two or more races	282	2.8%
Hispanic or Latino:	520	5.2%
Total:	9,917	100.0%

Source: 2000 U.S. Census

In the city of River Rouge there are 2,489 families. About 21 percent of the households in the area are reported in the 2000 Census as being without access to an automobile. Approximately 48 percent of families live as a Married-Couple Family. Female Householder/No Husband Present families constitute about 42 percent of the total families in this area. Twenty-one percent of River Rouge residents report incomes below the poverty level.

The majority of the city's residents have obtained a high school or GED equivalent; educational attainment drops off significantly in the post-secondary education categories. The residents of River Rouge are largely employed in the blue collar workforce. Approximately 63 percent of the men in the labor force are likely to hold positions in fields such as waste management services, manufacturing, or transportation/warehousing-related, while most women in the labor force tend to hold positions in education, health and social services-related fields. Unemployment was at 13.4 percent in 2000 according to the U.S. Census.

Figure 2-16
Detroit River International Crossing Study
River Rouge
 (Census Tracts are Numbered)



Source: The Corradino Group of Michigan, Inc.

2.4 Community Facilities

Community facilities of significance serving the study area are shown on Figure 2-17. More than 50 schools serve this area. There are 30 parks and recreation centers. The major social services organizations include the Latino Family Services, the Arab Community Center for Economic and Social Services, and the Delray United Action Council, to name just a few.

In Delray there are four places of worship (First Latin American Baptist Church; Jehovah Jireh Temple; Holy Cross Hungarian Catholic Church; and, St. John Cantius Catholic Church); one medical facility (CHASS – Community Health and Social Service Center), which is a comprehensive primary care clinic; four recreation areas, including the Historic Fort Wayne, City of Detroit parks at the South Rademacher Center (closed at the end of 2006) and the little-used pocket parks at Post-Jefferson Streets and Harvey-Junction Streets. There is also a boat launch owned by Detroit Edison Company. The newly-opened Delray Recreation Center is the magnet for community activities for people of all ages. The only shopping in the area is at service stations; there are no pharmacies. And, there are no libraries. The only school is Southwestern High School. Two fire stations serve Delray – one on each side of the rail line that cuts through the area from Dearborn Avenue to the Ambassador Bridge. The major police/public safety service center is located at Fort and Campbell Streets.

2.5 Major Employers in Study Area

Figure 2-18 depicts the 17 major employers (200+ jobs) in the study area; six are in the Detroit portion of the study area. Two are in Delray – Arvin Meritor and Bridgewater Industries, each located on Fort Street. Arvin Meritor employs about 400 people and Bridgewater Industries approximately 200 people. The jobs held by residents of the study area in the region are reported in the previous section.

2.6 Infrastructure

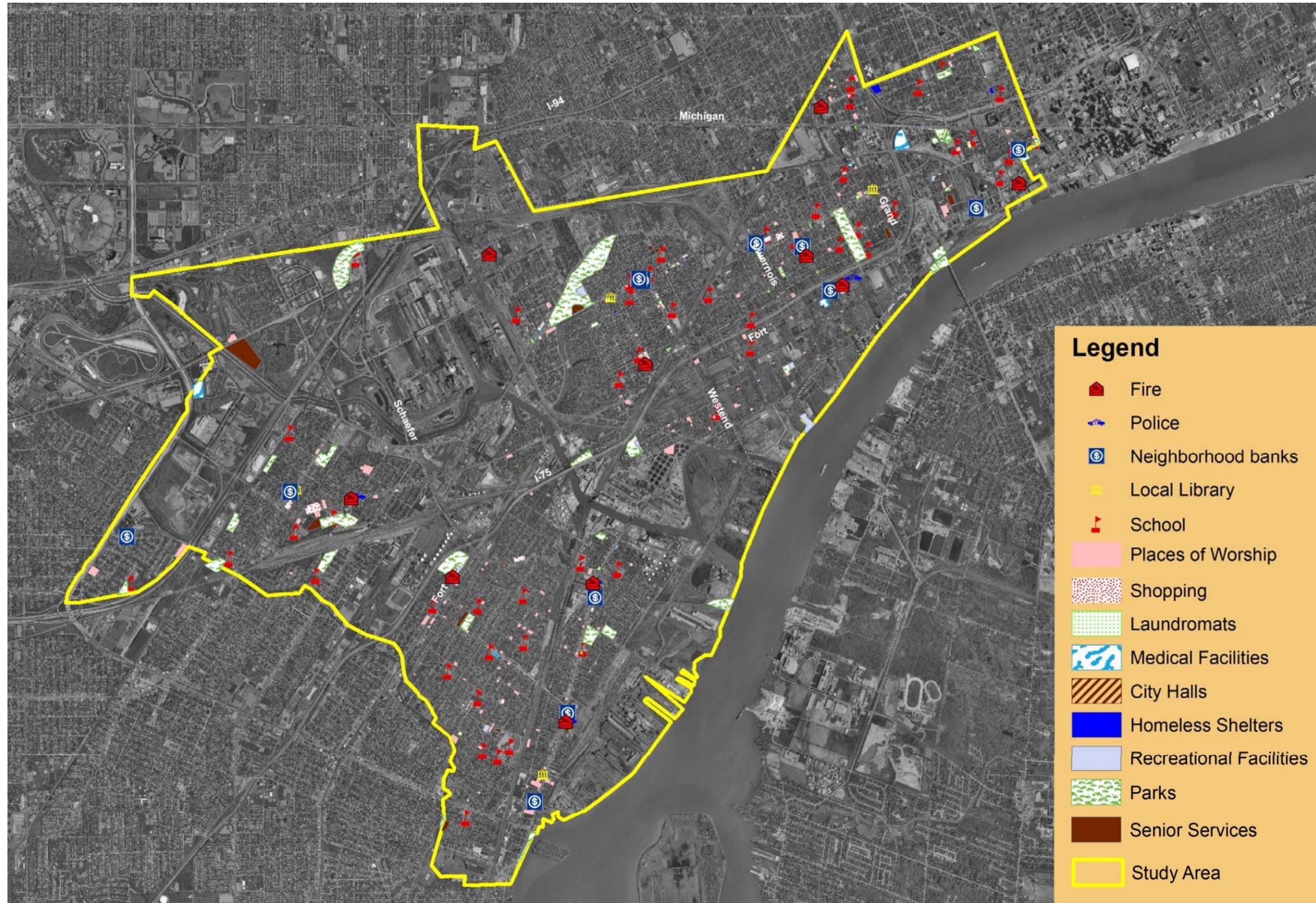
I-75, the Southfield Freeway (M-39) and the Lodge Freeway (M-10) serve the study area. While the latter two are on the edges of the area, I-75 cuts through it. Construction of I-75 is considered by many as one of the major reasons for the decline of the study area, beginning in the 1960s.

Fort Street (M-85) is a key artery on the north edge of Delray. It now accommodates a large number of international trucks gaining access from the Ambassador Bridge to I-75 at Clark Street. This will change once a new connector from the bridge's plaza to I-75 is completed in 2009.

In Delray, streets are in poor to good condition, poor in the neighborhood and good on the major arterials, like Fort and Jefferson Streets. Repaving is scheduled in the next few years of Cavalry Street, between Fort and Jefferson; Dearborn Avenue, between Jefferson and I-75; the Springwells Avenue overpass of I-75; Waterman Street from the I-75 northbound service drive north to Regular Street; and, Clark Street between the northbound I-75 service drive and Vernor.

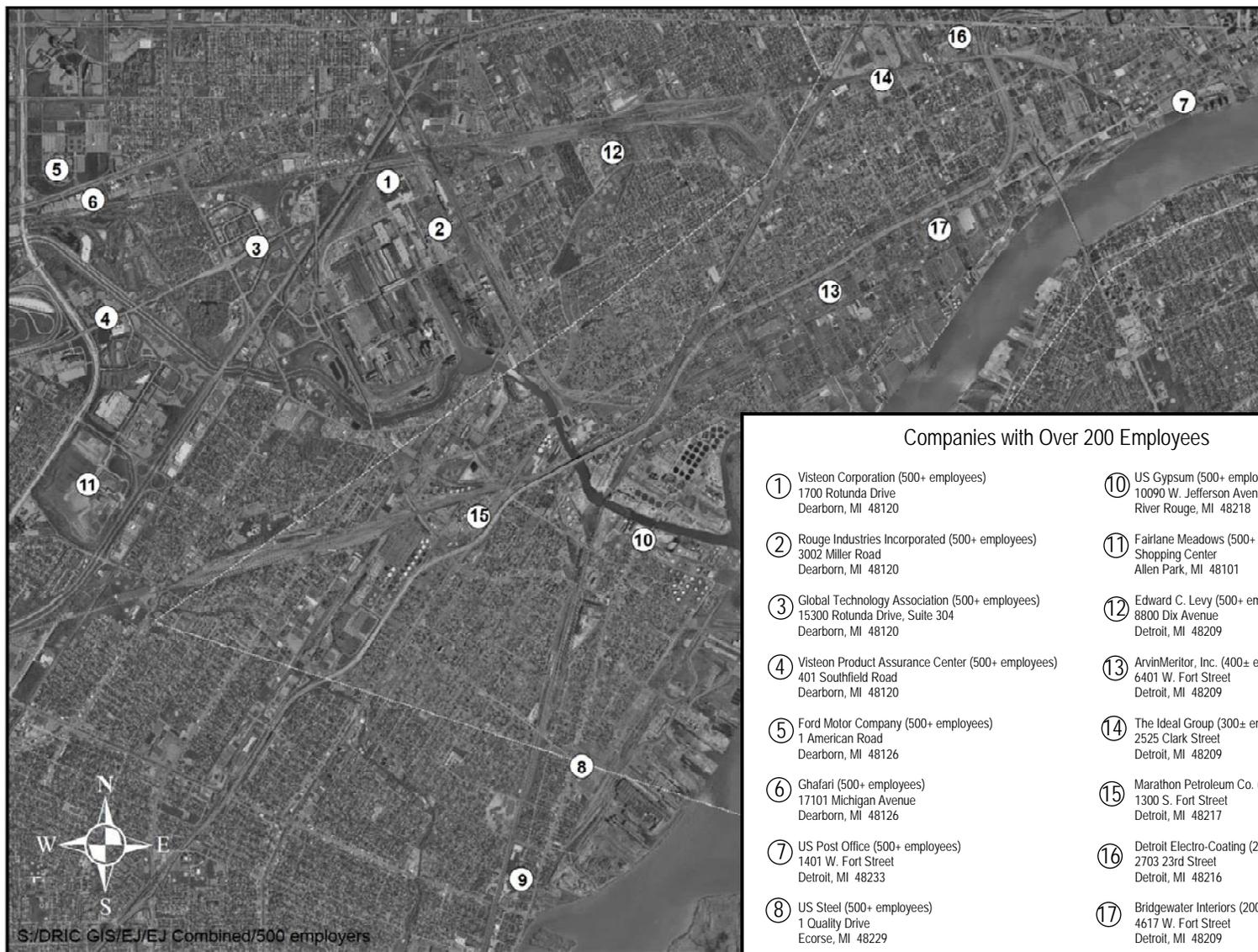
Street lighting in Delray is in poor condition in the neighborhood with many lights not working. Lighting is in good repair on the major arterials of Fort and Jefferson Streets. There are no scheduled lighting projects for the area.

Figure 2-17
Detroit River International Crossing Study
Community Facilities in Study Area



Source: Hamilton Anderson and The Corradino Group of Michigan, Inc.

Figure 2-18
Detroit River International Crossing Study
Major Employers in Study Area



Companies with Over 200 Employees	
① Visteon Corporation (500+ employees) 1700 Rotunda Drive Dearborn, MI 48120	⑩ US Gypsum (500+ employees) 10090 W. Jefferson Avenue River Rouge, MI 48218
② Rouge Industries Incorporated (500+ employees) 3002 Miller Road Dearborn, MI 48120	⑪ Fairlane Meadows (500+ employees) Shopping Center Allen Park, MI 48101
③ Global Technology Association (500+ employees) 15300 Rotunda Drive, Suite 304 Dearborn, MI 48120	⑫ Edward C. Levy (500+ employees) 8800 Dix Avenue Detroit, MI 48209
④ Visteon Product Assurance Center (500+ employees) 401 Southfield Road Dearborn, MI 48120	⑬ ArvinMeritor, Inc. (400± employees) 6401 W. Fort Street Detroit, MI 48209
⑤ Ford Motor Company (500+ employees) 1 American Road Dearborn, MI 48126	⑭ The Ideal Group (300± employees) 2525 Clark Street Detroit, MI 48209
⑥ Ghafari (500+ employees) 17101 Michigan Avenue Dearborn, MI 48126	⑮ Marathon Petroleum Co. (300± employees) 1300 S. Fort Street Detroit, MI 48217
⑦ US Post Office (500+ employees) 1401 W. Fort Street Detroit, MI 48233	⑯ Detroit Electro-Coating (250+ employees) 2703 23rd Street Detroit, MI 48216
⑧ US Steel (500+ employees) 1 Quality Drive Ecorse, MI 48229	⑰ Bridgewater Interiors (200+ employees) 4617 W. Fort Street Detroit, MI 48209
⑨ Pak Right Industries (500+ employees) 4270 High Street Ecorse, MI 48229	

Source: The Corradino Group of Michigan, Inc.

Sidewalks are in poor condition throughout, with many impassable because of penetrating tree growth or trash strewn across them. No projects are scheduled for the area.

Other infrastructure in the Delray area includes the Detroit Water and Sewer Department's (DWSD) large diameter sewers. They are gravity-driven and discharge into the Jefferson Interceptor, which flows south into the wastewater treatment plant. The DWSD Combined Sewer Overflow group is currently planning on combining six outfalls into one treatment chamber (chlorination, de-chlorination, and sediment removal). These outfalls will be combined to a new basin and outfall located between Campbell and Junction Streets. The DWSD also owns an office building within the project area bounded by South Street on the south, Dagoon on the east, and Livernois on the west. The DWSD is currently planning on constructing a new laboratory across South Street from the existing office building. The design for this new building is approximately complete with the next step being property acquisition. It is desired by the DWSD to occupy a new laboratory by October 2009.

DTE Energy's facilities include underground conduits and substations. The main energy lines run along Jefferson connecting the PLD Mistersky Power Plant with the Waterman Substation at Jefferson/Waterman. Other high power energy lines run north along the main streets from the Waterman Substation. DTE Energy also owns the Artillery Substation located on Livernois. Replacing this substation has been approximated at a cost of 4.5 million dollars. DTE Energy has not informed the team of any future work in the project area.

The International Transmission Company (ITC) specializes in high-voltage transmission and has both underground and aerial high voltage lines that are impacted by the study area. Included are four (4) 120kV UG lines, and a 120/230kV aerial line. The aerial lines cross the Detroit River near the Waterman Substation. ITC has indicated it has no plans for future work in the Delray area.

The Public Lighting Department has 24kV transmission lines leading from the Mistersky Power Plant. These lines transmit power to the City of Detroit and are required to maintain access to the Power Plant. PLD has not indicated it has any plans for future work in the Delray area.

A number of additional utilities have facilities located in the Delray area including gas distribution/transmission of Michcon and Dome Pipeline, and telecommunications of AT&T, Comcast, Level3, Lightcore, MCI, Nextel and Qwest. Most of these utilities are located within the railroad right-of-way or along Fort Street or Jefferson.

The long-range transportation plans in Southeast Michigan include a host of improvements that affect the study area (Figure 2-19). These include:

1. An improved connection between the Ambassador Bridge and the interstate highway system.
2. A possible new border crossing including a possible new truck tunnel, rail tunnel and bridge.
3. Rehabilitating I-94.
4. Improvements to I-375.
5. Passenger rail service between Detroit and Ann Arbor as well as Metro Airport.
6. High-type transit system (e.g., rapid bus, rapid rail or commuter rail) development in almost one dozen corridors.
7. Widening I-75 in Oakland County.

Figure 2-19
Detroit River International Crossing Study
Major Transportation Projects Focused on Southeast Michigan



8. Possible development of the Livernois-Junction Yard into a consolidated intermodal rail/truck terminal.

Each of these items will affect the movement of people/traffic in the study area. Items 1, 2 and 3 will particularly affect the movement of freight in these areas. These proposals have been incorporated into the analysis of direct, indirect and cumulative impacts of the Detroit River International Crossing Study, which is reported in a separate technical report.

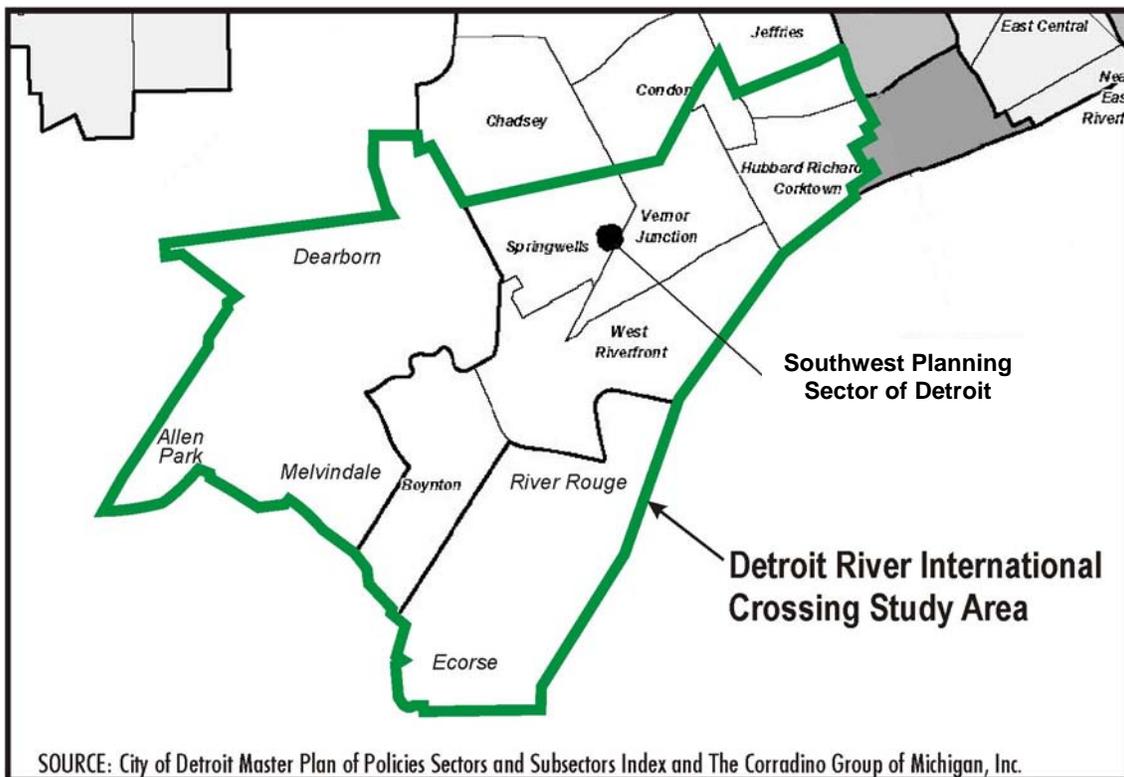
3. LAND USE TRENDS

The City of Detroit’s Master Plan of Policies is being updated and is a source of information included here. Master Plans for River Rouge (2002), Dearborn (1997), and Allen Park (1978) have been reviewed as they affect existing and future developments in the study area. The Ecorse Plan was not available after repeated attempts to obtain it.

3.1 Detroit

The DRIC study area has been overlaid on the sectors and subsectors found in the City of Detroit’s Master Plan of Policies (Figure 3-1). Those subsectors directly affected are: West Riverfront, Boynton, Springwells, Chadsey, Condon, Vernor-Junction and Hubbard/Richard/Corktown; all are in the Southwest Sector.

Figure 3-1
Detroit River International Crossing Study
Relation of Detroit Master Plan of Policies and the Study Area



The key policies/actions that apply to all of these areas are summarized here.

- Policy 202-1: Full employment for Detroit Residents.
 - Continue to assign the highest priority to attaining full employment for Detroit’s Residents.

- Policy 202-16: Industrial Site Availability.
 - Assemble usable parcels by combining vacant, obsolete industrial with vacant and deteriorated residential use areas.
- Policy 203-3A: Relocation.
 - Assure that as many of the residents and businesses who are required to be relocated as a result of redevelopment projects and who desire to be relocated within the City of Detroit are able to do so.
- Policy 203-18: Relationship of industry to residence.
 - Establish green-space buffers and open areas between heavy industry and homes.
 - Rezone TM (transitional industrial) pockets of declining housing located within industrial areas.
 - Establish landscape buffers along railroad corridor rights-of-way when they are adjacent to residential areas.
- Policy 203-35: Trafficways in Neighborhoods.
 - Improve and/or grade-separate railroad crossings where appropriate.
- Policy 203-52: Air Quality.
 - Implement the fugitive dust program.
- Policy 203-40: Freight Transportation.
 - Maintain, and where feasible, upgrade Detroit’s freight transportation system as one of the major assets of the City.
 - Make intermodal transport connectors more efficient.
 - Upgrade railroads to remove obsolete trackage and market lands for development.
 - Keep freight transport facilities in good repair.
- Policy 204-17: Detroit’s Significance in Southeastern Michigan.
 - The City of Detroit, being the center city of the Southeastern Michigan region and the largest city in the State of Michigan, should retain and increase those uses, services, and facilities that are of special regional/State significance.
 - Make major improvements to the transportation system to ensure that Detroit remains the region’s distribution center, a State distribution center, and competitive in transportation with other cities in the nation and world.

