



# QUESTIONS AND COMMENTS

## JOE LOUIS GREENWAY

Joe Louis Greenway – Phase 1 Design – Community Meeting 1

8/13/2020

Questions and Comments:

- 1. Is the city considering incentivizing for housing, low income or multi income housing to be built along the trail?**

We are working with our colleagues at the Planning and Development Department and Housing and Revitalization Department, along with a consultant team, HR&A, to develop a housing and economic development strategy.

- 2. Does the bond funding have to be voted on...or how does that work?**

UTGO tax bonds were authorized by voters and sold in 2018, providing funding for parks and other major projects across the city, including the Joe Louis Greenway.

- 3. Who will construct it and will there be hiring of reside the hiring of residents? what will % of minority workers?**

The General Services Department will manage the construction of this project and will proactively work with the Workforce development team to ensure that the opportunities for the greenway are given to Detroiters first.

- 4. 100 percent against the project because of cost and do not want a bike lane in junction street because we have enough bikes in SW Detroit.**

We appreciate your comment.

- 5. Will there be bathrooms at the two major access points?**

Depending on the budget and feedback from residents in the first survey, we will include bathrooms at the major access points.

- 6. Will the trail entrances be designed to prevent access for ATVs or motor vehicles?**

The trail will be designed to prevent ATVs and motor vehicles will not be permitted on the Greenway.

- 7. What time will construction begin for phase 1.**

Phase 1 Construction is anticipated to start April 2021 depending on approvals from Environment, Great Lakes & Energy (AGLE), the state environmental agency. Some demolition will begin as early as Fall 2020.

- 8. I know you mentioned that you all are mimicking the Atlanta Beltline but Atlanta is a warm city for most of the year but Detroit is not. How will Detroit deal with the climate difference? Will there be hot coco locations, places where it will be enclosed areas? Will the snow be cleared away regularly?**

Snow will be cleared regularly. We will be fundraising for enclosed areas at trailheads to be constructed at later phases of the project if there is interest from residents. We cannot predict as this time of there will be cocoa locations. This is dependent on what types of commercial businesses open along the Greenway.

- 9. What are the plans for winter months and is it possible to have cross country skiing?**

We plan on plowing the path after snowfalls. Winter activities were also discussed by residents during the Framework Plan community engagement. If this interests you, please comment in the survey (<https://www.surveygizmo.com/s3/5858556/Joe-Louis-Greenway-Phase-1-Survey-2>) or email at [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov).

**10. Have you had any barriers in terms environmental? Any problems with business owners if they have properties that affect the environment?**

There are environmentally challenging sections of this first phase of construction. We have completed the necessary field work and are preparing a Response Activity Plan (Res-AP), which will be submitted to the Michigan Department of Environment, Great Lakes, and Energy (EGLE) for review. We don't have any additional information at this time.

**11. What is the likelihood that the environmental concerns you mentioned will hold up the progress of this project?**

We cannot anticipate if the environmental remediation will delay the project. We are working closely with EGLE in an effort to avoid delays.

**12. Please share the data collected on the air and water quality study done in this area prior to the start of the project?**

At this time, the General Services Department does not have any data regarding air or water quality. We will be submitting a Res-AP to EGLE for review. Dependent on staff time, we hope to seek grant funding for future air quality monitoring. If this interests you, please comment in the survey (<https://www.surveygizmo.com/s3/5858556/Joe-Louis-Greenway-Phase-1-Survey-2>) or email at [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov).

**13. How will the determination be made on the many native plant species located within the greenway?**

The Landscape Design Unit of the General Services Department has Landscape Architects and a horticulturist on staff. They will incorporate native plant species as feasible, also addressing changing weather conditions caused by climate change and balanced against maintenance costs.

