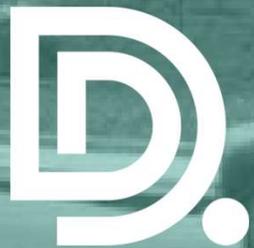


Coolidge Terminal

Project Overview

February 16 2023



Purpose of This Public Meeting

DDOT is proposing to construct a new bus maintenance, storage, and operations center on the existing Coolidge Terminal site.

The purpose of this public meeting is to describe:

- Coolidge Terminal History
- Project's Purpose and Need
- Environmental Assessment Findings
- Solicit Public Feedback

Coolidge Terminal History

- The Coolidge Terminal and Maintenance facility is located at 14044 Schaefer Highway in Detroit.
- It operated transit service from 1928 until 2011.
- In December 2011, a fire destroyed part of the facility, halting operations.
- There was a previous initiative to rebuild the facility in 2012.
- The City of Detroit's bankruptcy in 2013 halted reconstruction plans and now DDOT is proposing a new construction project.



Coolidge Terminal to Replace Gilbert Terminal

- The Gilbert Terminal, located in southeast Detroit, stores and maintain the buses that were once at Coolidge.
- The use of the Gilbert property is no longer suitable for DDOT and will be decommissioned after the new Coolidge Terminal is built.
- The buses currently located at the Gilbert Terminal will be moved over to the new Coolidge Terminal.



Coolidge Replacement Facility Plans

The new facility will accommodate 24-hour operations and initially service 144 buses, with the capacity to expand up to 216 buses in the future.

Three new buildings will be constructed during the project:

- Bus storage and coach services
- Fleet maintenance with parts storeroom
- Operations and Administration



Federal Transit Administration (FTA) Involvement

- FTA is providing funding for the project
- Serving as lead federal agency working with DDOT to assess the potential social, economic, and environmental impacts of this proposed project
- FTA funding requires compliance with federal statutes, laws, and regulations, such as:
 - the National Environmental Policy Act of 1969,
 - Section 106 of the National Historic Preservation Act, and
 - Section 4(f) of the USDOT Act of 1966

Needs for the Project

DDOT began studying different alternatives at the Coolidge Terminal site as far back as 2018.

Workshops were held with various DDOT departments examine DDOT's overall goal to move the existing 143-bus operations and maintenance facility functions currently performed at Gilbert Terminal to the Coolidge Terminal site.

The needs were identified as:

- Meeting Current and Future Bus Storage, Operations and Maintenance Needs
- Balancing Bus Operations across the City
- Improving Transit Operations
- Accommodating Current and Evolving Fleet Needs

Alternatives Studied

DDOT completed a Facilities Master Planning effort in 2021 and determined that a new facility at Coolidge Terminal is needed to efficiently maintain and service DDOT's current and future bus fleet and optimize the condition, usage, and performance of the City's real estate assets.

There were 4 alternatives evaluated:

- No Build Alternative - maintaining current operations with no improvements.
- Re-use of Existing Coolidge Buildings - reusing the existing Coolidge Terminal buildings to meet the Purpose and Need of the Project.
- Hybrid of New Buildings and Re-use of Existing Buildings - re-using some of the buildings, supplemented with new building construction.
- Full Replacement – the full replacement of the Coolidge Terminal with an entirely new facility.

Alternatives Eliminated from Further Study

- **No Build Alternative**

The No Build Alternative cannot provide the adequate space needed to store and maintain DDOT's existing or future bus fleet for the western side of the city.

- **Re-use of Existing Coolidge Buildings**

The location and configuration of the existing buildings on the site do not support a 143-bus program in terms of capacity and would not achieve the functional and operational layout that is needed to accommodate current and future vehicles and equipment with optimal bus circulation.



Alternatives Eliminated from Further Study

- **Hybrid of New Buildings and Re-use of Existing Buildings**

After DDOT further evaluated options that would re-use some of the buildings, supplemented with new building construction.

While some of these options could better meet the space needs required to support 143 buses, and a possible expansion to 216 in later phases, other factors such as circulation, adjacency of functional uses, scheduling of maintenance activities, and cross circulation were not met. Therefore, this alternative was not carried forward.



Preferred Alternative

Full Replacement

After concluding that reusing any of the existing Coolidge buildings could not meet the space or functional needs for the project, DDOT considered the full replacement of the Coolidge Terminal with an entirely new facility.