The following planning issues apply to the City of Detroit Planning Subsectors in the study area. They are drawn from the City of Detroit Master Plan of Policies, as of June 2004.

3.2 Southwest Sector of City of Detroit

Southwest Detroit has two outstanding economic characteristics: an exceptional concentration of very heavy industry, and a unique convergence of freight transportation modes. Weaknesses of the Sector relate to economic obsolescence in both the industrial and commercial plants. Strengths include the Detroit River as a unique attraction, the fixed nature of the transport infrastructure, the availability of many sound industrial buildings, and the shopping habits of many local residents favoring neighborhood stores.

Detroit's major concentration of ports, rail facilities, truck terminals, pipelines, international crossings and associated or support facilities and organizations occurs in the Southwest Sector. This remains unchanged despite the serious and continuing erosion of the Sector's manufacturing base. Only to a limited extent can changing technology, changing corporate ownership patterns, or other evolutionary factors disperse Southwest Detroit's highly significant concentration of freight facilities. In fact, prevailing economic forces favor continued concentration.

The Southwest Sector, therefore, will remain an area of primary economic importance and industrial activities, within the limits of sound planning and environmental protection.

Keys to the renewal of the Southwest Sector include an improved education system aimed at specific needs of the residents (including career training and the re-education of adults); a safe, secure, and healthy environment; good recreational facilities; and, improved public transportation.

The subsector characteristics are provided next.

3.2.1 West Riverfront Subsector: Summary of Planning Issues

The West Riverfront includes Southwest Detroit's major industrial corridor. As such, it will be the location for many of Detroit's reindustrialization activities. Vacant industrial plants and vacant industrial land are already available for expansion of industries. In certain areas, industrial corridors can be expanded into residential pockets.

One very important planning issue is the future of Delray as a residential community. The City advocates retention of Delray as a community, including housing, schools, churches, and commercial and retail services. Many changes may be needed. In Delray, the general goal of accommodating reindustrialization within existing industrial corridors is not entirely feasible because of the current intermixtures of land uses.

Fort Wayne is recognized as a key asset in this area, with the objective of preserving its buildings, connecting it with greenways to surrounding areas and making Fort Wayne a regional destination.

Port improvements are related to changing port functions and the Foreign Trade Zone (FTZ). Large-scale expansion of berthing space is unneeded unless current trends completely reverse. However, the Foreign Trade Zone and the container barge operations create a need for warehouse, outdoor storage, and container handling spaces, in other words, logistics support services. Much of this activity will occur inland from (north of) Jefferson Avenue.

3.2.2 Boynton Subsector: Summary of Planning Issues

The factor which may be most critical to Boynton is the economic decline of the Downriver region of southwest Michigan. Many Boynton residents are employees of Downriver chemical, steel, and automobile plants, or else are on layoff or pension. Unless Downriver recovers, Boynton will share the economic difficulties.

3.2.3 Springwells Subsector: Summary of Planning Issues

One-story bungalows on small lots are one of the more common housing types in Springwells. These homes, now 70 years old or so, are in need of maintenance. Thus far, the degree of maintenance, overall, is very satisfactory.

There is a degree of conflict (or a lack of separation) between industry and homes in the Springwells Subsector, particularly in regard to truck traffic. The industrial area between Dix and the Junction Yard provides very little employment, considering the land area consumed. It is one of the largest sites in Detroit that could be assembled with very little relocation for job-producing industrial development.

Springwells includes Conrail's Livernois-Junction intermodal yard and many other transport facilities. This makes the subsector an ideal location for food industries currently occupying cramped facilities, or inappropriate locations such as residential streets in the area. Being close to major southwest and Downriver pollution sources, Springwells is deeply affected by environmental problems.

3.2.4 Condon Subsector: Summary of Planning Issues

The Condon Subsector does not appear to be as a cohesive entity. Rail lines, West Grand Boulevard, and Michigan Avenue split the subsector into about four or five separate communities. The neighborhoods, while advancing in age and declining in population, remain basically intact. The housing stock is wood-frame built for the working class 70 to 80 years ago, and, thus, requires heavy maintenance or repairs and replacement or upgrading of mechanical systems.

Concentrated programs of housing conservation could be applied to most of Condon, while it is recognized that some of the housing is beyond repair and some neighborhoods may eventually need total rebuilding.

Many of the factory buildings in Condon, which are now closed, should not be reoccupied. Possibly, some of the open plants should be relocated to more suitable areas within Detroit.

The Michigan-Junction commercial strip has shown recent signs of a modest rebirth. It should be encouraged to emerge as a commercial center, combining shopping, transportation, high-density housing for seniors and small families, and other functions and facilities which attract many people on a regular basis.

Environmental problems such as commercial blight, industrial truck traffic, industrial odors, and unkempt vacant lots must be tackled before any improvements can be expected in the housing stock. Tree planting has been identified as a local need, including along West Grand Boulevard.

3.2.5 Vernor-Junction Subsector: Summary of Planning Issues

Neighborhoods near the industrial corridor (generally near or north of Toledo Avenue) have been showing signs of deterioration. This area accounts for most of the subsector's housing-related problems and most of the subsector's recent population losses and demolition.

Many of the scattered, small industrial plants (whether in operation or vacant) along the Conrail railroads are directly adjacent to housing. Whether or not reoccupancy of the vacant plants should be encouraged is questionable.

Other than Clark Park, the area is short of recreation facilities; this need should be addressed to the extent possible.

3.2.6 Hubbard-Richard/Corktown Subsector: Summary of Planning Issues

Much of the Hubbard-Richard/Corktown Subsector is part of a development project (West Side Industrial #1 and #2, Hubbard-Richard, and Corktown), or else is considered a possible development location by virtue of riverfront location or proximity to the Detroit Central Business District. Almost every portion of this subsector presents issues related to land use or development. Zoning issues tend to be more prominent and important in this subsector compared to elsewhere in the City. Traffic problems are also present, particularly along Michigan Avenue and Rosa Parks. Truck traffic impacts residential areas.

Preston Elementary School has been closed. All students are transported by bus across I-75.

The Ambassador Bridge facilities have presented many issues as the bridge plaza and associated public and private facilities are in the middle of the Hubbard-Richard community and there are numerous traffic and land use conflicts. The fact that the bridge is a major international truck route has contributed to this condition. The U.S. General Services Administration is completing a major expansion and renovation project at the U.S. Cargo Inspection Facility. In addition, the bridge owner is pursuing approvals for a second bridge next to the existing one.

Automobile-oriented facilities near the Bridge include, or are proposed to include: duty-free shops both to the east and to the west of I-75, a welcome center next to the bridge and a new pedestrian bridge reconnecting Bagley on both sides of I-75.

The Michigan Avenue corridor, including the Tiger Stadium area (the stadium is proposed to be demolished), is seen as a potential development site because of its location near Corktown and the downtown area and along a major thoroughfare. It is envisioned that the Michigan corridor will be gradually upgraded with new development; deteriorated, under-utilized, or inappropriate development will be replaced.

Infrastructure improvements are needed to alleviate flooded streets, alleys, and basements; provide better street lighting; repair streets, alleys and sidewalks; and, replace worn utilities. Improvements are needed to provide more and better open space. Improved convenience shopping is also an expressed need in certain parts of this subsector.

A major issue underlying many of the problems in this area is the loss of population over the past two decades. While this has been a problem for Detroit generally, it is acutely perceived here as the root cause of housing abandonment and loss, declining levels of services, loss of shopping facilities and general deterioration of the community.

3.3 Dearborn

The following excerpts are from the Dearborn Master Plan updated in 1997 as they relate to the Detroit River International Crossing project. The section of the Master Plan presented below discusses land use in terms of its surroundings based upon the officially adopted master plan of each community.

3.3.1 The Relationship of Dearborn to Southwest Detroit

“A large, older residential community in the City of Detroit bounded by Dearborn on the west, Warren Avenue on the north, and Livernois on the east has very strong economic ties to Dearborn. People residing in this portion of Detroit do more major shopping within Dearborn rather than within Detroit or other shopping areas in Detroit. It is significant that this portion of Detroit is the only section of the city in which the population is growing. Although it is an older community, it is generally a stable portion of the city. The area has a strong ethnic population generally consisting of persons of Polish, Hungarian, Latino, and Black ethnic heritage. The stability and improvement of this adjoining portion of Detroit are very much linked to the future economic development of Dearborn. If plans for a future convention center and additional hotels materialize within Fairlane Town Center, thousands of service jobs will be provided. Many of these jobs could be held by persons living within this adjoining portion of Detroit. A solid employment base will be the greatest single contributor to the stabilization and improvement of this adjoining portion of Detroit. The future economic development of Dearborn should actually have a beneficial effect in the conservation of adjoining Detroit neighborhoods. The conservation of these adjoining areas of Detroit will reduce the occurrence of blight in Dearborn.”

3.4 River Rouge

The following excerpts are from the River Rouge Master Plan updated in 2002.

“The City of River Rouge occupies approximately 1,770 acres of land or 2.8 square miles. It shares a common boundary with the City of Detroit to the east and north and a common boundary with the City of Ecorse to the south. The Detroit River forms the City’s eastern boundary for a distance of approximately two (2) miles. The northern boundary is formed by the Rouge River.

“The amount of land used for industrial purposes exceeds residentially developed land by a margin exceeding 2-to-1. This is a characteristic unique to River Rouge and not shared universally with other southeast Michigan communities. Industry is the dominant land use in the community with roughly 42% of the land utilized for this purpose. Industry blankets the community on the north and east boundaries and bisects the two residential areas of the City along the railroad right-of-way.

“Incompatible non-residential uses surround and encroach into River Rouge’s residential areas. In most cases, the residential homes are not adequately buffered from the impacts associated with the incompatible use. Noise, light, traffic, dust, odor and general blight often negatively impact the quality of living and thus the housing values in the area. In many cases, these homes become rental properties and suffer from lack of

maintenance and upkeep. As industrial and commercial uses further infiltrate the residential areas, the ring of negative influence becomes greater. The City recognizes the 'domino effect' on quality of housing and quality of life.

"It should further be noted that the continued encroachment of incompatible land uses on the single-family residential districts has contributed strongly to property value stagnation as well as a reduction in the quality of life for those residents.

"The compatible land uses, to include multiple family dwellings, need to provide heavy screening and buffering so as to prevent and/or diminish further deterioration of the single-family districts.

"Most of the industrial land uses in the City lack any type of screening. Outdoor storage and parking are all visible from roads.

"Buffering is absent in many cases. Such techniques as walls, landscaping, berms and combinations of the three should be required between industrial uses and any other type of use.

"Whenever possible, residential neighborhoods should be protected from the intrusion of incompatible land uses and through-traffic movements. There is a need to maintain circulation patterns that route traffic around, as opposed to through, these neighborhoods."

3.5 The City of Melvindale

Excerpts of Melvindale's Comprehensive Development Plan, last updated in 1980, pertinent to the analysis of the direct, indirect and cumulative impacts potentially caused by a new Detroit River crossing are cited below.

"The City of Melvindale is located southwest of Detroit in central Wayne County. It is bounded by the Interstate 75 Freeway on the southeast, Schaefer Road on the northeast, the Rouge River and part of the municipal limits of Dearborn on the north, the Detroit, Toledo, and Ironton Railroad from the north to the southwest, and Outer Drive Road and the Allen Park city limits from the southwest to the southeast.

"Perhaps the most pressing problem the City possesses is that of incompatible land usage. The large amount of land devoted to heavy industrial usage has had an obvious impact upon other land uses in adjacent areas.

"The second greatest use of land area in the City is that of industrial. Not only has Melvindale devoted a greater portion of its land to this purpose than it did in 1965...it also has a much greater proportion of its land uses for industrial facilities than some of its neighboring communities.

"A large portion of land in the City is owned by two railroads...both of which possess rights-of-way and property in Melvindale, that totals approximately 166 acres or 9.5 percent of the total land area. This is considerably less than that which was classified under this use in 1965. Since that time, much of the land adjacent to the (railroads) rights-of-way has been converted to other uses.

“Though Melvindale possesses a potential for some development, the bulk of the land in the City is developed. In that the community developed rapidly during the 1940s and 1950s, it was built at a time when there were less stringent land use controls. As a result of these early trends, currently City officials have inherited several major land use problems. Some of these problems are described below.

“A principal problem found in Melvindale is that of incompatible or mixed land uses. The normal result of this land use occurrence is a deteriorating effect on the surrounding area.

“The primary example of this condition is found in the northeast section of the City in an area delineated by Schaefer Highway on the east, Oakwood Boulevard to the north, Dix Avenue on the west and the...railroad to the south. This area experiences a problem in that oftentimes industrial uses are located across the street from residential uses (Francis Avenue being the primary example); also, streets in the area are regularly traveled by non-residential traffic. Directly north of this area, is a triangular region bordered by Schaefer Highway, Oakwood Boulevard and Raupp Avenue which experiences similar problems.

“On the City’s south side, industrial facilities along Meginnity and Rialto Avenues appear to be a potential problem to those residential areas which are located west of them. Without proper screening and transition, the area faces the danger of repeating the same situations experienced in the older areas described above.

“Oakwood Boulevard west of Allen Road experiences a problem with incompatible land uses in that industrial facilities as well as commercial and multiple family developments are found on those frontages.”

3.6. Allen Park

Relevant excerpts from the City of Allen Park’s Comprehensive Development Plan (date 1978) are presented here.

“The City of Allen Park is located in the southeast portion of Wayne County near the Downriver communities of the County which are industrially oriented and constitute an industrial corridor in this portion of the County.

“The City of Allen Park is basically a high quality residential area that developed as the result of commercial and industrial activity undertaken beyond its boundary. Therefore, the City as a suburb of Detroit is very much a part of the Detroit Metropolitan Area and is not a self-contained city which is able to provide the bulk of the employment and consumer needs of its residents. Since Allen Park has not been able to depend on industrial and commercial values within its jurisdiction to establish its economic base, it has been supported mainly through its ability to attract residential development of high value and to maintain among its residents a relatively high family income.

“Firms classified in either one of two categories, Manufacturing or Wholesale Trade, generally occupy most of the sites in the industrial area of Allen Park.

“Wholesale Trade establishments are usually either supplier or market oriented, and are typically established near major transportation arteries. Warehouses are one of the primary types of Wholesale Trade firms found in the industrial area of Allen Park. One primary reason many of these firms chose their present location was undoubtedly due to the junction of the I-94 Freeway and the Southfield Freeway (M-39), two major thoroughfares in the Detroit Area.

“This street system in Allen Park allows direct access to three major freeways which lead to all major places of employment in the region as well as to major cities to the south and west. There are three regional trafficways leading to Downtown Detroit, I-94, I-75 and Fort Street, which feeds from Allen Road and Oakman Boulevard. In short, the City is very convenient to all parts of the region and major employment centers. From the standpoint of accessibility, the City is an extremely attractive residential, commercial and industrial area.”

4. STUDY AREA POPULATION GROUPS AND ISSUES

Title VI of the Civil Rights Act of 1964 (42 USC 2000(d)-2000(d)(1)) requires federal agencies to ensure that no person, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or subject to discrimination under any program or activity receiving federal financial assistance. A proposed project that has the potential for disproportionately high and adverse effects on populations protected by Title VI shall only be carried out if:

- A substantial need for the project exists, based on the overall public interest; and
- Alternatives that would have less adverse effects on protected populations have either:
 - Adverse social, economic, environmental, or human health impacts that are more severe; or
 - Would involve increased costs of an extraordinary magnitude.

The President of the United States issued Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” on February 11, 1994. It requires that federal agencies identify and address disproportionately high and/or adverse human health or environmental effects of their programs, policies, and activities upon minority and low-income populations. The fundamental Environmental Justice principles are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To provide for the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in, the receipt of benefits by minority and low-income populations.

Definitions of key terms in addressing environmental justice issues are as follows:

- **Low Income:** Household income at or below the United States Department of Health and Human Services (HHS) poverty guidelines for the year 2000, which is defined as \$8,350 for a single person in the 48 contiguous states and the District of Columbia. This base is adjusted for other households/families based on composition and family size.
- **Low-Income Population:** Any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy, or activity.
- **Minority:** Person who is Black, Hispanic, Asian American, Native American, or Alaskan Native.
- **Minority Population:** Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy, or activity.
- **Adverse Effects:** Totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which can include, but are not limited to: bodily impairments, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption

of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion; isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of proposed programs, policies or activities.

- **Disproportionately High and Adverse Effect on Minority and Low-Income Populations:** An adverse effect that is predominantly borne by a minority population and/or low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

To inventory the community, issues of the populations who live in the DRIC study area were studied beginning with a review of each area's history and an examination of the 1990 and 2000 U.S. Census data (Tables 2-1 and 2-2). Secondary sources, such as leaders of religious and educational institutions, nonprofit organizations and social service agencies, were also consulted to identify key issues. Based on analysis of the data collected, those groups of people equal to or greater than two percent of the SEMCOG area population became the focus of continuing analysis. This includes the following.

- Arab
- Asian
- Black or African American
- English
- French (except Basque)
- German
- Hispanic/Latino
- Irish
- Italian
- Polish
- Scottish

Black/African American, Asian and Hispanic/Latino populations are covered by the Environmental Justice regulations. Also covered by federal Environmental Justice regulations are American Indians and Native Hawaiians/other Pacific Islanders and those households with income below the poverty level. Below is an overview of the presence of each of these populations, beginning with minority groups covered by Environmental Justice regulations.

4.1 Minority Population Groups

The presence of African Americans in the study area is most significant along the west boundary in the Detroit neighborhoods of South Schaefer (census tracts, 5247 and 5248), the core of Delray (census tract 5236) and Corktown (census tracts 5207 and 5215) (Figure 4-1). African Americans represent at least 60 percent of the total number of people in these areas.

The Asian population is very small in the study area (Figure 4-2). No census tract contains more than two percent of the total population that is of Asian ancestry.

People of Hispanic/Latino ancestry area least concentrated in Corktown and Dearborn South (Figure 4-3). The greatest concentration is the Springwells Village (census tracts 5238, 5240, 5241, 5242 and 5243), Vernor-Junction (census tracts 5231, 5232, 5233 and 5234), Mexicantown/Hubbard-Richard (census tract 5211) neighborhoods.

The two other ancestry groups covered by the Environmental Justice regulations as minority populations – Native Hawaiian/Pacific Islander (Figure 4-4) and American Indian/Alaskan Native (Figure 4-5) – do not represent more than two percent of any census tract in the study area.

Households in poverty in the study area (Figure 4-6) represent about 25 percent of all households. This is 2.5 times the region's poverty rate. The household poverty rate was at or above 20 percent in 2000 in every census tract in the Detroit portion of the study area except the Oakwood Heights neighborhood. It was at or above 20 percent in Ecorse, River Rouge and census tract 5735 in Dearborn. Census tract 5742 in Dearborn plus all of the portions of Melvindale and Allen Park in the study area have household poverty rates below 20 percent. Census tract 5760 in Allen Park has the lowest poverty rate in the study area – 1.9 percent.