**14. Please say more about green infrastructure strategies such as permeable pavement and conserving any existent significant stands of trees?**

The Joe Louis Greenway will be constructed from concrete due to the durability of the product. Our consultant is following EGLE guidelines regarding environmental remediation. The railway is highly contaminated. At this time, we cannot say if trees can be conserved. Environmental safety of residents, confirming with EGLE requirements, has to be our first priority.

**15. I would like to know when did this whole process begin?**

The project was proposed by the Detroit Greenways Coalition in 2008 and was called the Inner Circle Greenway. The City began working on the project in 2013. The City renamed the project the Joe Louis Greenway in 2017. In 2019, the General Services Department managed the Joe Louis Greenway Framework plan. They held 12 public meetings city wide, 1 Artist's Dinner, and attended 44 additional meetings and events (e.g. block clubs, festivals). Advertisements were placed on the inside of buses. In Spring of 2019, the City purchased the Conrail segment using a MDNR Trust Fund Grant and a MDOT Transportation Alternatives Program Grant (TAP). August 13, 2020 was the first meeting for the Phase 1 Construction. The next two meetings will show detailed designs for residents to provide feedback. The final meeting will be the ground breaking. Additional community meetings will be held as future phases are funded.

**16. Is it possible to have a DLBA side lot event?**

Please email DLBA at [inquire@detroitlandbank.org](mailto:inquire@detroitlandbank.org) or call 313-974-6869 to request a DLBA side lot event.

**17. I'd just like to thank everyone involved in the project! I am an avid cyclist and look forward to this great addition to and throughout our city. I was cycling on Livernois Ave yesterday from Vernor Ave to Tireman Ave and the bike lanes are atrocious!**

Staff has had their hours reduced due to COVID-19. We appreciate your ongoing patience. Please use the Improve Detroit application to report bike lanes that require maintenance or call Department of Public Works - Street Maintenance at 313-224-0033.

**18. So residents can have first come and first serve !**

We are tracking zip codes in the survey as we want to ensure residents directly impacted by the greenway have their voices heard in the design.

**19. Could trees that are set to be cut down be used for artist to create sculptures?**

It is unlikely trees can be used due to EGLE requirements for environmental remediation. If you would like to be included in future art discussion please email [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov).

**20. Where is the entry point on Warren Ave? Warren and what other street?**

The entrance is at Warren is just west of McDonald Street and east of the train viaduct. It is 379' wide.

**21. The plans appear to show the Warren trailhead entrance at the East side of the lot. However, the JLG is planned to continue along Warren to the west. Is there a thought to building a future westerly entrance in order to make access from the Warren portion of the JLG more natural for users?**

There will be an entrance at Warren Avenue and at McDonald Street to the east. Conrail did not sell a strip of land between the Springwells Water Plant and the rail acquisition so a westerly entrance is not possible.

**22. There is a viaduct that crosses Warren Ave near the southern edge of Phase 1. Any plans for that?**

The viaduct will be fenced off from the Greenway or safety. Consolidated Rail Corporation (Conrail) did not sell this parcel to the City of Detroit.

**23. What type of business would you like along the greenway? will it be open to new businesses?**

The City of Detroit will encourage businesses that are conducive with the Greenway. This will vary depending on adjacent uses. In cases of main streets like Joy or Grand River, we can encourage commercial but it will be dependent on what the market can support. In other situations, new businesses might buffer industrial uses from neighborhoods. All new businesses would need to conform with existing zoning requirements. We are exploring a potential site for pop-ups where small businesses can operate, similar to the storage container yard on the Dequindre Cut.

**24. There are homeowners that's been in these neighborhoods for over 50 years. Should homeowners be concerned about developers coming in "pushing them out?"**

Private owners in these neighborhoods should reach out to their District Manager if they are being pressured by a developer to sell. Please also contact the General Services Department at [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov) if you are being pressured to sell so we can notify the appropriate departments of the concern. Please reach out to the Detroit Land Bank Authority if you are interested in purchasing side lots or a nonprofit interested in purchase parcels. More information can be found about the Land Reuse Program here: <https://www.facebook.com/watch/live/?v=709950399857890>.



