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204688

February 4, 2002

202-973-7605

BY HAND

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
Office of the Secretary
Case Control Unit
STB Finance Docket No. 34040
1925 K Street, N.W.
Washington, D.C. 20423-0001

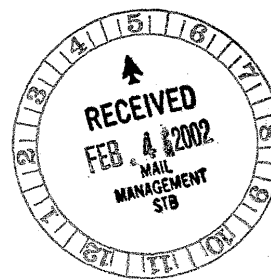
Attention: Troy Brady
Environmental Protection Specialist
Environmental Filing

**RE: STB Finance Docket No. 34040, Riverview Trenton Railroad Company –
Acquisition and Operation in Wayne County, Michigan**

Dear Secretary Williams:

Enclosed for the Board's consideration in evaluating the environmental impacts of the RTRR project is an in-depth technical assessment by Burns & McDonnell ("BMCD")¹ of the draft Environmental Assessment and the Post Environmental Assessment (collectively, "EA") prepared by the Section of Environmental Analysis ("SEA") in this case. The document is entitled "Analysis of Report on the Environmental Impacts of the Riverview Trenton Railroad Company's Proposed Construction and Operation of an Intermodal Facility in the Cities of

¹ BMCD is a multidisciplinary engineering, architectural, construction, and environmental science firm with extensive experience in evaluating environmental effects of rail projects. For example, BMCD recently served as the third-party consultant that prepared the draft and final environmental impact statements for the Board in *Dakota, Minnesota & Eastern Railroad Corporation – Construction into the Powder River Basin*, STB Finance Docket No. 33407.



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Riverview and Trenton, Michigan" ("BMCD Analysis"). It supplements Wayne County's prior submission to the Board on November 21, 2001, which was in the form of a letter from Michael G. Darga, P.E. (Division Design Engineer, Wayne County Department of Public Services).

The BMCD Analysis concludes that, in several respects, the EA either overlooks areas of potential impact from the project or, because of inadequate information, fails to evaluate those impacts fully.

Of particular note, as discussed in Part I of the BMCD Analysis, RTRR does not appear to have shared with SEA significant recent changes to RTRR's project proposal. These changes, which were referenced and documented by Wayne County in our letter to the Board dated January 30, 2002, include the diversion and straightening of Jefferson Avenue. This new aspect of RTRR's project represents a material change in the facts and circumstances of the project as analyzed in the EA. Further, the project would not be undertaken "but for" RTRR's proposed intermodal rail terminal. Thus, it is appropriate for the Board to assess the impacts of this new alternative on its environmental assessment.

In addition to this issue, Parts II-VI of the BMCD Analysis point out the following deficiencies with the environmental reporting and review process:

- **Description of Project-Related Construction** – RTRR has supplied an incomplete description of the construction necessary to engage in efficient intermodal terminal operations at the site. It should provide SEA with a more detailed description of the steps it will take to develop the site, including a list of all construction activities necessary to create a safe and efficient facility capable of handling truck-to-rail, rail-to-truck, and water transfer, and the time frame for site development.
- **Nature of Facility Operations** – The RTRR Report and EA do not adequately detail operations at the proposed facility. RTRR should describe as clearly as possible its anticipated operations at the proposed facility, including the projected levels of truck, rail, and river traffic, the number of daily units (containers and trailers) handled at the facility, and supply enough information about the types and quantities of hazardous materials that may be handled to enable SEA to estimate reasonably potential environmental impacts.
- **Existing Site Contamination** – The RTRR Report and the EA do not adequately consider existing hazardous materials contamination and remediation at the site. RTRR should

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provide SEA with accurate information on the nature and extent of site contamination and the status of remedial activities. Because of the extreme exceedences of contaminant levels at the site, without such information, it is not possible to determine if development of the site for RTRR's intended uses would result in any adverse environmental impacts, or if site preparation or use would conflict with or impede ongoing remediation efforts.

- **No-Action Alternative** – The EA lacks a fully developed “no-action” alternative discussion. RTRR should consider that a “no-action” scenario could include future conversion of some or all of the subject property to non-industrial and/or recreational use with its own potential beneficial and adverse impacts.
- **Development of Water Transfer Facilities** – The RTRR Report and the EA fail to assess the impacts resulting from the development and operation of water transfer facilities. RTRR should provide SEA with its plans for development of water transfer facilities, a consistent and more definite time line for such facilities, and the level of operations anticipated to result from transfer of freight to and from water carriers.

Without careful consideration of these issues, SEA and the Board will not have an adequate basis for concluding that the project would have no significant environmental effects or that an environmental impact statement is not required under the National Environmental Policy Act of 1969. Wayne County therefore requests that SEA's recommendations to the Board be supplemented to evaluate the significant environmental issues identified and discussed in the BMCD Analysis, or that the Board order SEA to perform such supplemental analysis.

Wayne County believes that some of the problems identified above may be due, at least in part, to the inappropriate retention of URS Corporation (URS) as the environmental consultant to SEA in this proceeding. URS should have been disqualified based on conflicts from acting as the Board's consultant for production of the DEA, because as a contractor to RTRR it prepared RTRR's environmental report which is used as a primary input for the EA. Not only can URS be expected to have some continuing allegiance to RTRR for it having originally hired URS, but it also cannot be relied upon to question or critique its own prior work in preparing RTRR's environmental report. SEA or the Board should require RTRR to replace URS immediately with a neutral environmental consulting organization that has no special interests to protect in working on this project.

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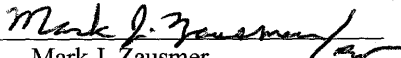
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Finally, Wayne County wishes to express its regret for any inconvenience that this submission may cause the SEA or the Board. Wayne County was surprised that the SEA would issue a Post Environmental Assessment ("Post EA") without the evidence that all parties had expected would result from further proceedings to examine RTRR's proposal. RTRR had expected, based on the Board's decision in *Jefferson Term. R.R. - Acquisition & Operation Exemption - Crown Enterprises, Inc.*, STB Finance Docket No. 33950 (STB served Mar. 19, 2001), that the Board would either deny an exemption outright or, as originally suggested by all parties to this proceeding, initiate a proceeding to consider RTRR's Petition for Exemption in Finance Docket No. 34040. Based on that expectation, it had initially postponed a further environmental analysis until it became clear what next step the Board would require.

Only recently, when it became clear that the Board might not take further action before the deadline for action on RTRR's notice, did Wayne County determine that the risk of inadequate environmental analysis was so great that a further professional analysis of the Draft EA was warranted before the Board announced the next step in this proceeding. The County had expected to make this submission on Friday, February 1, but postponed the submission so that BMCD could consider the Post Environmental Assessment placed on the public record that day (the Post EA was submitted to the Office of Proceedings under a cover letter dated January 22, 2002, but was not made available to the public until Friday, February 1). The County is confident that SEA and the Board would prefer any inconvenience that might be caused by further environmental analysis to the risk that their decisions would not be fully informed.

Respectfully submitted,

FINK, ZAUSMER & KAUFMAN

By 
Mark J. Zausmer
Counsel for County of Wayne

Enclosure

cc: Chairman Linda Morgan
Vice Chairman Wayne Burkes

**ANALYSIS OF REPORT ON THE
ENVIRONMENTAL IMPACTS OF THE
RIVERVIEW TRENTON RAILROAD COMPANY'S
PROPOSED CONSTRUCTION AND OPERATION OF
AN INTERMODAL FACILITY IN THE CITIES OF
RIVERVIEW AND TRENTON, MICHIGAN**

STB FINANCE DOCKET NO. 34040

Prepared by
Burns & McDonnell

Reynold Tomes
Project Manager

February 4, 2002

INTRODUCTION

The so-called Riverview Trenton Railroad Company (RTRR) has acquired from its corporate parent, Crown Enterprises, Inc. (Crown), a parcel of land that is part of the site of the former McLouth Steel Products Company steel mill. The steel mill complex included certain industrial track, some of which remains on the property. RTRR has stated that it intends to develop an intermodal facility on the property, which it says would provide for the transfer of semi-truck trailers and containerized freight among trucks, trains, and, in the future, river-going vessels. If RTRR determines to ship or receive rail traffic, it expects that tracks leading to and from its property (some of which are not now in place) would provide rail access to the proposed intermodal facility. RTRR anticipates that the facility would provide service primarily for the shipment of automobile parts and equipment into the Detroit area by rail for final delivery by truck to individual automobile manufacturers in the Detroit area.

Numerous interested parties have raised concerns about RTRR's proposal, generally focusing on the following issues:

- increased truck and rail traffic and its effects on transportation, local roads, and emergency services;
- unsafe and inefficient rail operations due to inadequate rail infrastructure;
- loss of the proposed site as a potential location for a community park;
- potential environmental impacts of development and operation of barge/ship facilities at the site;
- reduced air quality; and
- increased train and truck noise in the community.

A draft Environmental Assessment (DEA) has been prepared for the project by URS Corporation (URS) (consultant to RTRR) under the direction of the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA). The DEA was served on October 15, 2001, and one round of comments was filed on the report. A Post Environmental Assessment (Post EA) addressing those comments was completed by SEA and forwarded to the Office of Proceedings under cover letter dated January 22, 2002. The Post EA was placed on the public record on or about February 1, 2002. The DEA as supplemented by the Post EA shall hereinafter be referred to collectively as the EA.

In this report, Burns & McDonnell (BMCD) provides a technical assessment of the EA and the environmental issues posed by the RTRR project, as a supplement to issues already identified in comments on the DEA. BMCD has extensive rail-line evaluation experience. For purposes of our analysis, we reviewed the DEA, the Post EA, RTRR's environmental report (RTRR Report) to the Board (which was also prepared by URS), the comments submitted by various parties

(including Wayne County and the cities of Riverview and Trenton), and existing studies and other information pertinent to the site. We also conducted a site reconnaissance of the proposed intermodal yard and surrounding area.

SUMMARY OF FINDINGS

We identify several areas (1) where RTRR, through URS, has not supplied SEA with sufficient information to permit an adequate assessment of the potential project impacts; or (2) where the EA fails to identify and assess particular potential impacts. The deficiencies we identify in the environmental reporting and review process include the following:

- **Significant Recent Project Expansion** – RTRR has recently announced significant additions to the project, including a proposal to relocate and straighten a major road fronting the property and development of public use property and an industrial park as part of the project. These new plans constitute a material change in the facts and circumstances of the project as evaluated in the RTRR Report and EA. SEA should require that detailed information concerning these new proposals be provided so that it may fully analyze potential impacts.
- **Description of Project-Related Construction** – RTRR has supplied an incomplete description of the construction necessary to engage in efficient intermodal terminal operations at the site. It should provide SEA with a more detailed description of the steps it will take to develop the site, including a list of all construction activities necessary to create a safe and efficient facility capable of handling truck-to-rail, rail-to-truck, and water transfer, and the time frame for site development.
- **Nature of Facility Operations** – The RTRR Report and EA do not adequately detail operations at the proposed facility. RTRR should describe as clearly as possible its anticipated operations at the proposed facility, including the projected levels of truck, rail, and river traffic, the number of daily units (containers and trailers) handled at the facility, and supply enough information about the types and quantities of hazardous materials that may be handled to enable SEA to estimate reasonably potential environmental impacts.
- **Existing Site Contamination** – The RTRR Report and the EA do not adequately consider existing hazardous materials contamination and remediation at the site. RTRR should provide SEA with accurate information on the nature and extent of site contamination and the status of remedial activities. Because of the extreme exceedences of contaminant levels at the site, without such information, it is not possible to determine if development of the site for RTRR's intended uses would result in any adverse environmental impacts, or if site preparation or use would conflict with or impede ongoing remediation efforts.
- **No-Action Alternative** – The EA lacks a fully developed "no-action" alternative discussion. RTRR should consider that a "no-action" scenario could include future conversion of some or all of the subject property to non-industrial and/or recreational use with its own potential beneficial and adverse impacts.

- **Development of Water Transfer Facilities** – The RTRR Report and the EA fail to assess the impacts resulting from the development and operation of water transfer facilities. RTRR should provide SEA with its plans for development of water transfer facilities, a consistent and more definite time line for such facilities, and the level of operations anticipated to result from transfer of freight to and from water carriers.

DISCUSSION

PART I – SIGNIFICANT RECENT PROJECT EXPANSION

RTRR has recently offered a public description of the project and its scope that reveals a far more extensive undertaking than anything described in the RTRR Report or EA. On January 23, 2002, RTRR ran a full-page advertisement in The News-Herald (a local newspaper) describing its project. The advertisement shows plans for the relocation of a large stretch of Jefferson Avenue, and the development of public use property and an industrial park on or adjacent to the project site. See Exhibit 1. RTRR further unveiled these plans in a large public meeting held in Southgate, Michigan, on January 24, 2002. A transcript and tape of that meeting were filed with the STB by Wayne County on January 30, 2002. During that meeting, RTRR's new road relocation plans were described by a county official as including elevation of a portion of Jefferson Avenue for an estimated cost of \$60 million.

These new plans constitute a material change in the facts and circumstances of the project as evaluated in the RTRR Report and EA. SEA should require that detailed information concerning these new proposals be provided so that it may fully analyze the potential impacts of the major undertakings now being contemplated by RTRR.

PART II – DESCRIPTION OF PROJECT-RELATED CONSTRUCTION

BMCD understands that there is a disputed issue concerning whether RTRR needs to be and should be considered a "railroad" subject to Board jurisdiction. The materials we reviewed in preparing this report, however, reflect the general agreement of both sides that RTRR will need to rehabilitate, construct, or possibly relocate rail infrastructure to provide intermodal terminal service at the site.

As an initial practical matter, while it might seem appropriate (or expedient) to try to utilize existing trackage for the proposed intermodal terminal, the track lay-out at the Detroit Steel Center, Ltd. (DSC) and RTRR properties was designed to serve a steel mill, not an intermodal facility. An intermodal facility has service and access issues that are very much different than those required for efficient operation of a steel mill complex. Even if adequate track infrastructure were now located on RTRR and DSC properties (and, as explained below, there is not), such track would not provide for safe and efficient operation of an intermodal terminal.

Nonetheless, RTRR has provided little information on what it will do to prepare the site for operation. While it offers some projections as to the level of rail activity and truck traffic associated with operation of the facility (addressed later in Part III), the RTRR Report provides only a vague description of possible facility construction. See RTRR Report at 3-1, Sections 3.1 and 3.1.1. RTRR provides no reliable information on the extent, nature, or even the exact location of required construction, and the EA, accordingly, does not discuss this subject in any detail. As discussed below, based on our site visit, it appears that RTRR's statements that it must renovate on-site trackage and install a few yard tracks understates the scope of track work and ignores the need for significant new rail construction required to develop the site for intermodal transfer functions.

Figure 1a in the DEA provides an overview of the project site and vicinity. This figure shows a substantial amount of on-site and off-site rail infrastructure, including tracks running along the Detroit River, and along Jefferson Avenue. Figure 1a gives the misleading impression that abundant trackage is available on both the RTRR and DSC properties that can be used for the proposed facility. Much of the trackage shown on this figure is not in place. The only on-site tracks that BMCD observed on RTRR's property were one or two dilapidated tracks paralleling Jefferson Avenue, and, diverging from that track, a few hundred feet of track extending into the RTRR property. Moreover, it appears that most of this track would not even be used in RTRR's proposed site configuration.¹ We have prepared Maps 1 and 2 (attached as Exhibit 2), which more accurately depict the location and amount of trackage currently within the RTRR property.

Many of the tracks shown in the DEA's Figure 1a have been graded away or covered with waste fill (soil, rock, concrete), rendering them useless without extensive excavation. While it is true that there is approximately 2,000 feet of contiguous on-site trackage paralleling Jefferson Avenue, any other trackage, including virtually all of the track shown in DEA Figure 2 (Site Plan for Intermodal Terminal), would exist only after new construction. Such new construction – which appears to entail the construction of what RTRR may be claiming to be its “rail line” – presents significant environmental hazards given the existing contamination on this property. As discussed in Part IV, below, the existing due care plan contained in the DEA (Due Care Plan) does not appear to address these issues adequately.

The RTRR Report and the EA also fail to provide an adequate description of how RTRR's proposed facility would handle the long trains it projects for operation, and they nowhere identify the specific trackage that would be used to accommodate such trains (up to or exceeding 8,000 feet). Existing rail infrastructure at the site is wholly inadequate to handle such trains. RTRR's property does not contain 1.5 miles of contiguous track, much less sufficient track to hold an 8,000-foot train. Assuming that sufficient suitable land is available (which is unclear), major new construction would be required at the site to handle 8,000-foot trains efficiently.

As noted, we observed tracks running parallel to Jefferson Avenue, extending northward from the north end of the RTRR property. According to diagrams in the DEA, some of this track is

¹ The track depicted in Figure 1a shown running parallel to Jefferson Avenue is not shown on RTRR's site plans as presented in Figure 2 of the DEA, and it is not clear what purpose most of this track would serve given the design of the rest of the facility, which is located away from the Jefferson Avenue property boundary.

intended to serve as a connection between the north end of the proposed facility and GTW's lines. This trackage – much of which extends beyond the boundaries of RTRR's property, and includes the at-grade crossing of Jefferson Avenue discussed in the EA – is incomplete, in poor condition, and contains numerous short, tight curves. During rehabilitation of this track segment, it would make sense to re-align it to ensure smoother and safer train operations.² However, wetlands are located along this track segment, which are not discussed in the EA and could be affected by any track rehabilitation or realignment.

At least some of DSC's industrial tracks would also likely require rehabilitation to make them suitable for RTRR's purposes, and to provide for safe and efficient train movements.³ Potential work on DSC's tracks, however, is nowhere discussed in the RTRR Report or the EA.

Finally, the EA should recognize that construction of new trackage and heavy rehabilitation of trackage near the Detroit River could affect vegetation, wildlife, and wetlands within the river corridor. Although the DEA notes the potential presence of wetlands and the occurrence of vegetation along Monguagon Creek, it fails to mention the wetlands and vegetation present along the Detroit River site boundary.⁴ The DEA states that no adverse impacts would occur to biological resources, including plants and wildlife as a result of the proposed project. However, the proximity of necessary track work to the Detroit River and the development of water transfer facilities could destroy the vegetative corridor along the river.⁵ The vegetation and habitat along this section of the Detroit River may not be of high quality, but the potential impacts on it should be examined because river corridors typically provide travel and movement pathways for wildlife. Many species of songbirds, furbearers, small mammals, and raptors have adapted to these sorts of riparian environments, particularly when such habitat is near parks and wetlands. RTRR should provide SEA with information on the location of vegetated areas in relation to the facilities to be re-built or newly constructed so that SEA can determine what effects the project would have on biological resources.

² Commenters on the DEA have indicated these curves would not allow safe operation of 100-car trains of 80-foot rail cars, which would be operated at this facility. Even if it is determined that such trains could be accommodated by the existing track, for operational convenience and safety, it would seem to make sense to straighten it as part of the major renovation already required for this section of track.

³ For example, beyond potentially heavy day-to-day planned use of DSC tracks for additional intermodal rail traffic, it appears that those tracks would be needed to hold a full intermodal train if the facility must accommodate two 8,000-foot trains at the same time.

⁴ This is a serious omission in light of concerted and ongoing Detroit River restoration efforts, which are discussed in Part VI, below.

⁵ The DEA mentions the potential development of the site as a barge and ship transfer terminal, presumably providing for transfer between water and rail, water and truck, or both. The complete lack of rail or other infrastructure adjacent to the Detroit River boundary of the RTRR property demonstrates that new construction would be necessary for any water/rail transfers. As discussed in Part VI, the environmental impacts of development and operation of barge and ship transfer facilities should be evaluated as part of the rail project RTRR has proposed.

PART III – NATURE OF FACILITY OPERATIONS

As discussed in Part VI, the EA contains no discussion of water transfer activity or its possible impacts. In this part we note that, in addition, the information RTRR has offered (and upon which the EA relies) to describe truck and rail traffic moving into and out of the proposed intermodal facility is both incomplete and, at times, contradictory. We also discuss in this part the EA's failure to assess the potential impacts associated with the transport of hazardous materials through the site.

The truck movement projections RTRR supplies are confusing. First, one cannot tell whether or not RTRR (or the DEA, for that matter) used the word "containers" to mean both containers and truck trailers. If not, then its traffic estimates are clearly understated. (We found no separate data in the EA quantifying truck trailer movements.) Second, estimates of the number of containers and truck trailers operating to and from the proposed facility are confusing because they are stated in terms of "trucks" rather than "truck movements." Truck traffic should be restated in terms of truck movements (with each inbound or outbound truck movement constituting a separate truck movement).

Based on the available data, BMCD has recalculated the possible number of truck movements to and from the proposed facility. Assuming that the estimate of 265 containers in the DEA includes truck trailers, we calculate that there would be an average of 350 total truck movements to and from the terminal between the hours of 7 a.m. and 10 p.m., not the 300 that RTRR and the DEA seems to indicate. For the purposes of our calculations, we accept RTRR's estimate that roughly 68% of all trucks operating to and from the facility will both deliver and pick up a container or trailer, and that the remaining 32% will either deliver or pick up a trailer or container but will not do both (thus operating empty in one direction). Under that assumption, to handle the 265 units estimated by RTRR, an average of 90 trucks would handle both inbound and outbound traffic (a total of 180 trips handling 180 units), and approximately 85 additional trucks would handle only inbound or outbound traffic (a total of 170 truck trips moving 85 units), for a total of 350 truck movements. Total truck movement figures could be higher, of course, if fewer than 68% of the trucks serving the facility handle both an inbound and outbound unit.

RTRR's estimate of 265 containers handled per day also does not correlate with its train data. RTRR states that, under some "peak activity" scenarios, at least one inbound 100-car train and one outbound 100-car train may operate to and from the facility each day (although even this is not clear from RTRR's report). Containers, however, are more economically transported when they are placed two high (double-stacked) on railroad flat cars, and we would expect that to be the preferred practice for containers handled to and from RTRR's facility. (Our preliminary investigation indicates that local rail routes over which RTRR-originated or terminated trains might travel have sufficient height clearances to permit the transport of double-stacked containers.) If so, each 100-car train could handle as many as 200 containers, resulting in a possible daily total of 400 containers handled, not 265. Nothing in the RTRR Report or the EA discusses this issue.

RTRR's 2-train estimate is based on "initial" traffic shortly after start-up. DEA at 5-23. But RTRR and the EA suggest that there may be more than 2 trains during peak activity. In modeling noise, for example, the DEA adopts RTRR's figures, and projects as a worst case that "two blocks of cars" could enter or leave the facility from the north end each day, and that "an average of 3.2 blocks of cars" could enter or leave from the facility from the south end each day. *Id.*⁶ It is possible, therefore, that there will be as many as 5.2 daily train movements to and from the facility. Assuming that each train might run up to 100 cars in length, then total daily containers to and from the facility could range from 200 (two 100-car trains at 100 containers per train, assuming containers are not double-stacked) to 1,040 (5.2 double-stacked 100-car trains at 200 containers per train).

Turning to the nature of what RTRR would carry, in response to GTW's comments, RTRR acknowledged that its proposed facility would handle hazardous materials, but RTRR has not provided any detailed projections concerning the amounts or types of hazardous materials that might flow through the facility. Letter from D. Coburn to STB, December 20, 2001, at 4. Instead, RTRR asserts that it does not intend to "transport bulk volumes" (without ever explaining what that means), asserts that overall it will handle only modest amounts of dangerous commodities, notes that it intends to comply with applicable U.S. Department of Transportation regulations, and states that prior to operations it intends to develop a spill prevention and contingency plan. *Id.* The Post EA seems to accept these representations as sufficient, but they do not meet the requirements of the Board's environmental report regulations under 49 C.F.R. §1105.7(e)(5)(iii) (ozone-depleting materials) and 49 C.F.R. §1105.7(e)(7)(ii) (other hazardous materials). Among other things, those provisions require identification of the ozone depleting or hazardous materials to be carried, the quantity, frequency of service, safety record and safety practices, and contingency plans to deal with possible spills, and likelihood of accidental release of ozone depleting or hazardous materials. This information should be developed for the hazardous materials that may be transported at the proposed facility, and should then be analyzed by SEA to determine the potential environmental impacts of the hazardous materials that may be carried at this location and to consider the possibility of appropriate mitigation. At a minimum, the Board should require that any spill or contingency plans it might consider be filed in advance of completing a final environmental assessment.⁷

⁶ The DEA assumes that "blocks of container railcars enter and leave the facility with an average of 100 railcars per block." *Id.* at 5-22. We assume, therefore, that the DEA uses the words "train" and "block" interchangeably.

⁷ There is yet another safety consideration that BMCD believes ought to be addressed. Recent news reports suggest that terrorists can use containers and container transport services, respectively, to conceal and position weapons of mass destruction at strategic locations where they would be used to disrupt the flow of international and domestic commerce. See Peter Benesh, "Will Containers Used in Trade be Trojan Horse for Terror?," *Investors Business Daily*, Jan. 25, 2002, at 20 (attached as Exhibit 3). RTRR has not provided any information concerning the measures it would take to protect against any such terrorist activities, but we urge SEA to require RTRR to do so.

PART IV – EXISTING SITE CONTAMINATION

Based on our review of a number of environmental documents related to the RTRR site,⁸ BMCD has identified several outstanding and potentially significant issues regarding the nature, extent, and remediation of contamination at the site. Although it is evident that the RTRR site is contaminated by a variety of substances from previous activities associated with the McLouth Steel plant, RTRR has supplied insufficient information to characterize accurately the nature and extent of that contamination. To date, there has been only partial completion of RCRA site investigation requirements and incomplete development of corrective measures. This creates substantial risks regarding on-site hazardous materials. One immediate concern that we have identified from recently available information (December, 2001) indicates a potential inhalation risk to workers and the public at the site due to contamination. This risk is not even considered in the Due Care Plan.

Under these circumstances, without further investigation and remediation, it is impossible to conclude that it is appropriate and safe to develop an intermodal terminal at this site, much less develop public use property and a business park as contemplated under RTRR's newly announced plans discussed in Part I, above.

Further, it is impossible to conclude that RTRR's proposed project will not impede or even reverse ongoing or prescribed remediation efforts, including efforts mandated under RCRA. As noted in the DEA, site remediation is expected to continue regardless of the outcome of the ongoing disputes over RTRR's proposed intermodal terminal, even though it is unclear how

⁸ BMCD reviewed the following documents (in addition to those noted in the introduction to this report) for purposes of the analysis presented in this part:

- Techna Corporation 1997. Summary of Initial Site Assessment Results, DSC, Ltd. – Trenton Plant, dated October 20, 1997 (Summary of Initial Site Assessment Results).
- Michigan Department of Environmental Quality (MDEQ). 1999. Comprehensive Corrective Action and Remedial Consent Order for Trenton and Gibraltar Facilities. WMD Order No. 111-15-99, dated December 17, 1999 (Consent Order).
- ESC. 1999. RCRA Facility Assessment Report, DSC Ltd. – Trenton Plant, 1491 West Jefferson Avenue, Trenton, Michigan. Prepared by ESC for DSC, Ltd., dated November 2, 1999 (RCRA Facility Assessment Report).
- Corrective Measures Workplan, Equipment Storage Yard (WMU-27), TSCA Storage Building (WMU-29), DSC, Ltd., Trenton, Michigan. Prepared by Environmental Strategies Corporation (ESC) for DSC Ltd., dated April 7, 2000.
- ESC. 2000. Corrective Measures Workplan, Equipment Storage Yard (WMU-27), TSCA Storage Building (WMU-29), DSC, Ltd., Trenton, MI, dated July 27, 2000 (Corrective Measures Workplan).
- ESC. 2001. Draft North Area Corrective Measures Workplan, North Debris Piles (WMU-26), Former EAF Dust Storage Pile (WMU-30), Former EAF Dust Storage Tank, Groundwater, DSC Ltd. – Trenton Plant, Michigan. Prepared by ESC for DSC, Ltd., dated December 27, 2001 (Draft North Area Corrective Measures Workplan).

remediation activities would be impacted by the proposed site development. The DEA states that development of the site as an intermodal terminal would not have any adverse impacts on any ongoing remediation efforts and would not threaten the release of or exposure to any of the on-site contaminants. We find little in the EA to support that assertion.