4.2 Other Ancestry Groups

Typically, all other key ancestry groups – Arab, English, French, German, Irish, Italian, Polish and Scottish (Figure 4-7 through 4-14, respectively) – represent no more than five percent of the total number of people in any census tract in the study area. The notable exceptions are:

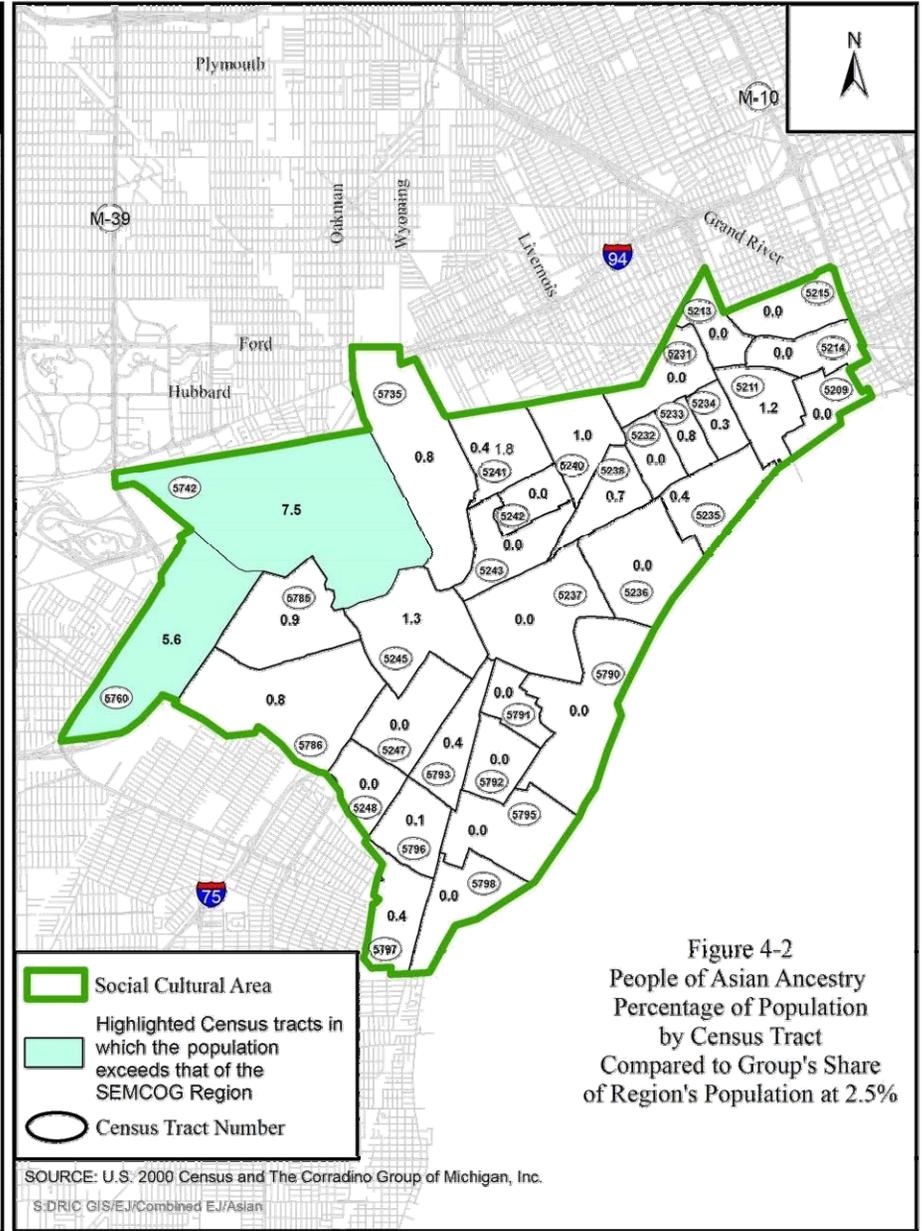
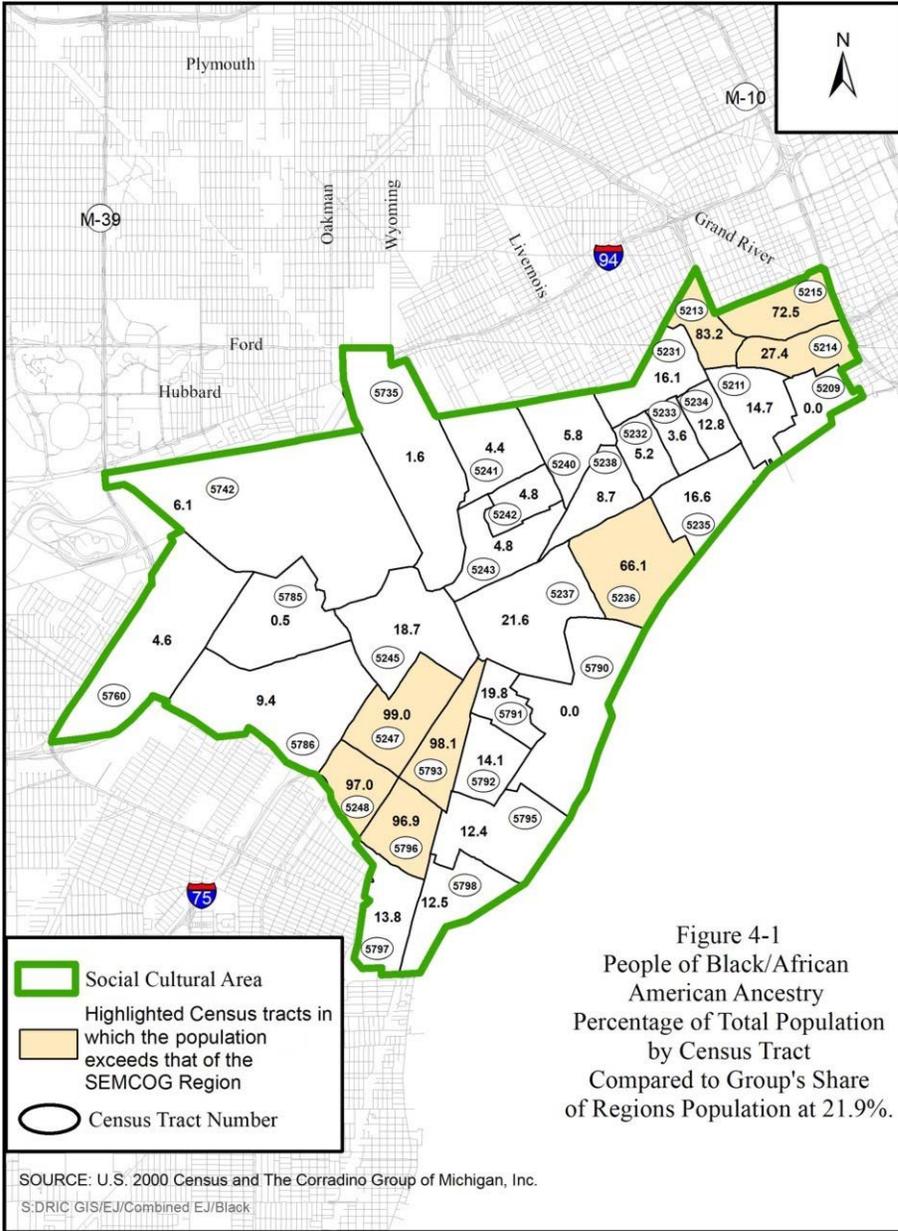
- Census tract 5735 in Dearborn South for Arab people (Figure 4-7)
- Census tract 5760 in Allen Park, of which about 12 percent of the population is of English ancestry (Figure 4-8)
- Census tract 5791 in River Rouge, of which almost 13 percent of the people there are of French ancestry (Figure 4-9)
- Census tract 5760 in Allen Park; census tract 5742 in Dearborn South; and, census tracts 5785 and 5786 in Melvindale, the populations of which are close to or above 20 percent of German ancestry (Figure 4-10); and, in those same areas, at least ten percent of the total population is of Polish or Irish ancestry (Figure 4-11 and 4-12)
- Census tracts 5795, 5797 and 5798 in Ecorse, of which ten percent or more of the population is of Irish descent.

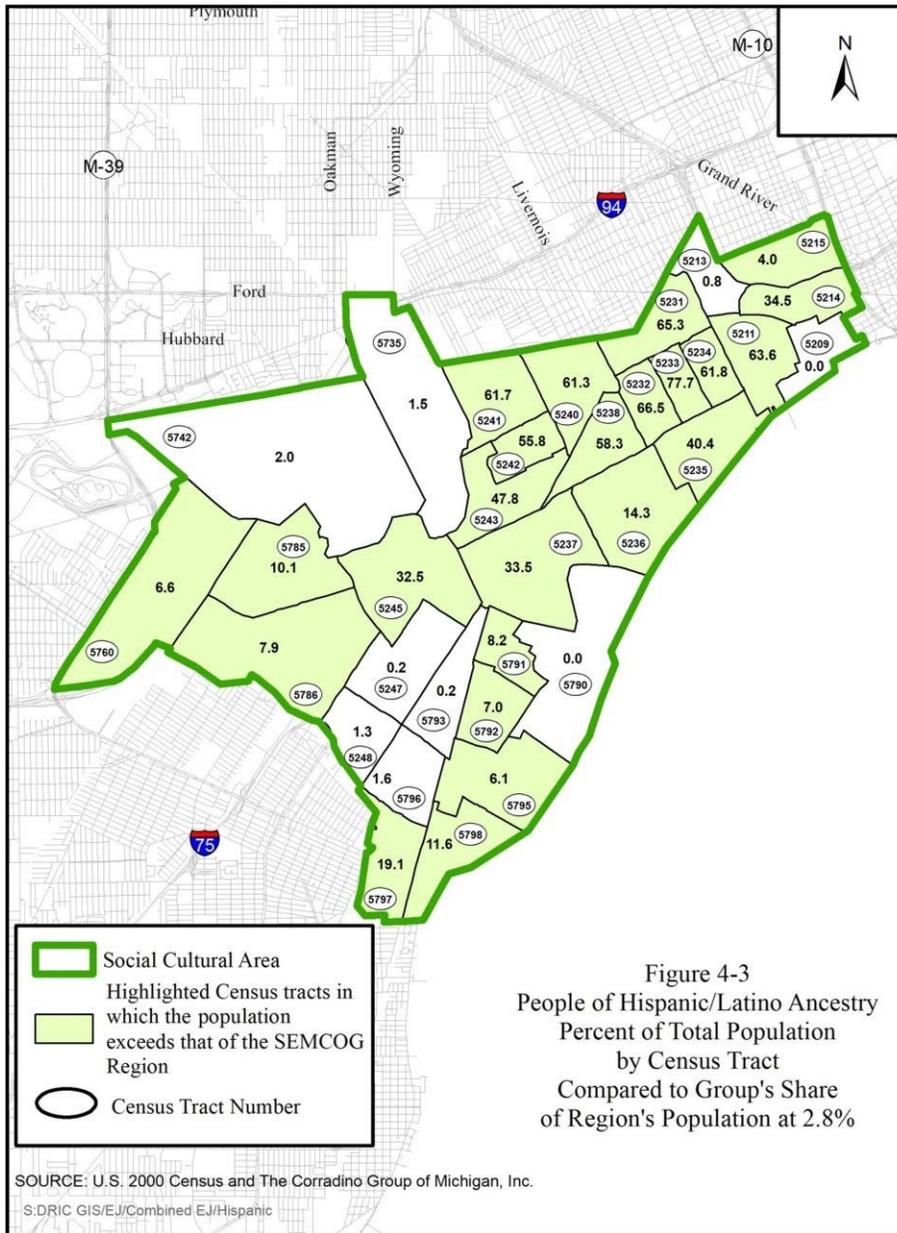
4.3 Issues and Concerns of Local Residents/Groups

Hundreds of people in almost two dozen groups were interviewed to discuss: their view of the facilities and services available to them; issues/concerns facing them; and, opportunities that are ahead (Table 4-1 and Appendix A).

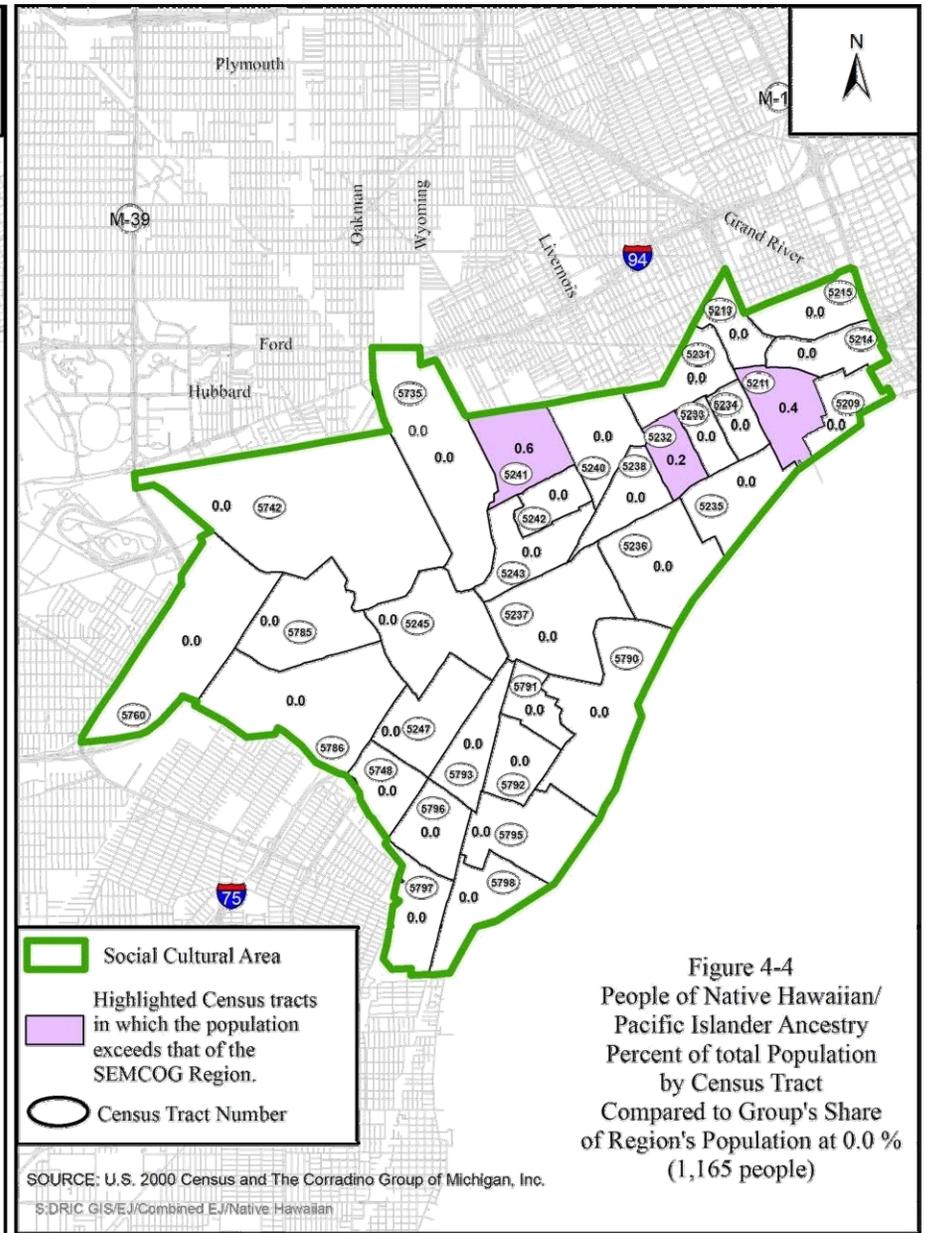
Historically, Delray residents believed the challenges they confronted could be addressed. Some residents still believe this while other residents and those outside Delray view the challenges as overwhelming. The lack of services, ever-present crime, and the continuing increase in industrial uses and decrease in housing stock contribute to this view. Assets like the churches, Southwestern High School, the Delray Community Center and social service organizations are overshadowed by the close proximity and visibility of Zug Island and the Detroit Wastewater Treatment Plant.

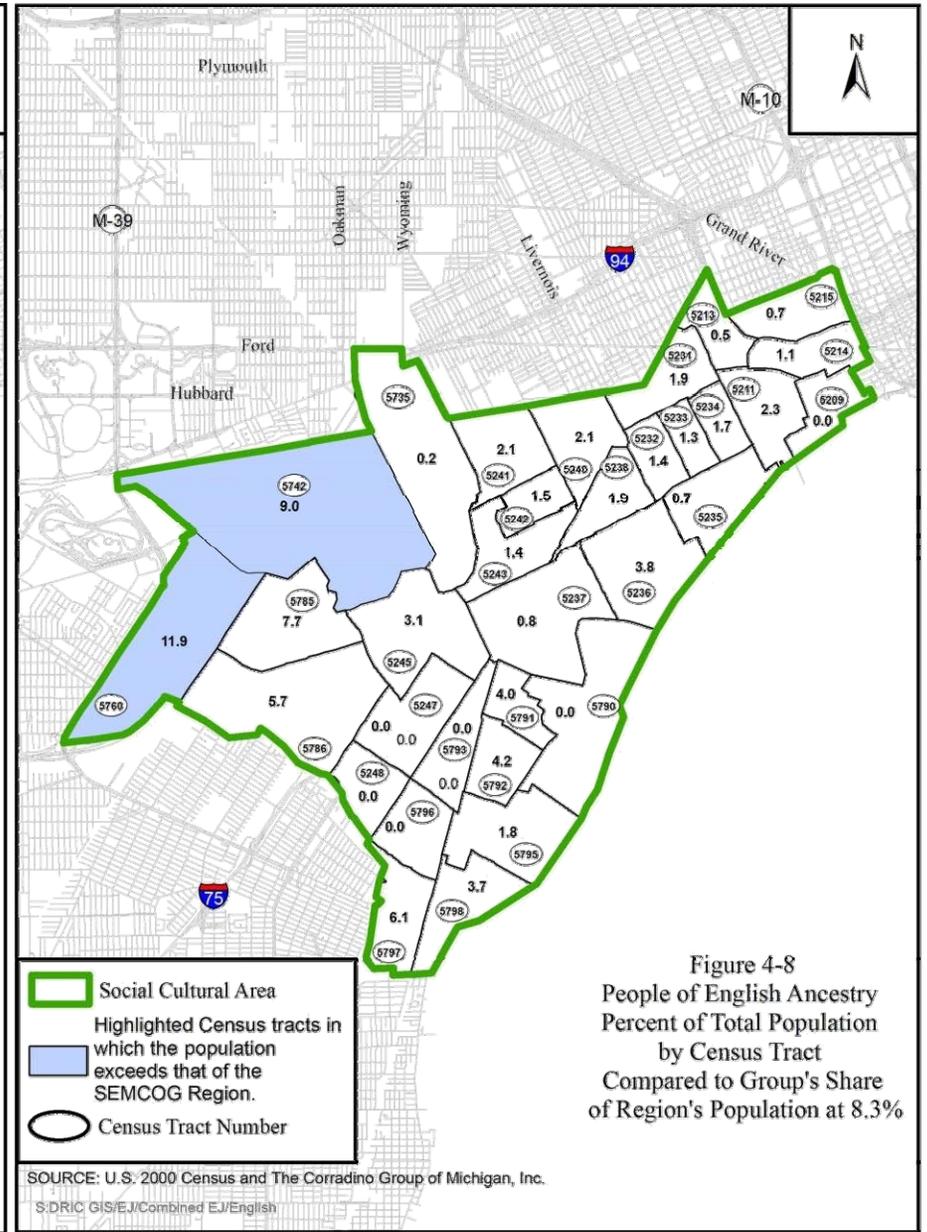
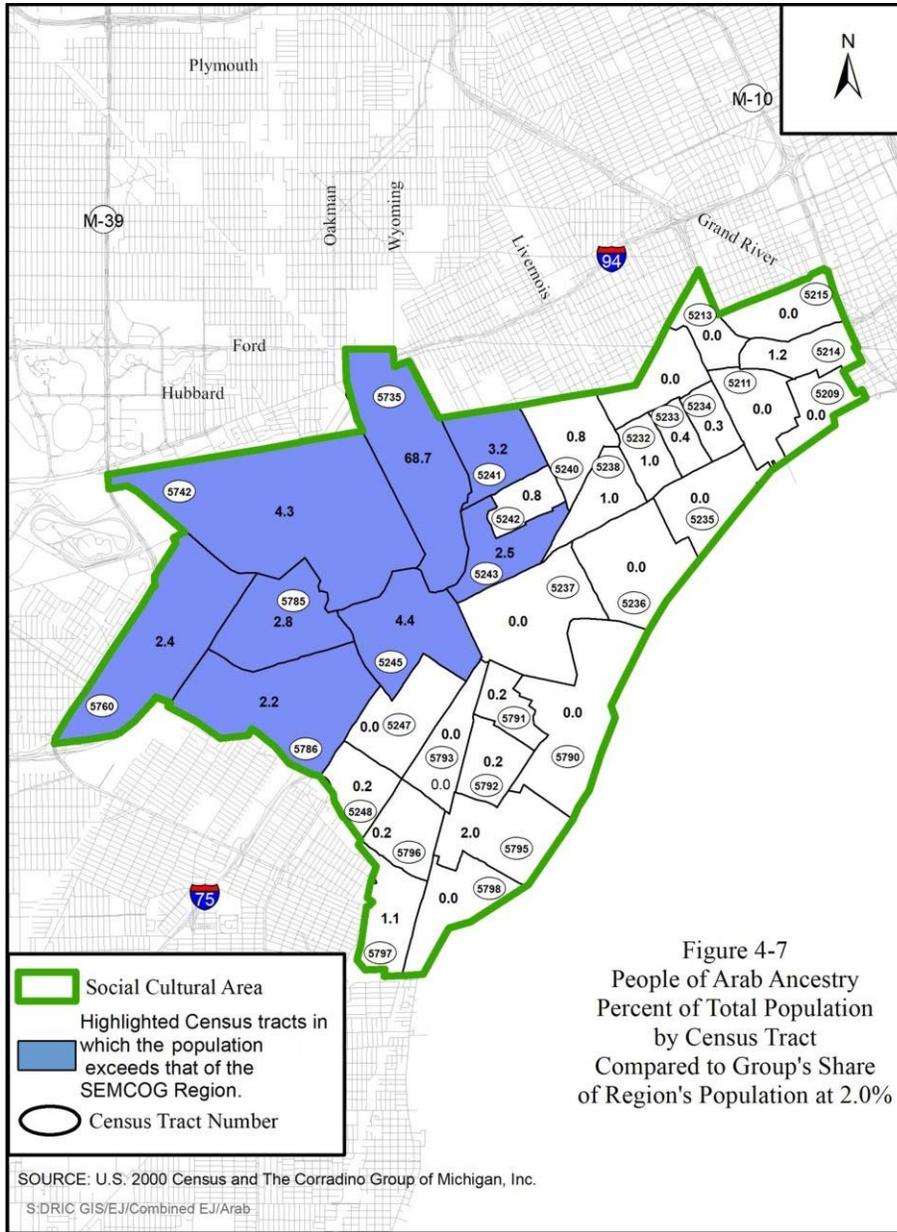
The DRIC team engaged community residents and other stakeholders in visioning and related workshops throughout 2006 and 2007. These sessions were well attended and the information gathered helped in the preparation of this inventory. Vision statements with and without a new bridge were created by the workshop participants (see Appendix A). Many participants viewed this proposed project as an opportunity for the rebirth of their community. The DEIS identifies the impacts and benefits to Delray. The possible investments in infrastructure, housing, jobs and job training resulting from a new border crossing with public oversight through public/private partnership will be investigated further once a recommended alternative has been identified.