**25. How have the project team engaged people with disabilities?**

During the Framework Plan, we were working with Detroit Disability Power. We will also be working with Disability Network Wayne County Detroit and Littlefield Community Association to ensure this first phase is accessible for all users.

**26. Will the greenway be accessible and user friendly for those in the community with disabilities?**

The General Services Department is working with Detroit Disability Power, Disability Network Wayne County Detroit, and Littlefield Community Association (Phase 1) to ensure the path is accessible and user friendly for those with disabilities.

**27. How are you thinking about accessible signage-wayfinding?**

Smith Group will be presenting more details about accessible signage-wayfinding at the next two public meetings. We look forward to your feedback. The General Services Department will also be sharing the signage-wayfinding with Detroit Disability Power and the Disability Network Wayne County Detroit. Please email [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov) to discuss further.

**28. Who is responsible for maintaining the trails (ex.. cleaning etc...)?**

The General Services Division is in charge of maintaining the Greenway.

**29. This phase ends at Fullerton? I live near Ewald Circle and Schoolcraft.**

At this time, we only have funding for the first three miles of the project. We will continue to fundraise for the future phases which include a bridge over I-96 and the Davison Freeway. In the short-term, you can access the Phase 1 from Oakman Boulevard.

**30. Are there plans in place to delegate a space for pets?**

We will determine if there is a need for delegated pet space on Phase 1 through the online surveys. Otherwise residents would use the pedestrian path for walking dogs. If this interests you, please comment in the survey (<https://www.surveygizmo.com/s3/5858556/Joe-Louis-Greenway-Phase-1-Survey-2>) or email at [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov).

**31. With regards to security, will there be actual security personnel and the feeling of isolation how will they be addressed.**

The General Services Department is working with a security consultant and the Detroit Police Department to determine the best methods for keeping users safe. This will include physical design elements, targeted landscaping and security features. We plan on providing more information about safety and security at the next few public meetings.

**32. Access: Will there be a closing time? considering that the Riverwalk closes at 10pm will just that segment close then, or same time for all parts?**

The General Services Department is working with a security consultant and the Detroit Police Department to determine the best methods for keeping users safe. We will provide an update at future meetings regarding if the path closes or will remain open after 10pm.

**33. The slides do not show any physical barriers to parking along the Grand River bike path. Often, the majority of parked cars along Grand River in Rosedale park in the two-way bike path itself because it is wide enough to accommodate a car. Is there a plan to physically prevent motorists from parking in the Grand River bike path?**

Grand River is a state road, regulated by the Michigan Department of Transportation (MDOT). The bike lanes will be designed to their standards. We anticipate the bike lanes will be separated by delineators and paint, similar to the Grand River design further west near Rosedale Park.

**34. Are there locations along the JLG where street cart vendors or street performers will be permitted to engage with users?**

The Phase 1 was purchased using an Michigan Department of Natural Resources (MDNR) Trust Fund Acquisition Grant and a Michigan Department of Transportation (MDOT) Transportation Alternatives Program Grant (TAP). We will need to check with their guidelines to determine if vendors or street performers can be permitted on the Greenway. We will look into opportunities for vendors and street performers on some of the city-owned parcels acquired independently of the grants. If this interests you, please comment in the survey (<https://www.surveygizmo.com/s3/5858556/Joe-Louis-Greenway-Phase-1-Survey-2>) or email at [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov).

- 35. In Delray area by Fort Wayne and coming new Gordie Howe Bridge to Canada -**  
- Campbell St was proposed that this will be a DIRECT TRUCK entry route to/from future truck customs, so will be a safety and nuisance hazard to cyclists. Has the switch to JUNCTION ST. (by CHASS center) as alternative being seriously considered (also opportunity for pocket park on Junction since included public property (GSD, DWSD).