We base our conclusions on the following:

- The RCRA Corrective Action process appears to have been circumvented to the point where the proposed remedial alternative selected (fill cover and deed restrictions) is inadequate to protect human health.
- Applicability of the Part 201 of the Michigan Natural Resource and Environmental Protection Act (hereafter "Part 201") Industrial Soil Cleanup criteria is dependent on strictly controlled site access. Although fencing extends around three sides of the entire DSC and RTRR properties, access to the site by boat along the unfenced shoreline of the Detroit River is still possible. Moreover, RTRR's recently announced plan for additional public and business activities on or about the site creates further risks of unacceptable exposure to the site. Any public access to the site prior to completion of remediation efforts would pose a health and safety risk.
- Extremely high levels of manganese and lead in surface soils are present in the vicinity of Waste Management Units (WMU)⁹ 26, 30, and 31, where samples were collected and analyzed. The rest of the 76-acre site does not appear to have been adequately characterized for manganese given the widespread occurrence of manganese in areas where samples were collected and analyzed and the apparent relationship with slag fill and not just electric arc furnace (EAF) dust.
- Information contained in the Due Care Plan appears to be contradictory regarding exposure pathways of concern and of doubtful applicability given the widespread occurrence of manganese and lead in surface soils above Part 201 Industrial Soil Criteria.
- The proposed deed restriction language is too vague and would not protect construction workers performing subsurface excavation work.
- The priority schedule for implementation of remedial actions extends through 2007 with monitoring to continue for seven years after that. Protection of on-site workers in the interim period from 2002 until 2007 when remedial activities are completed, is not clearly addressed in the Due Care Plan prepared for the project.
- In general, there are a number of serious environmental issues that must be addressed before humans can safely use this site on a full-time basis. Most notable are manganese and lead

⁹ In RCRA, a WMU is a discernible unit where solid or hazardous wastes have been placed at any time or any area where solid wastes have been routinely and systematically released. WMUs are evaluated for levels of contamination (including type of contaminant and nature and extent of contamination) and, if necessary, for corrective measures (remediation).

levels up to nearly 10 times higher than the maximum levels established for human health and safety. These levels do not appear to have been considered in the Due Care Plan or as part of previous activities at the site. It appears that embarking on a course to make the property an intermodal transfer facility before contamination has been adequately characterized and remediated, where required, may pose unacceptable risk to on-site workers and the public.

These points are elaborated upon below in Subpart IV.B. Before doing so, however, we provide in Subpart IV.A., a review of the environmental and regulatory background relating to existing contamination and remediation efforts for this site.

A. ENVIRONMENTAL AND REGULATORY BACKGROUND

Environmental assessment and remediation activities at the 272.5-acre DSC Trenton Facility (of which the 76-acre RTRR property is part) date back several years. Activities are continuing presently, and will likely continue for many years into the future. The following provides a brief summary of these activities.

Environmental activities at the site were initiated in the 1980's. The former owner of the property (McLouth Steel) filed a notification of waste activity and an application for a RCRA, Part A permit, in November 1980, for an EAF dust pile since EAF dust is a listed hazardous waste. A waste generator identification number (MID 017 422 304) was issued for the Trenton Facility. The Michigan Department of Environmental Quality (MDEQ) performed a preliminary assessment/visual site inspection of the Trenton Facility in 1986. McLouth filed for bankruptcy in 1995 and steel production ceased. In 1996, DSC acquired the Trenton Facility through bankruptcy court. However, steel production activities were not resumed until July 1998, when DSC re-started an acid pickling line and the facility's wastewater treatment system.

In November 1996, DSC, filed a RCRA Notification of Hazardous Waste Activity form for the Trenton Facility and USEPA generator identification number MID 017 422 304 was reissued. In September 1997, DSC filed an application for a RCRA, Part A, hazardous waste permit for the Trenton facility, for handling EAF dust. The Trenton Facility was given "interim status" pursuant to RCRA and Part 111 of the Natural Resources and Environmental Protection Act (NREPA).

Preliminary site assessment activities were performed by DSC in 1997.¹⁰ A RCRA Facility Assessment was performed by DSC in 1998 and revised in 1999.¹¹ Also in 1999, DSC entered into the Consent Order (cited at footnote 8, above) with the MDEQ to perform corrective actions at their Trenton (and Gibraltar) facilities.

In February 2000, Crown purchased 76 acres of the 272.5-acre Trenton Facility from DSC. In November 2000, RTRR was created (as an affiliate of Crown) to operate an intermodal transfer

¹⁰ See Summary of Initial Site Assessment Results.

¹¹ See RCRA Facility Assessment Report.

facility on the 76-acre parcel. In May 2001, RTRR filed with the Board a Petition for Exemption from regulatory application requirements of the ICC Termination Act, which resulted in the EA.

In the meantime, DSC has continued with RCRA Corrective Action activities at the Trenton Facility (including the RTRR property) as required by the Consent Order with MDEQ. The Corrective Measures Workplan for two RCRA Waste Management Units (WMUs) on the RTRR property was submitted to the MDEQ in July 2000. *See* footnote 8. The Draft North Area Corrective Measures Workplan for additional RCRA WMUs on the RTRR property was submitted to the MDEQ in December 2001. *Id.*

B. SPECIFIC ENVIRONMENTAL ISSUES

The 76-acre parcel now owned by RTRR includes at least five identified WMUs. These include WMU-26 (the North Debris Piles); WMU-27 (gear Storage Yard); WMU-29 (TSCA Storage Building); WMU-30 (Former Interim Status EAF Sludge/Dust Storage Pile) and WMU-31 (EAF Sludge/Dust Accumulation Tanks) (see Figure 5, attached as Exhibit 4).

RCRA establishes a corrective action process whereby remediation measures are identified and implemented as part of the process to return a contaminated site, such as the RTRR property, to useful purposes. The scope of work for a Corrective Measure Study (CMS) consists of the following tasks (USEPA, 1988) in the following order:

- (1) Identification and Development of the Corrective Measure Alternative or Alternatives (RCRA Facility Investigation or RFI)
- (2) Evaluation of the Corrective Measure Alternative or Alternatives
- (3) Justification and Recommendation of the Corrective Measure or Measures (CMS) Workplan
- (4) Reports

The usual RCRA Corrective Action process has been altered for the RTRR site in that the RCRA RFI and the CMS workplans have been combined as one document. As a result, the RCRA remedial alternative selection process appears to have been short circuited, if not bypassed altogether. Our review suggests that the following RCRA-required steps have not been undertaken:

- Screening of potential remedial alternatives
- Identification of the most suitable alternatives for future site use
- Evaluation of each alternative in terms of technical effectiveness, reliability, feasibility of implementation, and safety
- Assessment of environmental, human health and institutional impacts of the proposed remediation
- Remedial alternative cost estimating
- Justification/recommendation of alternative remediation based on technical viability.

At best, it appears that, if considered at all, none of the normal RCRA processes have been sufficiently documented in the draft CMS workplan for this site. Therefore, it is not possible to determine what other remediation alternatives exist, what appropriate uses of the site may be, or if the site poses a potential threat to human and ecological health and safety. Without such information, RTRR has no solid basis to claim that track and other construction at the site would not exacerbate existing contamination problems, would not pose a risk to human and ecological health and safety, or that operation of an intermodal terminal at the site is appropriate. Additionally, RTRR has offered insufficient information to determine whether development of the intermodal terminal would hamper or conflict with measures necessary to remediate the site to acceptable levels for protection of human health.

In the case of the North Debris Piles (WMU-26), the former EAF Dust Storage Pile (WMU-30), and the former EAF Dust Storage Tank (WMU-31), the draft CMS workplan for this site states that the proposed corrective measure is to cover the area with clean fill and file a deed restriction for the limited areas of soil that do not meet limited industrial Part 201 criteria. There appears to be no discussion of any other potential remedial alternatives as recommended in the RCRA CMS scope of work guidance.¹² Without this discussion, it is not possible to confirm whether the recommended alternative is best from the standpoint of technical viability and cost effectiveness balanced against the protection of human health, environment, and best use of the site. In addition, placing deed restrictions precluding certain uses on relatively small, isolated areas within the parcel (as is suggested in the CMS workplan) would be difficult to control and monitor.

One of the justifications for application of Part 201 industrial cleanup criteria for the RTRR site is that access to the property by the general public is assumed to be limited on all sides by fencing. However, approximately 3,800 feet (0.7 miles) of unfenced shoreline along the Trenton Channel of the Detroit River is accessible by boat. Moreover, as discussed in Part I, RTRR has now proposed the addition of parkland and an industrial park on or in the vicinity of the project site, significantly increasing the likelihood that members of the public will be exposed to contaminated portions of the site. Neither of these facts appears to have been considered in determining applicability of the industrial cleanup criteria, further demonstrating that RTRR's intended use of the facility may pose health threats for workers and the public at this site.

Additionally, there is significant manganese contamination in the 20 acres that comprise WMU-26 (North Debris Piles). The Part 201 Particulate Soil Inhalation Industrial Cleanup Criteria for manganese is 1,500 mg/kg. Nine soil samples collected from a debris pile in this area, referred to as "Levy Mountain," had manganese levels ranging from 13,000 to 24,000 mg/kg (see Figure 6, attached as Exhibit 5), well above what is regarded as hazardous to human health and safety. The 39,000 cubic yard debris pile was spread out over the 20-acre area in a level layer approximately 1 foot thick. See Draft North Area Corrective Measures Workplan. With current conditions at the site, it appears that the risk of on-site persons in the 20-acre area being exposed to airborne dust containing levels of manganese above Part 201 Cleanup Criteria is considerable.

¹² USEPA. 1988. RCRA Corrective Action Plan (Interim Final): EPA/530-SW-88-028, OSWER Directive 9902.3 dated June 1988.

Exposure risk would likely be exacerbated on windy days and through dust generated by trucks operating at the intermodal facility.

The Due Care Plan appears to be contradictory and inconsistent with data presented in the draft CMS workplan for this site. Section 2.2 of the Due Care Plan states that "concentrations of hazardous substances detected in soil and groundwater at the property do not exceed vapor or particulate inhalation criteria. As a result, these inhalation pathways are not currently identified as pathways of concern." However, in Appendix A of the Due Care Plan (Dormant Land Use Plan) it is stated that "due to the general nature of identified contaminants, exposure pathways appear limited to construction workers who will be potentially exposed, directly or indirectly, via oral ingestion and dermal contact, and to construction workers and the general public via potential inhalation of vapors or contaminated airborne particulates." Additionally, there is no mention of risk to full and part-time site workers who would routinely be exposed to dust resulting from the truck traffic and periodic high winds. It is stated that dormant land usage will be limited to areas outside of known WMUs, but recent surface soil data indicates that elevated manganese levels in excess of Part 201 Cleanup Criteria were detected in soil samples collected outside of the WMU boundaries.

In Appendix D of the Due Care Plan (Developed Land Use Plan) it is stated that:

redevelopment or reuse will be conducted in a manner not likely to do any of the following:

- i. Exacerbate or contribute to the existing release or threat of release.
- ii. Interfere with the implementation of response activities.
- iii. Pose health risks related to the release or threat of release to persons who may be present at or in the vicinity of the facility.

It appears that the spreading of the 39,000 cubic yards of manganese contaminated material (discussed further in the following paragraph) over the 20-acres that comprise WMU-26 has already violated two of the three conditions above by exacerbating an existing release and increasing the health threat to on-site personnel.

Additionally, the North Area Corrective Measures Work Plan states, "Manganese concentrations in soil throughout the North Area are greater than the Part 201 particulate inhalation criteria." Because the Due Care Plan does not acknowledge the presence of contaminant levels above inhalation criteria, it could not have considered them in the measures designed to protect human health and safety. At WMUs 30 and 31, ten surface soil samples were collected in a grid over the former EAF dust storage pile and dust storage tanks. Manganese levels in the soil samples ranged from 8,780 mg/kg to 18,100 mg/kg, again, well in excess of the Part 201 Particulate Soil Inhalation Industrial Cleanup Criteria of 1,500 mg/kg for manganese. *See Draft of North Area Corrective Measures Workplan.* Additionally, sample sites located some distance from the former dust pile and storage tanks do not seem to have manganese levels (see Figure 6, attached as Exhibit 5) significantly lower than those levels for samples collected at the dust storage pile and dust storage tanks. This strongly suggests that manganese contamination above allowable levels is widespread across the site, posing a significant danger of exposure both to possible

workers at the site (both construction and permanent) and to members of the public who might come in contact with the site.

In addition, nine surface soil samples and one subsurface soil sample in the WMU 30-31 area contained lead contamination in excess of the Part 201 Direct Contact Soil Industrial Cleanup Criteria of 900 mg/kg. The proposed corrective measure for areas of WMU 30 and 31 where samples exceed the lead cleanup criteria, is to cover those areas with clean fill and file a deed restriction so that onsite workers and trespassers are protected. In the draft deed notification contained in Appendix H of the North Area Corrective Action Plan, it is stated in Section C, "The Owner shall appropriately maintain the surface cover placed over the property." Presumably this refers to cover material such as gravel or asphalt placed over contaminated soil areas to prevent exposure by inhalation or direct contact. There is no mention of restrictions on subsurface excavation activities or protection for workers performing these activities. It is very likely, however, that RTRR will engage in track work and subsurface excavation activities for structural footings and foundations and utility trenches (as would be necessary for the buildings and structures contemplated as part of RTRR's proposal) that would contact contaminated material.

In light of the RCRA materials we have reviewed, workers and others who might be exposed to the RTRR site would be at risk of exposure to contaminants (particularly manganese and lead) well above levels considered safe. There is insufficient information to assess fully the degree of this threat. However, based on known contamination alone, it appears that the remediation measures presently contemplated in the RCRA process and the Due Care Plan are inadequate to protect against release of, or worker and public exposure to, on-site contaminants.

Additionally, the Priority Summary and Schedule for implementation of remedial activities contained in the Consent Order indicates that the remedial activities would not be completed at the site until 2007 and monitoring would continue for an additional 7 years after that. Thus, remediation activities, including those at WMUs on the RTRR facility, would be ongoing at the site during the development and operation of the intermodal terminal. Without better information on (i) the nature and extent of contamination, (ii) specific remediation efforts, (iii) RTRR's construction methods and procedures, and (iv) the amount and location of all new rail line construction, it is not possible to determine if the development of the site as an intermodal terminal would prevent or hamper surface and subsurface remediation efforts.¹³

PART V – NO-ACTION ALTERNATIVE

The DEA concludes with regard to the No-Action (no-build) alternative that if RTRR is denied authority to develop the facility or decides not to go forward with it, the site would remain

¹³ The RTRR site has been determined to have subsurface mercury and alkali contamination in the ground water, which may be leaching into the Detroit River. It appears that no information on the potential for remediation or measures that would be used for remediation of subsurface contamination has been considered. Under the circumstances, it is not possible to evaluate whether or not development of the site would hamper or prevent remediation of subsurface contamination.

essentially as it is today, except for changes due to ongoing remediation activities. DEA at 3-6 to 3-7.

Elsewhere, however, the DEA acknowledges that local communities have plans to “redevelop the shoreline from heavy industrial to recreational, planned residential units, and retail.” *Id.* at 4-9. *See also* Post EA at 21 (“SEA recognizes that the Cities might have other plans for the property at issue . . .”). Such redevelopment of the area as a park or mixed-use land appears quite feasible, so long as existing contamination on the land is sufficiently cleaned up or contained. There is precedent in this area, such as Wyandotte’s Bishop Park, for such redevelopment of a former industrial site. Such redevelopment is also consistent with concerted local efforts to improve the health of the Detroit River and the lands along its banks, as described in more detail in Part VI.

In light of this substantial alternative to the proposed project, it appears that development of the site as a public park or recreation area should have been considered as a likely alternative to development of an intermodal facility. Although it may not be “the role of the Board to balance one plan against the other” (Post EA at 21), the EA should present the potential impacts, including benefits, associated with development of the site as a recreation or mixed-use area.

PART VI – DEVELOPMENT OF WATER TRANSFER FACILITIES

Although RTRR contemplates that its proposed intermodal facility will provide for barge and deep-water ship transfer access,¹⁴ RTRR has not provided SEA with definitive information concerning the time frame for development of barge and ship facilities. It claims that development of such facilities would not occur for some time, and thus should not be considered in the EA.

BMCD’s review of the environmental materials suggests, to the contrary, that the development of water-oriented facilities is in the foreseeable future.¹⁵ RTRR has already acquired the rights to use existing water facilities, and it has indicated that it may begin water transfer activities by 2006. DEA at 1-3. If so, further development of water transfer facilities would probably begin in 2004 or 2005. Such a timeframe places the beginning of such activities within the first 2 to 3 years of intermodal operations. Even if work on a water facility began in 2006, such a facility could be operational within 5 to 6 years of the Board’s approval of the project, even assuming that RTRR engages in roughly a year’s worth of construction to prepare the site for any intermodal activity. The Board has found actions within such time frames to be reasonably foreseeable in other cases.¹⁶

¹⁴ RTRR states “barge and ship facilities *will* be developed.” DEA at 3-1.

¹⁵ When RTRR’s affiliate first purchased the RTRR property from DSC, it paid \$285,000 specifically for rights to use the barge dock and sea wall located on the premises. *See* Purchase Agreement among DSC, Monguagon Land Company, and Crown Enterprises, Inc., entered into on Feb. 11, 2000, p.1 (attached as Exhibit 6).

¹⁶ For example, in STB Finance Docket No. 33407, *Dakota Minnesota & Eastern Railroad Corporation – Construction Into the Powder River Basin*, SEA reviewed the potential impacts of the applicant’s construction

Moreover, SEA treated deep-water marina operations as sufficiently concrete and likely to include impacts from such service in its worst-case scenario for noise analysis. See Post EA at 20 n.10. It was appropriate for the Board to do so, and it is equally appropriate for the Board to take the next step and fully analyze the environmental impacts of future water operations.

For these reasons, BMCD submits that RTRR is committed to developing water transfer facilities in the reasonably foreseeable future and that this important aspect of RTRR's proposed project should be analyzed for environmental impacts. Because it is impossible to determine on the existing record if significant impacts could result from water transfer activities that would not occur "but for" construction of the intermodal terminal, SEA should either require that RTRR provide a reasonable plan outlining its water-related facilities and operations, or, in the alternative, it should use the best information available to it to make reasonable assumptions concerning such facilities and operations.

It is particularly important that the Board consider water-related issues in this case.

First, major efforts are underway in the "downriver" region of southeastern Michigan to restore the Detroit River as an important natural and recreational resource. Although not noted in the EA, the United States and Canada have designated the Detroit River as the first American and Canadian Heritage River. It is also the first International Wildlife Refuge in North America. These designations are a reflection of ongoing efforts to undo years of pollution released by industries once located all along the river. Local communities have used and continue to seek state and federal funding to successfully reclaim dormant industrial sites along the river, and convert such riverbank lands to greenways, parks, and for other recreation and conservation purposes. See materials attached hereto as Exhibit 7.

Second, although some of the impacts resulting from water transfer activities could be considered by other governmental entities, such as the Army Corps of Engineers (COE), many impacts related to water transfer activities will not be considered by COE or any governmental body, if SEA does not undertake to review them itself.¹⁷

project, including those resulting from the railroad's expanded operations. SEA accepted the applicant's estimated train activity as reasonably foreseeable, although it was based on coal tonnage increases extending up to six years from the completion of the construction project, and SEA prescribed mitigation on that basis.

¹⁷ The DEA acknowledges that it does not consider impacts from ship and barge operations. It states, however, that impacts of increased train traffic "on rail line segments with movable bridges crossing navigable waterways," and impacts "on changes in volumes of freight handled by the port" will be evaluated at the time operations are proposed. DEA at 5-13. There are, of course, numerous other impacts from water transfer activities and new waterborne-traffic that would be within the ambit of the Board's review.

CONCLUSION

Our analysis identifies a number of serious deficiencies in the EA issued in this proceeding. Many of these are based on the apparent failure of RTRR to provide SEA with sufficient information to permit an adequate assessment of the potential project impacts. Other deficiencies are related to a failure to identify and assess particular potential impacts. These deficiencies should be remedied before SEA issues or the Board accepts a final environmental assessment, and before any final decision is made concerning the possible need for an Environmental Impact Statement.

Attachments

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Investor's Business Daily

January 25, 2002

SECTION: A; Pg. 20**LENGTH:** 1207 words**HEADLINE:** Will Containers Used In Trade Be Trojan Horse For Terror? U.S. Ports Are Vulnerable As world trade has soared, so has risk that terrorists could import nasty surprise**BYLINE:** By PETER BENESH, Investor's Daily**BODY:**

Now that we know airplanes can be weapons of mass destruction and that al-Qaida ups the ante with each attack, what might be next? The nightmare scenario is a weapon of mass destruction inside a shipping container. The metal boxes that carry not just cargo, but also drugs, arms and illegal immigrants, are the heart of international commerce. They go everywhere, even Afghanistan, where they become homes and shops. Once a container weapon gets into a U.S. port, the battle is lost, says David Kay, the U.N.'s chief nuclear weapons inspector in Iraq in 1991-92. "The container is so scary in terms of being a rational way of delivering a weapon of mass destruction, you almost hate to discuss it," said Kay, head of the Homeland Security unit of Science Applications International Corp. in McLean, Washington agrees. In a recent speech, U.S. Customs Service Commissioner Richard Bonner was blunt: "One of the most lethal terrorist scenarios . is the use of ocean-going container traffic as a means to smuggle terrorists and weapons of mass destruction into the United States. And it is by no means far-fetched. Imagine the devastation of a small nuclear explosion at one of our seaports." The idea must have occurred to Osama bin Laden. In a tape aired by al-Jazeera on Dec. 27, he said, "It's important to hit the (U.S.) economy, which is the base of its military power." Nuke In A Box In the ruins of Afghan camps, troops found documents and computers proving al-Qaida's interest in biochemical and nuclear weapons. A nuke in a box would hit the entire world, says Bonner: "The shipping of sea containers would stop . bringing the global economy to its knees." There's plenty of room inside a container, says John Sorensen, president of Miami-based Dania Container Services, which sells used containers. They range from 20 by 8 by 8.5 feet to 48 by 8 by 9.5 feet. Some ships can carry 7,500 of them. Designs for 10,000-container vessels are on the boards. But it doesn't take a special ship to move a container. Any ship with flat deck space will do if the container is lashed down, Sorensen says. Hidden in a cargo of machinery, such as auto parts, the weight of a bomb would not show up, Kay says. "It could be 1,000 or 2,000 pounds," Kay said. "They could make it smaller, using a nuclear artillery shell or a Soviet-designed suitcase bomb." Nor would it have to be a thermonuclear device. It could be a "dirty bomb" - conventional explosives to disperse radioactive material. Bonner concedes his agency's ability to inspect just 2% of containers "sounds alarmingly low." Kay said: "I'm told it's less than 2% in all the 500 U.S. ports that can handle containers. "Their real target is the economy. If even a small device went off in Long Beach Harbor, you'd close down every port in the U.S., and maybe worldwide," said Kay. But the target could be something else, like a city. With today's global positioning satellite technology, terrorists could track their container. Then they could pick the place and time of a detonation, Kay says. "It could be Kansas City.

Moving it into the heartland would create a great element of fear," he said. "You have to attack the threat where the container is loaded. If the last line of defense is the only line of defense, you're guaranteed to fail." "You need a chain of custody," added Nicholas Blenkey, editor of the shipping journal Marine Log. "Seaport security is awful in many parts of the world. If you can smuggle people in containers, you can smuggle anything. You have to follow it from where it's filled to where it's emptied. But if you search every one, you bring commerce to a halt." One answer, says Blenkey, is a global accord to screen containers before they're loaded on ships. Pushed by the U.S., the International Maritime Organization, a U.N. body based in London, is starting to work on the problem. But it will take as much as two years to get a deal, says Blenkey. "That might seem interminable, but it's blistering-quick speed in terms of international agreements," he said. Where's Waldo? The chain of custody can be as circuitous. The route a container takes from its starting point to its U.S. destination isn't a straight line, says Mike Shultz, Port of Seattle spokesman. "Most ships that come here make multiple stops in Asia, from Korea to China to Japan to Singapore and down to Indonesia," Shultz said. "Some containers coming here might even have started out in India or the Mediterranean. Along the way, half-full containers can be opened and their loads combined." Once they clear customs in Seattle, they go across the street to be loaded on railway cars. "And off they go to Columbus or Chicago," said Shultz. If the chain of custody didn't snap between foreign ports, it can snap inside the U.S., says Kay. "Containers have a primitive system of tracking and identification. Over 5,000 go missing in the U.S. each year," he said. And according to container broker Sorensen, they're built to a low standard of security. "Not much is done by shipping container manufacturers and brokers in security terms," he said. "This is a penny-pinching industry." "We need to make them more secure and trackable," said Kay. "They have seals so flimsy that any good car thief could break and reattach them." Tracking The Threat Bonner paints a brighter image. Even though only 2% of containers are now examined, the decision is "based upon a sophisticated targeting process." That process starts before a ship is near U.S. shores, says Jerry Crooks, chief of investigations for the Coast Guard at Hampton Roads, Va. That harbor sees 1,500 container ships a year, and it's the largest military port in the world, says Crooks. Since Sept. 11, approaching ships must contact the National Vessel Movement Center in Kearneysville, W.Va., 96 hours ahead of arrival, Crooks says. Before Sept. 11, ships had to give 24-hour notice. The NVMC did not even exist before Sept. 11. It started on Oct. 15, and now controls approaches to all U.S. ports. Ships' agents must file all details, from ports of call to crew. The NVMC decides which ships are suspect, based on data from many agencies, including the FBI and Immigration and Naturalization Service. Navy and Coast Guard teams may board any "high-interest vessel," Crooks said. "The goal is to know what's out there and push our boundary of knowledge out 50 miles. A rogue ship is high on our list of concerns," he said. Onshore, he says, security teams "now routinely open containers every day. We've opened 272 containers since 9-11." Opening containers presents risks, says Kay. "They can be booby-trapped. Disruption can set them off. Terrorists can rig it so it goes off if the door opens." Even X-ray scanners could trigger the weapon, Kay says. SAIC is one of several companies that makes such scanners. Bonner puts his faith in "targeting to sort out suspicious goods from legitimate trade. Every day, I receive a CIA intelligence briefing," he said. He plans to focus on the world's megaports. Ten Asian and European ports account for almost half of all containers entering the U.S., he says. "We know what is in 98% of the containers that land on our shores."

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Date/Time: Thursday, January 31, 2002 - 11:36 AM EST

PURCHASE AGREEMENT

This Purchase Agreement is entered into on February 11, 2000 by and among DSC Ltd., a Michigan corporation ("DSC"), The Monguagon Land Company, a Michigan corporation ("MLC"), and Crown Enterprises, Inc., a Michigan corporation ("Purchaser"). DSC and MLC are referred to herein collectively as "Seller."