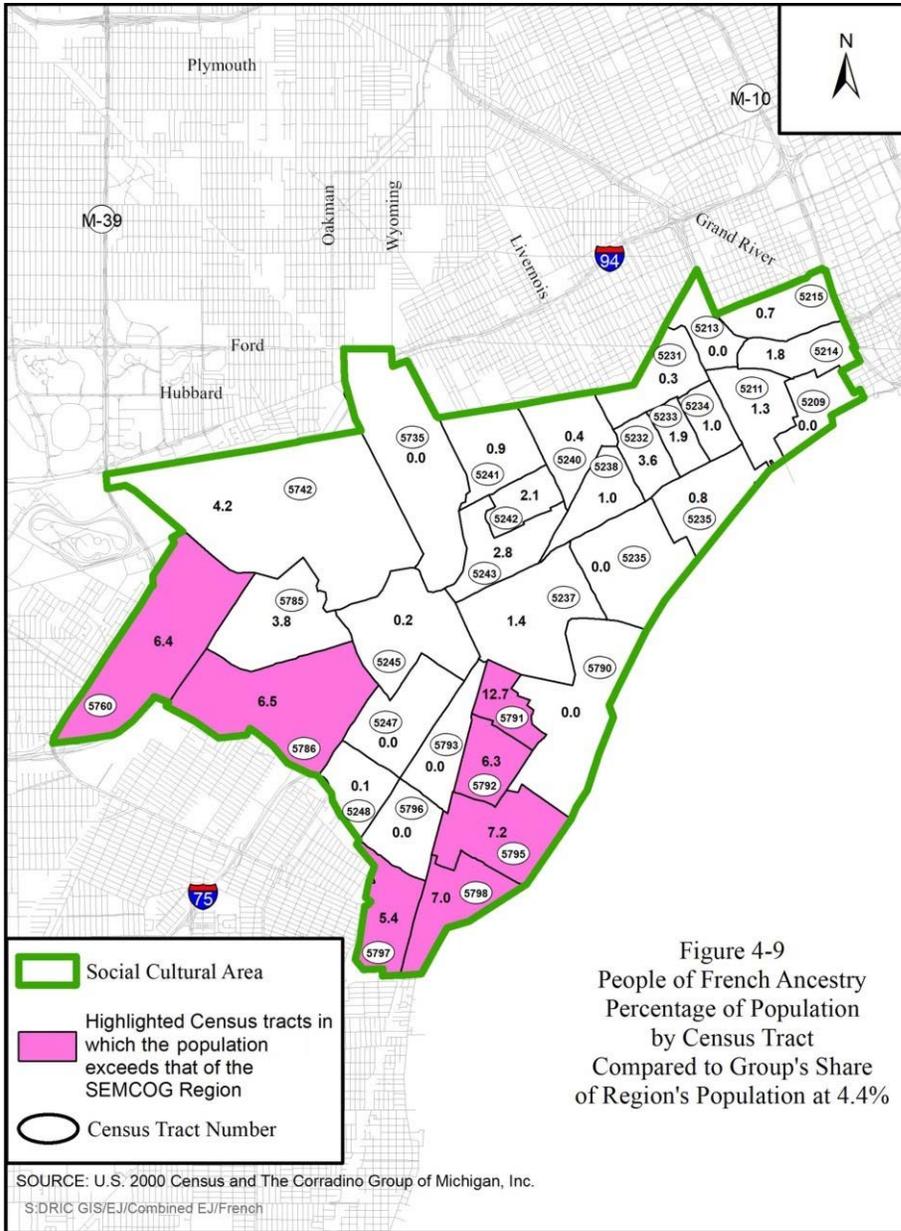




SOURCE: U.S. 2000 Census and The Corradino Group of Michigan, Inc.
 S:DRIC GIS/EJ/Combined EJ/Hispanic







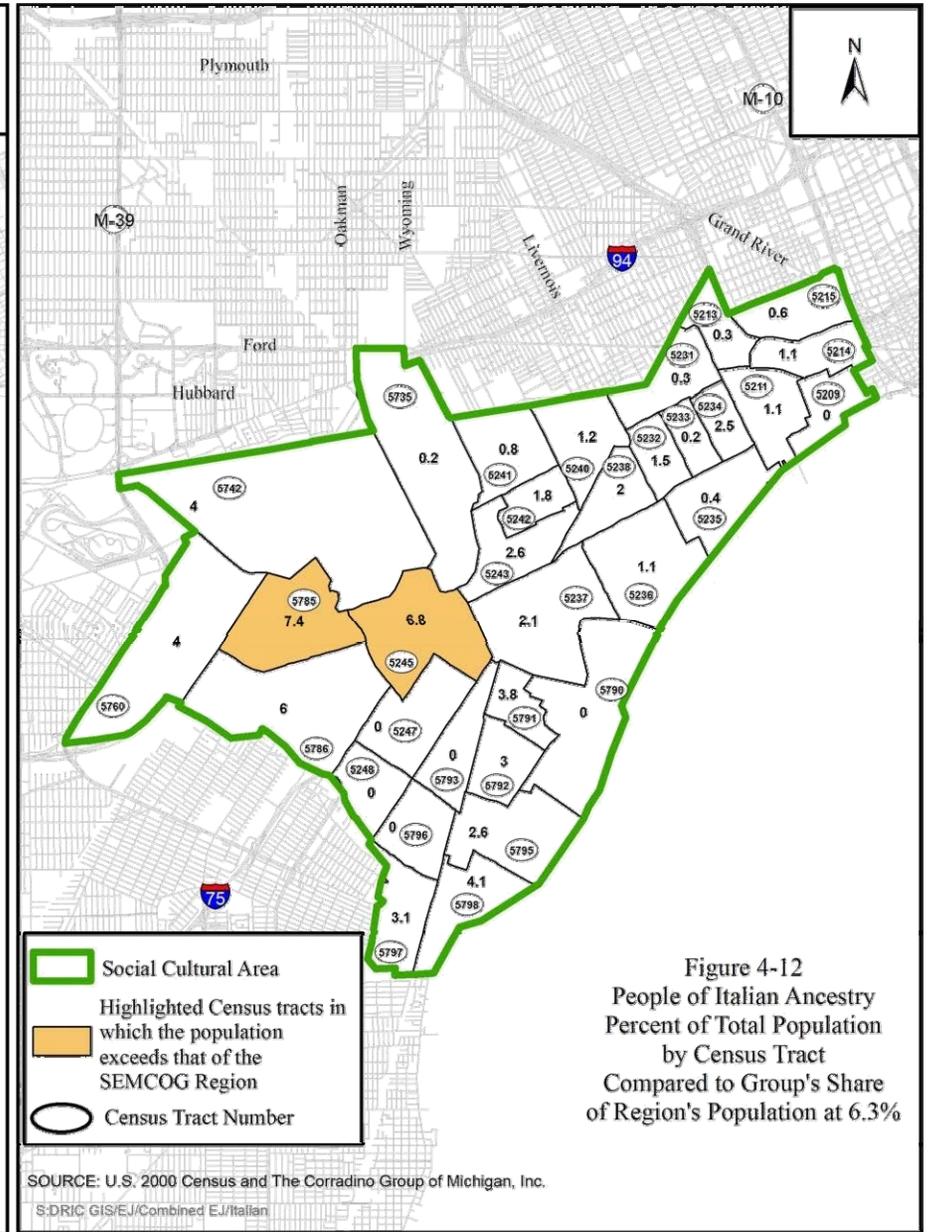
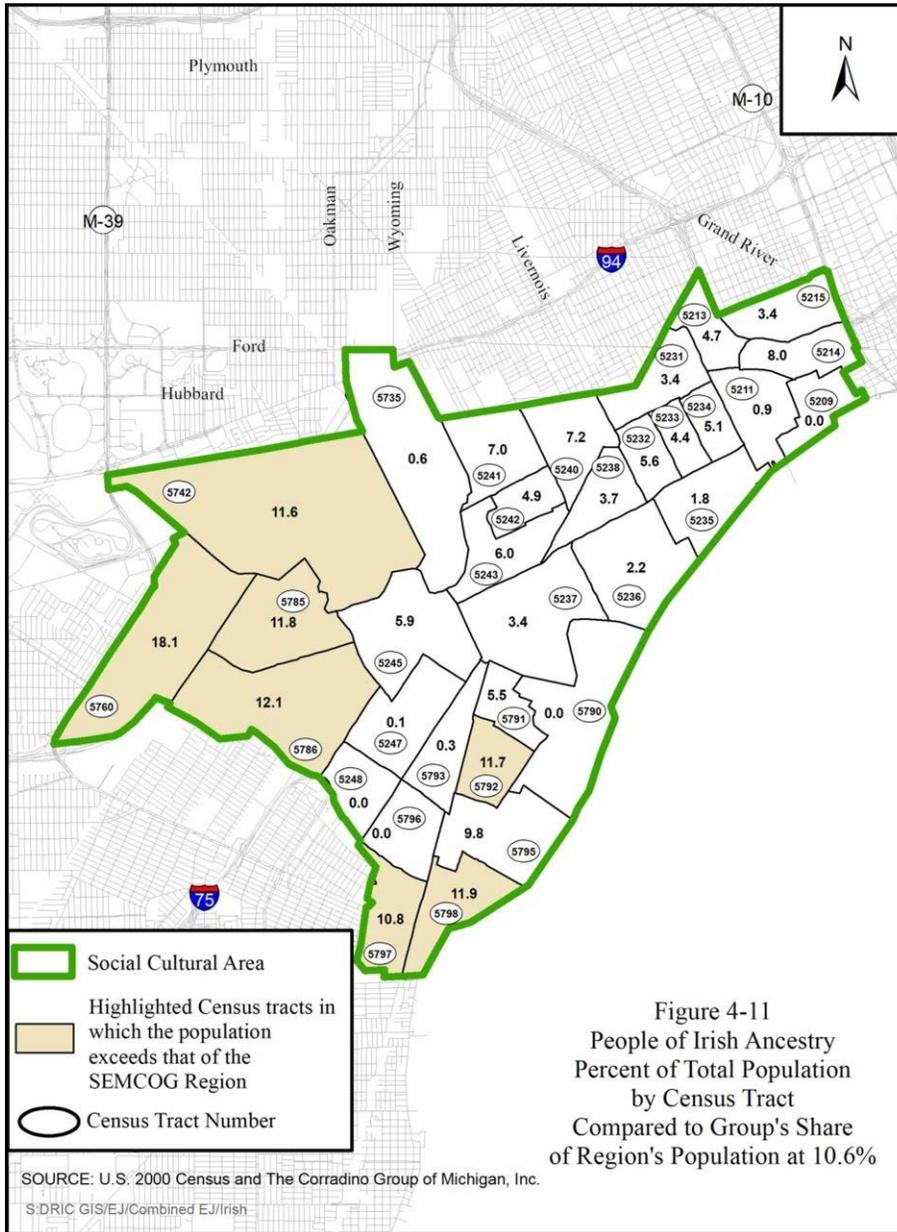


Table 4-1
Detroit River International Crossing Study
Summary of Interviews

Issue Population Group	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
African American Original United Citizens of SW Detroit^a	Kemeny Recreation Center, parks, schools, roller rink, 30+ churches in the area. There is a Critical Care Unit in the city of Lincoln Park that serves area residents.	Kemeny programs for seniors. Food and Friendship programs. Churches provide Back-to-School program.	Shut down of the neighborhood city hall. A police mini-station is needed. A library is needed. Jobs for young people in their 20s and 30s. Improvements needed to the area schools. Community shopping is needed. Municipal issues such as trash, abandoned houses, code enforcement and the like need to be addressed.	Commercial development to support residents in the area. Park development. Ethnic diversity is increasing in this area.	Environmental issues that affect the area (air quality). Jobs for young men and women.
Hispanic Local Historian Osvaldo Rivera on Detroit Puerto Rican Community	The Catholic and Evangelical churches/schools. The Puerto Rican Club, Latino Family Services, LA SED and the Detroit Public Schools.	Non-profits like LA SED and Latino Family Services. Patton Park for the kids.	Education/crime/lack of Hispanic candidates running for office. Need to improve school system and create opportunities for all Hispanics because the numbers just keep growing.	Education and job training.	Hispanic community is very integrated, unlike a lot of other places where there are dividing lines.
Hispanic LA SED	Churches, LA SED, other non-profits in the area.	Senior transportation to services, information referral, food and friendship programs.	Senior transportation and translation. Concerned about the effects a potential border crossing could have on the overall community. Lack of funding to create structured programs with measurable results.	Access to services and jobs. Emerging groups of Hondurans in the area. Dominican enclave at Livernois and McGraw.	Truck traffic throughout the community affects the structural integrity of the businesses and homes.
Hispanic Mexicantown Community Development Corporation (MCDC)/Hubbard- Richard Neighborhood^b	Cesar Chavez School, Latino Family Services, W. Vernor commercial district, Michigan Avenue commercial district, MCDC District, Bagley Housing, BUOY 3, Roberto Clemente Recreation Center, Bowen Branch library, all Catholic churches, especially those with schools.	Housing development, jobs and economic development in the business district that employ people from the neighborhoods. Economic development in the commercial districts.	The biggest challenge outside a new border crossing is immigration. Political movements, such as "English only," damage the upward mobility of Hispanics. Education is very important. A twin span of the Ambassador Bridge is damaging to the Hubbard-Richard/Mexicantown community.	Locally-owned businesses, a strong workforce and the new image of Southwest Detroit as a stable and growing community. A second bridge can bring about economic development opportunities; people will be able to find work locally. Hispanics are moving into Delray because there is little affordable housing for renovation in Southwest Detroit. The Hispanic community needs better programs for health and well-being.	Younger people will stay in the community if things get better. If not, people will move. Seniors will stay because this is where their social network is located.

^aOriginal United Citizens of Southwest Detroit represents 20 groups in the South Schaefer community including the Kemeny Recreation Center, Citizens with Challenges and various neighborhood block clubs.

^b Mexicantown Recreation Center also provided input regarding the Hubbard-Richard Historic neighborhood.

Source: The Corradino Group of Michigan, Inc.

**Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews**

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Hispanic CHASS - Community Health and Social Services		Schools, churches, parks, recreation centers, commercial districts, local non-profits and soccer leagues located at St. Hedwig Park located at Junction and Otis. CHASS is the only local clinic that provides services to the area's Hispanic community.	Increase in patient load due to upper respiratory diseases. There is a shortage of bi-lingual nurses in the area.	Air quality, asthma and pollution. Increase in crime. Loss of housing. Lack of mobility due to increased truck traffic. Threats to potential development.	Expansion of CHASS. The area is a good place to find employment in unskilled labor, jobs in restaurants, Marathon refinery, etc. West Fort Street Business Association has organized to address some of the needs of the area.	CHASS is concerned with property relocation for a new bridge. In the event that CHASS were to close it would be detrimental to the community because the City of Detroit does not have the capability to provide language translation services to patients. CHASS is a command post for the Homeland Security Department in the event a disaster should occur.
	Hispanic Latino Family Services	Latino Family Services Center.	Latino Family Services provides for mental health, domestic violence, seniors, youth intervention (various programs). There are partnerships with the Detroit Public Schools to provide services for youth.	Stress for the seniors who must move. Negative environmental impacts of increased truck traffic through the area. Air quality is the most obvious. Southwestern High School will be impacted; the school must be taken into consideration. Homelessness is a problem in the community especially among veterans and women with children.	In the event there is property acquisition for the DRIC, Latino Family Services would like to serve as the clearinghouse for all paperwork. Latino Family Services is a trusted agency in the community and can help. In some cases this may be an opportunity for some of the residents to get out of a bad situation. There is a large Central American population in the community that you will not find in the census data that we should know about.	Investment is needed in the Chadsey High School area. It is becoming the next Southwest Detroit. People want to stay if you give them the opportunity to do so. Community needs structural changes to become more prosperous in the future.

Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
<p>Other Southwest Detroit Environmental Vision and All Saints Housing^c</p>	<p>Churches, schools, parks, local non-profits that serve the area's residents. The commercial strip (Vernor) that provides the community with neighborhood shopping.</p>	<p>Neighborhood shopping and the prospect for more community services</p>	<p>Concerned with the appearance of the new bridge, plaza and interchange. Anything that is built should also have a goal of revitalizing the area. Livernois should be a "grand vista" corridor from I-94 to Fort Wayne. Also, open up the riverfront as a Greenway.</p> <p>The Delray neighborhood should function as an industrial/commercial (logistics/trade hub) area. The area has respectable housing yet lacks stability. There needs to be new land uses that are compatible with residential components.</p> <p>The breakdown of basic municipal services has the residents angry and upset because they do not have the support they need.</p> <p>Seniors in the neighborhood are very few and live on marginal incomes. Some are invisible. They need costly repairs to homes. The area is still good for them because it is inexpensive.</p> <p>The youth are experiencing different problems by way of safety to and from school. Gang presence is a concern, whether it is real or perceived.</p>	<p>Trade-off between cleaner air and introduction of new facilities with state-of-the-art system to prevent further pollution</p> <p>An opportunity to create some type of social programming to clean up the indoor pollutants of many homes. The incidence of asthma is high and much can be done to reduce attacks.</p> <p>Models such as those of Bridging Communities and Bagley Housing can be followed to revitalize the Delray area.</p>	<p>Lower population means less support for the churches, as evidenced by the number that have closed.</p> <p>Delray is isolated and, thus, suffers disinvestment. The neighborhood is fragmented and needs something to hold it together.</p> <p>The challenges to any of the mentioned opportunities are always in need of funding and support by the municipality.</p>	

^c All Saints Neighborhood Housing and Southwest Detroit Environmental Vision were interviewed together.
Source: The Corradino Group of Michigan, Inc.

**Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews**

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Other Delray United Action Council		CHASS, Delray United Action Council, Southwestern High School, Delray House, local churches. Recreational opportunities are found outside of the area.	Delray United Action Council (DUAC) provides programs for seniors. The facility also provides senior home repair grant money and a food bank. Residents of Delray must travel outside of Delray to receive services such as health care, social services and the like. Many of DUAC's referrals are from outside Delray.	The issues affecting Delray are largely the decline (population and business) of the area and lack of reinvestment. Crime in the area is due largely to drugs. Homelessness is a problem. The youth in this community are trapped. The children don't travel outside of Delray to see other things, visit other places, and have different experiences. Their opportunities are limited here.	Hispanics moving into Delray to repair and renovate existing housing are a plus for the community, but the key item is that it is existing housing, NOT new housing. The idea of creating new housing in Delray is challenging, largely because of the environment. DUAC has attempted to construct the Delray Pavilion on Harbaugh Street, but the City denied the request because the administration, at that time, believed the environment was bad for residential uses. For this reason, the senior center was relocated to its present location on W. Grand Blvd.	None recorded.
Other Detroit Public Schools^d		Churches, schools, parks, local non-profits that serve the area's residents.	None recorded.	Southwest Detroit's school district has shown the most student population growth. Students have asthma-related problems. Ventilation system at Southwestern High School is constantly dirty and needs improvement. The impacts of industry next to education land uses are a problem. The community is confused between the efforts/plans of the Ambassador Bridge and what MDOT is considering in the DRIC Study are not well understood.	Concerned about any plans that demonstrate large sweeping ramps surrounding the Southwestern High School.	None recorded.