Based on today's design standards and fleet needs, DDOT determined that one single site must be able to ultimately serve 216 buses.

DDOT developed several conceptual site layouts for a single terminal at the existing Coolidge site that could accommodate the initial move of 143 buses from Gilbert, and a future 216 bus program.



Coolidge Terminal Site



Coolidge Replacement Facility Plans

- The new facility will be able to better service 40' and 60' buses, and service and charge buses using alternative fuel technologies.
- The site will also include a 245- space parking lot, dedicated mainly for DDOT staff including operators, maintenance, and operations and administration personnel.
- The facility is expected to be completed by early 2025.

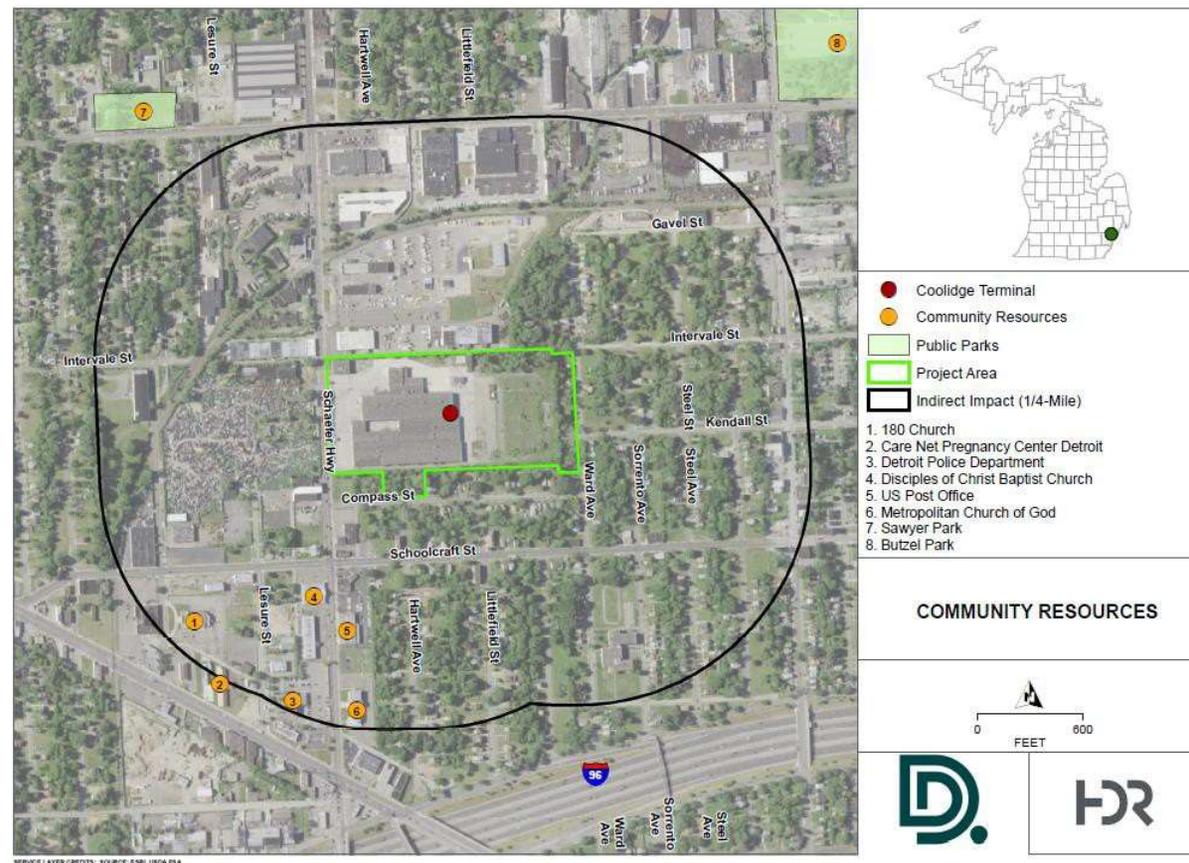


Environmental Resources, Impacts and Mitigation Measures

- Neighborhoods and Community Resources
- Land Use and Zoning
- Acquisitions and Relocations
- Transportation
- Economics
- Visual Resources
- Cultural Resources
- Environmental Justice
- Safety and Security
- Utilities
- Contaminated Materials
- Noise and Vibration
- Construction Impacts
- Indirect and Cumulative Effects
- Section 4(f)

Analysis Around Project Area

DDOT conducted an analysis that considers the surrounding community character and cohesion; mobility; and community resources, such as schools, parks, and religious centers within the Study Area, which is a ¼ -mile buffer around the Project Area.