Purchaser hereby agrees to purchase from Seller, and Seller agrees to sell and convey to Purchaser, land situated in the Cities of Riverview and Trenton, County of Wayne, State of Michigan, as described on Exhibit A attached hereto (the "Premises") (it being understood that the Premises consists of approximately 76 acres of land and is included in tax parcels 51-009-03-0001-000 and 54-001-99-0006-700), subject to existing restrictions of record and easements of record, if any, and further subject to zoning ordinances, building and use codes, regulations and governmental restrictions, together with all improvements, rights, agreements, privileges, tenements, hereditaments and appurtenances, if any, upon the following terms and conditions:

1. PURCHASE PRICE AND PAYMENT. The total consideration to be paid by Purchaser to Seller is Five Million Eight Hundred Fifty Thousand Dollars (\$5,850,000.00) (the "Purchase Price"), which shall be paid as follows:

At Closing, Purchaser shall pay Four Million Three Hundred Fifty Thousand Dollars (\$4,350,000.00) of the full purchase price by Cashier's Check drawn on a local bank or federal funds wire transferred to an account designated by Seller in writing by notice received by Purchaser prior to the Closing Date, and shall pay the remaining One Million Five Hundred Thousand (\$1,500,000) into an environmental escrow account for exclusive use, subject to the terms set forth in Sections 11C and 11E below, to pay the costs of Premises Environmental Obligations as defined in Section 11C below, with any excess remaining after full and satisfactory completion of the Premises Environmental Obligations, as reflected in an Interim Notice of Termination issued by the Michigan Department of Environmental Quality ("MDEQ"), to be paid to Seller. The Purchase Price shall be allocated to the following:

Environmental clean-up	\$1,500,000
Rail/Right-of-Way over land retained by Seller	\$555,900
Track and Switch Right-of-Way over land retained by Seller	\$500,000
Rail on the Premises	\$1,083,750
Barge Dock/Seawall on the Premises	\$285,000
Other improvements on the Premises	\$37,500
Premises	\$1,887,850

2. DELIVERY OF DOCUMENTS. Upon execution of this Agreement, or as soon thereafter as may be possible, Seller shall deliver to Purchaser a copy of a survey of the Premises prepared by Hennessey Engineers, Inc., dated December 3, 1999 and

FRIENDS OF THE DETROIT RIVER

P.O. BOX 3099
MELVINDALE, MI 48122-3099
(313) 381-2835



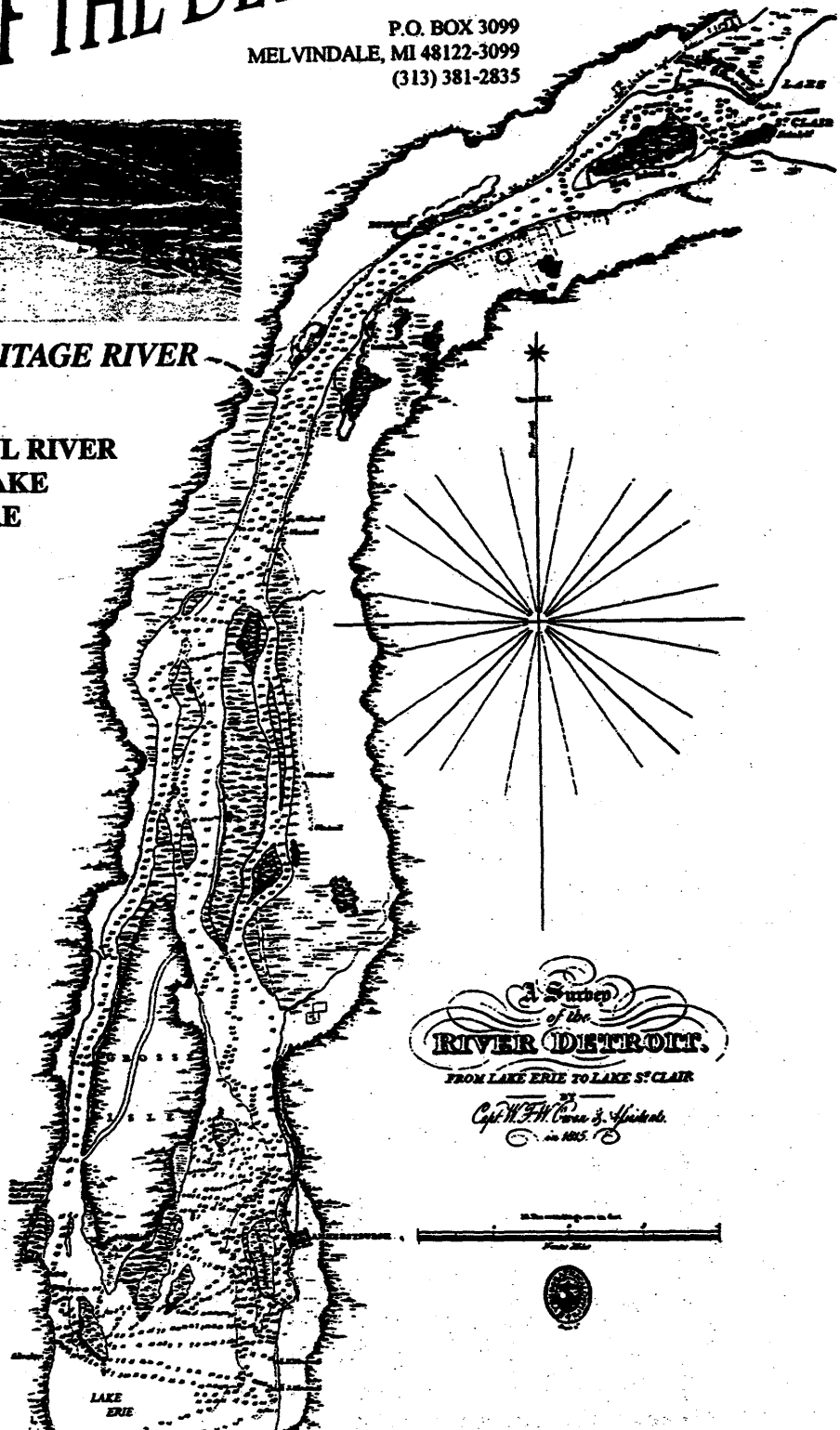
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PROMOTE A BEAUTIFUL RIVER
FROM LAKE TO LAKE
SHORE TO SHORE

OUR RIVER RUNS THROUGH HERE

"This river is scattered over, from one lake to the other, both on the mainland and on the islands... with large clusters of trees surrounded by charming meadows... on the banks and round about the clusters of timber there is an infinite number of fruit trees, chiefly plums and apples. They are so well laid out that they might be taken for orchards planted by the hand of a gardener... Game is very common, as are wild geese and all kinds of wild woodcocks, pheasants, rabbits. There are partridges, hazelhens, and stupendous numbers of turtledoves. We have fishing in great abundance. This country is so temperate, so fertile, and so beautiful that it may justly be called the earthly paradise of North America."

1702 Cadillac



Welcome to the Friends:

Join in the efforts of broad based interests working together toward a clean and healthy Detroit River Ecosystem with attractive, accessible, and connected waterfronts.

Our Mission is to enhance educational, recreational and business opportunities associated with the Detroit River through citizen involvement and community action. We participate in stewardship, restoration, and preservation programs to improve the quality of life for people, plants and wildlife.

The Friends of the Detroit River network with local, regional, and national organizations to provide information for the entire river corridor. We follow government programs and policies as well as private and public initiatives that impact the Detroit River and life along its shores. Your input--the citizen perspective--will influence the planning & development process regarding current and future riverfront activities and projects.

BENEFITS of MEMBERSHIP

- The opportunity to contribute your talents to projects affecting generations to come.
- Meet people from all walks of life struggling together, creating a positive vision and having fun in the process.
- Sharing through special events, conferences, and flyers.
- Eligibility for Board of Directors or special committees.
- Quarterly newsletters.

CURRENT ISSUES & ACTIVITIES

Environmental Education

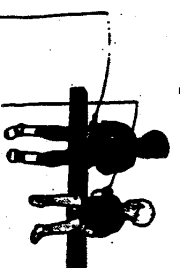
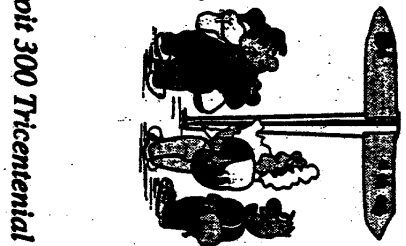
- Wildlife Habitat
- Historic Preservation
- Travel and Tourism
- Cultural Events
- Outdoor Recreation
- Detroit River Greenways

Public Health

- Water Quality
- Pollution Abatement
- Riverfront Access
- Remedial Action
- Quality Parks
- Partnerships



Detroit 300 Tricentennial (1701-2001)



MEMBERSHIP FORM

JANUARY 1 - DECEMBER 31, 2002

FRIENDS OF THE DETROIT RIVER

P.O. BOX 3099
MELVINDALE, MI 48122-3099

- ☐ \$20 — Individual
- ☐ \$10 — Student/Senior
- ☐ \$30 — Family/Household
- ☐ \$50 — Organization/Club
- ☐ \$100 — Individual Charter Member
- ☐ \$500 — Lifetime Member
- ☐ \$500 — Business/Corporate
- ☐ Special Gift \$ _____

Please make check payable to:
Friends of the Detroit River

Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

e-mail _____

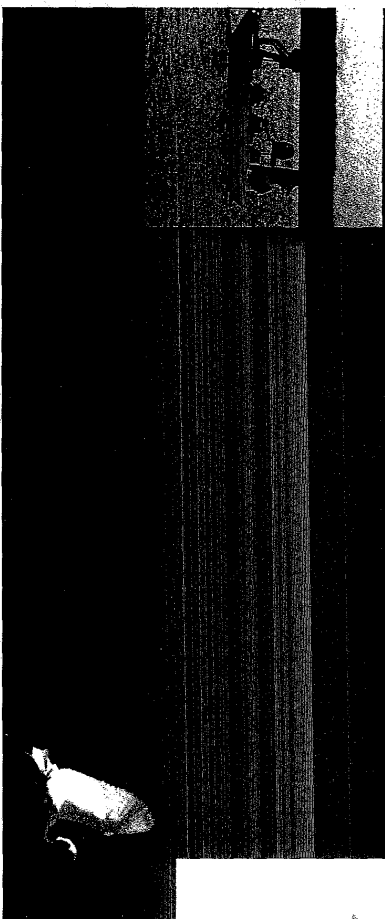
Non-Profit Organization
501, C,3 ID # 38310302
Donations are tax deductible
www.detroitriver.org

Executive Director: Jeannine Ansley
Phone: 313-381-2835

Membership: Milla Knezovich
Phone: 734-675-7528

An American & Canadian
Heritage River

A Conservation Vision
for the
Lower Detroit River
Ecosystem



John D. Dingell
U.S. Congressman
16th District of Michigan



Herb Gray
Deputy Prime Minister of Canada
Member of Parliament for
Windsor-West, Ontario



Peter W. Stroh
Chairman, Executive Committee
of the Greater Detroit American
Heritage River Initiative



Susan Whelan
Member of Parliament for
Essex, Ontario, Canada



We are proud to present this binational conservation vision for the Lower Detroit River Ecosystem. Our Detroit River not only links the Upper Great Lakes to the Lower Great Lakes, but it also connects Canadians and Americans through an inseparable, international border. This connection is highlighted by the river's designation as both a Canadian and American Heritage River — giving the Detroit River the distinction of being the first international heritage river system in North America.

Our heritage river is being rediscovered as an invaluable, multifaceted resource that serves as the foundation of our economies, provides numerous recreational opportunities and ecological values, and enhances "quality of life." Recognizing that we need to protect and be good stewards of this significant and sensitive natural resource, we convened a binational workshop to articulate and reach Canada-United States agreement on a conservation vision for the Lower Detroit River Ecosystem. As you will see on the following pages, the vision which emerged presents strategic direction for a cooperative, coordinated, binational approach to enhancing and protecting our region's unique and most valuable natural asset.

Our common linkage through the Detroit River and our long-standing, binational, working relationships made it relatively easy to reach agreement on a Lower Detroit River Conservation Vision. Attaining this vision, however, will require that people on both sides of the river realize that ecosystem integrity is the foundation for healthy economies and communities. We are united in our commitment to communicating that important message and helping achieve the Lower Detroit River Conservation Vision. Please join us in working toward conserving our common natural resource and realizing the vision for our internationally recognized river.

Sincerely,

John D. Dingell
U.S. Congressman
16th District of Michigan

Herb Gray
Deputy Prime Minister of Canada
Member of Parliament for
Windsor-West, Ontario

Peter W. Stroh

Susan Whelan

DETROIT RIVER
A CANADIAN HERITAGE RIVER



A Conservation Vision for the Lower Detroit River Ecosystem



Metropolitan Affairs Coalition (MAC) published this document in support of the Canadian/United States visioning process for the Lower Detroit River as part of its program management of the Greater Detroit American Heritage River Initiative. MAC is a public/private partnership of business, labor and governmental leaders that facilitates solutions to regional issues affecting the economic vitality and quality of life in Southeast Michigan.

An American & Canadian Heritage River

Metropolitan Affairs Coalition
535 Griswold, Suite 300
Detroit, MI 48226-3602
313-961-2270

A Conservation Vision for the Lower Detroit River Ecosystem

The Detroit River is one of North America's greatest rivers in the heart of the Great Lakes Basin. It connects the Upper Great Lakes to the Lower Great Lakes.

More than that, it links Canadians and Americans through an inseparable border. The Detroit River is an invaluable, multifaceted resource that serves as the foundation of our economies, provides numerous recreational opportunities and ecological values, and enhances "quality of life."

Native peoples first lived along the Detroit River to benefit from the water supply, the natural resources, and the transportation route. These same benefits attracted European settlers in the 1600s and 1700s. When Cadillac established Detroit in 1701, the river had extensive marshes along its banks and considerable upland habitats that supported numerous wildlife. The Detroit River Remedial Action Plan (RAP) notes that over 95 percent of the historical, coastal wetlands along the river have been lost to development. As a result, the RAP identified "loss of fish and wildlife habitat" as one of nine impaired beneficial uses of water.

Therefore, it is urgent to protect the remaining coastal wetlands and other ecological features before they are lost to further development, and to rehabilitate degraded ones. The purpose of this document is to outline a conservation vision for the Lower Detroit River to help achieve that end.

EXAMPLES OF ECOLOGICALLY SIGNIFICANT AREAS AND POTENTIAL REHABILITATION SITES

Note: Ojibway Shores is presently being assessed for its biological significance and habitat values; it may be appropriate to add this site to the map based on the outcome of this assessment.



- U.S.A.**
- 1 Mud Island
- 2 Wyandotte National Wildlife Refuge
- 3 Grassy Island
- 4 Hennepin Marsh
- 5 Black Lagoon
- 6 Solita Property
- 7 DaimlerChrysler Property
- 8 Humbug Complex
- 9 Humbug Island
- 10 Calf Island
- 11 Sturgeon Bar
- 12 Celeron Island
- 13 Sugar Island
- 14 Gibraltar Bay
- 15 Story Island
- CANADA**
- 16 Detroit River Wetlands
- 17 Fighting Island
- 18 Grass Island
- 19 Turkey Island
- 20 Canard River Marsh
- 21 Crystal Island & Bay
- 22 White Sands

Image: US Army Engineers
Map: Wayne County
Geographic Information System/Transportation Unit

**THE MICHIGAN
DEPARTMENT
OF NATURAL
RESOURCES AND
ONTARIO MINISTRY
OF NATURAL
RESOURCES**
recognize the Detroit
River as having one of
the highest diversities
of wildlife and fish in
all of the Great Lakes.
More than 29 species
of waterfowl and 65
kinds of fish make
their home in the
Detroit River.

(Top) Ringneck Ducks
Ducks Unlimited, Inc.
(Inset Lower Right)
Merganser Duck
Ducks Unlimited, Inc.
**(Right) Yellow-headed
Blackbird, Pea Moulle
State Game Area**
Michigan Department
of Natural Resources



Lower Detroit River is Unique and Important

The Lower Detroit River is the downstream reach of the river, from the confluence of the Rouge River to the mouth at Lake Erie. It contains shipping channels and numerous shoals that support dense stands of aquatic plants, and many islands. These distinct channels and other unique habitats and ecological features (see map) attract and sustain many fish and wildlife species.

Situated at the intersection of the Atlantic and Mississippi Flyways, the Detroit River is an important migration corridor for hundreds of fish, butterfly, reptile, neo-tropical bird, and waterfowl species. An estimated three million ducks, geese, swans, and coots migrate annually through this region.

Home to many waterfowl, fish, and wildlife

The Detroit River and Western Lake Erie contain extensive feeding and nesting habitats for waterfowl. For example, over 300,000 diving ducks stop each year to rest and feed on beds of wild celery in the Lower Detroit River during their fall migration from Canada to the east and south. In 1960, the international importance of this area was manifested in the U.S. Congressional designation of the 460-acre Wyandotte National Wildlife Refuge in the lower river. Near this refuge is the Canard River Marsh Complex in Canada, another important waterfowl staging area. These habitats are internationally significant because they are among the main resting and feeding areas for canvasback ducks migrating from their nesting grounds in the Canadian prairies to the east coast. Many canvasbacks also overwinter in the area. The Canada-United States North American Waterfowl Management Plan has identified the Detroit River as part of one of 34 Waterfowl Habitat Areas of Major Concern in the



A Diverse Ecosystem

United States and Canada (i.e., Lower Great Lakes-St. Lawrence Basin). In addition, marshes along the Lower Detroit River and Northwest Ohio have been declared part of a Regional Shorebird Reserve by the Western Hemispheric Shorebird Reserve Network.

A diverse ecosystem

The Michigan Department of Natural Resources and Ontario Ministry of Natural Resources recognize the Detroit River as having one of the highest diversities of wildlife and fish in all of the Great Lakes. More than 29 species of waterfowl and 65 kinds of fish make their home in the Detroit River. The Detroit Audubon Society has documented over 300 species of birds in the Detroit-Windsor area. About 150 bird species nest near the river.



In 1996, the Canada-U.S. State of the Lakes Ecosystem Conference identified the Detroit River-Lake St. Clair ecosystem as one of 20 Biodiversity Investment Areas in the entire Great Lakes Basin Ecosystem because it supports an exceptional diversity of plants, fish, and birds, and the requisite habitats to support them. Biodiversity Investment Areas are unique areas around the Great Lakes with exceptionally high ecological values that warrant special attention to protect them from degradation. High ecological values include:

- *Communities of unique plants and animals found in places such as coastal wetlands and islands;*
- *Species of special interest and rare, threatened, or endangered species;*
- *High species and habitat diversity; and*
- *High levels of ecological connectivity, both along the shoreline and to island or offshore natural features.*



Calf Island, Trenton Channel
US Army Corps of Engineers
(Inset) Sugar Island, South Shore
Grosse Ile Nature
and Land Conservancy
(Inset Lower) Bufflehead Duck
Ducks Unlimited, Inc.
(Inset Top, Right Center)
Great Blue Heron
Don Breneman, National Park Service
(Inset Right Center)
Professional Walleye Trail,
National Record Walleye
Mike Barkley,
Downriver Walleye Federation

Citizen benefits

The diversity of biota and habitats in the Lower Detroit River provides numerous benefits to the over five million people who live near it. The Lower Detroit River has an international reputation for duck hunting.

In 1991, retail sales related to waterfowl hunting in Michigan were estimated at \$20.1 million. Also during 1991, bird watching, photography, and other non-consumptive uses of waterfowl contributed an additional \$192.8 million to Michigan's economy. Similar statistics from 1998 for

hunting and fishing for the Essex region (i.e., City of Windsor and Essex County) show that spending for these activities totaled \$2.2 million, while an additional \$14.6 million was spent on non-consumptive activities, including naturalist activities.

Over 870,000 pleasure boats are registered in Michigan and about half of those are used on the Lake St. Clair, in part to fish for the river from Lake Erie each renowned sport fishery. In 1999, fishing tournament called "Walleye Week," attracting people from all over North America to compete for \$240,000 in prize money. It is estimated that walleye fishing alone brings in \$1 million to the economy of communities along the Lower Detroit River each spring. In 2000, the Windsor Canadian Pro-Am Bass Fishing Tournament generated \$163,000 in direct spending and an overall economic benefit of \$360,000 on the Canadian side of the Detroit River.

Urgency and Opportunity

Despite increased awareness and science supporting their importance, fish and wildlife habitats in the Lower Detroit River continue to be destroyed and degraded. There is a sense of urgency and a unique opportunity to protect the remaining high-quality habitats before they are lost to

Canard River Marsh, Ontario

Essex Region Conservation Authority

42 08. 000

"Walleye Week,"
Trenton, Michigan
Gerald Laura

Michigan State Representative
George Mans and Congressman
John Dingell

42 07. 000

Vision

**Crystal and Stony
Islands (North End)**
U.S., Canadian border
Vistal Image Productions,
Windsor, Ontario

**(Inset) Canard River
Marsh, Ontario**
Essex Region
Conservation Authority



**HERITAGE RIVER
DESIGNATIONS**

In 1998, all of these natural resource values and socioeconomic benefits were acclaimed when the Detroit River was designated an American Heritage River. On July 19, 2001, the Detroit River received a Canadian Heritage River designation, making it the first river system to receive dual heritage river designations in North America.

further development, as well to rehabilitate and enhance those already degraded. This is essential to sustain the "quality of life" that attracts so many people to the Detroit River corridor.

The Essex Region Conservation Authority and its partners in Southwestern Ontario, Canada along with the U.S. Geological Survey's Great Lakes Science Center, have inventoried and developed spatially referenced databases and thematic maps unique and significant ecosystem features. These the information needed to establish priorities to rehabilitate habitats. The scientific rationale for exists. However, any action must be guided by true to a conservation vision.



Yellow Perch
P. Celsel, Shedd Aquarium

to identify the efforts provide conserve and action now and remain

It is hoped that a conservation vision will further binational coordination of efforts to protect

desired fish and wildlife populations, and to preserve biodiversity. Further, it is hoped that this

conservation vision will encourage all stakeholders to manage inland watersheds since those watersheds also impact on the Detroit River. The time is right for agreement on a conservation vision for the Lower Detroit River Ecosystem.

The Vision Statement

A vision is a clear image of a desired future state. This conservation vision for the Lower Detroit River Ecosystem will:

- Provide strategic direction for habitat conservation programs in the Lower Detroit River and support linkages with similar efforts in tributaries and their watersheds;
- Further binational coordination of efforts to conserve natural resources in this internationally significant region;
- Provide the rationale and direction for local conservation and land use planning initiatives, and illustrate their role in achieving this conservation vision; and
- Catalyze actions in both Canada and the United States to conserve and protect unique habitats and ecological features for the benefit of present and future generations.

Eastern Box Turtle
National Park Service



Recognizing the importance of the Lower Detroit River Ecosystem in sustaining "quality of life," the following conservation vision was developed to provide strategic direction for management:

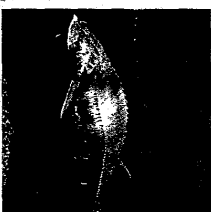
In 10 years the Lower Detroit River Ecosystem will be an international conservation region where the health and diversity of wildlife and fish are sustained through protection of existing significant habitats and rehabilitation of degraded ones, and where the resulting ecological, recreational, economic, educational, and "quality of life" benefits are sustained for present and future generations.

This conservation vision is supported by the following elements that further define the desired future state of the Lower Detroit River:

- Remaining marshes, coastal wetlands, islands, and natural shorelines are protected in perpetuity from development;
- Degraded marsh, wetland, island, and shoreline habitats are rehabilitated, wherever and whenever possible, and protected in perpetuity;
- An International Wildlife Refuge has been established and is managed in a partnership consistent with this vision statement;
- The environment is clean and safe for all wildlife, fish, and other biota, including humans;
- Fish and wildlife communities are healthy, diverse, and self-sustaining;
- Levels of toxic substances do not threaten wildlife, fish, or human health;
- Economic development and redevelopment is well planned, aesthetically pleasing, and environmentally sustainable; and
- Public access and recreational and educational uses are seen as priorities for achieving "quality of life."

Next Steps

This document presents a broad vision of the future of the Lower Detroit River Ecosystem. Further discussions are necessary to develop specific partnerships and to achieve this vision and ensure that all stakeholder groups participate. Actions should capitalize on and even flow out of existing initiatives. Detroit River Canadian Cleanup Committee, the U.S. RAP Team for the



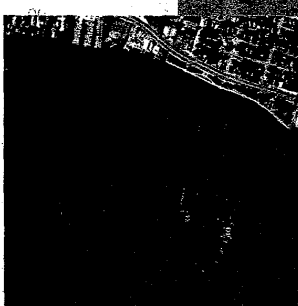
River Ecosystem projects that will enable us As much as possible, future Examples include the Detroit River, the Greater

Wood Duck
Michigan Department of
Natural Resources
(Inset) Sturgeon
Partice Ceisel
Shedd Aquarium



Wildlife Services as a celebration of the Lower Detroit River Ecosystem Vision

US Army Corps of Engineers



donation of the U.S. Fish and Wildlife Service's National Steel Corporation's donation of Mud Island to the U.S. Fish and Wildlife Service

Detroit American Heritage River Initiative, and the Canadian Heritage River Initiative for the Detroit River. The present binational effort to develop delisting criteria for restoring beneficial uses of water (i.e., environmental and natural resource, rehabilitation targets) should provide good direction.

Future activities can be broadly organized into two categories. The first focuses on habitat protection, whereby existing high-quality habitats or features are protected before their functions are lost. Protecting existing habitats or features is a higher priority than rehabilitating degraded ones — although all stakeholders recognize the critical importance of rehabilitating degraded habitats along the river. Most of the remaining habitats or features are irreplaceable to the Lower Detroit River Ecosystem. Their protection is essential if the Detroit River is to maintain the significant fish and wildlife it possesses. The map identifies a number of areas which are



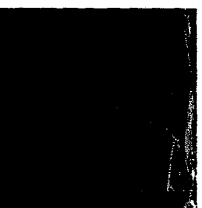
priority is to rehabilitate areas in accordance with the Biodiversity Conservation Strategy for the watershed) and the habitat inventory the river by the U.S. Geological Survey's



in urgent need of protection. Another with the recommendations for the Essex Region (for Canadian parts of the recently completed for the U.S. side of Great Lakes Science Center.

Achieving the Vision

Achieving this conservation vision will require that people on both sides of the Detroit River recognize that ecosystem integrity is the foundation for healthy economies and communities. All stakeholders are encouraged to champion binational and regional cooperation, stewardship. New partnerships for monitoring will be essential celebrate progress. Use of Geographical Information Systems technologies will provide essential information and powerful help stakeholders make informed decisions. Innovative outreach programs will be necessary for municipalities, businesses, and citizens to understand their important roles and their individual responsibilities in making this conservation vision a reality.



and practice to measure and and internet analytical tools to education and

Stony Island
US Army Corps of Engineers
(Inset top) Egret
Essex Region
Conservation Authority
(Inset Center) Canard River
Marsh, Ontario
Essex Region
Conservation Authority
(Inset Bottom)
Humburg Island and Marsh,
Gibraltar, Michigan
Visual Image Productions,
Windsor, Ontario

(Clockwise From Top)

Redhead Duck
Ducks Unlimited, Inc.

**Livingstone Ship Channel,
Crystal and Stony Islands**
Visual Image Productions,
Windsor, Ontario

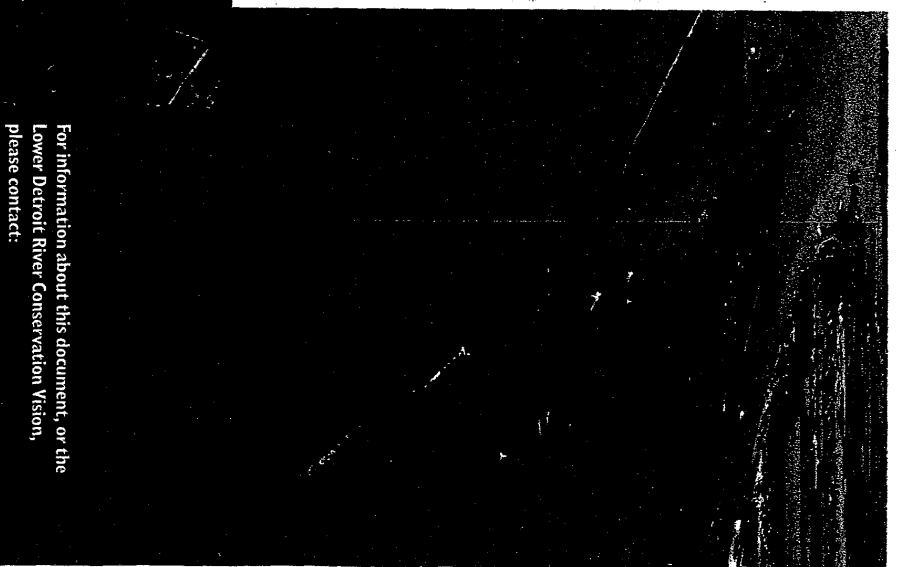
Spotted Turtle

J. Paynter,
National Park Service

Walleye Fishermen
Dave Brenner,
Michigan Sea Grant

Lake Sturgeon
Patrice Celsel, Shedd Aquarium

Canard River Marsh, Ontario
Essex Region
Conservation Authority



Acknowledgments

Representatives from the following organizations provided input for and helped reach agreement on this conservation vision: BASF Corporation; Congressman Dingell's Office; Detroit Audubon Society; Ducks Unlimited Canada; Ducks Unlimited, Inc.; DTE Energy; Environment Canada; Essex Region Conservation Authority; Friends of the Detroit River; Greater Detroit American Heritage River Initiative; Grosse Ile Nature and Land Conservancy; Metropolitan Affairs Coalition; Michigan Department of Natural Resources; Fisheries Division; Michigan Department of Natural Resources, Wildlife Division; Michigan Sea Grant; National Steel Corporation; Trust for Public Land; U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; U.S. Geological Survey's Great Lakes Science Center; University of Windsor; Wayne County Geographic Information System Management Unit; Wayne State University; and Wildlife Habitat Council.

For information about this document, or the
Lower Detroit River Conservation Vision,
please contact:

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Greater Detroit American Heritage River Initiative
U.S. Coast Guard, Marine Safety Office
110 Mt. Elliott Avenue, Detroit, MI 48207-4380 USA
jhartig@msodetroit.uscg.mil
www.telusnews/ahr/

Ken Schmidt, General Manager
Essex Region Conservation Authority
360 Fairview Avenue West, Essex ON N8M 1Y6 Canada
kschmidt@erca.org
www.erca.org

In 10 years the Lower Detroit River Ecosystem will be an international conservation region where the health and diversity of wildlife and fish are sustained through protection of existing significant habitats and rehabilitation of degraded ones, and where the resulting ecological, recreational, economic, educational, and "quality of life" benefits are sustained for present and future generations.

Vision Statement

We're online at:
www.detroitriver.org

River Current

LOCAL COMMENT: FISH AND FOWL ARE DETROIT RIVER'S TRIUMPH

For those of you sick of hearing bad news all the time, here's some great news: The Detroit River is staging a comeback.

Part of the proof is at the end of a fishing line. During this April's Walleye Week along the Detroit River, 1,556 of these sport fish were hooked (over 90 percent of which were released back to the water). Most excitingly, a record-breaking 13.15-pounder was snatched up — the largest walleye ever caught in a Professional Walleye Trail tournament anywhere.