The current Greenway alignment connects to the proposed Gordie Howe International Bridge non-motorized paths. Junction is approximately 200' away from Campbell. We don't have funding at this time for a parallel path in close proximity to the GHIB plan.

- 36. Rather than Dearborn St on western loop through Delray which conflicts with MAJOR RAIL interlocker (south of Fort St, as well as a noxious Scrap Yard) - An Alternate is GREEN ST. which is not a truck route and crosses I75. Thank you!**

We are working with the Planning and Development Department through the Delray Framework Planning efforts to find a better alternative to Dearborn Street. We will review this alternative with PDD and Detroit Public Works. Please email [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov) if you are interesting in participating in future meetings about an alternate route to Dearborn Street.

- 37. I may have missed this but will the 6 foot high fence allow for people to access the JLG from their backyards or will the only access be at the neighborhood access points?**

Residents will not have access to the Greenway from their backyards. The Greenway ranges from 120' wide to 50' in the section adjacent to neighborhoods. There are entrances within 500' of all residents who live adjacent to the Greenway. The additional cost of constructing approximately 100 walkways to residents backyards would make the project financially unfeasible. There are also privacy and security concerns with creating access to every resident backyard.

- 38. In near future planning sessions please discuss portable handwashing stations and charging stations?**

Thank you for the suggestions. We plan on sharing more information about future amenities at the next public meetings once we compile the information from the survey.



**39. Will the greenway run up to the new Fort Street bridge park honoring the 1932 ford hunger march?**

The Greenway will not connect directly to the Fort Street Bridge Park. It will connect through the Iron Belle Hiking Trail. There could be wayfinding directing users from the Joe Louis Greenway to the Fort Street Bridge Park. If this interests you, please comment in the survey (<https://www.surveymoz.com/s3/5858556/Joe-Louis-Greenway-Phase-1-Survey-2>) or email at [joelouisgreenway@detroitmi.gov](mailto:joelouisgreenway@detroitmi.gov).

**40. Will the greenway run into Southwest Detroit 48217 Community?**

The Greenway will not connect directly to the 48217 Community. It will connect through the Iron Belle Hiking Trail.

**41. Are dogs on leash allowed on trails?**

Dogs will be permitted on leash.

**42. Will the greenway be lit along the entire trail or only at designated areas? Will the lighting have overhead or underground electrical wiring?**

The greenway will be lit the entire trail. Wires will most likely be underground.

**43. Will this project raise property taxes?**

This project should not raise your property taxes due to Proposal A. Property taxes in Michigan are based on the state- equalized value (SEV) of a property. Every year, the assessor in each jurisdiction determines the market value of each property as of December 31 of the previous year. The assessed value is set at 50 percent of this market value. Assessed values are then reviewed at the county and state levels. State officials may adjust (equalize) the estimated values by class (residential, industrial, etc.) to establish the SEV.

In a key change, Proposal A introduced a cap on taxable-value increases. The cap limits the growth of property value for tax purposes to the lesser of the general rate of inflation (as measured by the national Consumer Price Index) or 5 percent, regardless of the actual increase in the SEV. Because the inflation rate since 1994 has remained below 5 percent, the 5 percent limit has never been applied. But with the cap in place, over time, the taxable value (TV) of a property could fall well below its SEV. Proposal A includes a “pop-up” provision specifying that the taxable value of a property is to be returned to the current market-based SEV when the property is sold.

You may also qualify for the Homeowner Property Tax Exemption Program (HPTAP). The vast majority of HPTAP qualified residents are seniors on a fixed income receiving the 100% exemption. Please reach out to Bridging Communities [\(313\) 361-6377](tel:3133616377) or United Community Housing Coalition or call 211 for more info. [City of Detroit HPTAP Webpage](#).

**IF YOU HAVE ADDITIONAL QUESTIONS, PLEASE EMAIL  
[JOELOUISGREENWAY@DETROITMI.GOV](mailto:JOELOUISGREENWAY@DETROITMI.GOV) OR CALL 313-279-8248.**