Neighborhoods and Community Resources

- Before construction, DDOT would communicate with neighborhoods and businesses to prepare for construction.
- DDOT would work with the City of Detroit and emergency response providers to ensure safe mobility would be maintained within and near the Project Area, including reasonable traffic plans, safe pedestrian-friendly crossings, and accessibility to adjacent businesses.
- There would be no commercial or residential displacements as part of the Build Alternative. The Build Alternative would not divide an existing community or interrupt community cohesion; rather, “it would improve the condition of the existing Coolidge Terminal parcel, which contains several vacant buildings in varying states of disrepair, with new and improved buildings and landscaping.

Land Use and Zoning

DDOT reviewed the compatibility of the proposed Project with existing and planned land uses, local planning goals and principles, and zoning regulations for the Project area.

- **Analyzed:** DDOT conducted an analysis to determine whether the proposed Project would cause adverse land use impacts. This analysis included review of existing land use plans, zoning maps, and desktop observations of the Project Area to determine consistency of the proposed Project with the goals and policies presented in the City of Detroit's Master Plan of Policies (May 2021).
- **Results:** The existing vacant single-family residential lots would be rezoned by the DLBA and then transferred to DDOT for the Project. The Project and the rezoning of residential parcels is consistent with the future land use plan.

Land Use and Zoning

- The Project is not expected to have impacts to existing residences or businesses during or after construction, as most construction will take place on DDOT-owned property.
- DDOT is also using some adjacent vacant properties owned by the DLBA.
- The DLBA has agreed to transfer the property to DDOT. The residential parcels needed for the Project would require re-zoning to the M4 use, which is consistent with the City's land use plan. The DLBA would work with the City Planning Commission to acquire the proper zoning for the Project.



Acquisitions and Relocations

The expansion needed for the proposed Project, including the transfer of 36 adjacent parcels along Ward Street and Compass Avenue from the Detroit Land Bank Authority (DLBA).

- Transfer of the Detroit Land Bank Authority-owned properties to DDOT would be completed as an in-kind contribution and would require approval by City Council.
- No traffic or pedestrian impacts are expected since the streets dead-end into the Terminal today and do not carry traffic. DDOT would vacate the specified streets in accordance with the City of Detroit Department of Public Works.
- There would be no adverse impacts related to land acquisition as the parcels needed for the Project are publicly owned and vacant.

Traffic Impact Study

DDOT prepared a traffic impact study (TIS) in 2022.

- **Analyzed:** Intersection capacity analyses were performed for the study.
- **Results:** All intersections in the study area would operate at acceptable levels in the 2025 Initial Build and 2045 Full Build scenarios
- **Mitigation:** A Traffic Control Plan (TCP) would be developed and implemented during construction to manage vehicular and pedestrian circulation. DDOT would prohibit construction vehicles from using residential streets to access the site. DDOT will monitor each of these two intersections to determine if a traffic signal is warranted in the future.



Cultural Resources

A survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of architectural resources was conducted in June 2020.

- Buildings, structures, districts, and objects within the Area of Potential Effect that are 45 years old or older (constructed in 1975 or earlier) were part of an intensive-level survey to identify and evaluate NRHP eligibility of architectural resources.
- Of the 30 properties, 2 two are recommended eligible for listing in the NRHP, and the remaining 28 are recommended not eligible. No historic district potential was identified.



Recommended eligible for listing in the NRHP

The property at 14225 Schaefer Highway comprises a single warehouse-office building that is owned and operated by O.H. Frisbie Moving & Storage Company.

The office-warehouse building is significant under Criteria A and B at the local level in the areas of commerce and industry.



Recommended eligible for listing in the NRHP

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation.



Cultural Resources

FTA and SHPO will be entering into a Memorandum of Agreement (MOA) to mitigate the adverse effect of demolishing the Coolidge Terminal.

FTA and the SHPO agreed that appropriate mitigation includes:

- Historic American Building Survey documentation
- DDOT shall hire a photographer to complete large-format photography in support of Historic American Building Survey (HABS) Documentation Level II for the Coolidge Terminal.
- The development of interpretive materials such as signage or exhibit panels that would discuss the history of the Coolidge Terminal and its role in Detroit's transit history

Safety and Security

DDOT conducted an analysis of the general safety and security considerations related to the design and operation of the proposed Project.