Why is news of a huge fish such a big deal? This PWT tournament record points directly to the improving quality of our Detroit River ecosystem. The fish are there, and they're thriving. Further, it tells us that we are sitting on an angling gold mine. Each year walleye fishing alone brings in over \$1 million to the Downriver economy, and for two years in a row, the PWT tournament



David Frey of Ohio caught a record 13.15 pound walleye in the Detroit River during Walleye Week in April. This was the largest walleye ever caught in a Professional Walleye Trail ProAm Tournament anywhere.
Photo by Mike Barkey.

has been held here.

Professional fisher folk have discovered that the majority of Detroit River walleye are one-third heavier than walleye found in other areas of the United States.

Another species of fish that's making a strong showing in

the Detroit River is the lake sturgeon — an ancient fish that predates the dinosaurs by millions of years. They grow up to eight feet and can weigh as much as 300 pounds at maturity. They were an important food source for Native Americans living along the Detroit River and, during European

(Continued on page 2)

Friends of the Detroit River

First Annual FDR

Detroit River Cruise

Food! Music! Fun!

See page 10 for details

Inside this issue:

Regatta on the River	2
Annual meeting	3
Gibraltar Fish Kill	4-5
Wildlife Refuge Bill H.R. 1230	6-7
About the ships	8
Sugar Island	9
FDR River Cruise	10

(Continued from page 1)

settlement in the 18th Century, boaters were warned of the dangers of being capsized by jumping sturgeon during the spring spawning run.

However, the lake sturgeon underwent a dramatic population crash beginning in the mid- to late-1800s as a result of overfishing and habitat degradation. Their eggs were made into caviar, their meat was smoked, their flesh was rendered for oil, and their swim bladders produced an additive used in beer and wine making. Their numbers dwindled to alarming lows.

Recently, however, Canadian fishery surveys have found young sturgeon off the lower Detroit River — the area believed to be the fish's major historical spawning area. U.S. fishery research and surveys have also documented residence of mature adults in the lower river and more young in recent years, suggesting that natural reproduction is occurring following decades of none. Fishery biologists believe that this is the result of the combination of 30 years of water quality and habitat improvements in the Detroit River and management efforts to limit commercial harvesting.

The third harbinger of good news for the river is our national symbol — the bald eagle. Like our country, bald eagles have gone through some trying times: They have been poisoned with pesticides, trapped, shot, killed for bounty and had their habitat degraded. American bald

eagles went from a familiar sight in the air to one hardly seen.

But today, bald eagles have been returning as a direct result of successful conservation and environmental programs. The most recent area to have bald eagles nesting is our Detroit River. Yes, right in our backyard, a pair of bald eagles has nested on an island in the lower Detroit River. (Wildlife biologists have asked that the precise island and location not be disclosed in order to protect the breeding pair.)

Bald eagles have been nesting at the Canard River marshes on the Canadian side for several years, but this is the first time that bald eagles have nested on the United States side of the Detroit River since 1904. Our Detroit 300 celebration is in full swing. Its goal is to celebrate where we have come from, where we are now, and where we are going. As part of this celebration we should rejoice in our nationally recognized walleye fishery, the return of our lake sturgeon, and our national symbol that once again soars in the skies over our Detroit River.

It's joyful news, indeed.

JOHN HARTIG is river navigator for the Greater Detroit American Heritage River Initiative. Write to him in care of the Free Press Editorial Page, 600 W. Fort St., Detroit, MI 48226.

REGATTA ON THE RIVER

The Friends of the Detroit River especially encourages you to participate in this special Project 300 event on July 22, 2001 when a regatta of tall ships and local boats takes place.

The regatta of 24 tall-masted schooners, sloops and brigantines, mostly 20th century replicas of old sailing vessels, are expected to be accompanied by 25 of the area's oldest and most unusual boats, though smaller, these are antiques lovingly preserved by owners.

The Parade of Ships, scheduled from 2 to 4 pm, will be from the Ambassador Bridge to Belle Isle July 22, 2001.

Those wishing to view the regatta from the water will be directed to three anchorages on the U.S. side of the river. One word of caution: Boaters may arrive from 7:30 a.m. until 12:30 p.m. but may not leave the parade area until the parade ends so be sure you pack everything you need for the day.

Commander Stephen Garrity will have over 50 patrol boats working to ensure everyone is safe and behaves responsibly.

How to go aboard visiting ships

- **When:** Public tours will be conducted July 19-21 from 9 a.m. to noon and 2-5 p.m.
Admission: Free.
- **Where:** 14 ships will moor between Hart Plaza and Joe Louis Arena; 10 will anchor at Windsor's Dieppe Park.
- **Information:** (800) 338-7648 or (800) 338-2001, or online at :
www.detroit300.org



IN MEMORIAM

Gerald Hairston

1947-2001

Photo from July 8-14, 2001 Michigan Citizen on line

"Never doubt that a small group of thoughtful citizens can change the world; indeed, it is the only thing that ever has."

Margaret Mead

FRIENDS OF THE DETROIT RIVER ANNUAL MEETING

The tenth Annual meeting of the Friends of the Detroit River is scheduled for Wednesday, September 26, 2001 at a Downriver site. Save the date, a flyer giving details will be mailed.

One important item of business will be an election of 10 members to serve on the 18 member FDR Board of Directors. Those nominated must be FDR members and must consent to be nominated. You may call Don Griffin (313) 274-8930 to nominate someone or to express your own interest in being nominated. Join so that you are eligible to vote at the meeting!

An inspirational speaker addressing one or more of FDR goals will be featured.

Accomplishments and efforts to influence environmental legislation and enforcement of environmental laws and guidelines will be related.

Reports will include a summary of events and activities sponsored by the Friends of the Detroit River in 2001.

The status of our financial position and the numbers of dues paying members will be discussed.

Refreshments will be served free of charge.



Four framed lithographs of wetlands by Michigan artist, Amelia Hansen and certificates of authenticity were presented by Friends of the Detroit River at the May 25th Grand Opening of the Environmental Interpretive Center on the campus of the University of Michigan—Dearborn, thanks to member Ed Sperkowski. Shown (left to right) are FDR Executive Director, Jeannine Ansley; Professor Orin Gelderloos, Director of Natural Areas; Daniel Little, Chancellor; and FDR Chairman, Jane Mackey.

Photo by: R. Cook

GIBRALTAR FISH KILL—FRANK AND POET WATERWAY by Kathleen Law

It was Friday night, May 18, 2001. I was dressed and ready to go to a retirement party for Fire Chief Manning at the Community Center here in Gibraltar. My phone rang and a familiar voice tinged with anxiety said, Kathleen, the fish are all dying here, what can we do?

This is a familiar scenario in our little island community. Someone is dumping something upriver or upstream and we experience the final result as it washes out into Lake Erie. This time it was the Frank and Poet Waterway experiencing a spill. What to do.

In response to the call I went to the Frank and Poet to see what this experienced outdoorsman was calling a fish kill. In the pond adjacent to the Frank and Poet and his home, the surface of the water was broken by the mouths of thousands of minnows, bass, bull heads, and other fishes gulping for air. The sky was alive with as many gulls as could fill the air space. The herons had been in earlier, plucking larger fish from the water's surface. I had never experienced this in my life on this river. I had never seen this many dying fish ever. Neither had the fisherman. He had noticed more herons and gulls than usual in the area for the past 24-36 hours but discounted their increased activity until he went to wash his boat. Pesky gulls, sky rats, make a mess all over the docks and boats.

At 6:15 P.M. on a Friday night our options were limited. I asked the homeowner to call the Gibraltar Police and make out a report. He did. I called the MDEQ Emergency Response number, and got a recording. I was not impressed. I called the National Response Center. We got response. Oh boy, did we get RESPONSE.

I would never use this number unless it was a real emergency. National Response does not

replace MDEQ or other local responders during regular business hours but as most of us know, the illegal dumping and smoke stack blowing occurs on the weekends. Oil spills sink into the soil over the course of a couple of days and the river's flow washes away most of the evidence. There is no paper trail in the river, no monitoring, no response, no remorse.

The phone rang at the other end of my line and to my relief a human answered. It was Mr. VanTran and he was to take my report. I explained the situation in the pond and he took my name and cell phone number. I wrote down the response report number and headed for the Community Center. I had promised to meet with a friend who is a reporter for the News Herald and to make my information dissemination easier, several of the other councilmen, past and present (Knaus, Denison, Saunders, Connolly) were sitting with her when I arrived. I talked with those who would listen to me about the fish kill and had a brief minute with our happy retiree when my cell phone rang. I was able to give the full account as understood at that time (about 6:30) to my DPW/Asst. Administrator, Rick Novak as I left the building in response to the call from EPA On-Scene Coordinator Ralph Dollhopf, Emergency Response Branch from Grosse Ile. He needed directions to the site.

EPA was on scene in 30 minutes. Accompanying Mr. Dollhopf were 2 contractors from Tetra Tech EM, Inc. headquartered in Southfield. These gentlemen must live in the area to have responded in 30 minutes with EPA. The homeowner opened his garage for the response team who worked throughout the night.

By mornings light only a few of the largest fish were lying on the shore. The gulls were about 20 pounds heavier and they had to bring in reinforcements. So did EPA.

Saturday found us needing small boats to traverse the Frank and Poet Waterway. Although deep under bridges, this is a small stream, which flows through 6 communities. Rowboats and canoes were offered and off the Tetra Tech and EPA people went to sample the water column. Sampling went on all day Saturday. During the late morning hours the first dead duck was found. At that time Mr. Dollhopf recommended Kathleen LaPointe (on site at that time) distribute an advisory to the community about the spill of unknown origin and to limit their contact with these waters until the investigation could rule out human danger. She printed the notice and with help from Jane Mackey managed to get the information to each and every homeowner on the Frank and Poet within the hour. Kids were called out of the water; paddleboats were docked and as the fear grew in the community, so did anger.

The drama of this just dwindles down to Metro Airport Deicing solution, about 25 million gallons, being dumped into the Frank and Poet Waterway. This solution, when diluted with enough water, is considered harmless and may be discharged with NPDES permits. Without dilution it deoxygenates water, the fish and benthic communities (water bugs and crayfishes and their little friends) have no oxygen dissolved in the water to breath, they suffocate to death.

MDEQ has been reported in the news as saying a fine of \$20,000 could be imposed. This is a really cheap treatment cost, $\$20,000/25,000,000 = \$0.0008/\text{gallon}$. This is more than cheap treatment, it is a license to continue this behavior and the devil is damned for the downstream people and creatures.

No amount of money will pay for the fear, the death of all fish and

benthic community, the damage done to the image and community pride. Once again the victim is to be victimized? Not this time. With the support of State Representative George Mans we are assured of a final report. EPA has distributed only a preliminary report at this time. So what, a report. Only through reports do the "powers that be" take any notice and since this is the first official reporting EVER, we have come a long way baby!

The silver lining in this tragedy is the increased awareness and willingness to fight this injustice on the part of the Frank and Poet Waterway Homeowners Association. New faces to the environmental battle are on the lines. People with beautiful homes, their hearts invested in this community, with kids to raise and ducks to feed have looked up from their personal lives and recognized the threat to their quality of life. This is Gibraltar, Gibraltar, where the heart sings to the tune of the Canada goose migrations, where Osprey and Eagles hunt and soar. Where habitat is not despoiled and doesn't need rehabilitation, just protection, just respect from our local governments, businesses and upriver and upstream neighbors.

A few thanks and kudos are in order; to Mr. Dollhopf and the EPA, all the Tetra Tech people, Mr. Dennis Omera, USCG for his part in the reporting/response, A hearty Hooray! You came when we needed you most, you saw and documented the insult to the community and it's inhabitants, both footed and gilled. To Jodi Peace, MDEQ, thank you for responding on your day off, Mr. George Mans for his intense interest and support and Trenton Mayor Pat Hartig for her continued friendship and awareness of her communities impact on ours. What would we have done without the aide of Grosse Ile friends bringing in boats, and of course the stout hearts of our citizens who stood by as silent witness turned activist in forming the Frank and Poet Waterway Homeowner Association.

Oh, a special thanks to all you gulls, you sky rats, you did a great job in dying fish removal/recycle. Bless you.



IMPORTANT NUMBERS

- Local Police-insist a report be filed
- 1-800-662-9278 MDEQ Emergency Response
- 1-313-833-7030 AIR QUALITY (if this is an air complaint)
- 1-800-424-8802 NATIONAL RESPONSE CENTER (Report Oil and Chemical Spills)

What is the National Response Center? The NRC is the sole national point of contact for reporting oil, chemical, radiological and biological discharges. In effect, they are like a federal 911 service for environmental incidents. The NRC is the operations and communications center for the National Response Team, a planning, policy and coordinating organization. The NRC is the operational link between the local Federal On-Scene Coordinator (FOSC) and the National/Regional Response Teams. The NRD does not actually respond to incidents, they pass the information on to those who do. If you would like information regarding the NRC write to:

Duty Officer - National Response Center
RM 2611
2100 Second Street SW
Washington, DC 20593

THE HUMBUG CLUB by Maja, FDR member

Before we were married, probably the summer of 1940, Harry took me to see the Humbug Club boathouse in Gibraltar, Michigan. In the early 1920s, my Uncle Tom and eight or ten men friends had started a club for duck hunting. They bought a houseboat and moored it near Gibraltar Road in the Detroit River off Humbug Marsh. You reached the club by walking along the river on a stretch of sand bar for about 200 feet. Then a boardwalk was built out to the "Humbug Club." The boathouse had a little porch and one large room inside. Wall decorations consisted of toilet seat covers with pictures of the members inside, you had to lift the seat top to see them

At the back of the boathouse were stacks of duck decoys for club members to use. There was also a little boat with a sail on it that could be used. The men had made Harry an honorary member because he liked to go there so much with Uncle Tom. Harry took me for a

sailboat ride that day. Another time, on a Sunday, Harry, Uncle Tom, Aunt May and Harry's mother and I took a picnic lunch to the boathouse.

There was a large table for their Saturday night poker games. The club members played "depression poker" where no one could lose more than \$2, even though some of the men were bankers or held public offices in Wyandotte and could afford to lose. When you lost your \$2 you could keep on playing anyway—on welfare, I guess!

Gradually the members got older or died and they didn't use the club much anymore. I heard they sold the boathouse and any property or rights they had to a marina that was built there. The money was divided between the members or their widows. It probably wasn't very much, as Uncle Tom did not die a rich man.

ONE GREAT CHANCE TO PRESERVE AND RESTORE By Don A. Griffin

We have a chance to play an important role in preserving natural resources near us.

The Detroit River received the official recognition and appreciation it deserved when it was designated as an American Heritage River.

Project 300 is providing a year long series of activities to celebrate the 300th birthday of the city of Detroit and many of the activities focus on the Detroit River.

In the process more and more people are becoming aware of how essential the Detroit River was, is, and could be to the development of the entire Detroit Metropolitan Area. Many people have recently learned that the drinking water for most of southeast Michigan comes from the St. Clair and Detroit Rivers.

The Detroit River has a long history of utilization for economic purposes. It also provides recreational opportunities that are growing in types of recreation and in the number of participants.

Appreciation of the scenery, breezes, wildlife and plants also are held in high esteem for an ever-growing number of residents and visitors.

Congressman John Dingell has introduced in the U. S. House a bill that will enhance the economic, cultural, recreational and environmental opportunities valued by the Friends of the Detroit River (see facing page for details). We encourage you to do your bit to help this legislation become law. Write a letter of support and send it to Mr. Dingell. You should also write your Michigan Legislators and urge them to write support letters.

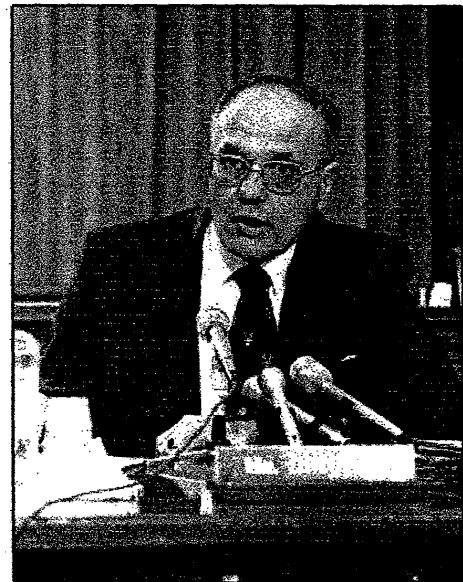
Legislators in Canada are preparing similar legislation for the Canadian side of the river.

We really are on the verge of something great. Either we act to preserve and restore or we allow southeast Michigan to develop into one of the worst examples of urban sprawl and polluted places in North America. We can overcome over 100 years of neglect by starting our renewal with our waterways.

Creating an international wildlife refuge along the Detroit River would serve notice to people of the entire world that we have resources so rare and so valuable in an urban setting that they will envy, imitate and want to visit southeast Michigan.

From a letter of support to John Dingell written by Dr. Gordon Guyer.

"I wanted to formalize my excitement and special support for your initiative on behalf of establishing a Southeastern Michigan International Wildlife Refuge. Certainly HR 1230 is the most significant piece of legislation that will not only enhance wildlife, but more importantly will be an important adjunct to maintaining and enhancing water quality in the entire lower Great Lakes watershed. My past experiences as Director of the Department of Natural Resources and the Department of Agriculture, and as President of Michigan State University have given me an opportunity to appreciate the fact that this area represents the greatest Midwest flyway for waterfowl and is also the drainage from some of the most productive farmland in the Midwest. Your creative philosophy for this Refuge will not only protect these important resources, but will be a significant contribution to not only Michigan, but the entire southern Lake Huron and Lake Erie watershed."



*John Dingell, US Congress, Michigan 16th district
Author of Wildlife Refuge Bill H.R. 1230*

JOHN D. DINGELL
16TH DISTRICT, MICHIGAN

RANKING MEMBER
COMMITTEE ON COMMERCE

CO-CHAIR

HOUSE GREAT LAKES
TASK FORCE

MEMBER

MIGRATORY BIRD
CONSERVATION COMMISSION

Dear Detroit River Stakeholder:

Congress of the United States
House of Representatives
Washington, DC 20515-2216

May 14, 2001

WASHINGTON OFFICE:
ROOM 2328
RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-2216
(202) 225-4071

DISTRICT OFFICES:
5465 SCHAEFER ROAD
DEARBORN, MI 48126-3277
(313) 846-1276
23 EAST FRONT STREET
SUITE 103
MONROE, MI 48161-2228
(734) 243-1849

On March 27, 2001, I introduced H.R. 1230, legislation that will protect one of North America's greatest assets by creating an international wildlife refuge along the Detroit River. The Detroit River has played a remarkable role in America's history and is an area of tremendous bio-diversity. I write to request a letter of support for this important piece of legislation that will restore and protect this important natural treasure and improve the quality of life for all our citizens. Any other assistance, such as contacting other Members of Congress to encourage them to cosponsor H.R. 1230, would be much appreciated.

The Lower Detroit River Ecosystem is unique with a number of islands, channels and shoals that support dense stands of aquatic plants. These unique habitats and ecological features attract numerous species of fish and wildlife. As many as 29 species of waterfowl and 65 kinds of fish make their home in the Detroit River. The Detroit River is also an important waterfowl migration corridor. Three million ducks, geese, swans, and coots migrate annually through the Great Lakes region.

The Detroit River was designated an American Heritage River in 1998, and will soon receive a Canadian Heritage River designation, making it the first international heritage river system in the world. However, like many rivers in the industrial Midwest, the Detroit River has suffered the consequences of prolonged periods of unsound environmental practices and has lost over 95 percent of its coastal wetland habitats.

There is a great urgency and unique opportunity to protect the remaining high quality habitats before they are lost to further development. The legislation will also allow us to rehabilitate and enhance degraded habitats as well. This is essential to sustain the quality of life enjoyed by so many living along the Detroit River corridor.

It was for these reasons that I originally led the fight to create the Wyandotte National Wildlife Refuge, a 460-acre refuge in the lower river. It is for these reasons again that I introduced H.R. 1230, which will be the first international refuge of its kind.

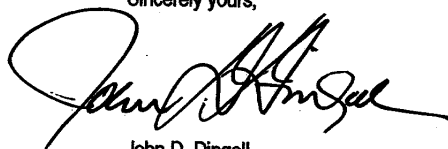
If passed, H.R. 1230 will

- Authorize the Secretary of Interior to acquire American lands adjacent to the Detroit River for purposes of wildlife and habitat protection.
- Authorize the President and Secretary of Interior to negotiate with Canadian officials to create a Detroit River International Wildlife Corridor in the lands adjacent to the River, including both American and Canadian lands.
- Authorize the Secretary to procure land, islands, bars and other natural features along the Detroit River, running some 18 miles, from Mud Island to Pt. Mouillee, in fee by purchase, donation or other such action. Allow the Secretary to grant the donors/sellers either permanent conservation easements or liability waivers.
- Authorize the Secretary to negotiate with landowners living along the Detroit River to negotiate cooperative management agreements.
- Authorize the Secretary to use any existing authorities to complete projects along the Detroit River.
- Grant the Secretary the ability, under existing Greenways legislation, to link together tracts of land of the Detroit River.
- Authorize the Secretary to spend such sums as may be necessary to obtain properties donated to the United States for the purpose of adding such lands to the Detroit River International Wildlife Refuge
- Finally, it is important to note that this bill does not authorize the taking of any land unless the owner of the property is a willing seller or donor.

H.R. 1230 was written after consulting with local officials, businesses, the state and civic organizations. When passed, it will demonstrate that other fallow industrial areas across the nation can be converted to parks, recreation facilities, and wildlife areas. I look forward to working with you to pass H.R. 1230 and create something that will greatly benefit to Michigan and our nation for generations to come.

With every good wish,

Sincerely yours,



John D. Dingell
Member of Congress

HISTORY SETS SAIL: EMBLEMS OF THE CITY'S NAUTICAL HERITAGE CRUISES THE DETROIT RIVER

When that armada of towering masts on some two dozen tall ships parades up the Detroit River to celebrate Detroit's 300th birthday, it will be joined by 25 of the area's oldest and most unusual boats.

The 24 tall ships in the July 22 parade are mostly replicas, built in the 20th Century to preserve the heritage of sailing ships in these days of motors. The local boats, though smaller, are the real thing — antiques lovingly preserved by owners as eager to save this vestige of history as the owners of tall ships are to preserve the memory of the days of sail. "It's clearly the event of a lifetime," said Dave Coleman of Detroit, who co-owns Hope with his wife, Patsy Coleman. Hope is one of six antique boats selected for the event from the Detroit Yacht Club.

The owners of the local boats applied to join the tall ships parade. Vessels were selected for their age and historic significance. "We think recognition for Detroit as a maritime capital, celebrating its nautical history, is more than overdue," said John Jamian, chairman of Sail Detroit, the group organizing the parade. "We have a very rich history with some of these boats."

Hope is a 50-foot, Q-Class racing sloop. Made of mahogany, it was built in 1929 by famous yacht designer John Alden. It won the Chicago-to-Mackinac race in 1936 and 1938, and continued to race the Chicago-to-Mackinac until the Colemans bought it in 1996.

"It's an opportunity to publicly share a passion that several of us have for these old boats, and to be part of something that's very historic," Coleman said. "I just like the history and the legacy and the preservation of these old treasures."

Other local boats include:

- The 77-foot Curtis Randolph, the region's only fireboat. It was named for the first African-American firefighter killed in the line of duty in Detroit and has been a fireboat for more than 100 years.
- Roger Stahl, 110-foot-long, built in 1946 as a Great Lakes icebreaker. The Stahl was refurbished in 1999 and is assigned to the Port of Detroit.



Dave Coleman, standing in the forward hatch of Hope, his Q-Class racing sloop, is participating in the ship parade on the Detroit River on July 22.

- The J.W. Westcott II, which is 45 feet long and has its own zip code. The mail boat delivers mail to commercial shipping vessels and was built in 1949.
- The 41-foot Joseph J. Hogan, which was built for the U.S. Army Corps of Engineers in 1957 and originally named Ottawa. It was purchased as a mail boat and sister ship to the Westcott in 1995.

Don't plan on taking your outboard to join the parade. Coast Guard officials say that although the Detroit River is big, it's not big enough to safely accommodate the tall ships and several thousand pleasure boats at the same time. Pleasure boaters will be directed to three anchorages on the U.S. side of the river. Each will accommodate up to 2,000 boats. If they fill up, other anchorages will be established at the north or south end of the parade route.

Arrive early and bring everything you will need for an all-day stay. And if you move your boat, you could lose your spot. You can get a closer look at the tall ships from a boat while they are in port July 19 through 21. But you won't be able to get too close. The Coast Guard is establishing a 100-yard safety and no-wake zone around the boats.

Reprinted from the June 17 Detroit Free Press article by Peggy Walsh-Samecki, with permission

OUR HERITAGE—THE WAY IT WAS by Frank G. Pollard

Prior to the Water Pollution Control Act of 1970, pollution had not caught up with the Detroit River. There was little concern about what was dumped down the drain. A bathing beach downstream from Detroit had only recently been closed because of pollution. (It stayed that way until sometime in the 80s.) One plating plant in the metro area was wasting one million dollars worth of nickel a year down the sewer and the Detroit Sewage system had only recently outgrown its elementary treatment capacity.

Industries were reluctant to investigate or admit their contributions to pollution and the EPA and DNR were just beginning to make treatment plants get control of their wastes. Hog jowls were found coming out of a sewer near the foot of Woodward Avenue and C.E. Gill, the one engineer in the Detroit system's Industrial Waste Control Section at that time was called upon to investigate.

The meat packer on that sewer line would not admit culpability and tried to stonewall the incident. When Gill presented them with a hog jowl from their only competitor for miles around and showed them the different cut pattern made to skin the pigs, they finally had to admit it was theirs. The plant was toured, the source found and a manhole inside the plant was plugged. Employees could no longer make clean-up a case of flushing their work down the drain. No penalties were imposed, but no more hog jowls were found in the sewer.

SUGAR ISLAND – A PROPOSAL FOR STEWARDSHIP by Bruce Jones

The Island Sugar Island is one of 14 islands lying within the Township of Grosse Ile in the Detroit River. It is named for the fine stand of sugar maples growing there at the time of its first recorded purchase in 1817. The island has a clay cliff at the south end, the largest sand beaches on the American side of the river on the east and west sides, and a unique forest cover containing many large red oaks and old growth hard maples.

The Problem For well over 100 years the island and its beaches have been used by boaters. In recent years, many more are mooring on Sugar Island beaches and other American islands, such as Celeron, in part due to the more stringent enforcement of Canadian regulations. Over usage and the lack of clear-cut authority for stewardship and police power has created major problems both for the environment of the island and for surrounding residents on Grosse Ile. Use of alcohol, drugs, loud radios, litter, fire pits...trash of all kinds and no sanitary facilities create the issue of public safety.

There are ongoing discussions regarding how best to solve the problems.

Potential Solutions

State Ownership, designation as a State Boating Pocket Park. This would increase protection of the Conservation Crescent. State restrictions could be immediately implemented. Other interested entities should confer to re-evaluate and amend restrictions...and should also cover Celeron Island as well as Sugar Island.

State Ownership incorporating Sugar Island into the Mouillee-Celeron, Stony Island Wildlife Area. This would also increase protection of the Crescent. Stewardship and policing could be determined by joint agreement between the Township of Grosse Ile and the Dept. of Natural Resources.

Incorporation of Sugar Island into the Wyandotte National Wildlife Refuge. A joint arrangement with the US Fish and Wildlife Service for local stewardship and policing would need to be devised.

Purchase and stewardship of the island by the Wayne County park System or Huron-Clinton Metropark Authority.

Funding and Implementation

Imposition of a landing-anchoring fee and stiff fines for littering and other violations. This follows Canadian practice and will mildly limit usage. The funds can be used for temporary help in maintaining the island and the presence of authority will control much of the abuses.

Designation of state, county and/or federal funds for policing by Grosse Ile Police and/or Wayne County Sheriff's Patrol. The first year will be the most expensive as years of common practice will need to be altered. Landing fees may help reduce the subsidy needed.

The policy changes should be implemented with wide publicity in marinas, boat clubs and newspapers.

YOU ARE INVITED – IT'S YOUR CELEBRATION!

The City of Detroit is 300 and the Friends of the Detroit River is beginning its 10th year. Celebrate! To mark these occasions we are planning, in partnership with the German-American Heritage Foundation, International, the very first ANNUAL FRIENDS OF THE DETROIT RIVER CRUISE—aboard the Diamond Belle on August 28th.

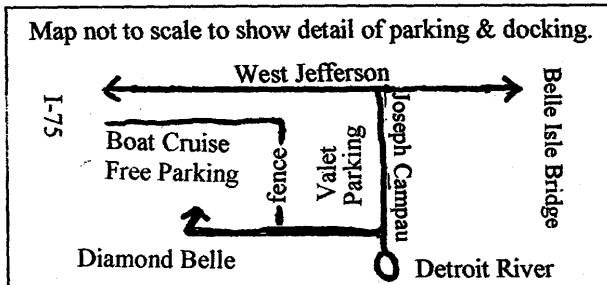
Can you think of a better way to celebrate our birthdays? If you're old enough to remember the Bob-lo boat, then you know how special an evening cruise with dinner and dancing will be!