^d The Detroit Public Schools was interviewed on two separate occasions. The first meeting was organized by the district school board member Jonathon Kinloch. Board member Kinloch asked the principals of all the schools within the district to attend the meeting. The second meeting was held on September 12th, 2006 at the administrative offices of the Detroit Public Schools. Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Issue Population Group	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
<p>Other River Rouge Public Schools^e</p>	<p>One of the draws of the area is that River Rouge has all of the amenities of a big city. It is not just a bedroom community.</p> <p>There are many rental houses available but the housing stock is old.</p> <p>The Hispanic parents say the city is a step up from Delray and Southwest Detroit.</p> <p>Hispanics are migrating from Southwest Detroit to the River Rouge public schools. Walter White School offers full-day free kindergarten and bilingual services.</p> <p>Most students want higher education and the drop-out rate is down.</p> <p>Many children have asthma and the number has increased. Many of the parents have transportation issues and River Rouge has cluster schools.</p>	<p>Churches are the most important. City parks, the center at Beech Wood and the teen center, if it is open. The library is used quite frequently because not many homes have internet access. There are non-profits that provide guidance centers and free Head Start.</p> <p>Some of the non-profits are Good Fellows, Knights of Columbus, River Rouge Men's Club and River Rouge Boxing.</p>	<p>None recorded.</p>	<p>Make River Rouge a place to have fun. Bring in commercial development; the only commercial development is on Jefferson. Revitalize the area with more home ownership. New housing would play a major role in revitalization.</p>	<p>None recorded.</p>

^e The River Rouge School District was interviewed collectively with representatives of the school district, i.e., principals and administrators being present.
Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
<p>Other Southwest Neighborhood City Hall</p>		<p>CHASS, Delray United Action Council, Southwestern High School, Delray House, local churches, Latino Family Services, and Club International. Fort Wayne must be protected.</p>	<p>People of Delray have to travel outside the community into Southwest Detroit to get the services they require.</p>	<p>The main issues affecting Delray are the lack of jobs and abandonment of housing and businesses that has taken place over the last 30 years. The area is in a strategic location because of the Ambassador bridge, tunnel, ferry and I-75.</p> <p>Crime is not as bad as people may view it. The crime that takes place is perpetrated by people from outside Delray dumping trash or abandoning cars. Delray's obscurity draws the criminal element.</p> <p>The McMillan elementary school closing was a tough issue for the community because they lost another resource and that makes it difficult for families without transportation to get their children to school.</p> <p>The joblessness of the area is probably the biggest factor of all. If people do not have jobs they cannot sustain their families. Hypothetically, if a bridge were to come through, it can help bring back Delray.</p>	<p>The Hispanic community is moving into Delray to repair and renovate existing housing, which is great for Delray. Hispanics are investing in the property and ignoring the environmental factors around them.</p> <p>In the greater Southwest Detroit area there is another trend happening. Hispanics are moving to the North (Michigan Avenue and McGraw Street). This is due largely to the outgrowth from Southwest Detroit (Vernor) area. Along the Vernor corridor it's hard to find housing that can accommodate the larger family households. They find those homes in Delray, and in other areas. In the event they cannot find suitable housing and are fortunate to have an empty lot adjacent to their home, Hispanic families will purchase the lot and build additions to the home financed through equity loans.</p> <p>Hispanic parents are now realizing that they need to be "techno-savvy" and want their children to understand and achieve.</p> <p>Another trend in the area is that about 45% of the Hispanics families own property here and in Mexico. When things go bad here, they move back to Mexico.</p>	<p>None recorded.</p>

Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Issue Population Group	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Other Bagley Housing/Hubbard-Richard Neighborhood	<p>Local churches, schools, restaurants, parks, recreation center, Latino Family Services, Matrix Theater, Salvation Army.</p> <p>Employment facilities are located throughout the Mexicantown community, i.e., grocery stores, retail stores, local machine shops, the bridge, tire repair shops and other larger facilities</p> <p>Rio-Vistas senior citizen housing is successful because it's affordable.</p>	<p>Housing rehabilitation and new home construction for low-income families and seniors.</p>	<p>Environmental issues and traffic congestion. The DRTP proposal would take trucks off the local roads and put them directly on the freeway.</p> <p>In the Hubbard-Richard neighborhood, most seniors are on SSI and, to some extent, pensions from their spouses. The homes of seniors are deteriorating because many of the seniors are debating between home repairs and medication.</p> <p>Truck traffic in the area is largely from the Ambassador Bridge using Livernois and Clark to I-75. Residential streets (16th and Clark) are being used for truck traffic.</p> <p>Vagrants and the homeless have always been part of the community.</p>	<p>Rehabilitation of the MC Depot because it affects the business environment of the area.</p> <p>In-fill, new homes designed for the extended family to be built between 18th Street, Porter, McKinstry, and 17th Street.</p> <p>There will be 45 new homes built with three bedrooms, two bathrooms and accommodations for the handicapped. The waiting list for the 45 homes has topped 200.</p>	<p>Southwest Detroit is continuing to grow and any plans should take into account the changing nature of the community's ethnic diversity and the needs that result from that.</p> <p>The Hubbard-Richard area is a mixed residential area of Hispanics, African Americans, and Whites. The housing stock in the area varies between historic, stable, new construction, and those that are in need of repair.</p> <p>The social/cultural issues of the community are no different than those in any other area.</p> <p>The educational attainment varies in the area; however, the closer you get to Corktown, it begins to get higher.</p>

Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Other Greater Corktown CDC		<p>Historic Most Holy Trinity Church, which is also a museum; The Gaelic League for the Irish community; The Maltese Club on Michigan Avenue; The Detroit Hispanic Development Center (DHDC); The IBEW Hall.</p> <p>The historic housing in the area to be preserved and maintained as "Detroit's oldest neighborhood."</p> <p>The neighborhood is ethnically mixed with African Americans, Irish, Mexican, Puerto Rican, White and others.</p> <p>Schools.</p>	Homeless soup kitchen on Michigan Avenue, near the Old Southwest Detroit Hospital; Homeless Shelter on Trumbull; Corktown CDC providing information as a conduit to City government; DHDC for Hispanic advocacy.	Focus on in-fill housing and continued preservation of historic homes. Developing Main Street USA appeal in the area.	The Riverfront commercial/residential revitalization with a mixture of owner-occupied and rental units. Resolving the Tiger Stadium issue. Reducing Michigan Avenue from nine lanes to something less with a landscaped median, lights, sidewalks and trees to make it more pedestrian-friendly. The MC Depot area. Condo renovation of the hotel on 14 th and 22 townhouses developed next to the condos. A museum behind Most Holy Trinity Catholic Church. Construction of 30 moderate-rate homes built starting in July 2004. Connecting Mexicantown and Corktown through a greenway system.	The neighborhood remains concerned about the Detroit Intermodal Freight Terminal Study and the effects of pollution and increased truck traffic. They are also concerned about the coordination and compatibility issues of the various transportation projects.
Other Non-Profit Facilities Center (A joint project of United Way and the Non-profit Finance Fund)		The main places that people use are the Delray House, Kovacs bar, and area churches. Another facility is public transportation to allow people access to the downriver communities. Transportation is critical to this community because people must travel outside the community to purchase or receive services. There is no shopping within walking distance.	The main issue affecting the population is the 20- to 30-year decline of the community beginning with plant closings. Delray's current situation did not happen overnight. The area has challenges with development because it will take something big or something with a large infusion of money to redevelop that area. It is not attractive to retail developers because there is no market in that enclave.	People still live in Delray because of the affordability factor or they simply have no option. For the immigrant population it is a good opportunity because it allows them an affordable entry to homeownership. The immigrants are coming in as a result of the spillover affect of Southwest Detroit. Most homes need some form of repair and reinvestment.	The biggest opportunity for the area is going to be the decisions made for land use along the river. The plans for Ft. Wayne, DTE energy's property, and the like must be determined. A strong commitment of money over an extended period of time is required to repair years of deterioration.	None recorded.

Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Other Delray Community Council/Peoples Community Services^f		Churches within Delray, Southwestern High School, Delray Community House and park/playscape.	<p>People in Delray go outside of Delray to find services such as entertainment, dining, and retail shopping.</p> <p>Some of the churches offer job placement services and food banks. The Family Independence Agency (FIA) office on Jefferson is important to the community because some of the residents go there, although it is a regional office.</p>	<p>The main issues for the Delray neighborhood are the industrial blight and government neglect that have forced businesses and residents to relocate out of the area.</p> <p>Pollution and contamination are more perception than reality, the people in Delray are healthy.</p> <p>For seniors living on a fixed income, life is tough. In some cases the seniors are debating whether they pay for medication or fix house problems.</p> <p>Drugs are a problem for Delray. Adults are selling on the street, due to lack of an education and job availability.</p> <p>Conflict in the home environment causes the kids to stay away from home.</p> <p>Crime in Delray is a mixture of people from within and outside the area.</p>	<p>The main focus for Delray is repopulation. If you build affordable homes, then people will naturally move to Delray because north of Fort St. there is a lack of homes that can accommodate the modern-day family structure. Once businesses realize that the area is showing some progress they will begin to relocate there.</p> <p>Average household size is larger than what the census data suggest. The average household size is anywhere between 7 to 8 people per house.</p> <p>The area is a very mixed community. There were never any local racial tensions in Delray. Delray is a place that is welcoming to all people.</p>	The largest problem is the relationship between Delray and the City of Detroit.
Allen Park Library		Library, new shopping center where the VA hospital used to be (Fairlane Meadows Shopping Center), Residents will drive to Southland Mall instead of Fairlane Mall; will go to Toledo Zoo instead of Detroit Zoo; will seek services they require outside of the immediate area.	The conditions of Detroit have had a spillover effect on Allen Park.	Lack of jobs and overall state of the economy. The influx of other cultures (Hispanics & Arabics) has created a multi-cultural environment.	A few years ago people started moving from Canton and Farmington Hills to Allen Park. The city is affordable and can grow/develop. The area needs good reputable restaurant chain to draw lots of potential customers.	None reported.

^f The Delray Community Council/Peoples Community Services was a joint meeting.
Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Other Southwest Detroit Catholic Church Vicariate[§]		Schools, churches, Boys & Girls Club	The Catholic church offers a variety of programs for the family to address some of the social- and faith-based issues of the public.	Ownership of the new bridge; truck traffic; impacts to churches such as All Saints; relocation of people from their homes. Re-education of the labor force. Who would be eligible for the new jobs? Social concerns: drug addiction, education, poverty, prostitution, job loss leading to domestic abuse, crime and associated addictions.	We hope the DRIC project can clean up an abandoned section of buildings between Fort and Jefferson.	None recorded.
Other New Day Multi-purpose Center and Church		The Delray Recreation Center, Southwestern High School and churches. Everything else has left Delray.	New Day Multi-Purpose Center has several programs. The clients are citywide, not necessarily from Delray. They have a homeless shelter 24/7, soup kitchen that serves three meals a day, seven days a week, and food distribution.	The image of Delray is bad because people make it that way. Most of the people in Delray know each other so the crime is within a certain group of people. Illegal dumping, lack of transportation, senior citizens trying to maintain their homes, fixed incomes are big problems here. The barriers to new housing, lack of interested developers and vision. People have given up on this area. Education is also a problem because kids still think they can get a job at a factory and fail to understand that the new jobs require sophisticated thinkers.	Government wants the people out of Delray. That's why there is such a lack of investment in the area. Delray is central to Detroit's history because of Fort Wayne.	Construction of a new bridge is fine, but the people nearby must be taken care of.

[§] Two meetings with the Catholic church took place. The first meeting was conducted individually with Fr. Ed Zaworski at St. Andrew Benedict Catholic church and the second meeting was held at St. Stephens/Maria Madre de la Iglesia which was the Southwest vicariate meeting of all churches.
Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
<p>Other Michigan Avenue Business Association</p>		<p>Churches, schools, Boys & Girls Club, library, parks, firehouses. Michigan Avenue is a viable commercial thoroughfare and an asset to the community.</p>	<p>Habitat for Humanity, which is planning to build 60 homes at West Grand Blvd. and Michigan Avenue.</p>	<p>Trucks, prostitution, accidents, air pollution.</p> <p>The area needs clarity on the intersection of Michigan and Wyoming in terms of what will happen. The area is very busy with truck traffic and transportation /industrial uses.</p>	<p>More Hispanic businesses in the future. A Family Dollar Store, (mini K-mart). Street lighting for 2 ½ miles between Livernois and Wyoming on Michigan. Buffers between industry and community.</p> <p>Several plans are underway such as the Claytown Revitalization Plan, Downtown-to-Downtown plan, Michigan Avenue reconstruction to be finished at the end of September. Southwest Solutions is rehabbing a building on Michigan Ave. to provide another form of housing opportunity. Sidewalk and lighting enhancements to be finished in 2009.</p> <p>Corktown and Vernor are full and we are now in a position to begin efforts to revitalize the Michigan Avenue area.</p> <p>Land availability is a big draw for business because most of it is not City-owned.</p> <p>Population shift in residential areas. Arabs and Romanians still have an enclave in the Lonyo/McGraw area.</p> <p>Infill housing opportunities at Michigan Avenue/Livernois. Very few vacancies in the area.</p>	<p>There should be a plan for infrastructure improvements; standards need to be increased to accommodate the growth of trucking in the area.</p>

Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
Other Patton Park		The revitalized Patton Park recreation center has sparked energy in the area. Romanowski Park and the improvements there, Vernor Commercial strip and the new business and investments in the area are great.	There are a lot of different services in the area. You can find just about anything.	Environmental impacts of a new border crossing “truck traffic.” Jobs of the future – are they coming here or are they going to other people in other places? These people deserve something because they have worked hard to bring back the community and have a track record of improving the community. They should get jobs if they build a bridge. The neighborhood suffers from the basic social problems: crime, drugs, blight.	Southwest Detroit has an integrated community where people get along, raise families in ethnically-diverse neighborhoods and are supported by schools, community activities.	Area is a dumping ground of industry. Big companies come in promising jobs and economic prosperity but fail to comply with their promises.
Other Southwest Detroit Business Association		Churches both Catholic and Pentecostal, parks, MCDC, the W. Vernor Commercial District, schools (Public, Private, and Charter). In the Delray community the major places are the Delray House, Southwestern High school, and the Delray United Action Council. The residents have to go to the suburbs to find services or retail shopping. Delray residents also travel to Vernor to purchase the items they need. The Fort St. commercial strip is in dire need of business. It's in that condition today because of abandonment by industry. When those plants shut down, everything went with them.	Delray does not have a specific place where services are administered. Most, if not all, residents travel outside Delray to receive assistance. In that case they come up to Vernor and have access to restaurants and stores that provide unique cultural goods for the Hispanic community as well as the churches that provide Mass and services in Spanish.	The environmental issues of Delray make it difficult to attract businesses. Detroit, as a whole, requires an urban poverty policy. Manufacturing is not coming back and Michigan does not have a turnaround plan. The non-profit community is being challenged by financial set-backs. The traditional funding sources are no longer there and they are being forced to do more with less. There are some mergers of programs taking place. The future of education/children in Southwest Detroit is bleak. This is a challenging environment because of the encounters that children have. Not enough housing options, i.e., size and affordability of homes. The greater Southwest Detroit community requires strengthened bilingual education programs. Improved quality-of-life related to municipal services.	The "bow-tie" development at Vernor/Livernois. The Mexicantown Welcome Center and major rehabilitation of four buildings along W. Vernor. The Greenway network and links connecting different parts of the community. New businesses opening in the community. Soccer leagues continue to grow.	Delray is no different than any other area in the nation that has challenges. The greatest asset is the riverfront. That is something that needs to be built upon. If there is a comprehensive economic development strategy in the DRIC, then the area will be in a better situation. As long as immigration continues to happen, the community will do well. We have to be a welcoming environment to immigrants because they have been the catalyst for economic development in Southwest Detroit.

Source: The Corradino Group of Michigan, Inc.

Table 4-1 (continued)
Detroit River International Crossing Study
Summary of Interviews

Population Group	Issue	Facilities Which Serve the Population	Services for the Population	Issues/Concerns Affecting the Population	Opportunities Ahead for the Population	Other Issues
<p>Other Southwest Detroit Improvement Association</p>		<p>Churches, schools, non-profits, the recently-renovated Patton Park recreation center.</p> <p>The entire Vernor corridor with the ethnic stores, restaurants and new suburban-style strip mall developments have all added to the tax base and quality of life in Southwest Detroit.</p> <p>The Delray area has no shopping along W. Fort street or Jefferson Ave. like it once did many years ago. The area has suffered a tremendous amount of industrial abandonment that led to a long period of deterioration. In Delray, the basic facilities are CHASS, Latino Family Services, the local churches, the newly renovated Delray House, Delray United Action Council and Southwestern High School.</p>	<p>There are few services that are directly administered specifically for the residents of Delray. What you will find is that residents with social needs will travel to agencies outside of Delray to receive assistance and care. Those agencies are located throughout Southwest Detroit. There are places like the Delray United Action Council and CHASS, but that's about it.</p>	<p>There are several issues that affect the Delray community with a potential new border crossing. The benefits of a new border crossing with a Community Benefits Agreement for jobs, training, and housing along with a clear understanding of traffic patterns would be a big win for not only Delray but for all of Detroit. The design of the plaza and truck routes is very important to the livelihood of the community. For the residents of Delray this can be a big win because, finally, they can eliminate the abandoned lots, buildings, and blight of the area.</p> <p>On the negative side, the issue of pollution is always a concern and we must exercise every means to ensure that standards are upheld and nothing is taken for granted. Likewise, we must also see Delray for what it is. Zug Island is a nightmare and we cannot ignore that it is there. The area was once full of heavy industrial uses that are no longer there and have left behind a lot of contaminated land. Investors are not attracted to the area because the suburbs offer greenfields and not industrial brownfields, which require clean up, liability and a lot of headaches.</p> <p>In today's world, Delray is difficult to market as a nice place to live because of perceptions of crime and appearance of community and industrial presence.</p>	<p>I see the Hispanic community moving into Delray because of the opportunity for "fixer-upper" housing. Hispanics who see the business opportunity of moving into Delray ignore what is around them by way of industry. If the DRIC were to happen then I think it would bring some new investment to the area.</p>	<p>None recorded.</p>

Source: The Corradino Group of Michigan, Inc.

Appendix A

**Vision Statements Developed by
Community in a Series of Workshops
Held in 2006**

Detroit River International Crossing Study

Vision Statement WITHOUT a New River Crossing

The participants of the Detroit River International Crossing workshops envision the future WITHOUT a new river crossing as follows:

The area between Zug Island and the foot of the Ambassador Bridge along the Detroit River is experiencing an ever-improving quality of life for a number of reasons, including the area is clean and safe, with neighbors breathing clean air. New residential development is flourishing with families continuing to return. Programs, like the Neighborhood Enterprise Zone (NEZ) control the taxes of those who have remained in, and others who have moved to, the area. Historic structures are preserved, particularly the churches and Fort Wayne, which has become an international tourist attraction.

Developments in and around the area provide jobs with good wages for local residents. The City of Detroit supports this growth and development in a number of ways, including providing significant police and fire protection. Designated and policed truck routes further protect the neighborhoods in the area by directing heavy truck traffic around them.

Detroit River International Crossing Study

Vision Statement WITH a New River Crossing

The vision for the community WITH a new river crossing system is seen as follows:

The area between Zug Island and the foot of the Ambassador Bridge, known as the “host community” of a new river crossing, is experiencing an ever-improving quality of life.

The West Delray neighborhood is intact with no relocations because of the new river crossing, which is publicly owned and operated. Free housing has been provided to those few who were relocated. Improvements to housing and small businesses in the area are financed through a special fund designed to benefit the “host community” of the new river crossing. And, programs like the Neighborhood Enterprise Zone (NEZ) control the taxes of those who have remained in, and others who moved to, the area. Development that occurs in and around the new crossing supports good paying jobs for the local residents. The City of Detroit supports this growth in a number of ways, including providing significant police and fire protection. Further support of the area, including its air quality and the health of its residents, is caused by routing heavy trucks around the area over designated routes that are built to last.

Appendix B

**Results of Focus Groups
at Social/Cultural Issues Workshops
May 9 and May 10, 2006**

**Detroit River International Crossing Study
Social/Cultural Issues Workshop
Focus Groups
Tuesday, May 9, 2006
LA SED Recreation Center**

Introduction

The following text paraphrases (this is not a transcription) the input provided by community representatives in three focus groups (A, B and C) that addressed the social/cultural issues of Delray. On May 9, 2006, a public meeting was held at the LA SED Recreation Center to discuss with the public the opportunities and problems facing the community in the area shown on Figure 1 in the past, the present, and the reasonably-foreseeable future. Following a presentation by the MDOT Detroit River International Crossing (DRIC) Project Team, and a question/comment period, the larger group divided into smaller ones for a more personal discussion of the issues. Each small group was videotaped.

Group A

(As interpreted from Spanish)

(Moderator) Today, we are going to have a conversation about Social/Cultural issues pertaining to Delray and, to a larger scale, Southwest Detroit.

What are the social/cultural activities of Southwest Detroit that you feel need to be preserved and protected in this area?

Youth recreational activities. Catholic and Evangelical churches, equally.

What are the most difficult issues that this community is dealing with?

Houses, inflation, finding something affordable because all utilities are rising.

What do you believe are the most attractive features of this community? Why do so many Hispanics come to this area?

I believe that there are more jobs, more places to work, more places to live. This is a more desirable place to live than other places.

What are the types of jobs that Hispanics occupy?

Construction, home repair, landscaping. They will build you a home from the basement to the ceiling. They work very fast.

What are the most negative aspects that you find in the community?