Come along and board the Diamond Belle docked at the foot of Joseph Campau Street. The ship sails at 6:00 p.m. on August 28th and will return to the dock at 10:00 p.m.

Food – Music – and Fun!

The cost is only \$35 per person and includes cruising down the Detroit River, dinner (catered by The Dakota Inn), music (by the Rhinelanders and a strolling accordion player), and free parking.

Instead of mailing tickets back to you, your name and the number of passengers in your party will be placed on the purser's list. You will be able to check-in beginning at 5:30 p.m. Proceeds benefit Friends of the Detroit River.



Please come to this August 28th celebration. Use the coupons below to book passage (mail by August 18th) and/or to contribute to the Captain's Log (mail by August 10th.) Members selling \$250 in Captain's Log Advertisements will receive one free passage. For more information, call 313 381-2835

Please book passage before August 18, 2001 Make your check payable to Friends of the Detroit River. Mail to: FDR River Cruise, 17462 Reed, Melvindale, MI 48122.

____ I will sail with the FDR River Cruise on August 28th. I have enclosed \$35 per person.
I wish to book passage for ____ persons. Total enclosed \$ ____.

____ I cannot sail with you, but wish to donate to Friends of the Detroit River. \$ ____.

Name: _____ Phone Number _____

Address: _____ City _____ zip code _____

Mail by August 10, 2001 to place an ad in "The Captain's Log."

Complete this coupon and send check with camera-ready copy to

FDR Captain's Log, 17462 Reed, Melvindale, MI 48122

____ Full Page - \$100 ____ ½ Page - \$50 ____ ¼ Page - \$25 ____ Business Card - \$10
____ BackCover - \$500 ____ Inside Back Cover - \$250 ____ Inside Front Cover - \$250 ____ Patron's List - \$5

Name: _____ Phone Number _____

Address: _____ City _____ zip code _____

BE A FRIEND.... of the DETROIT RIVER !

OUR 400 MEMBERS ASK YOU TO JOIN US NOW.....FOR CONTINUING MEMBERSHIP THROUGH DECEMBER 2001! You'll receive a membership card and letter when you become a member.

MEMBERSHIP FEES ARE MINIMAL, AND YOUR MEMBERSHIP IS IMPORTANT TO OUR EFFORTS.
The Friends of the Detroit River is an alliance of diverse people who value a clean environment and are confident that our communities can learn to grow and thrive, and protect the Detroit River as a sustainable shared resource for us and our children.

*Please make check payable to
Friends of the Detroit River*

- ☐ \$20 – Individual
- ☐ \$10 – Student/ Senior
- ☐ \$30 – Family
- ☐ \$50 – Organization/Club
- ☐ \$100 – Individual Charter Member
- ☐ \$500 – Individual Lifetime Member
- ☐ \$500 – Yearly Business/Corporate
- ☐ \$_____ Special Gift FDR General Fund

MEMBERSHIP FORM

January 1, 2001 – December 31, 2001

FRIENDS OF THE DETROIT RIVER
P.O. BOX 3099
MELVINDALE, MI 48122-3099

Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

e-mail _____

Executive Director: Jeannine Ansley
Phone: 313-381-2835

Secretary/Membership: Milan Knezovich
Phone: 734-675-7528

Non-Profit Organization 501-C-3 ID #38310302
DONATIONS are tax deductible

Request For Articles

We, the Editorial Staff, believe that those committed to environmental issues have much of value to share with others. There are many ways one can make a contribution. Here are a few. Send FDR:

- Your reactions to articles in the River Current so that we can be tuned to your needs and concerns.
- Environmental information you find in magazines, newspapers and other media. Be sure to give as complete a source as you can.
- Ideas for subjects you would like to see in future issues, or turn one of your ideas into an article for the River Current.

Submit manuscripts to the Editor, who reserves the right to accept or reject, or publish in revised form. Articles the Staff feel may slander or denigrate cannot be accepted. Full responsibility and/or liability accrues to the author. We prefer manuscripts on IBM compatible disks, preferably in WORD, Rich Text Format (RTF), WORD PERFECT 5.0, or ASCII format (please include printed version). Manuscripts and photographs are submitted at senders risk; please retain copies of all materials submitted. Please enclose sufficient postage for return of unsolicited material not accepted for publication. Submission of letters implies the right to edit and publish all or in part.

Address Corrections:

If you are moving or would like to make changes to your current name/address/phone/e-mail please notify us by giving your current information along with the correction, and mail it to:

Milan Knezovich
22762 Foxcroft Rd.
Woodhaven, MI 48183

Friends of the Detroit River
attn: Jeannine Ansley, Director
PO Box 3099
Melvindale, Michigan 48122-3099

US POSTAGE
PAID
Wyandotte, MI
48192
FRSRT STD
Permit #135



We're on the web at
WWW.DETROITRIVER.ORG

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Jim Stone	Vice-Chair (313-921-8071)
Jeannine Ansley	Exec. Director (313-381-2835)
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Don Caley	Newsletter Editor / Webmaster
Milan Knezovich	Secretary / Co-Chair Membership
Charles Bristol	Co-Chair Membership
Mary Anderson	Board member
Launne Griffin	Board member
Larry Arreguin	Board member
Judy Lechner	Board member
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Jim Bull	Board member
John Covert	Board member
Harriet Saperstein	Board member
Diane Sawyer	Board member
Ed Sperkowski	Board member
Bill Anderson	Director Emeritus, FDR

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- Jim Graham
- Pat Hartig

Special thanks to special friends...

Ed Sperkowski	John Dingell
John Covert	Kathleen Law
Don Caley	Dr. Onn Gelderloos

Calendar

Monthly Board Meetings

4th Wednesday at 6 p.m.

July 25

August 22

September 26

JULY 19 - 22 Tall Ships on the River
See pages 2 and 8

AUG. 12 Green Prix Bicycle Rally
Call Jim Stone for information
(313) 921-8071

AUG. 28 River Cruise
Fun-Food-Music-Dancing
on the Diamond Belle
Reservations required - see page 10

SEPT. 26 Annual Meeting
Election of Board Members—to be held at
a downriver site—to nominate or serve
call: Don Griffin (313) 274-8930
See page 9



Building the **Riverfront Greenway**

The State of
Greenway Investments
along the Detroit River

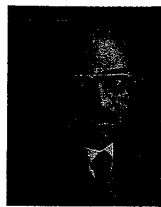


A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project

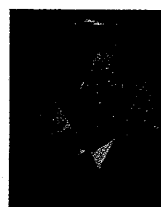
Greater Detroit American Heritage River Executive Committee



Peter W. Stroh



Dennis W. Archer



W. Curt Boller



Edward H. McNamara

We are very proud to present this report, *Building the Riverfront Greenway — The State of Greenway Investments Along the Detroit River*. As you browse through this document you will see a dramatic transformation taking place along our great American Heritage River.

Riverfront greenways are attractive and inviting natural corridors that create exceptional views for our residents and visitors. While greenways provide a welcome escape from the intensity of urban life, they also add to the appeal of metropolitan areas — by offering those who enjoy the architecture, entertainment and excitement of urban environments easy access to a majestic natural landscape.

Few communities have access to a natural resource as prominent, significant and beautiful as the Detroit River. Indeed, Greater Detroit's riverfront greenways are also an important incentive for attracting future economic development. To make our region an even better place to live and raise a family, we need to take advantage of our tremendous river resource. It is truly an asset that helps offer our residents a high quality of life that is competitive with other metropolitan areas in attracting new businesses and workers.

As the Executive Committee of the Greater Detroit American Heritage River Initiative, we are united in our commitment to increase access to the Detroit River and eventually create a necklace of green spaces and parks stretching from Lake St. Clair to Lake Erie. By demonstrating the significant progress already achieved, we hope this report stimulates even more projects that help achieve that lake-to-lake greenway vision and reconnect our community to one of its greatest natural treasures.

Sincerely,

Peter W. Stroh, Chairperson
Executive Committee
Greater Detroit American Heritage River Initiative
Director, Stroh Companies, Inc.

Dennis W. Archer
Mayor
City of Detroit

W. Curt Boller
Supervisor
Brownstown Township

Edward H. McNamara
County Executive
Wayne County

Building the **Riverfront Greenway**

The State of Greenway Investments Along the Detroit River

The vision of a continuous greenway along the Detroit River seemed like a dream only a few years ago. But today, communities and businesses in Greater Detroit are redefining their relationship to the river and championing linked greenways along its entire length — from Lake St. Clair to Lake Erie, across to Canada, and up key tributaries like the Rouge, Ecorse, and Huron rivers.

Working in partnership with the Metropolitan Affairs Coalition and other stakeholders, the Greater Detroit American Heritage River Initiative has identified linked greenways as one of its top six priorities. This report presents 14 such projects, all of which have begun or been completed since June 1999.

When all fourteen greenways projects are completed, they will be unique destinations that link open spaces, protect natural and cultural resources, and offer many picturesque views of Detroit's great American Heritage River. Together, they will go a long way toward enhancing the region's quality of life and making it more attractive to residents, visitors, and businesses.

And these fourteen projects are just the beginning. By celebrating these recent achievements, this report aspires to be a catalyst for

future projects. In fact, many additional projects are already in the planning and design process.

There is a growing desire to increase access to the Detroit River as communities and organizations work to overcome the historical separation from the river caused by a nearly continuous wall of commercial development. Now, trails and walkways are being incorporated along the river, improving the aesthetic appearance of the shoreline and reaping the resulting recreational, ecological, and economic benefits. In its mission to create linked riverfront greenways, the Greater Detroit American Heritage River Initiative is actively partnering with the many organizations that share this vision, including the Greenways Initiative of the Community Foundation for Southeastern Michigan, the Automobile National Heritage Area and the Canadian Heritage River Initiative.

The Detroit River has been rediscovered as an incredible asset and a key element for enhancing the quality of life of the metropolitan area. A transformation of the riverfront is underway, as linked greenways become a reality and establish a unique legacy for future generations.

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A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project



Detroit River Greenways

Project Locations

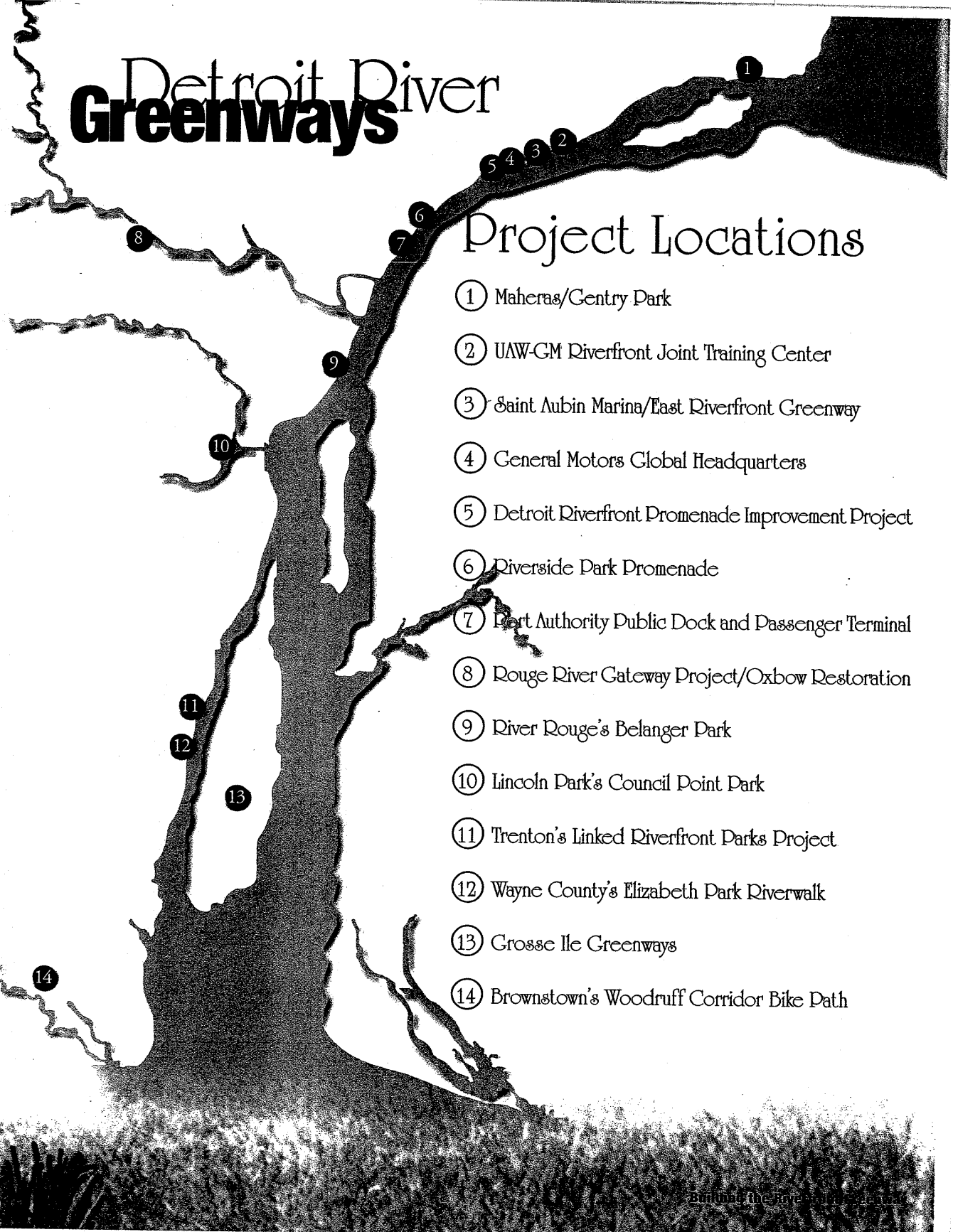
- 
- ① Maheras/Centry Park
 - ② UAW-GM Riverfront Joint Training Center
 - ③ Saint Aubin Marina/East Riverfront Greenway
 - ④ General Motors Global Headquarters
 - ⑤ Detroit Riverfront Promenade Improvement Project
 - ⑥ Riverside Park Promenade
 - ⑦ Port Authority Public Dock and Passenger Terminal
 - ⑧ Rouge River Gateway Project/Oxbow Restoration
 - ⑨ River Rouge's Belanger Park
 - ⑩ Lincoln Park's Council Point Park
 - ⑪ Trenton's Linked Riverfront Parks Project
 - ⑫ Wayne County's Elizabeth Park Riverwalk
 - ⑬ Grosse Ile Greenways
 - ⑭ Brownstown's Woodruff Corridor Bike Path

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Detroit's Maheras/Gentry Park Improvement Project

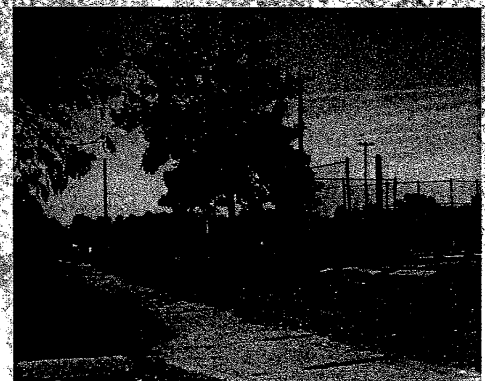
The Maheras/Gentry Park Improvement Project presents a distinctive opportunity to enhance fish habitat and improve recreational trails in an historic urban waterfront park, while addressing stormwater and sanitary sewer concerns upstream in Conner Creek, a small tributary to the Detroit River. Covering 53-acres, Maheras/Gentry Park is unique among Detroit Recreation Department's riverside parks, being the largest of four parks upstream of Conner Creek, as well as a designated City of Detroit Historic District.

This \$2.3 million project includes a perimeter sidewalk that will link the park's features, including a substantial pond with an island formed by inlets to the Detroit River, a scenic overlook, and barrier-free fishing access points. The overlook will be furnished with benches, picnic tables, and a picnic shelter. The sidewalk will lead visitors around the pond to the bridges that bring pedestrians onto the island.

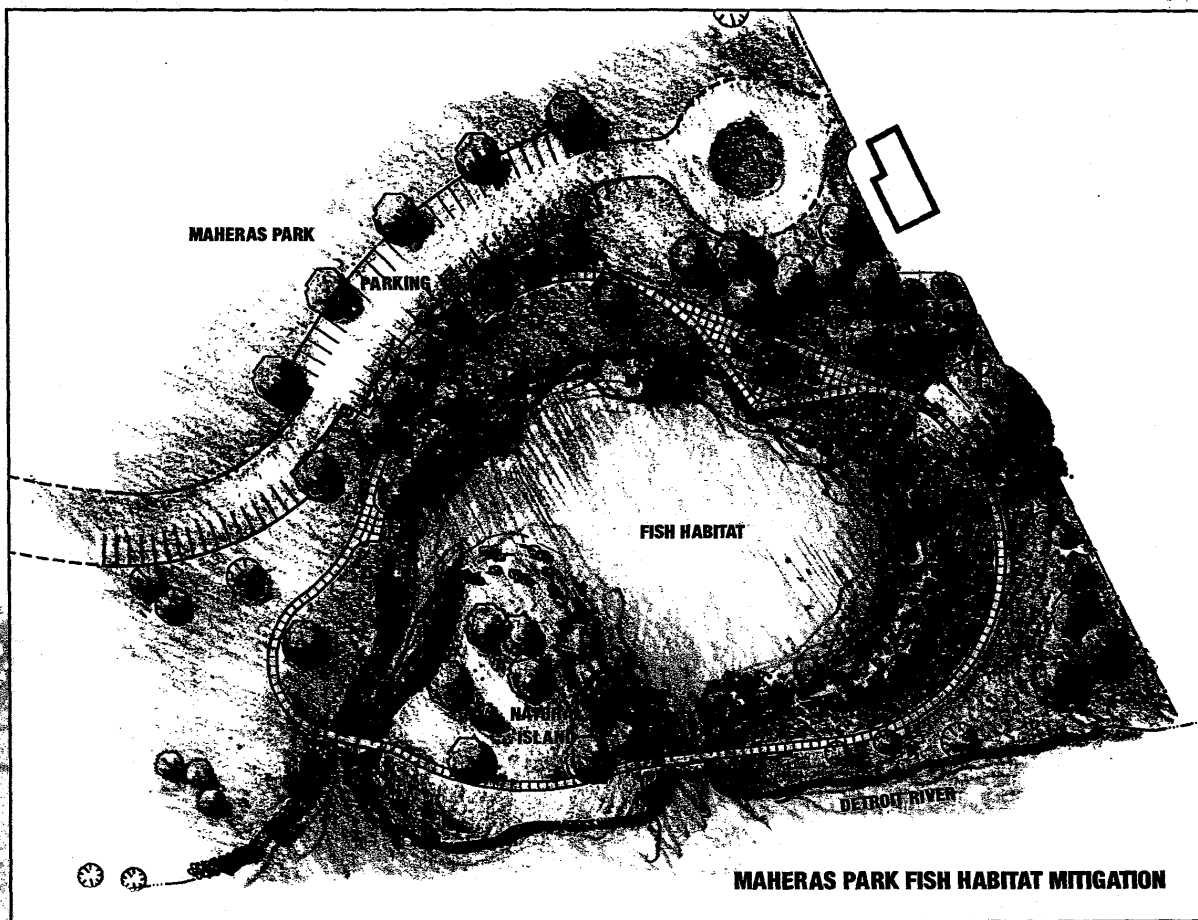
On the island, benches are planned for visitors to relax and enjoy views of the park and river among natural prairie plantings. Trees will be added to the pond area of the park to provide visitors with shade. Interpretive signage at various locations will explain the intent of the pond, the ecology of the wetland plantings and fish habitat, as well as the importance of the freighters on the Detroit River.

The project area encompasses approximately 8.5 acres of the south end of the park and is designed to provide much needed fish habitat along this highly developed stretch of the Detroit River. The creation of a substantial pond with an island and inlets to the Detroit River will allow water and fish to circulate through the pond and improve fishing access and park amenities where few recreational activities exist.

*Views of present day
Maheras/Gentry Park:*



Building the Riverfront Greenway



Rendering prepared for Detroit Water and Sewerage Department by Hamilton Anderson Associates, and Hazen and Sawyer, P.C.

The pond will be sculpted with a deep water hole and shallow shelves along the banks. Plantings of wetland vegetation and the addition of underwater shelters made from tree root masses will improve fish habitat and create fish spawning and nursery areas. Stone blocks, boulders, and wildflower plantings are design elements for the area surrounding the pond. Stone blocks will be placed in a stairway fashion creating flat surfaces that will allow people to access the water's edge.

The Maheras/Gentry Park fish habitat mitigation is being undertaken as a Michigan Department of Environmental Quality requirement to mitigate the habitat loss resulting from constructing the Conner Creek Pilot Combined Sewer Overflow Control Facility. Detroit Water and Sewerage Department is funding the entire \$2.3 million cost of the Maheras/Gentry Park project. Creation of the fish habitat will occur during the construction of the Conner Creek Pilot Combined Sewer Overflow Control Facility, which will begin by December 31, 2000 and is to be completed by December 31, 2004.

Grand Junction American Heritage River Initiative and Metropolitan Affairs Coalition Project



UAW-GM

Riverfront Joint Training Center

The International Union, United Auto Workers (UAW) and General Motors Corporation (GM) are collaborating on an exciting, new riverfront development that will enhance efforts to create a system of linked riverfront greenways extending from the MacArthur Bridge at Belle Isle to the Ambassador Bridge.

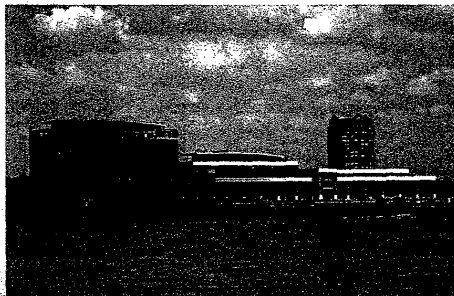
In early 2001, the UAW-GM Center for Human Resources is opening a modern education and training complex with 900 feet of riverfront greenway on 16 acres of land between Atwater Street and the Detroit River. This state-of-the-art office complex will serve as the national headquarters for UAW-GM joint programs and activities focused on health and safety, training and skill development, employee educational opportunities, work and family support, and product quality.

Strikingly visible from the Detroit River, the complex will be anchored by a seven-story office tower with an adjacent three-story training tower and a 400-seat auditorium. This new riverfront complex consolidates

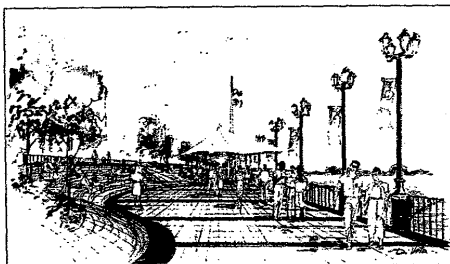
previously housed in three separate suburban locations. The UAW-GM joint programs and activities that will be run from the complex are directed toward providing work-related, family-related, and employee educational-development information and assistance to approximately 140,000 UAW-represented GM workers.

Since 1984, GM and the UAW have committed approximately \$3 billion toward education and training, making the UAW-GM Center for Human Resources the largest privately funded educational program in the world. In its new location, the UAW-GM Center for Human Resources proudly takes a place in the heart of Detroit's riverfront revitalization and makes a unique contribution to the Greater Detroit American Heritage River Initiative. In addition to expanding education and training opportunities, the new complex will provide a critical riverfront greenways link and enhance public access to the Detroit River. It will play a role in improving quality of life, promoting community pride, and furthering Detroit's economic renewal.

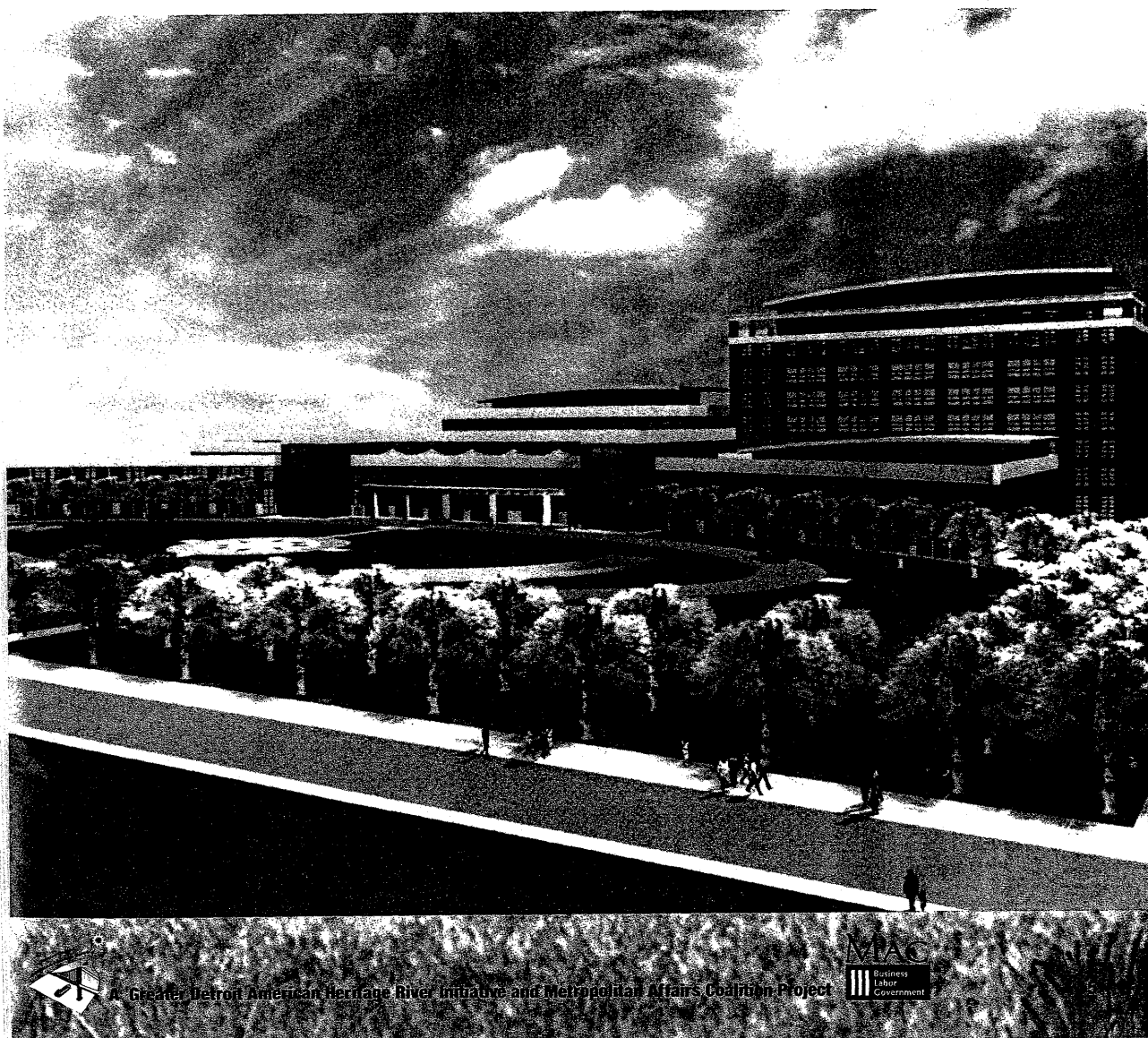
*Views of the
UAW-GM future
training center site
in the fall of 2000.*



Building the Riverfront Greenway

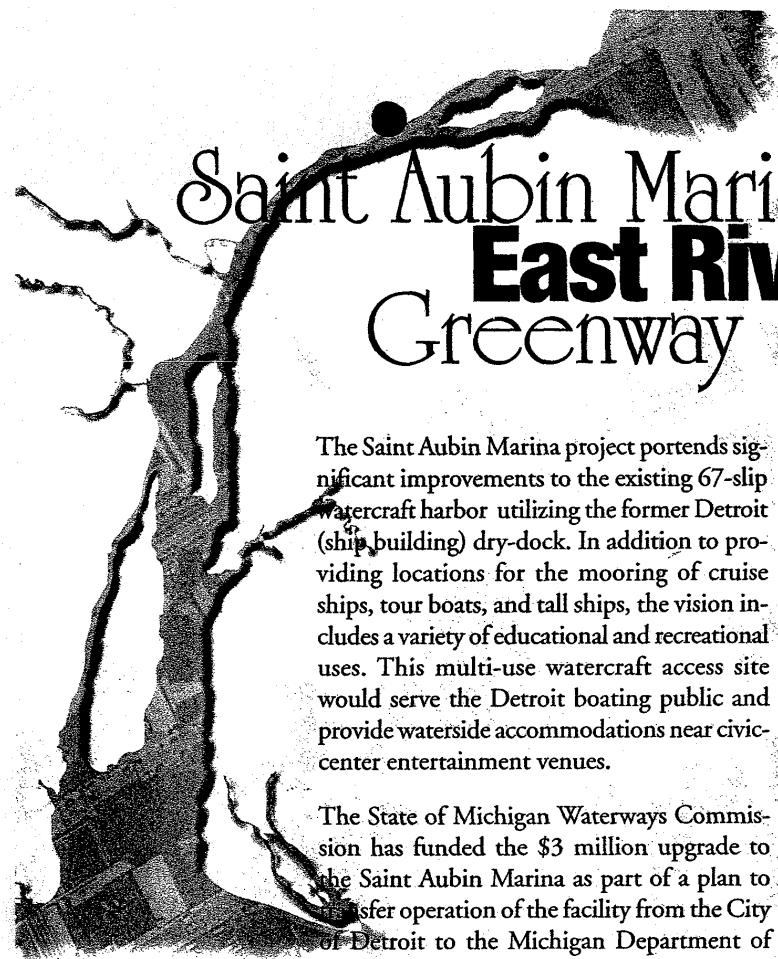


Renderings courtesy
of Grissim/Metz
Associates.



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Saint Aubin Marina East Riverfront Greenway

The Saint Aubin Marina project portends significant improvements to the existing 67-slip watercraft harbor utilizing the former Detroit (ship building) dry-dock. In addition to providing locations for the mooring of cruise ships, tour boats, and tall ships, the vision includes a variety of educational and recreational uses. This multi-use watercraft access site would serve the Detroit boating public and provide waterside accommodations near civic-center entertainment venues.

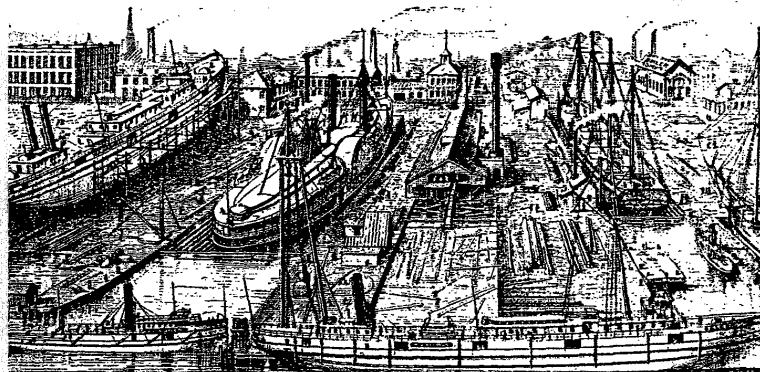
The State of Michigan Waterways Commission has funded the \$3 million upgrade to the Saint Aubin Marina as part of a plan to transfer operation of the facility from the City of Detroit to the Michigan Department of Natural Resources. Plans call for the state to lease the site from the city, providing a valuable addition to the network of state harbors of refuge and marinas along Great Lakes' shorelines. The St. Aubin project could be rededicated during the celebration of Detroit's 300th Birthday in 2001.

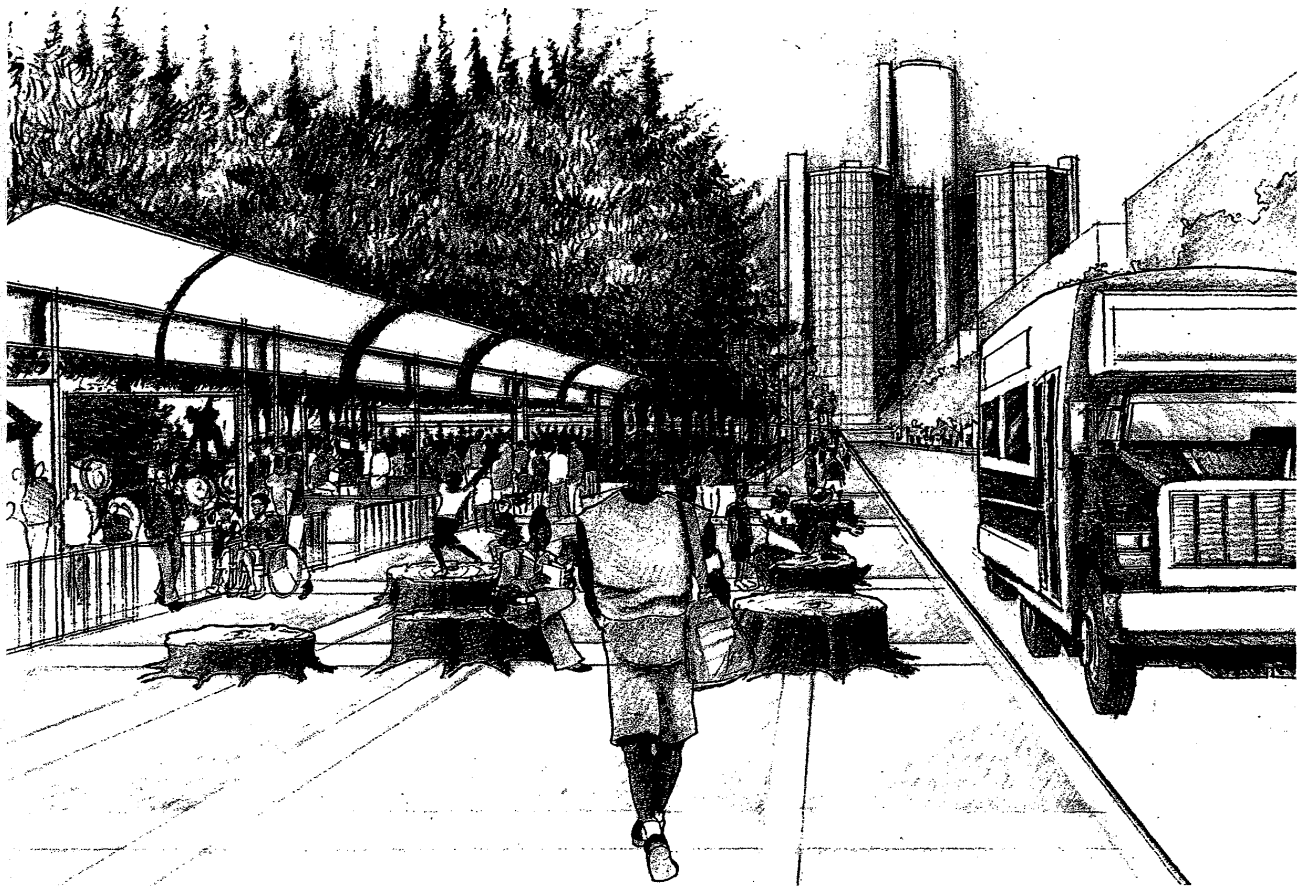
*St. Aubin Marina
East Riverfront
Greenway is located
in the vicinity of
an historic ship
building dry dock.*

In addition to the marina project, discussions are ongoing, at the highest level of city and state government, to develop an east-riverfront greenway between General Motors Global Headquarters and Stroh River Place, connecting to St. Aubin and Chene linked riverfront parks. Such a parkland would complement major investments being made by the private sector in the transformation of a historically-significant former industrial waterfront to the city's front door.

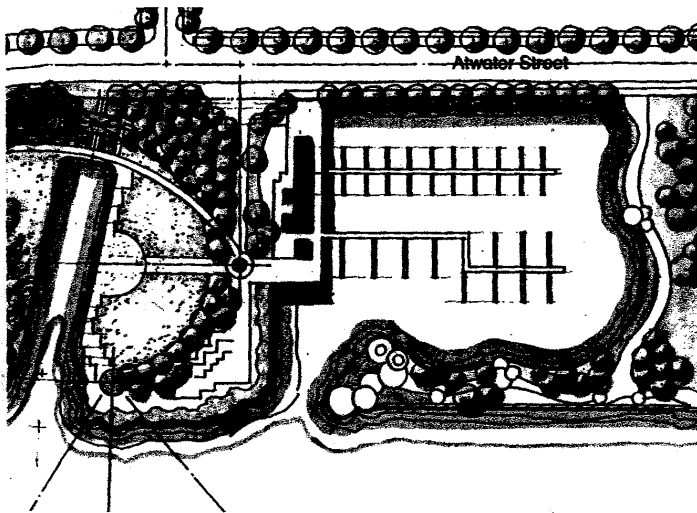
A waterfront park along the Detroit east-riverfront offers the potential of greatly enhanced community access showcasing the Detroit River to residents and visitors alike. Recreational opportunities could include lunch-hour picnics, viewing river vistas, riverwalk strolling, jogging, fishing, and marina access, or taking in a concert. Creating opportunities to learn about Michigan's rich cultural history and natural-resources heritage are just two of many other ideas being considered.

The east-riverfront greenway would require a continued, concerted effort to overcome challenges inherent in land acquisition, environmental cleanup, relocation of viable industries, and substantial funding for new facilities. The Michigan Natural Resources Trust Fund has committed substantial funding to help acquire riverfront property for the east-riverfront greenway idea.

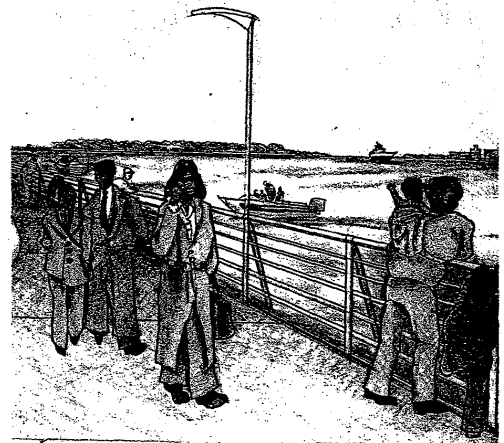




Renderings courtesy of SmithGroup JJR.

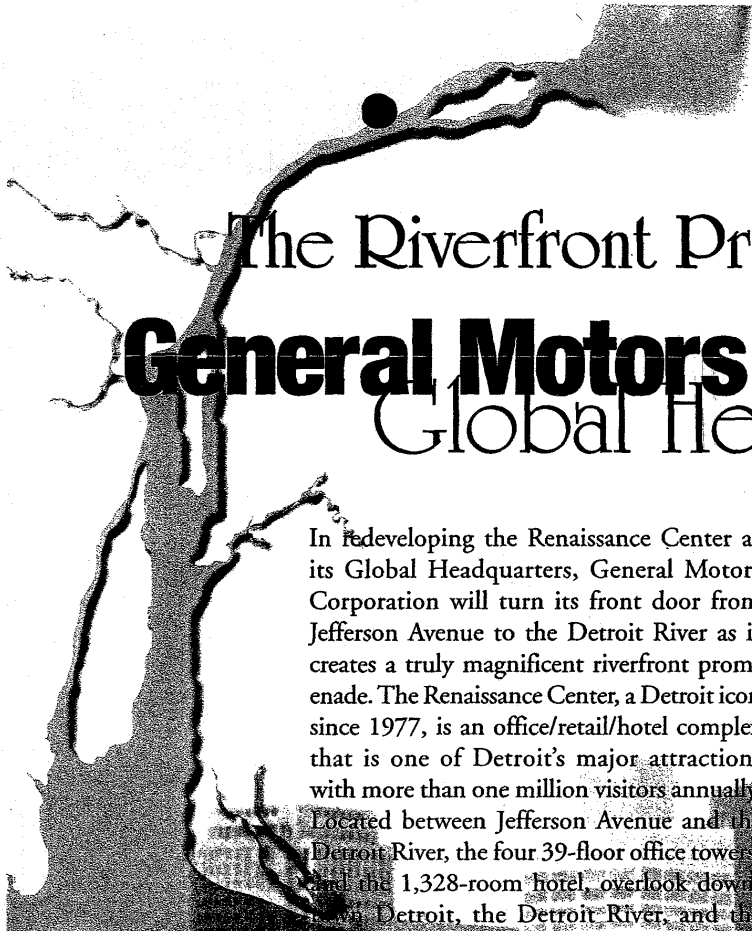


Background aerial photograph courtesy of U.S. Army Corps of Engineers.



A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project





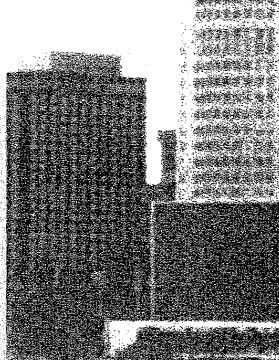
The Riverfront Promenade at **General Motors** Global Headquarters

In redeveloping the Renaissance Center as its Global Headquarters, General Motors Corporation will turn its front door from Jefferson Avenue to the Detroit River as it creates a truly magnificent riverfront promenade. The Renaissance Center, a Detroit icon since 1977, is an office/retail/hotel complex that is one of Detroit's major attractions with more than one million visitors annually. Located between Jefferson Avenue and the Detroit River, the four 39-floor office towers and the 1,328-room hotel, overlook downtown Detroit, the Detroit River, and the Canadian city of Windsor, Ontario.

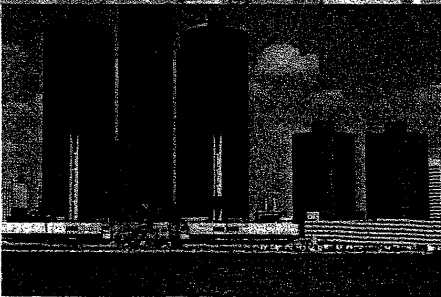
General Motors is building 3,000 feet of riverfront promenade which, when combined with the adjacent Riverfront Promenade Improvement Project to the west, forms roughly one and a quarter miles of new and improved riverfront promenade. General Motors' promenade will also link with a promenade park planned as part of River East, a 25-acre urban waterfront district to be developed directly east of the Renaissance Center.

General Motors' riverfront promenade is being created adjacent to a five-story, glass-enclosed public hall, called the Wintergarden. General Motors is building the Wintergarden as part of its \$500 million redevelopment of the Renaissance Center. Opening in 2004, the Wintergarden will provide magnificent views of the Detroit River and Windsor. The Wintergarden will be flanked by two stories of retail space. Additional retail shops will line the riverfront promenade, and outdoor restaurant seating will create a new ambience at the Renaissance Center.

The redevelopment of the Renaissance Center as General Motors Global Headquarters has been underway since General Motors acquired the 2.5-million-square-foot mixed-use property in 1996. The redevelopment program, under the direction of Hines, also includes a \$100 million renovation of the 71-story Marriott Hotel, one of the largest hotel renovations in the world. The Renaissance Center's redevelopment program is scheduled for completion in 2007.

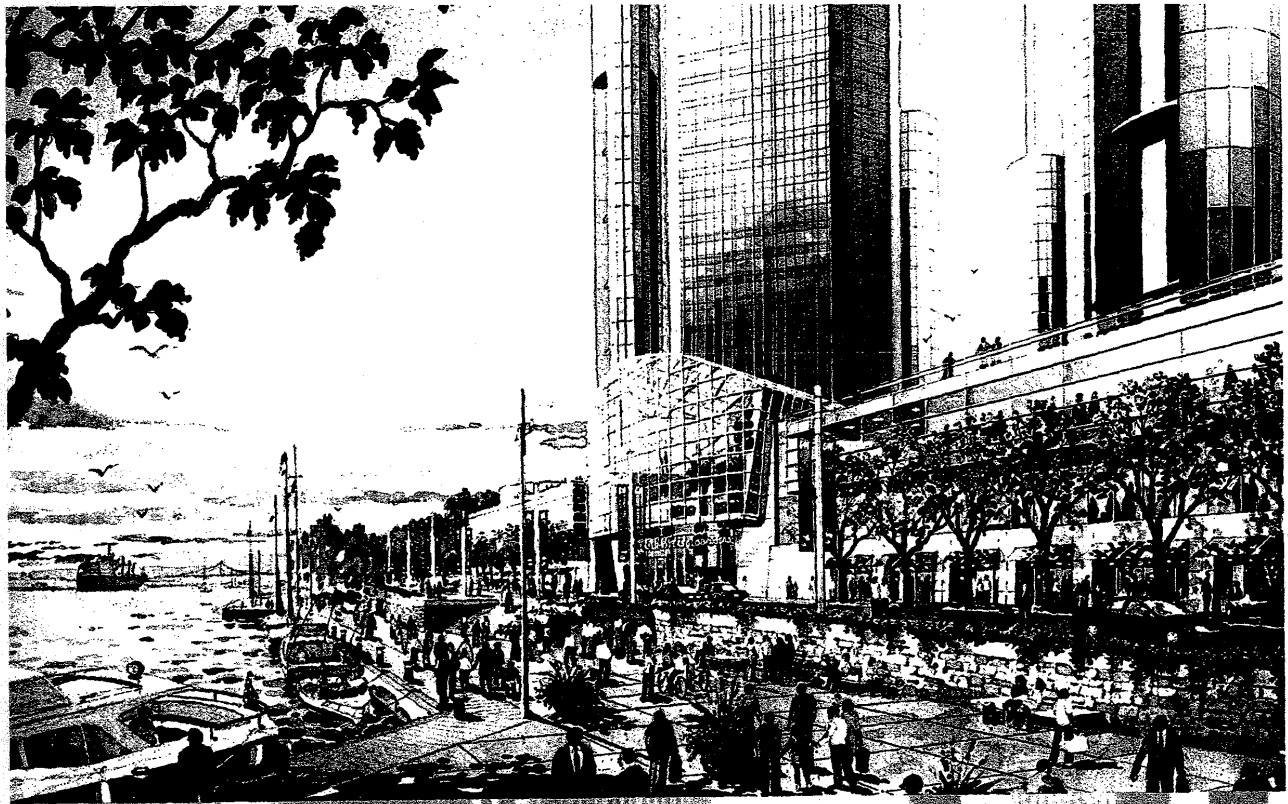


GM headquarters in the summer of 2000, with construction well underway.

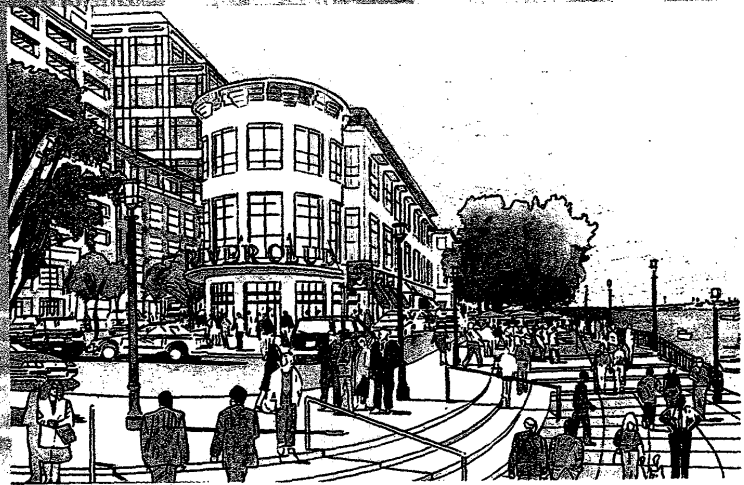


The River East urban waterfront district will be a mix of retail, office, entertainment, and residential usage with a greenway planned to provide public access to the waterfront. The entire River East project will be completed by 2009 and promises to become a central element of Detroit's riverfront revival.

Building the Riverfront Greenway



Renderings courtesy of Hines Development and Skidmore Owings & Merrill, LLP Master Architects.



A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project





Detroit Riverfront Promenade Improvement Project

The Detroit Civic Center Riverfront Promenade will open a key portion of the Detroit riverfront to residents and visitors. The promenade will run along the waterfront from the General Motors Global Headquarters on the east to the Riverfront Apartments on the west. It will create a distinctive and beautiful riverfront accessible to all pedestrians and linked to the waterfront enhancements and promenade being developed by General Motors Corporation on the east. The project will connect and enhance the value and marketability of major public and private facilities along the waterfront, such as Ford Auditorium, Cobo Center, and Joe Louis Arena.

The Detroit Riverfront Promenade Improvement Project will draw sightseers and tourists, and offer an aesthetically pleasing and exciting environment for office workers, retail, hotel, and restaurant patrons, as well as residents of Detroit. The promenade's

design places a high priority on reconnecting downtown with the Detroit River and will create a unique "sense of place." In addition, the promenade will also serve as an important location in celebrating Detroit's 300th anniversary. Plans are underway to display four centuries of Detroit waterfront history.

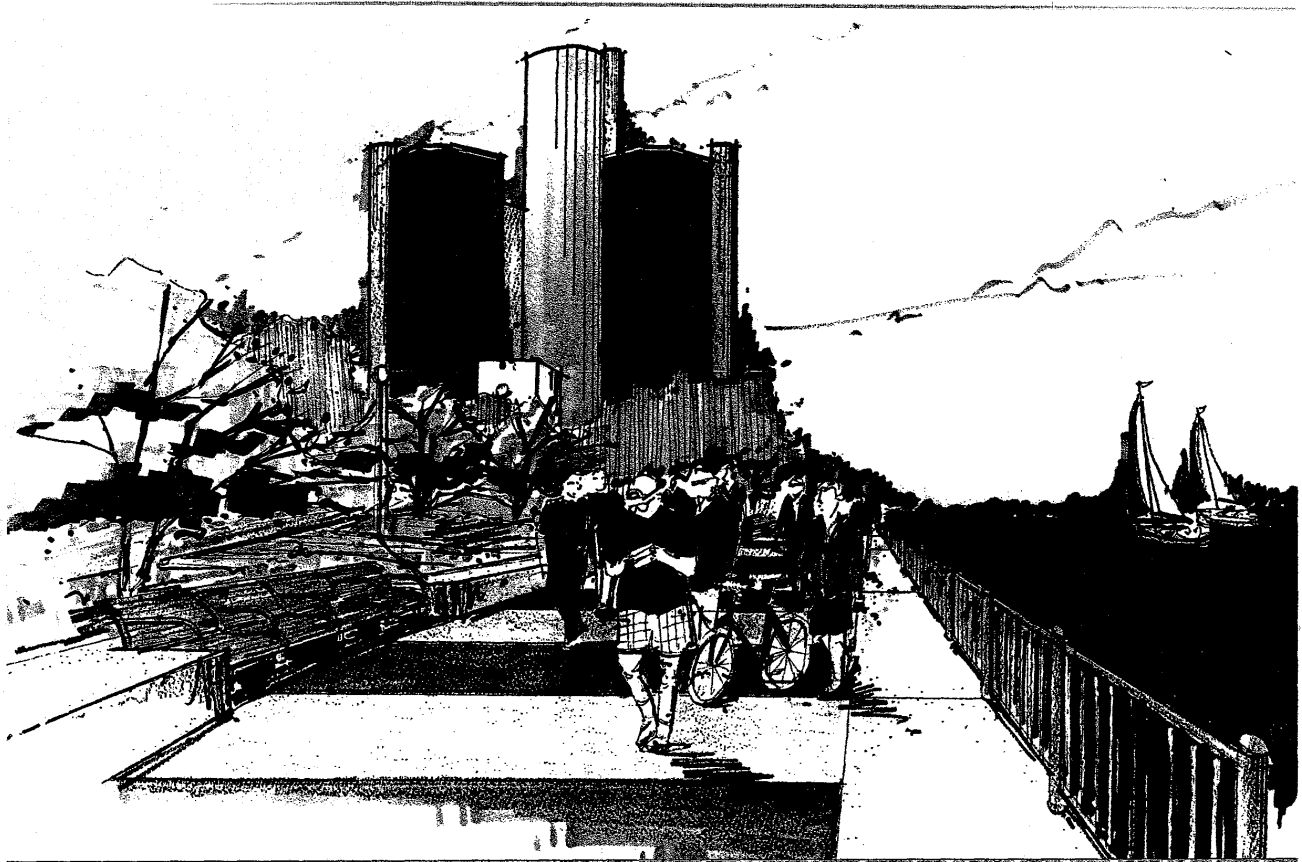
The project area encompasses approximately 3,500 feet of riverfront property. The land between the river's edge and the street right-of-way is currently comprised of a collapsing seawall, crumbling sidewalks, and a series of deteriorated paved and gravel parking lots, most of which are enclosed with chain-link fence. The project involves:

- repairing the eroded seawall and cofferdam;
- eliminating existing parking lots along the river's edge; and
- installing landscape materials and trees, a pedestrian boardwalk, railings, lighting, street furniture, signage, and irrigation.

*Views of the
Civic Center
Riverfront Promenade
construction in late
summer of 2000.*

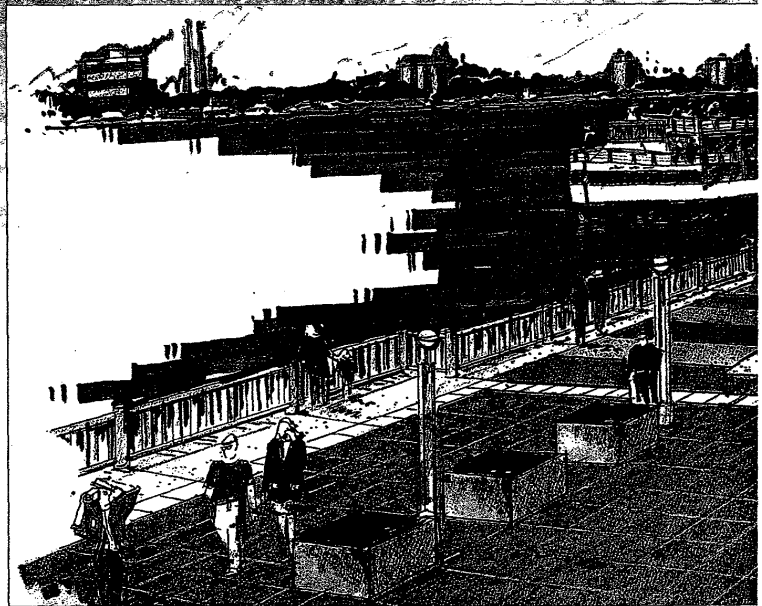


Building the Riverfront Boardwalk



The project's estimated cost of \$6.2 million is being funded through the State of Michigan's Clean Michigan Initiative, specifically the Waterfront Reclamation Grant Program. Project matching funds, totaling over 25 percent, consist of the value of land contributed by the City of Detroit and General Motors, and funds provided by the City of Detroit's Downtown Development Authority.

Construction on this project began in August 2000 and is expected to be completed in May 2001.



Renderings courtesy of Albert Kahn Associates, Inc.



A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project



Detroit's

Riverside Park Promenade

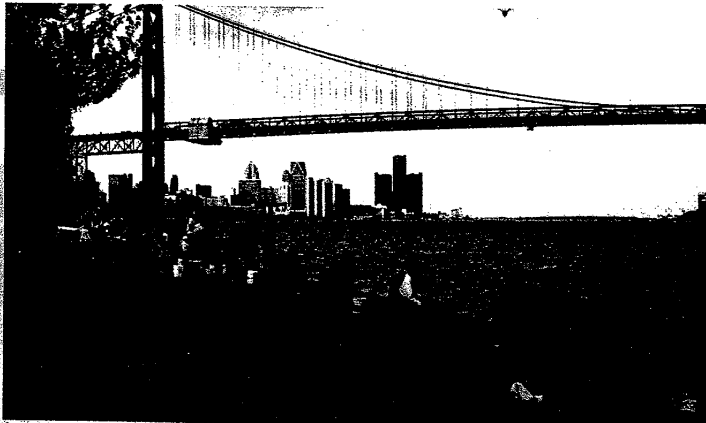
Lying below the Ambassador Bridge, at the foot of West Grand Boulevard, Riverside Park is where southwest Detroiters have historically gone to enjoy the waterfront. With 1,500 feet of waterfront and the river at its narrowest point, the park offers one of the prime settings in the state to admire the impressive freighter and shipping traffic serving the Great Lakes.

Adding to its distinct nautical theme, Riverside Park houses the Detroit Fire Department's Fire Boat, as well as one of the docks for Diamond Jack's River Tours. A large public boat launch is also located on the eastern part of the park. In addition, nestled within the park is The J.W. Westcott Company, better known as the "mail boat." The mail boat has its own zip code and serves as a mail drop for the commercial fleet on the Detroit River. As the freighters pass, the mail boat rushes out to meet the ships to deliver the mail and supplies that are hoisted up over the sides of the enormous vessels.