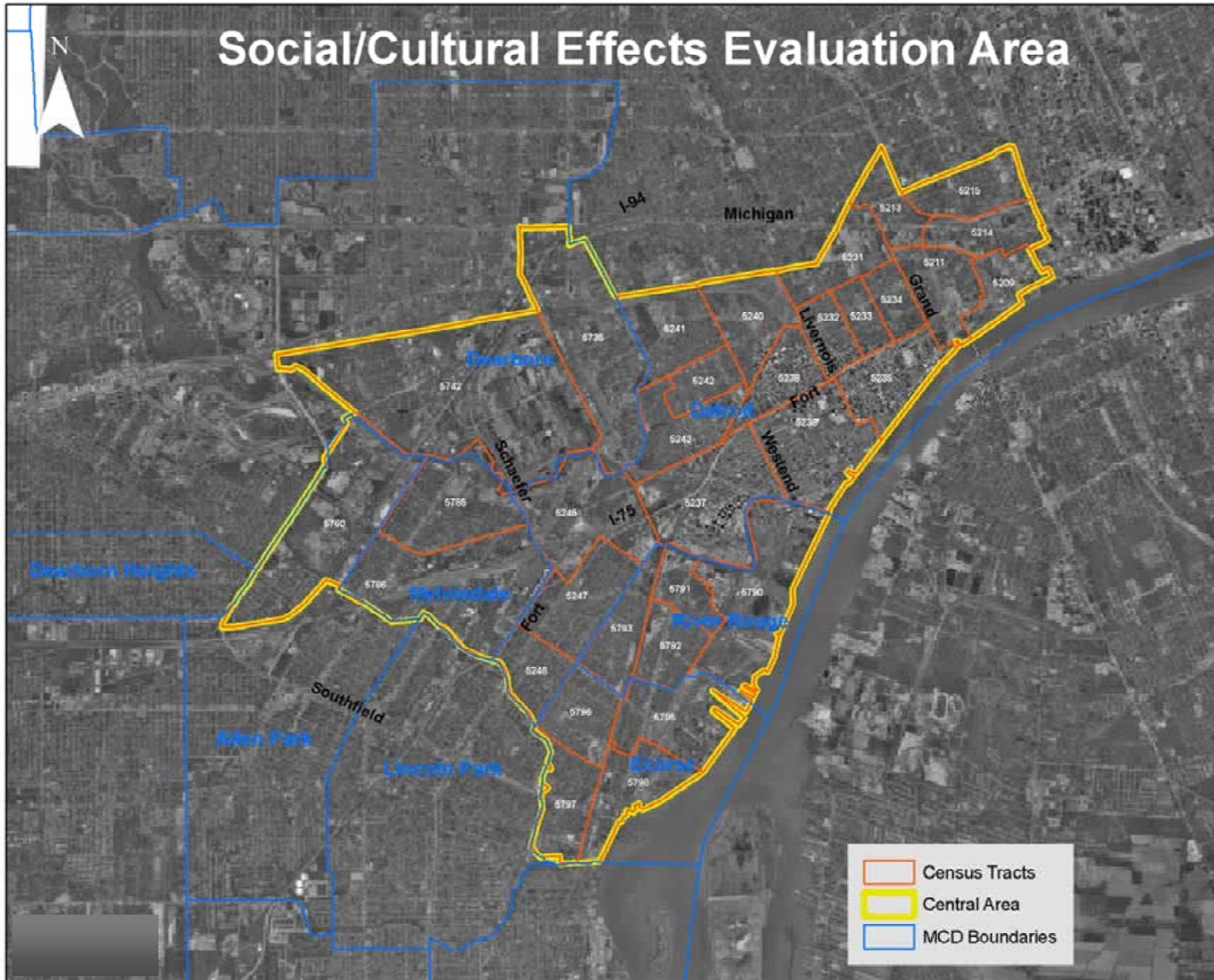
Violence, thieves, gangs. Not enough police.

What are the general needs of the community?

The police should have some respect for the Hispanic community. On occasion, they stop you when you come home from work. But, if there is a teenager cruising along with music blasting, then they do nothing. What is the basis for discriminating against workers? Can somebody tell me that this has not happened to them?

Because the people you speak of – the teenagers – do not have the money to pay a fine. Because you work, then you have the means to pay a fine. That's why the police come after you.

Figure 1



Source: The Corradino Group of Michigan, Inc.

Correct.

So what is the problem here? Would someone please explain it to me?

So do the police look for a way to issue fines or a way to maintain order in the community? The person that does not work, they won't issue them a fine because they are not going to pay it, and the person who does work will be issued a fine because they work, so what is it that the police are looking for?

A way to earn revenue.

Agreed.

That happened to me once and I confronted the police officer on why he stopped me as I was going slow and the car ahead of me was going much faster. His response was that radar got you and not the person in front of you.

Could someone from the authorities respect the Hispanic person in the same regard that they respect an American? Do you think it is possible ... that someone could see what is happening with the immigrants? I have been living in Southwest Detroit for 25 years and I can tell you that I have seen a steady decline and that the police have demonstrated preferences for people who sell drugs, carry a weapon, who are putting children in danger. Where I live, there are cars that travel at 60 to 80 miles an hour down my street and, ironically, the police will see you traveling 5 mph faster than the speed limit and pull you over, but nothing happens to that other guy.

Let's talk about a border crossing and your opinions. What do you believe are the most important aspects that someone should consider in the construction of a new bridge? How do you think this will impact the Hispanic community ... positive or negative?

If all goes well, it is positive for the people who have more money. For the average worker, I believe this is counterproductive. If you have been working to pay for a house for 20 years and you only have 2 years left to pay for it, then here comes the government to take your house, refund your money and tell you to leave. So, to me that is counterproductive. But if you are a person of means and investing, then this is a lucrative opportunity for you. For us, this is not productive ... we have spent a lot of time investing money to purchase a home inside the United States. For the rich, it is very easy for them to do what they must. For the person that started working 25 years ago, here comes the government to refund your money and tell you to go ... that does not sit well with me. I can't speak for everyone else but, for me, it does not work.

I heard at New Day Church that they were planning on making 300 homes in Delray and those would be offered to those who would be relocated. But, they are going to put in their prices and I don't believe that is how things are supposed to be. Those homes are not going to be of the same quality in comparison to ours. The way they make those homes, any little thing will damage the house.

What do you see as the future of Southwest Detroit? How do you see the future of Southwest Detroit with a bridge and without a bridge? What do you see happening?

Well, if there is a new bridge, I believe that there would be less traffic and we would arrive to our jobs not as late with less truck traffic in the streets. It is going to be a positive thing if they keep in mind the issues the community faces regarding transportation. I see it as a positive thing and would not mind relocating if they give me a house that is equal to what I have today. But I like the idea of a new bridge so I don't have to idle in long lines waiting to get into I-75.

I am in agreement with what she said.

Do you all agree?

(Group nods their heads in agreement.)

Let's say the future is now and there is a bridge being constructed. How would you all design a program to ensure that Hispanics of this area secure jobs in construction? You told us that Hispanics come here to work in the following fields ... construction, landscaping, cement work. If you were the policy makers, what kind of legislation would you write? What would you expect from the government?

I would say that they would have to publicize this first, so that the workers are aware of the jobs ... because many of them are unemployed. And the ones that are working are working for pennies. They should announce and provide detailed information on where to apply. So there are not just white people working. I must admit, when I see construction projects, I almost always see Hispanic workers. Why? Because they work hard. But, a lot of times they don't have the ability to obtain the work and they need a hand up. Where do they go, who is going to interview them?

We just heard that the federal government had to address the issue of immigration. How do you see the issue of immigration impacting those workers that you mention from obtaining those jobs? What are the laws that people in government need to address?

They are responsible for telling us what opportunities there are going to be. Because many immigrants are scared to do anything because they don't have papers. But, they don't want to leave here because they want to make money.

They need to give the immigrants an opportunity because African Americans were never heard until they rioted in 64 and 65 and won their rights.

Latinos cannot defend themselves; if we do, they hurt us.

Let's talk about health concerns. We are told that this community suffers from illnesses such as asthma, diabetes, and air quality is bad.

Look, those are excuses. The person who wants to work, will work. You know very well that there are people who do not want to work and will use that as the reason.

I believe that in Michigan we have the best health care. The doctors are more humanitarian, the government up to now has been flexible. The medical profession here is more concerned with saving a life as opposed to finding out one's legal status.

Fatalities that have happened have not been because the doctors did not want to save a person's life but because they could not get to them in time because of how busy they are.

Are there other issues that you would like to discuss pertaining to the bridge crossing and the Social/Cultural aspects in this area of Detroit, such as traffic, environment, municipal issues?

A new bridge is a positive as a monument, or something new, to this state but it is negative for the communities that it disrupts and if places like this center, or the restaurants, or the commercial strip fall within the impacted area of this study and are subsequently destroyed, then where does that leave us? We will be back to where we were 10-15 years ago.

Group B

(Moderator) Thank you for joining us. What we want to hear from you is your purpose for being here, what's important to you, and what you foresee for the future. And, you have to understand, that the new bridge may not happen. You guys are partners in the shoe business, right?

Right, we have a shoe store just on the north side of Fort Street, just outside where the plaza is going to be, and our concern is planning our future. We'd just like to know, if it's possible, how this bridge is going to affect our future. We know that it's going to take some of our customers away, and we know that all of the construction is going to impede the flow to our businesses, so we know that it's going to affect us because it takes out space to get to I-75.

Between what streets are you, on Fort?

Between Campbell and Cavalry.

And that's our concern. We're here to find out exactly how we're impacted by this.

How far away are your customers?

We draw customers from Delray; we get customers from as far away as Southfield. We've been there for 55 years. We've got a customer base that's pretty broad, but, they need a nice traffic flow, they need someplace to park their car, it has to be convenient for them, and this plaza is not going to make it easy.

You serve all age groups?

Our customers are young people. We're an athletic shoe store. A family shoe store, but primarily, 18-to-40 is our prime age group now. They're people who are forward-thinking, forward-moving, who dress properly, and clean tennis shoes are what they want to wear when they go out on a Saturday night.

So, your concerns are: (1) is there any physical impact to your property, (2) if you stay in place, are your customers going to be impacted enough where you can't stay in business, and they can't reach you.

Exactly. We're right on Fort Street, so most of our customers park right on the street. At one time, we had a full lot in the back where people used to park and then walk around, but in the recent past, the neighborhood has not been friendly to walk around.

Thank you. Abbas, what is your story? Do you have a gas station?

Yes, I do. I have no problems at present, but where are we going to be? Are we going to stay? I don't know.

You're at Dearborn and I-75?

Yes. So my question is, do we stay or what?

Where do your customers come from? Do they come off the expressway to get gas, and then get back on? Do they come from the neighborhood?

The neighborhood. I have diesel, so a lot of trucks come through. I have accounts with people.

Businesses have accounts with you?

Yes, truck diesel, we have a lot of business.

How long have you been there?

Fifteen years.

Do you want to stay where you are?

What I want to know is, am I going to get my money back?

So right now, your concerns are: (1) would the new bridge take your property; and, (2) what's it going to do to your customer base if it doesn't take it.

If I lose my money, or if I lose my business, I don't care, if you guys pay me. I can get another station.

Coming from I-75, what exit ramp do they use to get to you?

From 75 south at the Dearborn Street exit.

I'm right between Livernois and Clark Street, we get a lot of trucks now, a lot of truck traffic.

Hi, my name is Terrence Kennedy. Some of my relatives used to live in Delray, and my ancestors are founders of Detroit, and I live on the Canadian side in the little community of Sandwichtown. Our biggest concern, other than the traffic and pollution that goes along with it, is the economic impact of our communities, both Delray and Sandwichtown. We're hoping that, in the future, with the development of a second bridge, or a second span, for a "two-nation destination" or "two-nation vacation," as they're calling it. We'll be a tourist attraction. We would like to partner with Fort Wayne, an improved Fort Wayne, to actually bring more tourists into the area. There are several proposals, or visioning ideas, that are out there right now, to create a new economic base along the river, and a lot of people from Delray literally want to reclaim their riverfront. People from Sandwichtown want to reclaim their riverfront from the industrial base, restricting how the area is polluted in the future. The more people get involved, the more governments have to respond and that's hopefully why we're here. As Canadians, we figure we take the information back that we get from this side to put out the firestorm of misinformation, because there is a lot of it that literally comes through the media, comes from rumors, and you literally have to stop the bad information in its place and say "no, there are responsible people on the American side, who are doing this." Yes, there are people saying horrible things, but they're just misinformed. Those people will be informed, and given the right information eventually. Deal with the process now, because if you don't, you're not going to have much of a say in the future when everything is said and done.

So, your main concerns are as a resident, or business-owner, or ...

As a business-owner in the Sandwichtown area, we understand that if the pollution is bad, or the neighborhoods are rundown, we're not going to attract tourists. We've invited the people from Delray, we've invited the people from the Detroit City Council, our own people, our own Windsor City Council, we literally made an effort to educate them about the history, educate them about who we are, who we are now, so that everybody literally finds out that there's something over there (Sandwichtown) that has to be preserved. If we're protected, it's the same with the people in Delray, they're protected. It's like, two diamonds in the rough. You literally have to polish off the rough parts to find out what you have. In Delray, right now, we look at Fort Wayne as an opportunity that has been missed for so long, What could come out of that is unbelievable. To partner with that, on the Sandwichtown side, is the fact that during the War of 1812 or during the American Civil War, special things were happening between our two communities. Of course, the War of 1812, we believe we won, and on the American side, they believe they won. So, those are the little things with which you want to entertain people. Nobody likes the dry history because you'll strangle to death on it. You want to find an entertaining mix that people can say "oh, I didn't know that."

So more tourist opportunities would be good for business?

Exactly. So, you've got to make sure that it's entertaining, or people won't come back. A lot of people literally find out that it's their ancestors that they're dealing with, because once you say, "oh, Mr. so-and-so," and all of a sudden, you've got someone shaking their head and saying, well, that sounds like one of my ancestors. They literally find out it is. I research family trees. The genealogy of this entire river takes people back to the 1700s, all the way back to Europe. This is where people came after they jumped from the Montreal and Quebec area, they came right here, so the first European settlements, they may have started on the American side, they say about 1701. On the Canadian side, it was at least 15 years prior to that. When they saw Cadillac coming down the river, they were waving at Cadillac, and those are in the American history books over here. There were Canadians waving at Cadillac. Of course, they were waving at them to go away, but that's beside the point.

You are a resident of the community. Do you run a business?

I work on what is known as the Huron Church corridor. I'm a shipper receiver, and I'm also a grocery store manager. So, I see the business opportunities. I see the tourism. I sell souvenirs in my store, and I'm very upset when the souvenir season supposedly ends in September. I know that's not the case, because I can sell souvenirs all year round. So, it's like, on the American side, they can do the same thing. These people are going to have an immense clientele if they realize that this is an opportunity for them. But, I have no idea where exactly they're located, so, either they're going to wait to find out, or they're going to close up shop. Personally, I see an opportunity here, only if it's done right the first time. You're only going to get one shot at this, and if you do it wrong, you're going to have a lot of people angry at you.

I'm Mary Ann Cuderman. I'm a business owner in the Sandwich area and I'm chair of the business association there. I'm also the chair of the Windsor Community Truck Watch Coalition, which was formed over four years ago to watch truck traffic patterns and how they affect our community. We got involved in every aspect of a new crossing, from the first bi-national study, and now what is called the DRIC process. During this time, we have come to know and love the Delray community as we feel a great kinship to the people there. Sandwich was founded in 1797. I found it interesting that your presentation was 1897 for the village of Delray. We do share an awful lot of history, because Sandwich was a dropping-off point for a lot of the slaves that left the States. In fact, right beside my house is a river. There was a dock there, and that was a place where a lot of the slaves first stepped on Canadian soil. They were very confused when all these white people came up to them and were hugging them and kissing them and saying welcome, because they weren't used to that kind of reception. They were under the impression that they had been captured and were going to be sent back.

We have toured the Delray community and have come to know some of the people. They are much like the Sandwich people. They're used to fighting for what they want and their neighborhood. If you look at it, at the neighborhood right now, a lot of outsiders would say: why would anybody even want to stay here, with Zug Island sitting right there; the power plants; and, the sewage treatment plant. You have I-75 cutting Delray off from intermingling with others to the north. A core number of people in Delray want this neighborhood to come back, and they have, through this whole DRIC process, been visioning with MDOT what that could be. What their neighborhood would look like with a bridge, without a bridge. We're pretty much doing the same thing on the other side, we're doing consultation with our own City Council and community. We're doing an improvement plan over there, for we are visioning also, and it seems like on both sides of the river, doing separate visioning structures, that they're coming to the same conclusion, that probably the saviors for both neighborhoods will be a new bridge. We see that that bridge could really help over

there, and we see that it's history and heritage. Those will be the points for tourism and to get people in here. I live in a 200-year-old house on the other side of the river, and I really want to promote that, that we need this new bridge. I promote the process that we're going through. I think the Delray community deserves much better than it has gotten in the last 50 or so years and it deserves to have a new vision. From what I can see and understand, their industry has left them, but the area is also left with all of the remnants; nothing has ever been cleaned up. That's sad. I think it's time to start thinking of bringing new, light industry, non-polluting industry into the area. Start to in-fill your empty lots with proper housing. Get businesses going again, small businesses, not big businesses, we're talking the entrepreneur-type people such as these people who own the gas station, the shoe store, little hardware store, things people need on a day-to-day basis. Reclaim your waterfront. We in Windsor have a marina that's not being used right now because it's under negotiation for HMCS Hunter, the port authority, but we're envisioning a new marina over there. Delray's envisioning a new marina over here. Now, between the two, it would be a fantastic way to attach to, if we're going to go into the heritage thing, and especially the War of 1812, which is so important on this border. And, don't forget, 2012 is coming up, that's going to be the 200th anniversary, that could be a really big kickoff. 2012 the anniversary, 2013 that bridge opens, that's if everything goes OK. Those could be very important kickoffs for both areas to really come forward again.

Any last comments?

Yes, keep this process going, don't let it get bogged down anywhere. Keep this process going, keep it on track, because it's very important to both sides of this border that we do get this new bridge in.

Thank you very much.

Group C

We were talking earlier about the produce market, the Hungarian village. We were also talking about the Delray Café. Are there other things that you remember seeing, any of the things you're interested in identifying?

Yes, growing up, we were able to rent bicycles, I think it was 25¢ in the park all day, Clark Park. That was part of the Parks & Recreation program. You could go all over the place, 25¢ per day or something like that. I remember all the old movie theaters in the neighborhood, all before I-75 went in.

My question is about the plaza, the area you're concentrating on for the plaza. I have a shop at 9100 Dearborn Street. I worry about if we will continue to be allowed to use the local entrances and exits from Livernois. Any customers that might be trying to get to businesses in the area use that Livernois exit that might be replaced or removed due to the construction of the bridge.

Relocating I-75 south as proposed in several plans will negatively affect the new public safety mall. It is on Fort Street to circumvent crime. And, I'm concerned about an evacuation during construction. What's going to happen? What steps are going to be taken? Traffic maintenance, fire, police, emergency services.

We've see some very terrible fires down here; they've gone days. An emergency is a major concern that has to be resolved. The fact that they don't have bulk pickup also means that you're going to get a side effect if there were a fire. Illegal dumping is also a problem. We're going to get some pets that we don't want. Six-legged and four-legged ... referring to rats.

I believe that you touched on the Delray Café and the flavor of the neighborhood. I believe that, however, when the decision is made on the Livernois-Dragoon-Springwells access or ramps, there should be a continuation down the Jefferson corridor where the neighborhood itself can benefit. Right now, you see small growth, but if they continue the Jefferson Corridor west of Fort Wayne, that would be helpful to the neighborhood. What I'm saying is that, with all the possible new development, which is good, we should not forget the Jefferson corridor to Westend Street.

So, to summarize what you are saying, we want to keep that corridor open so that businesses can build. We've heard that, at other meetings, that Jefferson was a commercial corridor, just like Fort Street in the past. So, as people come out of the plaza, they can go to a restaurant or a show in the Jefferson Corridor.

Are you going to use the whole 300+ acre area for the benefit of the plaza?

No, only about 150 acres is needed for the plaza.

Are you anticipating bringing additional traffic to what is coming across the Ambassador Bridge?

Looking 30, 40, 50 years into the future, traffic is going to continue to grow. The proposed new bridge is to handle that traffic. We're also trying, with the bridge, down here, to connect directly to the expressway, so that you don't have trucks going into the neighborhood.

I'm just wondering if, in the development of the second bridge, there could be a restriction to cars, only?

No, that is not the intention with the proposed new bridge.

Since we've got about 10 minutes left, I want to get to the last thing, which is the opportunities ahead. What opportunities do you see ahead with and without a new bridge?

Right now, the Southwest Detroit area has the largest increase of population, property value, and everything else in the City of Detroit. It is the best-kept secret. The population is diversified, ethnic-wise. The new plaza would help improve the neighborhood, the Delray section, and would give more people more confidence in the area, too. But, I believe, you need to have some regulation enforcers.

You think that the area would grow, that the business district is going to come back, things like that?

Yes, in bits and pieces.

So, do you think that this project would help to jump-start the revitalization?

Sure it would. But, it depends upon what unforeseen projects are out there. The case in point is the bridge project, with the owner of the bridge, with his own agenda. We want to make sure that's not tied in. If this is a project, it should be a project for the people in the neighborhood. That's the key.

Does anybody else have any other issues or concerns or opportunities you can see with this project?

Well, I think there is a lot of incentive there, to develop the brownfields, in terms of the master planning that we're doing. I think when you see new development coming in here, it will be the type that is going to have to either clean up or somehow take care of what's there already, and those will be some of the incentives for new businesses to come here.

It has to be environmentally friendly.

Well, we're going to have to wrap it up. If you've got any more comments, please write them down, so we can get it into the record. What we'd like to do, after we're done here, is have someone from this group act as a spokesperson to summarize what we've just talked about. Thank you very much.