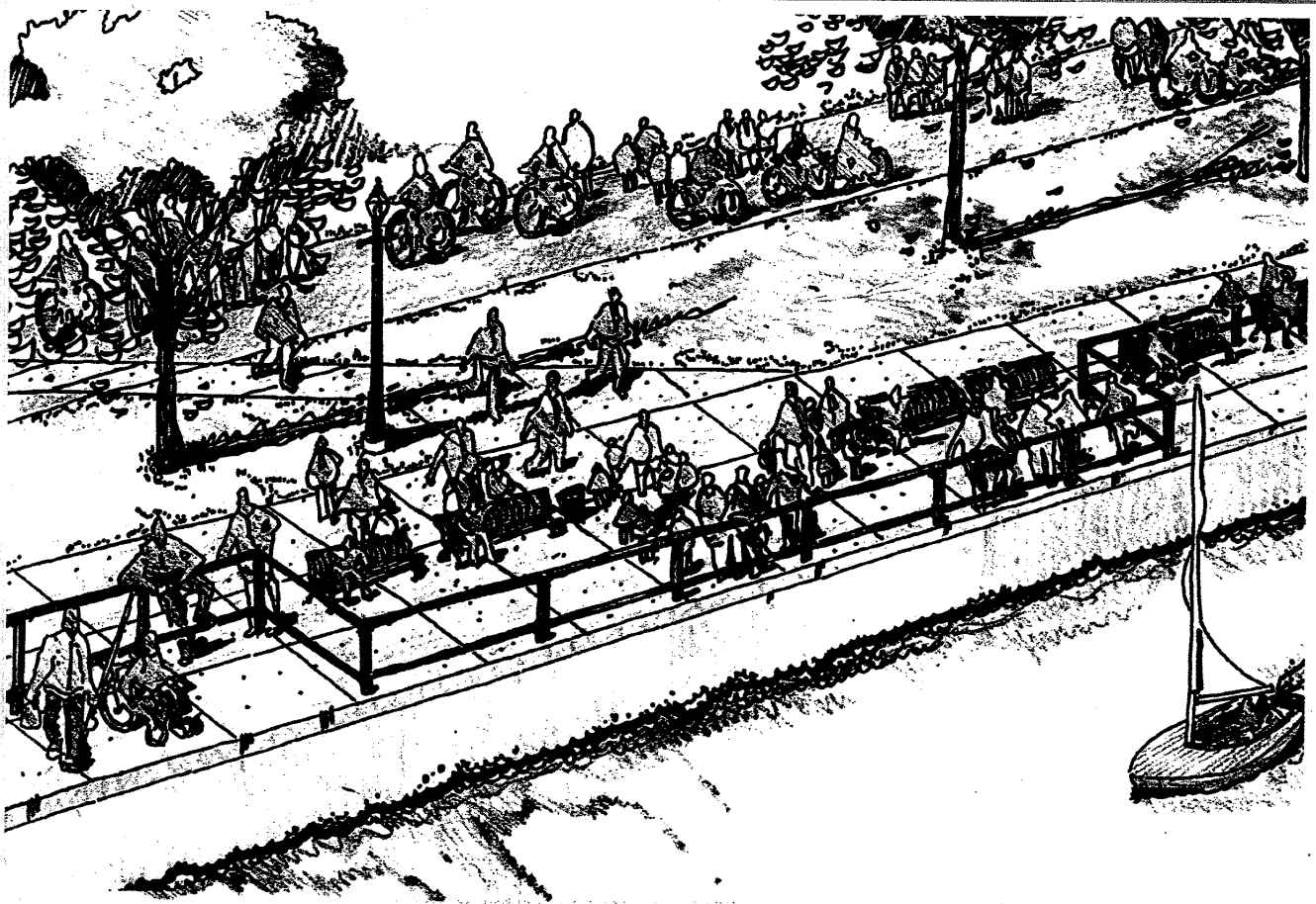
Plans are now underway for an extensive multi-year renovation of the park which will improve the quality of life for residents and provide a desirable tourist attraction. The renovation will also help spur revitalization of the area and enhance the image of Southwest Detroit. Initial improvements will include construction of a pedestrian promenade, restoration of the seawall, and creation of dedicated fishing areas. Collectively, these improvements will capitalize on one of the best views of downtown Detroit's skyline, fronted by the Detroit River and framed by the Ambassador Bridge.

Future phases will redevelop the western part of the park's infrastructure, including a new restroom facility, new parking lots and walkways, an extensive play structure, and a large picnic pavilion. Improvements are being planned so that the park can host special events that require the docking of large vessels. Discussions are also underway to locate a police mini-station within the park to both improve accessibility of police officers to neighborhood residents and help assure security at the park.

Picturesque views of the Detroit River and Ambassador Bridge will be enhanced by the Riverside Park Promenade project.



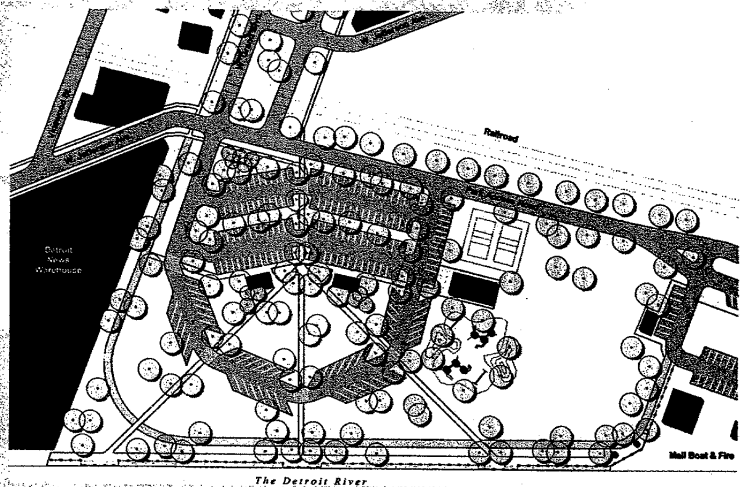
Building the Riverfront Greenway



Rendering courtesy of Wade-Trim & Associates, Inc.

The proposed improvements to Riverside Park are part of a larger vision for an interconnected riverfront greenway eventually linking southwest Detroit to the Civic Center Riverfront Promenade to the north and to the planned greenway at the Rouge River Oxbow Restoration Project to the south.

Funds are already committed for the initial phase of construction. The spring of 2001 will kick-off the multi-phase renovation of the park with \$1.5 million in improvements — \$500,000 from the Michigan Natural Resources Trust Fund, \$500,000 from the City of Detroit, and \$500,000 from the Great Lakes Fisheries Trust Fund.

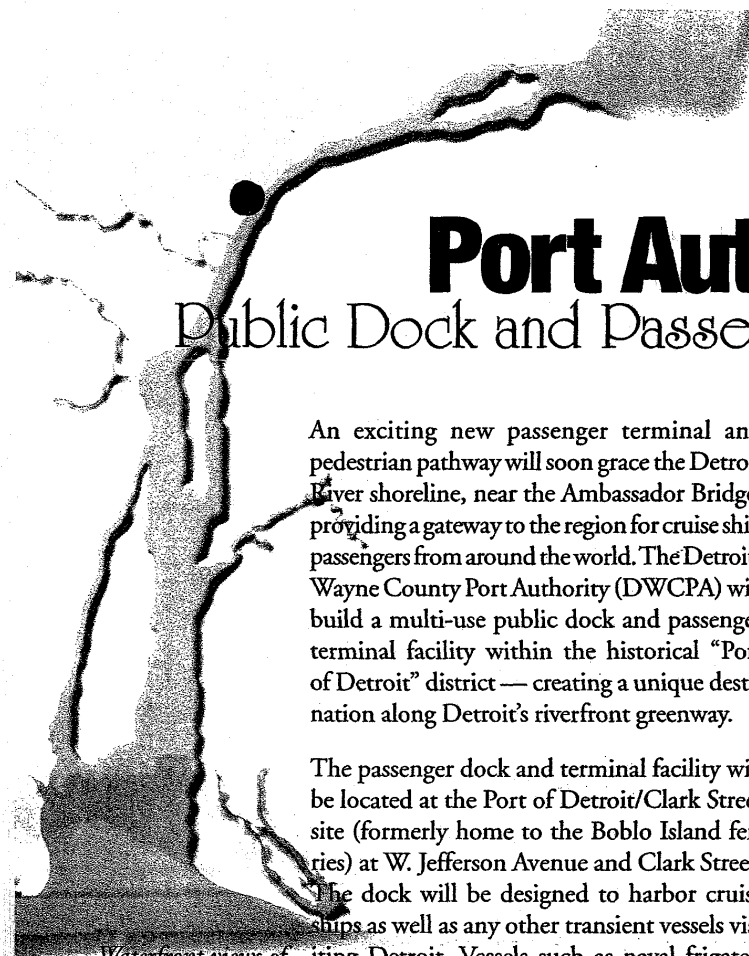


Rendering courtesy of The Greenway Collaborative, Inc.



A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project





Port Authority

Public Dock and Passenger Terminal

An exciting new passenger terminal and pedestrian pathway will soon grace the Detroit River shoreline, near the Ambassador Bridge, providing a gateway to the region for cruise ship passengers from around the world. The Detroit/Wayne County Port Authority (DWCPA) will build a multi-use public dock and passenger terminal facility within the historical "Port of Detroit" district — creating a unique destination along Detroit's riverfront greenway.

The passenger dock and terminal facility will be located at the Port of Detroit/Clark Street site (formerly home to the Boblo Island ferries) at W. Jefferson Avenue and Clark Street. The dock will be designed to harbor cruise ships as well as any other transient vessels visiting Detroit. Vessels such as naval frigates, historical tall ships, racing yachts, tour boats, and dinner cruisers all need a place to dock. This facility will be able to attract and accommodate the visits of any of these historical, educational, and entertainment vessels.

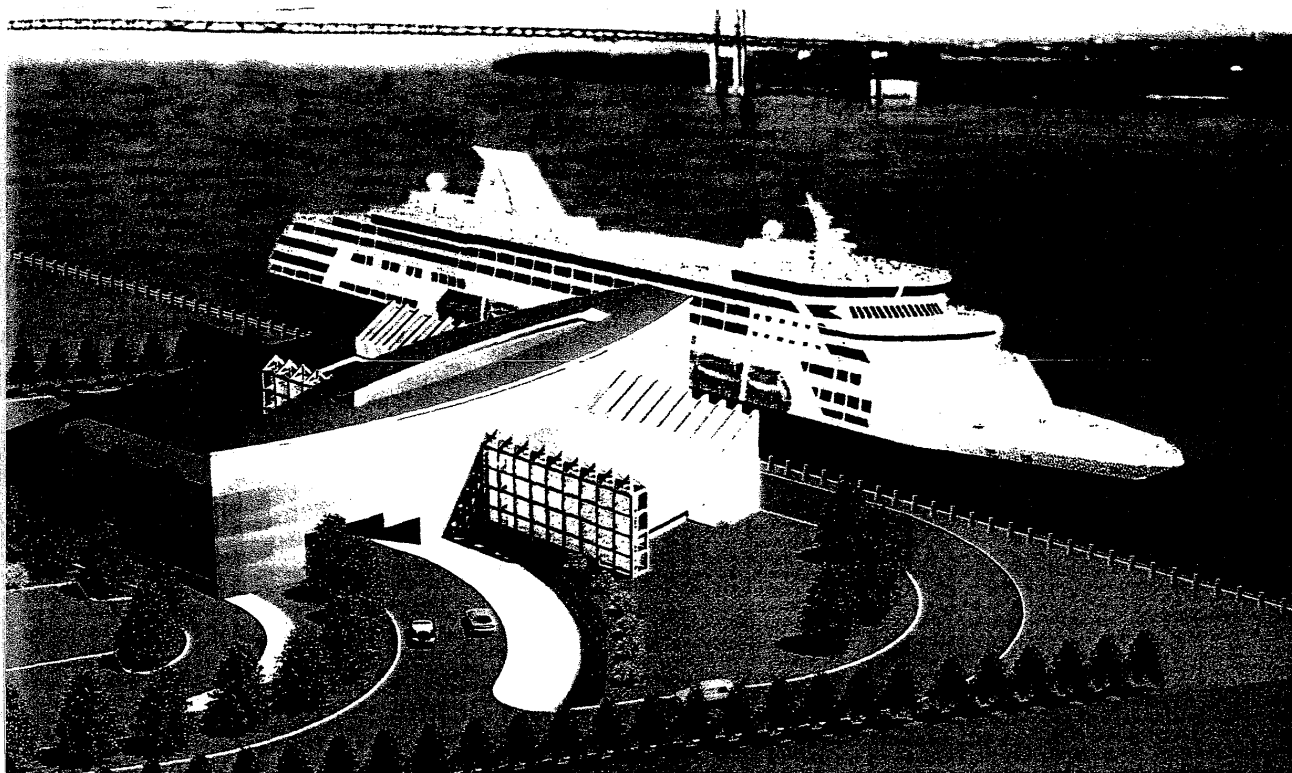
The DWCPA played a major role in rejuvenating the Great Lakes cruising industry, which had been dormant in Detroit since 1967. Throughout the Great Lakes, cruising has re-emerged as a viable and growing market. Similar projects have been implemented in neighboring cities such as Cleveland, Toledo, Milwaukee, Duluth, and Green Bay. To restore Detroit's reputation as a tourist destination within the global market, the DWCPA set out to establish regular liner service to the Port of Detroit.

In October of 1998, the *C. Columbus* became the first cruise ship to dock in Detroit in over 30 years. The direct impact in Detroit for one visit by the *C. Columbus* is estimated to be in excess of \$110,000, or approximately \$152 per passenger. Of 13 ports surveyed which received a visit by the *Columbus*, Detroit ranked third in total benefit behind Chicago and Toronto.

Waterfront views of the proposed Port Authority site show its relationship to the old Boblo Boat docking area.

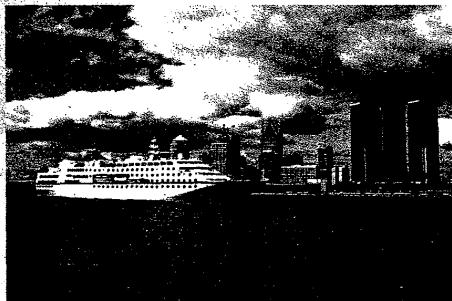


Building the Riverfront Greenway

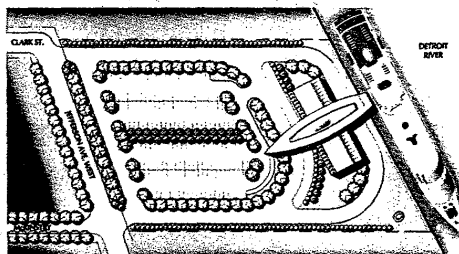


The Port of Detroit is the second largest Customs port of entry in the country, in terms of value of goods traded, and the City of Detroit is the third largest city on the entire St. Lawrence Seaway system. The Port of Detroit is also the only remaining major port that does not have a modern public dock and passenger terminal on its waterfront.

The Detroit/Wayne County Port Authority will use \$7.5 million in federal and state appropriations derived from the Transportation Equity Act for the 21st Century (TEA-21) to fund the planning and construction of the dock facility, as well as pedestrian access along the Detroit riverfront.



**Preliminary design
conceptual renderings
courtesy of Smith
Group, Sterling Group.**



A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project



Rouge River Gateway Project and Oxbow Restoration

In 1999, the Rouge River Gateway Partnership was established to restore the ecosystem of the lower Rouge River. This unique public-private partnership aims to provide public access to the river for recreation and education while celebrating its history and culture. One of the first projects to be implemented by the partnership will be restoring the western-most oxbow of the Rouge River, located near Henry Ford Museum and Greenfield Village, on the west side of the Rouge River Channel.

The restoration of the historic oxbow will provide habitat for fish and wildlife, while providing educational opportunities for the hundreds-of-thousands of people who visit Henry Ford Museum and Greenfield Village each year. The restored oxbow will be a unique recreational and education destination along the Rouge River and its greenway trail system. The project will be implemented in three phases:

1. Restoring the oxbow,
2. Relocating a combined sewer overflow discharge pipe that impacts the oxbow; and
3. Establishing a greenway trail system all the way to the Detroit River, connecting the developed portions of Greenfield Village to the wetlands, oxbow, and channel portion of the Rouge River.

In 2000, \$2 million was received from the Clean Michigan Initiative for the first phase of oxbow restoration. The oxbow restoration work is expected to begin in late 2001 and be completed in 2002.

The entire Gateway Project area extends 9-miles from the confluence of the Rouge River's tributaries, near Ford Road in Dearborn, to the Detroit River. The Partnership is using a consensus-based approach to restore the vibrancy of the area's natural landscape while preserving the legacy of the automobile manufacturing industry.

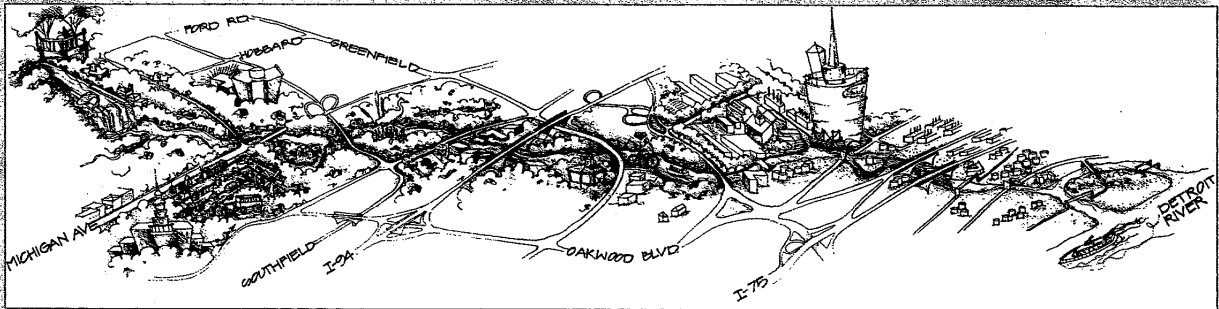
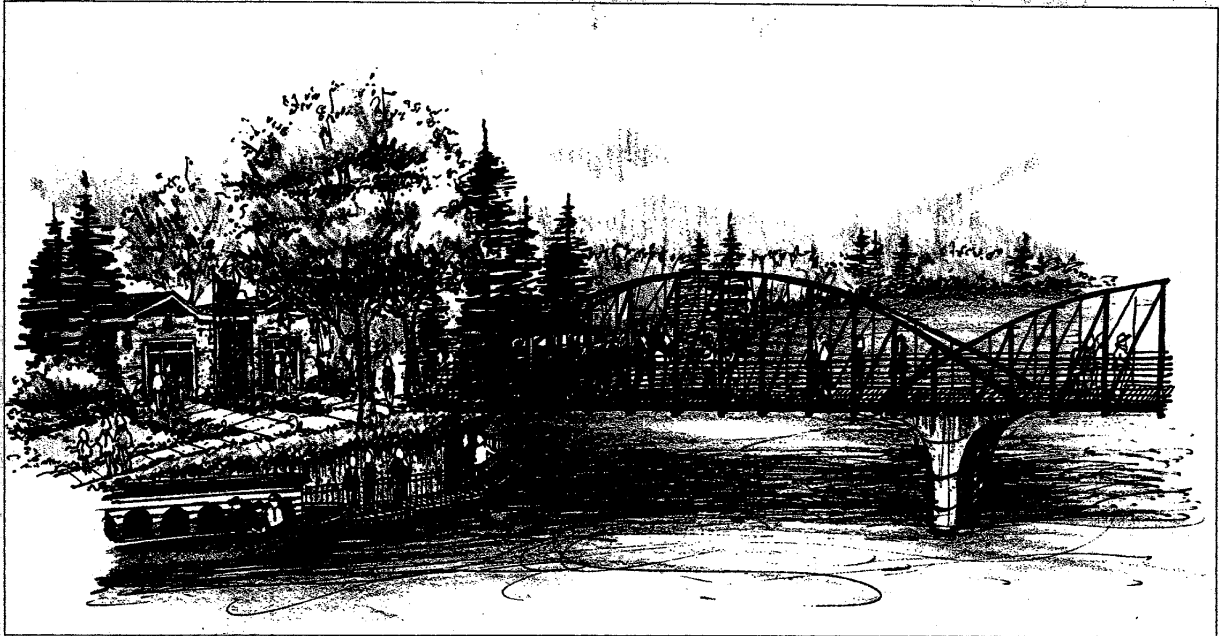
The Rouge River Gateway Partnership is truly unique in its collaboration and offers a number of benefits, including:

- Celebrating the area's automobile heritage through the support and promotion of environmental and historic restoration projects;
- Encouraging best management practices to rehabilitate and preserve natural resources;
- Supporting local communities in creating unique, educationally-significant, recreational opportunities;
- Attracting new public and private investment to the area; and
- Expanding on existing programs that establish the area as a world-class center for cultural and heritage tourism.

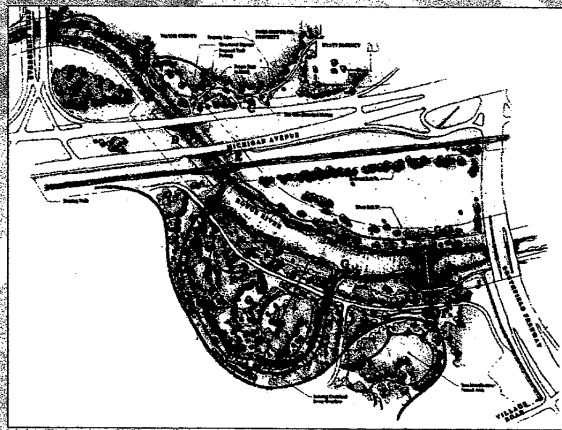
Aerial views of the current state of the Rouge River highlight past solutions to industrial concerns.



Building the Riverfront Greenway



The Rouge River Gateway Partnership will be undertaking a number of other projects over the next 10 years, including furthering greenways trails and modifying the concrete channel for habitat, recreation, and aesthetics. The partnership will also build a fish ladder at the Henry Ford Estate dam, a bridge across the Rouge River to Henry Ford Museum and Greenfield Village, and a Rouge Heritage Visitors Center.

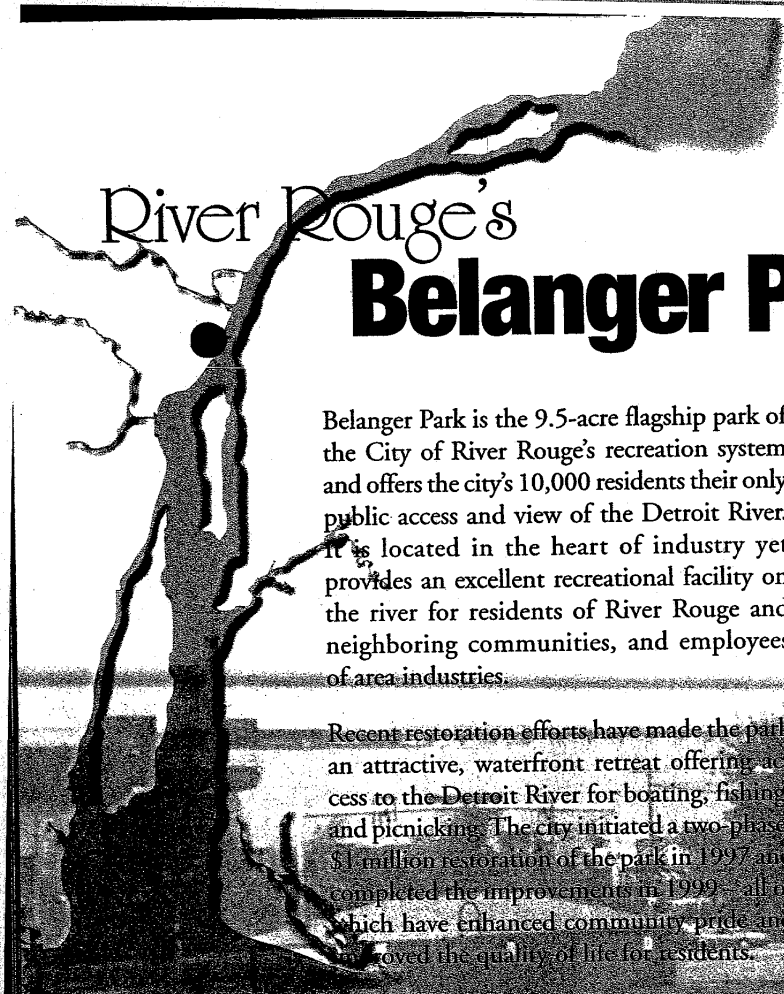


Renderings courtesy of Hamilton Anderson Associates.



A Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project





River Rouge's Belanger Park

Belanger Park is the 9.5-acre flagship park of the City of River Rouge's recreation system and offers the city's 10,000 residents their only public access and view of the Detroit River. It is located in the heart of industry yet provides an excellent recreational facility on the river for residents of River Rouge and neighboring communities, and employees of area industries.

Recent restoration efforts have made the park an attractive, waterfront retreat offering access to the Detroit River for boating, fishing, and picnicking. The city initiated a two-phase \$1 million restoration of the park in 1997 and completed the improvements in 1999 - all of which have enhanced community pride and improved the quality of life for residents.

The restoration of Belanger Park began with rebuilding the boat launch and expanding boat slips from two to three. The next phase involved replacing and upgrading the existing infrastructure, developing a new design accent on the waterfront, and improving amenities and traffic flow patterns. These improvements emphasized fishing, boating, and use of the park as a family recreation facility. Future plans call for establishing a Maumee's Memorial Lighthouse and a community center.

Today, patrons will find a waterfront with two picnic pavilions, a walking path, and a play area for children, and parking and restroom facilities. Belanger Park is now used extensively year-round for fishing, and on summer weekends the boardwalk is crowded with

The Belanger Park gazebo makes activities, such as this city sponsored fishing derby more comfortable.



Building the Riverfront Parkway



spectators and anglers. From the boardwalk, park patrons enjoy spectacular views of the Detroit skyline and freighter traffic. The pavilion is reserved every weekend during the summer months for picnics, parties, and family reunions.

The Michigan Department of Natural Resources Trust Fund, Great Lakes Fisheries Trust, Community Development Block Grant Program, City of River Rouge General Fund, and dedicated resident volunteers provided financing for the restoring and redeveloping Belanger Park.

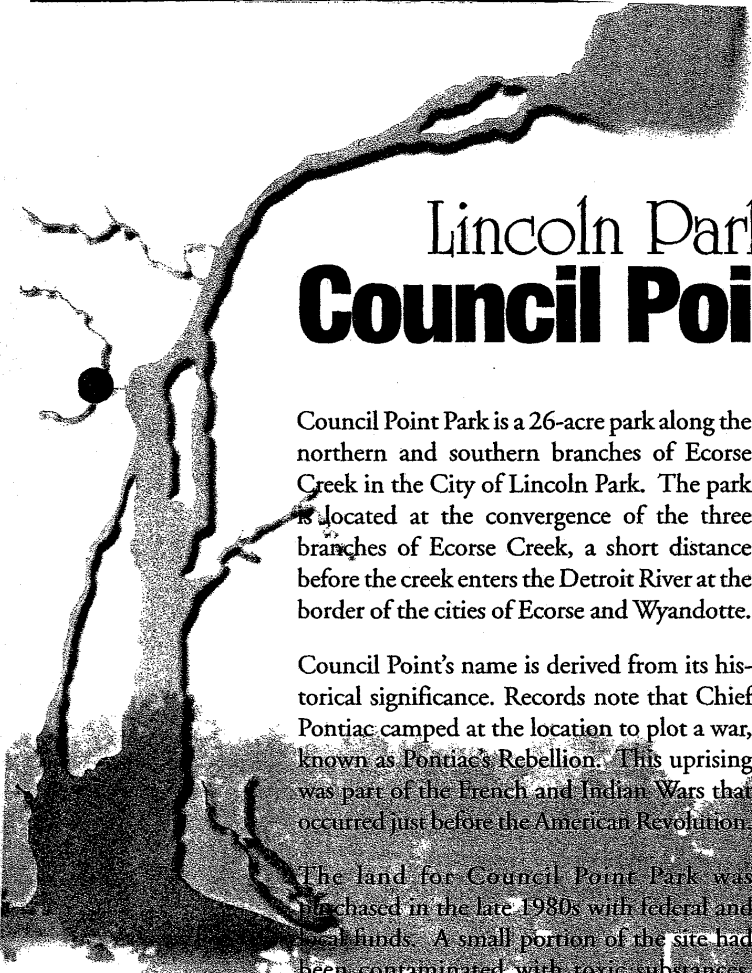


Belanger Park in River Rouge offers public access to enjoy the river.



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Lincoln Park's Council Point Park

Council Point Park is a 26-acre park along the northern and southern branches of Ecorse Creek in the City of Lincoln Park. The park is located at the convergence of the three branches of Ecorse Creek, a short distance before the creek enters the Detroit River at the border of the cities of Ecorse and Wyandotte.

Council Point's name is derived from its historical significance. Records note that Chief Pontiac camped at the location to plot a war, known as Pontiac's Rebellion. This uprising was part of the French and Indian Wars that occurred just before the American Revolution.

The land for Council Point Park was purchased in the late 1980s with federal and local funds. A small portion of the site had been contaminated with toxic substances, including heavy metals used in steel making. The City of Lincoln Park worked with an environmental consultant and the Michigan

Department of Natural Resources to clean up and cap the area so it could be used as a passive park.