Detroit River International Crossing Study Concluding Remarks:

Group A

Moises Alessandro (through an interpreter): Our group talked about the positive and negative aspects of a possible bridge crossing. The positive aspects are: a better future, if the bridge is constructed, to break up the traffic and make traffic flow better; to make it easier for the people who are traveling to work to get to their destination quicker. Those are the positive aspects of new bridge construction. The negative aspects of the new construction are: that the constructors or the owners of the bridge need to respect the local traffic laws and respect the laws of the residential neighborhood and work for the Hispanic people of the area. One of the aspects, if the bridge is constructed, is what's in it for the Hispanic community. How can we obtain jobs, to build the bridge?

Hispanics come here to work. But, a lot of times, they put too many roadblocks in front of us. Hispanic people come here to work in jobs that Americans don't want, in construction, the landscaping jobs, the restaurant jobs, the type of jobs that no one else wants to do. If Hispanics want jobs building a new bridge, there should be a place where they can go to obtain the information and the necessary documents to fill out to get the job. And, they need to notify the community to get the word out so that people know what to do and where to go.

Our group also talked about the needs of the Hispanic community in terms of clinics and hospitals for health reasons. In comparison to other states, one gentleman spoke of Michigan has the best health care in terms of the doctors being very humanitarian to Hispanics. The clinics and the hospitals don't waste their time asking people if they're illegal or undocumented, they just treat the patient. They try to help the patient, to the best of their ability, regardless of their ethnicity or their legal status. We also talked about how we can maintain our cultural heritage in the community through the construction or no construction of the bridge. And, we talked about making sure that Catholic churches, as well as Evangelical churches, are protected because those are cultural resources that the Hispanic community has. As well as the schools.

Group B

Mary Ann Cuderman: I'm from Sandwichtown, which is on the opposite side of the river from Delray in Canada. I should be one of you, because Terry (Kennedy) and I have attempted to attend all meetings on both sides of the border to become fully educated on what's going on. In our group, we had Esther and Clyde, who own a shoe store on Fort Street. And then we had Abbas, who owns a gas station in the Delray community. Their concerns are: (1) if this new bridge is built, what effect will it have on my business, will they take it over; and, (2) if my business survives, how can I be sure that I will get more business.

Sandwich was founded in 1797 by King George III, and tonight I heard that Delray was founded in 1897. Delray might be a hundred years behind us, but we are very, very close in connection, especially historical-wise, heritage-wise. We feel the people of Delray are much like we are in Sandwich; we're used to fighting for everything that we get, and being sort of the leftovers. We also feel that Delray needs to be nurtured along. There are some very strong people in that area; very committed people who want their home, and the beautiful churches. They just don't have the population to uphold a lot of things.

I say many thanks to this whole process, because they have been able to do a visioning, also, along with this, where they can see what they vision with or without the bridge, and it comes down to almost the vision is the same, whether the bridge is there or whether it isn't there. The people of Delray want revitalization of the neighborhood. They want small businesses in there. They want families to return. They want to reclaim some of the waterfront. They want Fort Wayne to be enhanced. And, much like we're doing on the other side, we're also doing an improvement plan, with a lot of the resources of the City being put into it. We're identifying a lot of things, too, over there, and the main thing on both sides is that the heritage and history has come forward as being probably the thing that's going to save both areas, because there's such a kinship with the War of 1812, and everything that went on, with the Underground Railway through here. Sandwich was the recipient of all those people that went through to get to the other side of the border during slavery times. We could do a two-nation-destination on heritage history tours, with marinas on both sides of the city and waterfront access. The new bridge should have bicycle and pedestrian access to bring the people back and forth, get people moving around again, like they used to do, which has not happened in the last few years.

In summary, I guess everybody in our group was concerned, first of all, about their businesses' survival, and secondly, the enhancement of their neighborhood. And, I think they deserve that, and I applaud the process, and I believe in the process on both sides of the border, and I don't want anything to interrupt this process, because they have a date of 2013 for completion of the new bridge, and I am now 64 years old, and if they don't meet that date, I'll never see a new bridge, so I really hope it does happen.

Group C

Frank Rodriguez: I am a local resident in Southwest Detroit. I grew up in Southwest Detroit. I have worked with Century-21, Curran and Christie, for 29 years. I try to keep my ear to the ground, and let everybody know what's happening. We had a very informative group of local residents and business owners. I'm only going to make a few points.

No. 1, one of the concerns is to make sure there's positive development west of Fort Wayne; west, which means from Fort Wayne basically down the Jefferson corridor to Westend Street.

No. 2, we want to make sure that there is proper code enforcement for trucks in the neighborhood. A concern was brought up that with a second bridge there wouldn't be any positive effect on truck traffic. We'd like to see positive enforcement of the codes.

No. 3, basically, with or without the bridge, I feel that there is still going to be positive growth in the area, as Southwest Detroit is the only sector in the city of Detroit that has experienced growth in population, property values. The European, the migrant workers, long-term families who have been here, and the second-generation of these families, have used their talents to improve the area.

No. 4, we want to make sure that, whatever is established through the plaza, is not strictly a commercial deal, a private deal. Health centers, some other public programs that are established now, we want to make sure that they're not lost, because of a commercial project.

No. 5, we need to make sure that there are no hidden agendas, to make sure there is nothing that the public is not aware of. We don't want any surprises.

No. 6, we want to make sure that when the study is done, that, depending on the Livernois/Dragon exit, and the Springwells exit, that the businesses in the area are taken care of, because they are the lifeblood for people in the neighborhood.

No. 7, we want to make sure that Fort Wayne is one of our local gems in the neighborhood. Years ago, when we were growing up, everybody knew about Boblo. Boblo is gone now. The only thing we have now is the Ambassador Bridge, and you're not going to just sit and look at the bridge all day. We have Fort Wayne. We hope that it can continue to be a gem, and to develop revenue for the area, too.

No. 8, we hope that this area of Southwest Detroit will be a focal point in the southeast region of the state of Michigan.

No. 9, we're concerned about the outside investors coming in, and giving wrong or disinformation to the local citizenship located in the project area. We want to make sure that they're giving truthful information. And that's it, thank you.

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Detroit River International Crossing Study
Focus Groups
Wednesday, May 10, 2006
Southwestern High School

Introduction

The following paraphrases (this is not a transcription) the input provided by community representatives in three focus groups (A, B and C) that addressed the social/cultural issues of Delray. The purpose of the workshop at Southwestern High School on May 10, 2006, was to discuss the opportunities and problems facing the community in the area shown on Figure 1 in the past, the present, and the reasonably-foreseeable future.

Group A

(Moderator) I'd like to start this session by talking about the same things we just got finished talking during the presentation: facilities that serve the key populations and their history. I think you were talking about a furniture store on Jefferson Avenue. What was the name of the furniture store?

Wein.

How do you spell that?

W-e-i-n.

There were other furniture stores there, as well.

There was Thornberg's, there was Kissler, Fox Furniture and Appliance.

You also said there were meat markets?

There was Tony's Meat Market, there was Nagy's Meat Market, there were music shops. There was a Kneisner's down there at one time.

In the middle of the block.

Tons of bars. There was the Ideal Bar, Hennessey's, Gagle's, Delray Café. At that time, it was known as Luttle's Bar.

Approximately where, in terms of location, did these businesses start on Jefferson and where did they end?

They started right at the area where Joey's Stable was located.

Where the wastewater treatment plant is now.

And they ran all the way down, almost to West Grand Boulevard.

There's a lot of streets down at that end. There was Pulaski, White, Holmes, and those streets are all gone now. But those streets all had businesses.

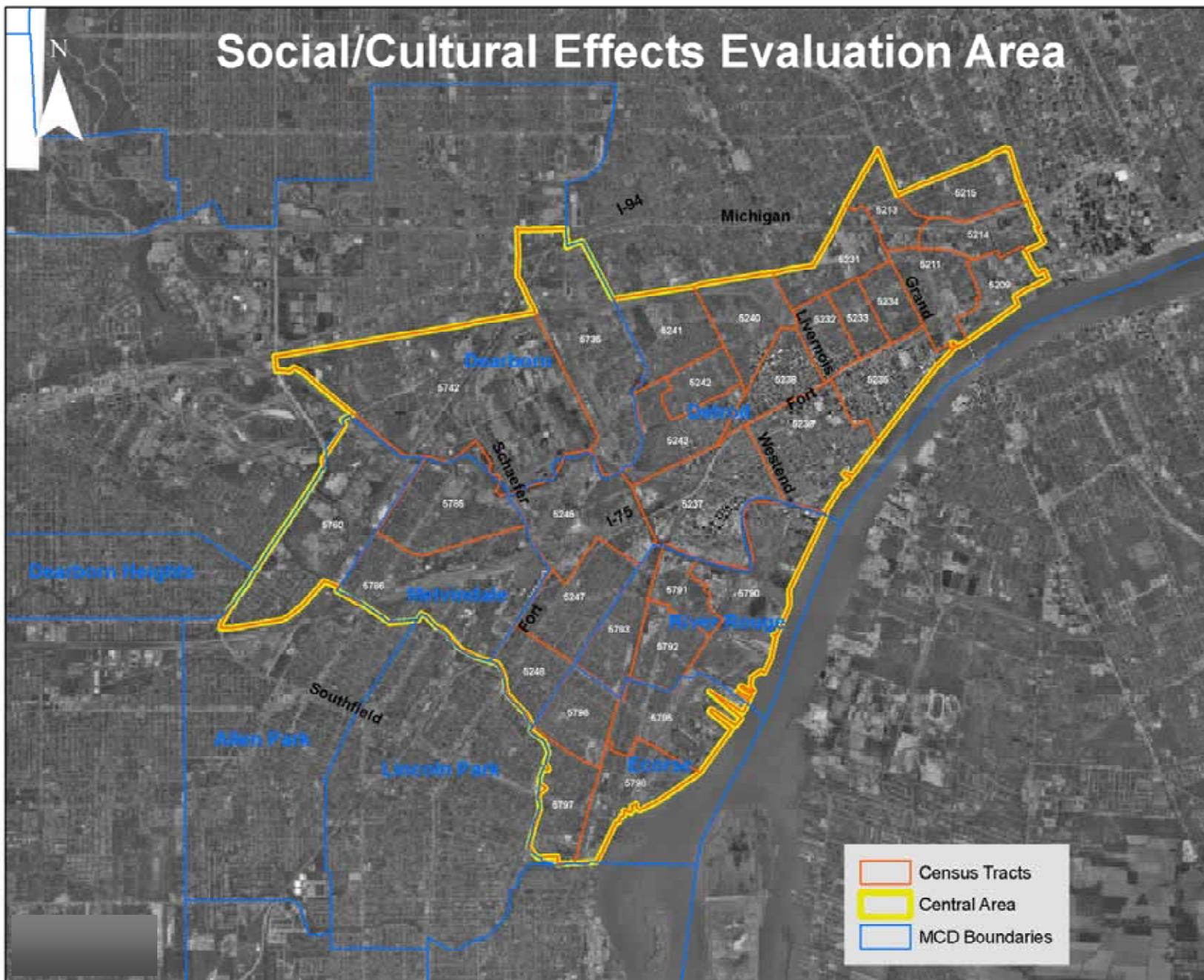
Fort Street, where Fort Street is today?

It was actually more like Vernor. Where Vernor is today. I mean, it was just little stores, they were like next to each other, but they weren't connected.

You said that the best thing about it was that owners lived in the neighborhood.

Most of the people that owned stores there lived in the neighborhood. We had two bowling alleys there. One bowling alley is still there. The building is abandoned, but in the basement, the bowling

Figure 1



Source: The Corradino Group of Michigan, Inc.

alley is still there. We had two theaters there, we had the Grand Theater. And then there was another one. The way the Grand was set out, it was right next door to the Delray Café. And it had a walkover in the back and it went over the alley and it went to the second part on Gardino Street. We had dentists. There was Dr. Brawley's. No no, they called it Michael's something, it was the Delray Pharmacy.

There was a pharmacy down there? And then there was the Delray Hospital?

Yes, Delray General Hospital.

That was actually owned and operated by Solvay, the Board of Directors for Solvay process company, developed Delray Hospital.

Yes, it was in a brick structure. From the front, it looked like a house. If it didn't have the sign, you wouldn't even know it was a hospital.

And then, we moved on to talk about services. You were talking about the public transportation system? Trolleys, every street had a trolley until the '50s.

Yes, it went down Jefferson Street, then down past the bridge down to Fort Street, and when the Post Office was built, they took the cobblestones out and put in streetcars. But they put in electric buses on Grand River, and regular buses on Fort Street.

A lot of the streets in Delray, if you dig up the blacktop surface, it's still the old brick; the streets are still brick underneath.

I think by the produce terminal, you'll find some of that.

And by the produce terminal, you said was the oldest police precinct in the city of Detroit?

The City deemed it as being unrepairable, but it's kind of ironic, because now somebody is renovating it, they're going to put a clinic in there.

And, when was the Post Office built?

I don't know.

Were there any other government services that were in Delray at the time?

There was a public library, the Campbell Branch Library, which was on Fort Street and Waterman, and now it's on Vernor.

They've rebuilt it.

There was an NBD Bank right on Jefferson.

Were there a lot of banks?

No, not really. There were only two that I can remember, right in that Jefferson Avenue district.

What are some of the issues or concerns that you think affect the population that lives in Delray, in this area today?

First, the fact that the City doesn't care, doesn't want to remember that we live here. Since the 1940s, "they wrote us off." They said this was an industrial area, and they wrote off the people who lived in the neighborhood.

They did that by ...

Acquisition through collapse.

They have steadily discontinued services since the 1940s. They have taken away our schools. We no longer have an elementary school. We no longer have a junior high. We no longer have a recreation center. They've totally decimated the area. They just closed the Rademaker Center. I guarantee you that the juvenile crime in our area is going to increase this summer because the kids have nothing to do. That place was always jumping in the summer.

Isn't there a new police station in the area?

It just opened.

I don't mean to lead you, but I heard that there's no trash pickup, no bulk trash pickup?

No bulk trash pickup.

How's the regular trash pickup?

The regular trash pickup, they keep getting later and later in the day.

The bulk pickup has been discontinued throughout the city.

That's the City policy.

They sent letters out to people. They want to charge \$25.

Do you notice more or less of a police presence?

Less.

Fire department?

Well, not really the fire department. They have Engine 29, which is stationed on Jefferson, and because of the logistics of the railroad line, they can't remove that station. That has to stay there.

Does EMS come out the same as the fire?

Yes.

I'd like to talk about opportunities ahead, for the key populations.

I think to re-establish a cultural identity unique to this area. It wouldn't look like a mini-Royal Oak, but it would have an identity that would be appealing to tourists and other people in the area who would want to come to Delray.

Do you have some examples of how you think that you could get back that cultural identity.

Delray, by itself, has its own cultural identity, and it always has. That's something completely different than the rest of the Detroit/Southeast Michigan area. For Delray, it'd be very, very easy to do, but very, very expensive, with the architecture we already have on Jefferson. I very rarely see any buildings or anything like we have in Delray outside of Delray. If you kept, stuck, to that architecture, you could build any thriving business in this area, and still call it cultural identity. If you want a Hungarian club, you could have Hungarian. If you wanted Polish, you could have Polish. It doesn't matter.

What kind of businesses do you think should come back to help establish an area where people would come on a regular basis?

What you have to start with is any form of attraction. I think the biggest attraction for this area would be a movie theater because I don't know where there's one closer than Lincoln Park. So that's one.

A movie theater would be good here. Something that's very up-to-date, very comfortable, more like the Imagine theaters in Canton and Novi, where they've got seats that are nice and comfortable, they're reclining seats, they have arms that go up, my husband and I can sit together with the arm up and be cozy, you know, and the kids are there. In the stadium-style seating, rather than in the flat seats where you have to dodge and weave to see the movie.

I think the second one outside of a movie theater would probably have to be a large restaurant. I mean, I can't think of, outside of Mexicantown, where there's something else in a restaurant form.

A large restaurant, or, what if you had a bunch of smaller restaurants?

No, I'm talking about a family-style restaurant, like an Applebee's, or a Big Boy. Because we have to have something that everybody knows, that people aren't afraid to try. You have to have something that everyone's comfortable with. Everybody's comfortable with a movie theater. Everybody's comfortable with a Big Boy, or a Malarkey's. Malarkey's is new, but it's already a thriving business.

A grocery store is next on the list of something that we have to have.

The closest grocery stores to here are over on Vernor, downriver in Ecorse, Lincoln Park ...

But not in Delray.

There's nothing here. I run out of milk, it's a 15-minute drive to wherever I want to go to get milk.

There aren't even, like, food markets you can run to, like a Seven-Eleven?

No. Unless you want to pay \$4 for a gallon of milk, which you can get at a gas station in the area.

There are no convenience stores. There are gas stations, which are the closest thing we've got to a grocery store.

The closest thing that I can think of that would be culturally ideal for the area is an open-air market.

Something like a Farmer's Market, something like an Eastern market-type.

What else do you see in the future?

We've run into situations when we want to have a meeting, like when MDOT came down and they wanted to talk to us. There's nowhere to go in Delray. You know what would be nice to have, something like a coffee shop, or just something where people can congregate.

Or a mall.

Yes, but if you have a mall, you prevent any smaller markets. You can't have those small stores that once thrived.

You had said that a place for festivals would be good.

That would also go with the open market that I mentioned before, to have a festival-type facility.

We've got about two minutes left to wrap up. Does anyone want to add something?

Well, we didn't talk about bringing back a bank.

A dry cleaners to sort of re-create the old atmosphere, of an old town look, which Delray was at one time. It had that old town look.

Thank you.

Group B

(Moderator) We want everybody to share their experience. We can start with the past, and see how people remember the community – places that are important to you, like places you work, or churches, or social services clubs. We're looking at the social, the economic, and the cultural resources that you have in your community, what's important to you, and how things have changed. I know that I've heard from the public meeting, things like the wastewater treatment plant, and the construction of I-75 have had big impacts on the community. They remember Hungarian Village. They remember the festivals. And, they remember the business district on Jefferson.

I've lived in Delray all my life, in the same house that I grew up in. I actually work in Delray, too, at Jefferson and Junction. The company is kind of worried that we're going to have to move.

And what company is that?

Duffy Tube.

We've been trying to improve the building.

The main thing I remember is Jefferson. I remember when every single one of the buildings was occupied. There was something in every one of them. That's slowly disappeared.

There was Delray Meat Market, there was a fish market, two theaters.

A hardware store.

There were always nightspots back in the old days. A lot of drinking establishments used to be up and down Jefferson. Little beer dives on just about every block.

Of course, there were factories, a lot of factories, and you used to get a lot of workers who used to stop on their way home from work, and so you had many, many bars. Myself, I went to school on the other side of Detroit.

I went to the school, and I worked at Zug Island for many, many years so, for all that period of time, there were restaurants, like I said, plenty of drinking places. You get off work and you stop at the bar. Like he said, you could buy anything in Delray. You shopped in Delray, that's what you did.

Just about everything you needed was right there on Jefferson.

When you shopped, you didn't have to go to Dearborn.

Where do you shop now?

In Dearborn. Years ago, there was a racial code, you didn't go to Dearborn to shop. You shopped down here.

How about emergency services and schools?

I'm here about Southwestern. I'm part of the Southwestern Alumni Association and we've been meeting. We weren't aware of what was going on about the bridge. I came to this meeting for the

Alumni Association. We don't have any feeder schools. A lot of our students are not planning on going to Western, Chelsea, Northwestern or a charter school. Southwestern, at one time, was one of the most premier schools in the city. There's many things we don't have. The Alumni want to get this started, but we're trying to find out what plans might affect the school.

I'm from Delray, and it's always been a melting pot. In the old theater, the Rouge Theater, we had to sit in the balcony. We were not permitted on the first floor. I had a cousin who was taken out by the police to jail, because she refused to go to the balcony and she sat on the first floor, and that was against the law.

I moved to this area in 1983. I'm kind of like a newcomer. I understand the goal for the DRIC is to produce an Environmental Impact Statement.

Right. An EIS talks about the purpose and need for the project, the different alternatives, and then the impact that they would have on pretty much everything – on people, on air quality, water resources, archaeological sites. And so then, based upon the information that's contained in there, a better-informed decision can be made about whether the bridge should be here or not be here, or what the impacts may be, so we can try and mitigate them.

It seems ironic because it's an environmental job that I do not hear any plans for what they're going to do to help this area environmentally. What are they going to do regarding bad air? You're going to have more trucks coming in, so the air problem is going to get worse. MDOT is spending all this money and hasn't said anything about what they're going to do to help this area. We have all this pollution, all this smell, and we don't hear anyone talking about that. They haven't said anything.

We went from 37 alternatives down to about 12, and now we're focused on this area. So now, we're really diving down into the analysis, but all the information isn't there yet, so to tell you exactly what the impacts are is not possible tonight.

You mean the study's not completed?

That's correct; it is not complete. I think by the end of the year we should have some pretty good information. The one thing that we don't have information on yet are the salt mines. That information we need to gather to tell us if, for some reason, there is a real flaw with being here because there isn't a place where we could safely put a pier.