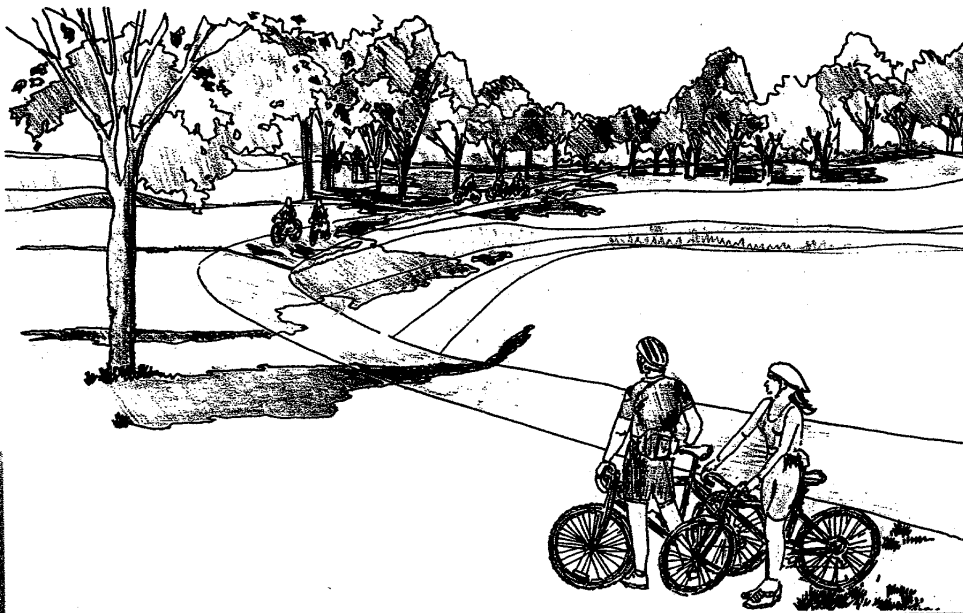
The park's improvement has come in two phases. Phase one included a two-foot clay cap, the construction of two baseball diamonds, two soccer fields, a picnic pavilion, a children's playscape area, and about one mile of asphalt walking trail along the banks of Ecorse Creek. Council Point Park's greenway trail will eventually be linked to greenways along the Detroit River. Costs for phase one of the project were approximately \$1.5 million; funds came from federal, state, and local sources.

The second phase of the project was undertaken in 2000. This included the addition of another mile of walking trail along the banks of Ecorse Creek, an inline-skating hockey arena, and a permanent restroom/storage

*Images of
Council Point Park
in Summer 2000*



Building the Riverfront Greenway



Rendering courtesy of Wade-Trim & Associates, Inc., taken from the conceptual drawings for the Downriver Linked Greenways Initiative.

building between River Drive and the park's parking lot. Community Development Block Grant funds from the U.S. Department of Housing and Urban Development were used to pay for this phase, which cost approximately \$500,000.

Lincoln Park has also planted 150 trees, of a variety of types, in Council Point Park and will plant more in the future. The plan is to make the portion of the park along the

asphalt walking trails a science tour/nature walk that school children could use in years to come.

The development of Council Point Park has provided many benefits to the area. It increases public access to Ecorse Creek; expands recreational opportunities; furthers environmental education; celebrates history and culture; and improves quality of life for all Lincoln Park residents.



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Trenton's Linked Riverfront Parks Project

The City of Trenton is developing a linked riverfront greenway that will extend from Meyer-Ellias Park (located on Helen Street) south to Elizabeth Park. The primary focus will be to link existing parks, including Meyer-Ellias, Rotary, and Elizabeth Parks, with new "pocket parks" created on city property at street ends along the Detroit River. Connections will be established among the existing parks, the new parks, and downtown in an effort to further economic development and enhance community pride.

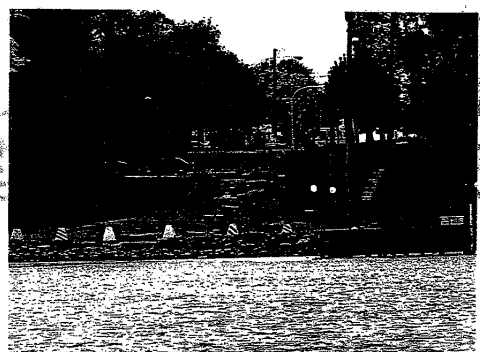
Following the river wherever possible, the linked greenway will pass Riverside Psychopathic Hospital, Trenton Towers (a senior apartment building), and numerous private homes. The street-end parks will be a focal point from West Jefferson Avenue, bringing more people to the waterfront.

Community benefits of this project include:

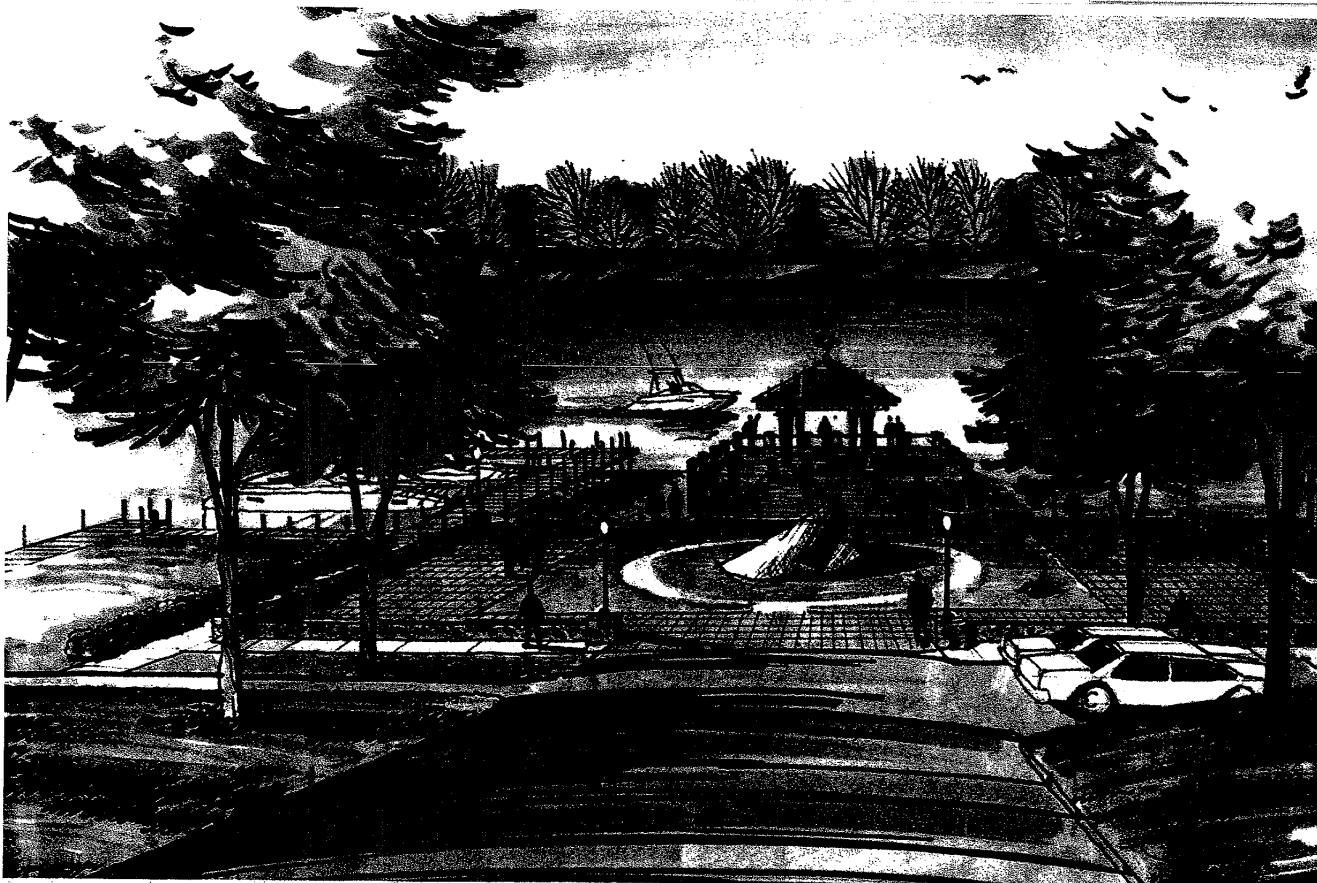
- enhancing public access to Trenton's waterfront by developing passive public "pocket parks";
- improving conditions along the Trenton Channel of the Detroit River, in places where shoreline erosion is causing unsafe pedestrian conditions and degrading water quality;
- restoring aquatic and terrestrial habitat for fish and wildlife along the Detroit River;
- strengthening community pride and identity among the people of Trenton; and
- promoting a higher quality of life as well as revitalizing economic growth in Downtown Trenton.

This project helps implement the City of Trenton's Master Plan which calls for a park system that promotes greater use of the river

*Current street-ends
along the waterfront
in Trenton.*



Building the Riverfront Greenway



Rendering courtesy of SmithGroup JJR.

by increasing public access. In addition, the Master Plan addresses shoreline stabilization and habitat rehabilitation along the Detroit River, which this project will also help achieve.

This project is part of a larger effort to establish linked greenways throughout Southeast Michigan. The Downriver Linked Greenways Initiative, a consortium of 21 communities, Wayne and Monroe Counties, and the Huron-Clinton Metropolitan Authority, retained a professional team to design a linked system of greenways, paths, and bikeways throughout the Downriver area. It eventually will connect to greenways in

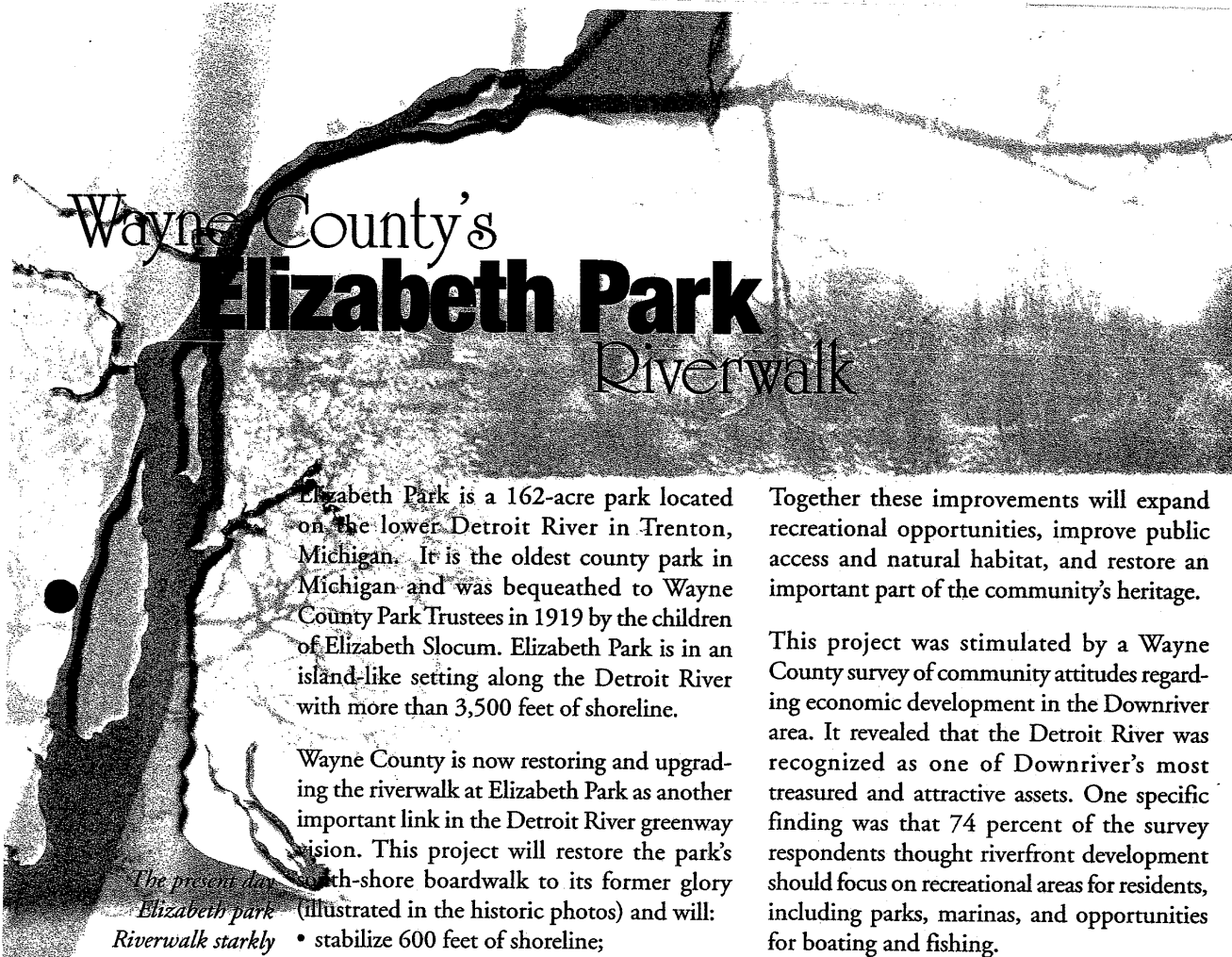
Detroit, along the Rouge River, and down to the City of Monroe.

During 2000, the City of Trenton secured \$815,700 in funding to construct three pocket parks consistent with their Master Plan. The Clean Michigan Initiative provided \$174,000 (Trenton match: \$58,000), the Michigan Natural Resources Trust Fund provided \$332,800 (Trenton match: \$110,900), the Coastal Zone Management Program provided \$35,000 (Trenton match: \$35,000), and Community Development Block Grants provided \$70,000. Construction will begin in 2001.



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Wayne County's Elizabeth Park Riverwalk

Elizabeth Park is a 162-acre park located on the lower Detroit River in Trenton, Michigan. It is the oldest county park in Michigan and was bequeathed to Wayne County Park Trustees in 1919 by the children of Elizabeth Slocum. Elizabeth Park is in an island-like setting along the Detroit River with more than 3,500 feet of shoreline.

Wayne County is now restoring and upgrading the riverwalk at Elizabeth Park as another important link in the Detroit River greenway vision. This project will restore the park's south-shore boardwalk to its former glory (illustrated in the historic photos) and will:

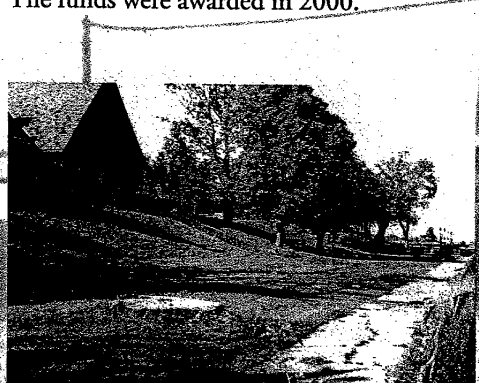
The present day Elizabeth park Riverwalk starkly contrasts with the facility enjoyed in the 1920s.

- stabilize 600 feet of shoreline;
- recreate a unique riverwalk with seating, lighting, handicap access, and fishing sites; and
- enhance fish habitat.

Together these improvements will expand recreational opportunities, improve public access and natural habitat, and restore an important part of the community's heritage.

This project was stimulated by a Wayne County survey of community attitudes regarding economic development in the Downriver area. It revealed that the Detroit River was recognized as one of Downriver's most treasured and attractive assets. One specific finding was that 74 percent of the survey respondents thought riverfront development should focus on recreational areas for residents, including parks, marinas, and opportunities for boating and fishing.

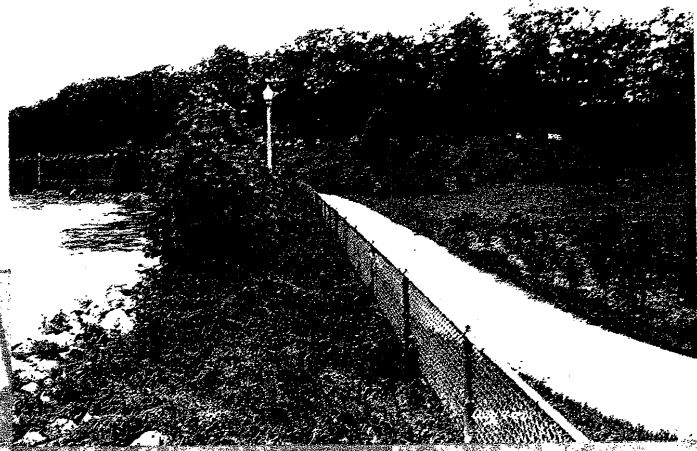
The Elizabeth Park Riverwalk project is being funded with \$750,000 from the Recreation Bond Program of the Clean Michigan Initiative and \$250,000 in matching funds from Wayne County. The funds were awarded in 2000.



Building the Riverfront Greenway



*Images from the 1920s
showcase the popularity of Elizabeth Park.*



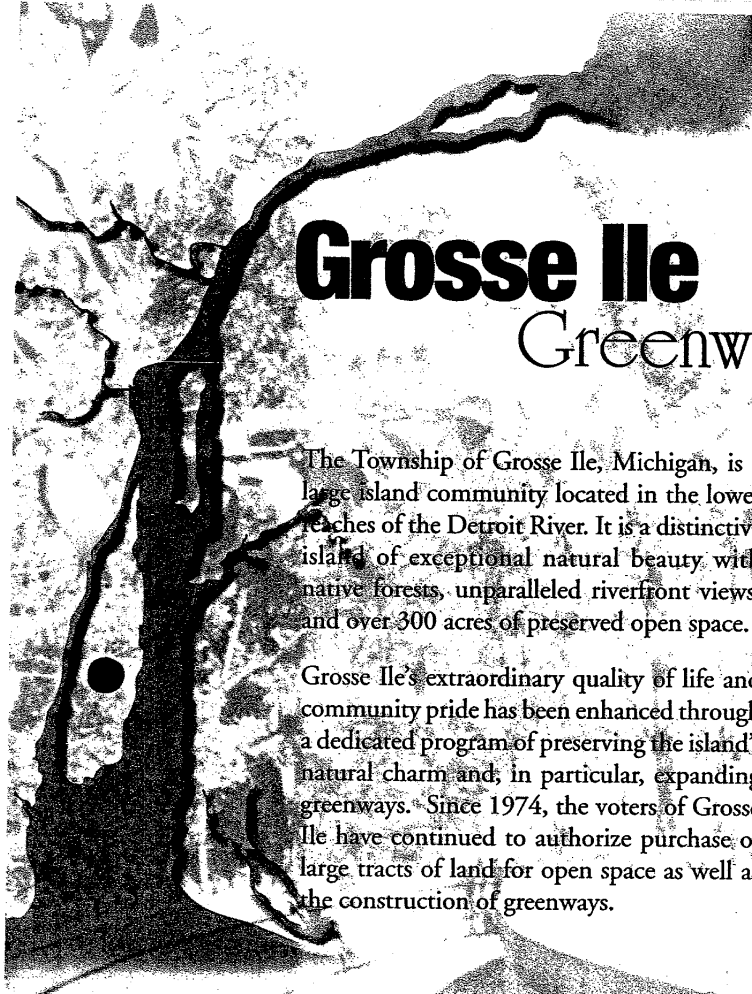
Elizabeth Park Riverwalk to be restored to original condition.

Historical photographs courtesy of Wayne County Parks



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Grosse Ile Greenways

The Township of Grosse Ile, Michigan, is a large island community located in the lower reaches of the Detroit River. It is a distinctive island of exceptional natural beauty with native forests, unparalleled riverfront views, and over 300 acres of preserved open space.

Grosse Ile's extraordinary quality of life and community pride has been enhanced through a dedicated program of preserving the island's natural charm and, in particular, expanding greenways. Since 1974, the voters of Grosse Ile have continued to authorize purchase of large tracts of land for open space as well as the construction of greenways.

A system of greenways has been built and is being expanded that links open spaces and commercial areas via trailways, bike routes, and bridle paths. This system is an enormous source of community pride and has been heavily used by residents and visitors alike. All ages take advantage of the pathways for recreation, socializing, and overall enjoyment of Grosse Ile's natural character and the surrounding Detroit River.

The township established a nine-phase program to implement various greenway projects. To date, approximately 8.6 miles of paved pathways, connecting to the river, open



Building the Riverfront Greenway

spaces, and commercial areas, have been built. An additional 2.5 miles of greenway are to be constructed in the near future. The island's extensive greenways and location directly east of Trenton's Elizabeth Park, make it a natural link in the Detroit River's greenway system.

Through dedicated tax levies, the residents of Grosse Ile have been able to systematically create a superb open space and greenways system. The island community has spent over \$40,000 per year on furthering its greenways since 1994 and over \$450,000 per year on preserving open space since 1997.

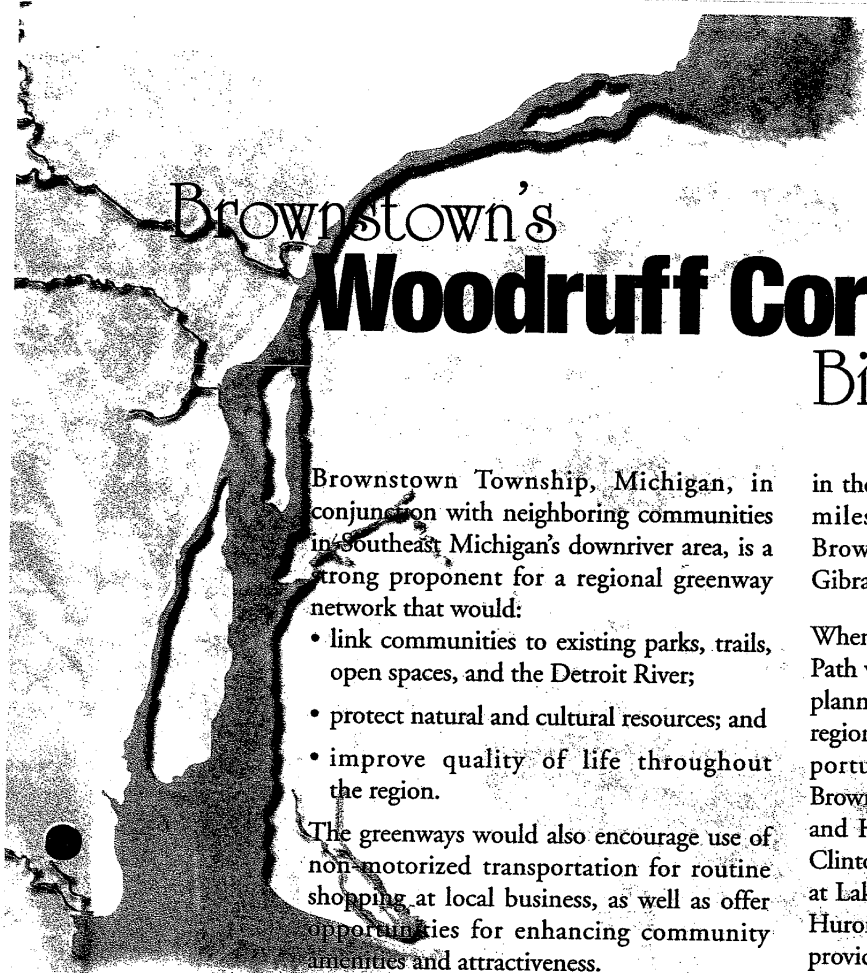


*Present day greenways
in Grosse Ile Township.*



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Brownstown's

Woodruff Corridor

Bike Path

Brownstown Township, Michigan, in conjunction with neighboring communities in Southeast Michigan's downriver area, is a strong proponent for a regional greenway network that would:

- link communities to existing parks, trails, open spaces, and the Detroit River;
- protect natural and cultural resources; and
- improve quality of life throughout the region.

The greenways would also encourage use of non-motorized transportation for routine shopping at local business, as well as offer opportunities for enhancing community amenities and attractiveness.

A recent example of Brownstown Township's commitment to a linked greenway system is the Woodruff Corridor Bike Path Project. The township has secured funding for a multi-use trail running along Woodruff Road, from West Jefferson Avenue in the east to Fort Street

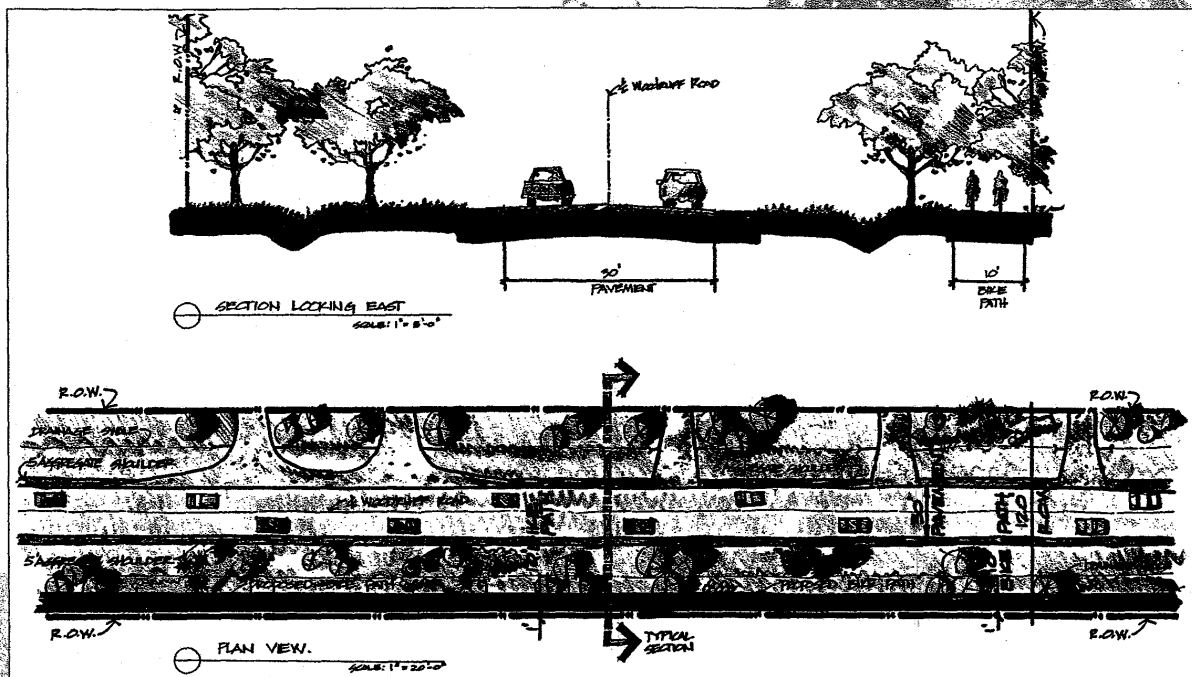
in the west, a distance of approximately 1.5 miles. This greenway trail will link Brownstown Township with the City of Gibraltar and Lake Erie Metropark.

When completed, the Woodruff Corridor Bike Path will be an important connection for the planned Downriver Linked Greenway. This regional greenway will eventually provide opportunities for over 35,000 residents of Brownstown, Gibraltar, Rockwood, Flat Rock, and Huron Township to access the Huron-Clinton Metropolitan Park Authority facilities at Lake Erie, Oakwoods, Willow, and Lower Huron, and well as the Detroit River. It will provide over 30 miles of greenways connecting approximately 4,800 acres of parkland, as well as link commercial facilities in Rockwood, Flat Rock, and Gibraltar. The construction of Brownstown's Woodruff Corridor Bike Path is an important first step in this truly significant regional project.

*Pre-enhancement
images of
Woodruff Corridor.*



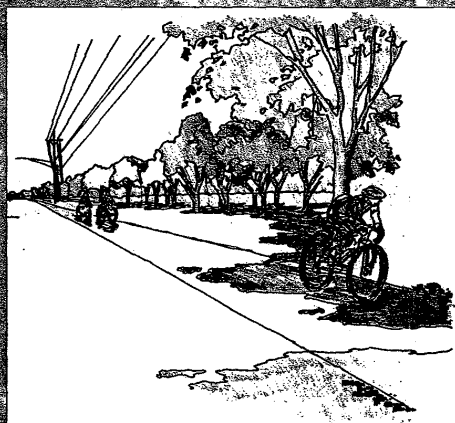
Building the Riverfront Greenway



Renderings courtesy of Wade Trim & Associates, Inc.

Construction of the bike path will begin after the paving of Woodruff Road by Wayne County, which is expected to be completed in the summer of 2001.

The Woodruff Corridor Bike Path received 75 percent of its funding through the Transportation Enhancement Fund program of the Transportation Equity Act for the 21st Century, which is administered by the Michigan Department of Transportation. The remaining 25 percent was provided by Brownstown Township. The total project cost is estimated at \$339,625.



Left and bottom: These renderings are typical bike path designs, created for the Downriver Linked Greenways Initiative.



Greater Detroit American Heritage River Initiative and Metropolitan Affairs Coalition Project



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Sea Grant
Michigan Sea Grant

Supporting the Great Lakes Region