All this air pollution, noise pollution, what I want to see is green space. I want to see MDOT dedicate to use recreation buildings. ... This area is going to benefit the whole United States. We're sort of the main point. You mean to say, it is not easy to give back to this community? These children here are valuable. They might not be to you, but they are to me. They're precious. And I have not heard anything about what we're going to do to help this community. You know, Schaefer is bad, and we have all these trucks. It's like this area is a forgotten area.

I think we're working on some of the ideas for what you're talking about in cooperation with the public, but I don't think we're there yet to say these are the impacts and this is how we think we can resolve them. But we do think that there will be some improvements.

Getting back to what she's saying. I've been asking about a health impact study for some time. Canada is going to conduct a health impact study and a vibrations study. Those models are available. You will not be conducting those studies on this side. Canada will. My question is, how come we can't use the Canadian model if it's acceptable to them, how come we can't use their model?

That's the way our regulations are set up.

But they sue us all the time because of our stinky air going over there (Canada).

And a health impact study?

MDOT will not be performing such a study, consistent with its understanding of the U.S. federal regulations.

You've got a lot of popular stores here. And you've got a lot of gas stations, and I don't know, it's been very, very difficult. They're going to move a lot of stores, they're going to move a lot of gas stations, they're going to move a lot of small stores out of here (with the new border crossing project).

They're going to take these schools, take a lot of these churches, you know, it's going to be hard. It's bad enough you've got the air pollution now, it's going to be worse yet. It's going to be very, very bad. That's why I'm against it. They've got Ford Motor Company right here, and they blow all that stuff, and you're going to add more to it, going to add more to it. The people are going to get sick, and you guys aren't going to pay the hospital bill. We're just going to die. All you guys do is build the roads. Build this and build that, and you don't care about the people.

Well, I'd like to think we do.

You don't care about the people. I tell you, you put this road here, and where am I going to go?

Well, I think that's part of what we've been hearing, ...

That's why I'm against it.

Group C

(Moderator) If we could just spend about 15 minutes to discuss the historical perspectives of your community.

I live across from the sewage, where the sewage is now. Scott Paper used to be there long ago.

I worked in a restaurant. West Jefferson, marine lunch; washed dishes.

I don't remember how long it was but there were movie theaters here. I know my son was born in '53. It was still open at that time.

Does anybody else remember any movie theaters in the area?

Lincoln Square Theater on Fourth Street.

When they were building the new addition to Delray neighborhood house, we found some beer bottles from American Brewery. They said "Detroit, Michigan." We did find one that said "Delray," and it was dated before 1908.

Was that an actual bottling company of some sort?

Yes, and that was kind of the point that I was getting to. I went on the Internet and found out that American Brewery was over by where the exposition center is, and the original name of it was Exposition Brewery. Then it became American Brewery. And I think it ended, it went out of business in the late '40s, I think.

When did it open?

I think it was in the 19th century, so it was around a long time. And, I have a bottle if you're interested. I have several, we found.

Why did you decide to buy property here?

I bought my property from my sister. Even back then, the area had a stinking smell from a hazardous waste plant.

I came up here with my mom who got cancer, and we lived in that area. She lived there about 18 years. On Lazares. She worked at textiles making canvas car seats.

You know, they've had a lot of problems with the odor. Used motor oil, used oil, stinking really bad.

I've lived here since I was about six.

We came from Tennessee when I was about 10 years old. We moved to Detroit to the property we've got now.

What brought you to the Detroit area, then?

Work for an industrial company.

And so, you left a lot of family back in Tennessee?

There were no jobs down there.

When I was a kid, it was a lot different than it is now, a lot safer. Better environment. It's not a place I want to raise my kids in now.

What are you concerned about?

There's a lot of drugs, it's a real bad drug area. Prostitution. There's not anything you can think of that's not going on over there.

Has the change in the area been gradual or sudden?

I'd say it has gotten real bad in about the last 10 years.

Do you see hope for the area?

Not in this area, the area we're from.

People don't have any jobs. I lot of people have gotten older. And, even if they've got a job, they have to go so far to get to it. We used to have West Jefferson bus line, running from down on the other end ... it would go all the way downtown, to Roosebury, without stopping.

It sounds like transportation, public transportation, was much better many years ago. You could get right downtown.

Way back, maybe 20 years ago, it was every 30 minutes. But now ...

I had a problem one time that I had to call the police on, and they took two hours, then they come, wanting to know what was going on. Two hours. The guy had a gun, and they took two hours. That was 10 years ago.

If a bridge were to come in, and a plaza, do you think that that would help the area or do you think it would make it worse?

Oh, yes, very much.

In what ways do you think it would help the area?

We could have jobs; there are no jobs here right now.

I like the idea, because I sit on the Committee for Redeveloping Fort Wayne, and I like the idea of a new bridge being next to it; I thought that might be problematic, but everybody says it actually would be really good. It would be an asset, and it would be an impetus to fix it up.

I'm thinking of the fort by the Mackinac Bridge. It's right next to the bridge. Before the bridge, the fort didn't get the kind of traffic and tourists that it does now.

Maybe this relationship between Fort Wayne and the bridge could be a good thing. Do you think it would be good enough for you to stay?

I don't plan to go out of town, I don't plan to go to Florida. I have three boys and six girls. I don't plan on leaving my home unless I have to. I'm too old to go somewhere and buy something new.

We would all agree that a new bridge is not the saving grace for the Delray area. Maybe it could be catalyst. Everyone has to have realistic expectations. It could be a job generator, bring new infrastructure, help clean up the area.

It will make the people who are in the area feel better. Any time you have a home, you want everything to be nice. You don't want it to be all messed up. If somebody comes along and says, "we'll help you fix your yard," or "we'll clean up the neighborhood," it's positive.

If the area did get better, or the bridge was able to provide something new for the area, would any of you think that you would be interested in moving back to the area?

I've been gone for nine years. We left because of the area being bad, the crime. I might give it a second thought.

What things would have to change for you to want to come back?

Housing, police services. Everything would have to change.

It would have to be back to when you remember it?

Yes.

Or better than you remember it?

Better. At least.

No, I wouldn't come down here. When you've got 8- and 9-year-old kids, and they tell you, "we need to get out of here," that's pretty bad.

Does anyone else have anything that they want to share?

We'd like to have schools back.

We had furniture stores. We had clothing stores.

We cry every time we come back over here.

They took the mailboxes, we don't even have a telephone on the street. That is real bad.

If you don't have a job, you can't get a cell phone.

We tried to make a difference in the neighborhood, but we are getting older. We need the young people to come in. But, we don't have a center for our kids, where they can play.

Everything comes from good jobs, and with good jobs, people live closer together, and on we go.

Thank you very much. I know you all have somewhere else that you wanted to be but this is important. So, thank you very much for being here tonight.

Group D

Thank you for coming tonight. Let's start with introductions.

My name is Sam. I've been here about seven years.

My name is Brian. I live right here on Waterman. I've been here for 44 years.

My name is Charles. I've lived here since 1957. I live around the Calvary/Fort Street area.

My name is Edith Means, and I've lived in this area for 50 years. I live on South Hampton Street. It's between Schaefer and Rouge River. The zip code is 48217. There's a lot of sentimental reasons for wanting to live where I live, despite the drawbacks, like the salt mines. We moved into that area, baby boomers from World War II, and we needed a place to live, which had been a dump. Part of the area was where the creek dried up, and became the city dump. Which we did not know. The City of Detroit was not doing its job, ... nevertheless, it was a comfortable place to live ...

Hi, I'm Alice. I'm from South Crawford. I've lived there since 1982, and I have a business by the Rouge yard, ..., and I've been there 17 years.

Hi, my name is Gordie Epsch. I have a business at 667 South Post. We've been at that location for about seven years. I was also on West Jefferson and in the Delray area for the past 18 years. Of course, my concern is the X-11 crossing will be coming in right over my property. I'm also a member of the SDEV, which is an environmental organization here in Southwest Detroit. And, I'm very concerned about the environmental impact to the residents and, hopefully, that this bridge crossing will bring some prosperity to the area, make it really a better place, and I think it can be.

My name is Sergio Clemen, and I live around Fort and Calvary. I have been here almost six years. It's a good thing to bring the bridge here. Maybe it'll bring more tourists, more shopping centers, maybe malls. Maybe in the future, it's going to be like that, it will be a nice place to live, then.

Hi, I'm Philippa Sweet, I grew up in Delray. I'm 43 years old. I've raised six children. I live in 48217, just over the bridge on Fort Street. Bought a home, been there three years. I have five grandchildren, and we're all in Detroit, and I would just love to see it get its face back.

All right. I want you to picture in your mind the area we have in the study. And if you were to think of one word, one phrase, to describe that area, what would that be? Just one word, or small phrase.

Empowerment.

Needs improvement.

Very diversified area.

It's always been a melting pot.

I want you to think, now, into the future. Sergio made some comments about what he'd like to see. What are those things about Delray now that you would like to see still around at that time, in the future?

Save some of its historical value.

I'd like to see the old Ace Hardware boom again.

Back in the '50s and '60s, you had all kinds of businesses there.

Bring some shops back, so it'd be more convenient for the elderly, who can't get around as easily.

Well, if we get growth and economic development, incorporate greenways that people can come over to the river, go to a park, and just connect the neighborhoods together rather than dividing them, which sometimes happens when you take in a big project like this.

It would be nice to have along the riverfront, little shops, sidewalk cafes.

It would be nice to have a family thing, where you can take the kids, and mom and dad can just sit at the water and let the kids go. You don't see that much anymore. Unless you go way into Wyandotte.

And bring in jobs and revenue.

A community center, where you can get the youth off the street, get them into something productive. I think they'd be less apt to get into trouble if they had something to do. Something productive.

Maybe a theater, or a roller skating rink. You don't see them anymore. Kids love that.

Soda fountain, theaters. Things like that. Places where kids can play games.

You know, as a kid, every weekend, mom took us to Boblo. I just thought that was the greatest thing in the world. It was only \$12. And, when that quit, I just felt like a part of me died with it. I lived for the weekend to go there, it was an awesome park.

Anything else?

A theme park, like Cedar Point.

A major department store.

More family recreation.

A marina.

A theater.

Maybe a park, where there's some animals, like a petting zoo, so the kids could come and pet the animals.

On balance, I think we should take advantage of that riverfront that we have. There's a lot of people who haven't had access to the riverfront in previous years. I think you could build off of that. Neighborhoods coming back. It sound like an effort, but it would really bring people together.

I want to thank you all for participating. Please stay involved in the process.

Group E

Lets begin with introductions.

I'm Carol Shurr, and I live on 5845 West Fifth Street.

Marcella Vance. And I'm here with my mom.

I'm Pamela Moseley.

Sean Moseley.

We talked earlier about the area of Delray, the period of transition that it went through. Let's talk about the social/cultural places inside of Delray that make the place alive. What are the cultural resources that you value as Delray residents?

I think we've got our churches, because, basically, that's all we have to latch onto. My mom has been in her home for some 48 years, raised all of us children, 11 children.

Recreation centers.

Family-oriented activities. I have six brothers and one sister, and we all still live in Delray. Basically, all on the same street. Our family owns a lot of property in Delray. So, this proposed bridge would most definitely affect all of us. Our whole family, basically.

What are the type of businesses that you all need in the community that you feel you are without today?

A grocery store. Retail stores.

Another place where the kids can do something, an activity center, something of that sort.

Buildings for the senior citizens. Activities for the kids. They don't have anywhere to go. It's like they're lost. That's what we really need in Delray.

Now, looking to where Delray is headed. What do you feel are the opportunities ahead for Delray? What do you think are the positive things that are coming to Delray?

We basically need people to invest in Delray. We have dreams. We are people who live on our dreams. We need retail, schools for the kids, some type of tutoring center for the children. We're just looking for basic investment. People here, they want to stay.

What are the type of jobs that people in this community have? How far do they travel to find work? When they find work, what kind of work is it?

I work at a stainless steel company, which is right on Lonyo. Keywell Stainless Steel Company. Basically, we want to work in the area. But, many have to go outside the area, in order to find jobs.

You have to travel 30 to 40 miles. You're lucky if you can find a job in the area. There's not that many.

Something we want to touch on is medical care. How far do you need to go to see a general practitioner, your family physician, or a dentist?

We had one that was on Fort Street, and his office is no longer there anymore.

We have CHASS [Community Health and Social Services]. But sometimes it's a hassle because the waiting time is so long. You might be there 10 hours, just to see a doctor. We have to travel, maybe to Henry Ford Hospital, Oakwood Hospital; we have to travel out of the area.

We want to know the types of needs the people in Delray have. We've heard a lot about public transportation. We've heard a lot in terms of poverty. What are other needs that we're not seeing and you all may know of?

We need more houses in Delray. They all mostly burned. I used to live on Thaddeus, a couple of times, and they all burned down.

Insulation and those types of things for the houses that are not going to have to be moved by the bridge project. They're older, they lose a lot of heat, those kinds of things.

More pollution control. You have so much pollution in the summertime. You have so much dirt. It comes through the windows.

What is the situation in terms of outdoor parks? Do you have adequate facilities for that?

We only have one park. It's not what you would call a neighborhood-type playground area where you would feel safe just to go over and sit by yourself.

I think if it were a small park, I would feel safe to go to it by myself. You know, a nice park, I would go, right. I'd feel safe, to go there and read a book ...

What are you most proud of in Delray?

It's ours. It's something we own.

I know everybody on my street.

What aspects of this whole process, whether you get a bridge or a bridge doesn't come, would you like all levels of government to consider?

We want Delray back like it used to be – homes, families, retail and grocery stores. But, we look at it in other aspects. We want it to be fair. If they decide, well, we're going to come in here and we need to take your home, we want it to be fair. We don't want to leave it sour, we want to at least look back and say, you know, I used to live there, but I'm happy where I am now.

What kind of things need to be in place to foster the right environment?

A community center. Possibly a school in the neighborhood. A whole redevelopment of housing, so more people could move in.

Do you envision, primarily, single-family homes, which seem to be dominating the housing stock here? Do you see an influx of apartments or complexes? Would that be a good thing, a bad thing?

An apartment complex would be fine.

I think, if it was more like a townhouse structure it would be fine.

We talked about the different ethnic groups in the area. We know that the Hungarian population, eastern Europeans, occupied this area for a long period of time, and there was a period where there was some transition. Now we hear that there are more Hispanics moving in, primarily Mexicans. We understand that the African American community is here, there's a Caucasian community there. What other cultural groups are we seeing here?

We still have Corktown. And that's an Irish neighborhood. We have Middle Easterns, too. But it's primarily African American and Hispanic, in the area.

What would you expect in terms of jobs?

More jobs for the residents. And, with the construction on the bridge, to reconstruct the neighborhood, as well.

We've talked about the positive aspects. What are the things that you want to change?

We feel forgotten. The forgotten neighborhood. We would like for it to be someplace you'd like to live, a place where you'd want to work. We just feel like we've been swept off to the side.

If jobs were to relocate back to Delray, what type of jobs do you all feel fit the needs of this community?

I guess industrialized. We'd want to control the area. Retail, the whole neighborhood could use retail stores. Schools; we could work in the schools.

At this point, is there anything else you would all like to mention? Something you want to make a statement about?

Well, I would hope that, if they construct the bridge, they would look into some way of cleaning the air. Surely, in this day and age, they could do something.

Ladies and gentlemen, what we need to do now is to appoint someone from our table who is going to speak about what we talked about here. So, who is going to be the spokesperson for the table? Thank you.

Detroit River International Crossing Study Concluding Remarks:

Group A

Good evening, everyone. I'm Jesse Nagy. Our group started talking about the job opportunities of Delray, how it was and how it is now. We discussed that many of those stores were owned by people who lived in Delray. We mentioned how Jefferson back then reminds us of how Vernor is now, where there are small stores right next to each other. They draw people into the area, because they have such a wide variety of opportunities. We used to have a bowling alley, movie theaters, a hospital, a general store, open marketplace, restaurants. Anything that you could possibly want, you could find in Delray, and you never had to leave the area. It was a very self-sufficient area to those who lived here. Now we don't have anything. We talked about cultural diversity and how much that could play into helping Delray of the future. How much Delray has its own cultural identity. Delray is completely different than everything else, in that it is mixed, but that at the same time, it seems to maintain its own individualism. It still shows bits and pieces of things that have been there the entire time. We still have the Hungarian outlook, the German outlook, the Polish outlook, the Italian outlook, from years and years ago. But at the same time, we're not ignoring the fact of the new rising Mexican population. When we looked into the future, our group discussed the possibility of a mall to draw people in, a place that people weren't afraid to go to, that everyone's familiar with. We thought of starting off with a grocery store or a large-scale entertainment facility. We talked about how Fort Wayne has just started their reenactments. We mentioned that maybe the Boblo boat would be a really good start, having something that people have had in their past come back. Thank you.

Group B

Our group talked a lot about memories of Delray, as other groups did, and some of the things that people would like to see back in the community. One gentleman worked at the Duffy Tube Company? He's lived here all his life, and he is concerned about the place that he works because it is within the area identified as the area of influence there. They've been trying to do things to improve their company, and they're certainly concerned about their future. Our group talked about two movie theaters, the Delray Market, stores up and down Jefferson that were always full. We'd like those things to happen again in the community. You could buy anything in Delray, people didn't have to leave the community for whatever they needed. We heard the gentleman speak in the general session who is with the Southwestern High School Alumni Association, and that's why he was here tonight, they had just gotten more information on the project and they're concerned about

reestablishing more vitality in the high school. Mrs. Leonard discussed when her family came here to River Rouge from Mississippi in the 1920s, and how she was able to drive her grandmother to shop here in Delray, and that it was a welcoming community for the African Americans. Delray was a melting pot with different groups coming in here and being welcomed. In terms of the future, the questions that were discussed included: What is the DRIC going to do for the community and air quality? We're concerned about the trucks, the pollution, the smell, the noise. What's going to come out of the Environmental Impact Statement? We discussed that that's where a lot of these impacts will be analyzed and mitigation of some of those impacts will be presented. Our group talked about a strong community benefits agreement if the project does move forward. We discussed a health impacts study, which we have talked about before, that the Canadians are using a different methodology than the U.S. side, and the desire to see a health impact study conducted on this project. And, and we talked a little bit about the air quality budget for SEMCOG and the conformity analysis that projects go through. It's going to be a very difficult project. Thank you.

Group C

Our group first talked about what they recall as the key facilities, services, job centers, and other places they can remember as important in the southwest area.

One of the first ones is the Scott Paper Company. The mother of one of the ladies in our group used to work for this company. She remembers it being a very good, safe job center, which apparently did not smell very well, so apparently, there's been some bad smells coming from this area for quite some time. She also remembers her very first job at a restaurant, and all the people working in industrial areas. You had things like restaurants, that did booming business. You could wait tables during the day at the lunch counter, and then you could have some sort of a night-shift job. If you wanted to work, you didn't have to look too far to find a job in this area, and that was one of the most interesting things that she's noted, that she's seen changes, between the time she was a child and her mother was working, and today. She can remember two movie theaters in the area. One person in our group had an archaeological dig in their back yard, turning up a bottle from Exhibition Brewery, which existed from about the turn of the century to around the 1940s, probably pre-war.

One of the services that a lot of people remember was easy transportation. If you didn't have a car, no problem. You could hop on a bus, down Jefferson, down Fort Street, and be downtown in 20 minutes. Our group laments the fact that, if you want to get on a bus today, good luck. And, if you want to live in Delray area and work downtown, you'd better to have a car, and it better be a reliable car, because if you relied on the bus system, you would probably lose your job in about three weeks because you'd be late just about every day.

Other good memories that people have are just, basically, being able to let their children, when they got home from school, after doing their homework, walk out the back door and know that they're safe, and that one of the neighbor people would be looking after them. Then we spoke of the larger network of community that used to exist. We talked a lot about what could be, what would be, if the bridge, or if something else, came down here. The hope basically relies on jobs, because jobs become homes, homes become intact neighborhoods, and intact neighborhoods can save our community. So, that in a nutshell, is what we talked about.

Group D

I'm Philippa Sweet. I've lived here in Detroit for 43 years. I've raised six children here, and I have five grandchildren, and the things that I remember were Boblo, recreation parks like Belle Isle. I lived for Saturday, I just lived for it. Because mom said, if we got good grades, we're going to Belle Isle. We went every Saturday. I studied hard. And I miss that. But, we need to bring some of

those things back. Like, the stores which are gone, recreation areas which are gone. For the future, I think we need more parks, more recreation, get the youth off the street, get them into productive things. Build libraries, more recreation parks, roller rinks, something to get them out of the street and into something productive. And we need more shopping centers, that the elderly can get to. Today, you've got to go all the way to Lincoln Park, or way out to Shoppers World; they can't get there. We need to think of our elderly.

Group E

Good evening, my name is Marcella Vance, and I grew up in Delray. There's 11 of us, my parents have been married for 56 years, so you can imagine how we feel about Delray. Growing up, there were family structure, stores, jobs were plentiful, we had the Riverside Park, that was at the end of the boulevard. What we need: we need more houses, a health care center, pollution control. And, if the bridge came to our neighborhood, we want houses to come back, stores to come back. We used to have Cunningham's, Jupiter's, S.S. Kresge. We just want more jobs and more houses and things like that. And we want Delray to be up in lights, "DELRAY," instead of always on the "back burner." That's about all I have.

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