- **Analyzed:** Analysis was conducted whether adequate provisions for safe and secure operations would be made with the introduction of the Build Alternative; if the Build Alternative would affect vehicular, transit, and/or pedestrian accidents; and what design features would be included to avoid, minimize, or mitigate these accidents. Further analyzed was whether the Build Alternative would improve safety and security compared to the existing conditions in the Project Area.

Safety and Security

Results: The Build Alternative would enhance safety measures, security systems and procedures.

Some examples:

- Site Security. Use of cameras and limited access points throughout the site.
- Two guard gates with 24 hour/7 days per week/365 days per year coverage.
- Third gate for first responder vehicle access.
- A perimeter fence and/or barrier would secure the entire site.
- Transit Police would be assigned the site.
- Employee parking lot would accommodate spaces for employees during shift changes.
- Visitor parking needs would be provided and designated on the site.
- Site lighting would provide efficient and even light throughout the entire site.
- Handicapped/Disabled Parking would be provided as required by code.
- Pedestrian Circulation Areas

Contaminated Materials

Federal and state laws have been established for the protection of human health and the environment. These regulations include, and the project will comply with the following:

- **Clean Air Act (CAA)** (42 USC § 7401 et seq.)
- **The Resource Conservation and Recovery Act (RCRA)** (42 USC § 82)
- **Toxic Substances Control Act (TSCA)** (15 USC § 2601 et seq.)
- **Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)** (42 USC § 103)
- **The Superfund Amendments and Reauthorization Act (SARA)** (42 USC § 9601 et seq.)
- **The Occupational Safety and Health Act (OSHA)** (29 USC § 15)
- **Federal National Emission Standard for Hazardous Air Pollutants (NESHAP) CFR Title 40, Part 61, Subpart M, (40 CFR 61, Subpart M)**
- **R 299.9228 of Part 111 Hazardous Waste Administrative Rules of the Natural Resources and Environmental Protection Act , 1994 PA 451, as amended (ACT 451).**

Contaminated Materials

- As part of the Phase I ESA, prior assessments completed at the Project Area were reviewed and evaluated. The Phase I ESA identified recognized environmental conditions (RECs) that may exist or may have historically existed at the Project Area.
- A Phase II ESA was conducted in November 2019 and in January 2022 to determine the nature and degree of contamination present at locations of previously identified REC's and to further characterize subsurface soils in the vicinity of proposed on-site stormwater management.
- During the Phase II ESA, 67 soil borings were advanced on the vacant Coolidge Terminal site itself, and 14 soil borings were advanced on the DLBA's residential parcels adjoining the vacant Coolidge Terminal to the south and east that will be transferred to DDOT for the Project.

Contaminated Materials

- The City of Detroit Buildings, Safety Engineering, and Environmental Department (BSEED), as well as the Detroit Water and Sewerage Department (DWSD) must review and approve construction plans that require the removal of contaminated materials and soils.
- BSEED must review and approve Due Care Plans that are put in place prior to the opening of a facility where contamination is to be managed on-site.
- Further the construction will be managed during construction through a Soils Management Plan that is approved by the DWSD.

Construction Impacts

DDOT anticipates temporary impacts due to construction activities. This includes direct emissions from off-road construction and dust from site preparation.

- The Project will refer to the US Environmental Protection Agency's Construction Control Checklist for best practices.
- Future consultation with the Michigan Department of Environment, Great Lakes, and Energy would occur to determine if air quality modeling is required for the Project's construction phase and what methodologies and assumptions would be used if modeling is required.
- The project would commit to any required mitigation to reduce/control emissions during construction.

Section 4(f) Evaluation

As the proposed Project requires the permanent incorporation of a Section 4(f) resource through the demolition of the historic Coolidge Terminal, FTA has determined that an individual Section 4(f) evaluation is required.

- All the buildings on the site, except for the communications tower and associated sheds and the metal trailer associated with the Fare Box House, are contributing resources to the NRHP-eligible property

Section 4(f) Evaluation

- The Project will entail complete demolition of all extant buildings on the Coolidge Terminal property. The proposed plans will result in the complete loss of a historic property, effectively rendering the property no longer eligible for listing in the NRHP. Therefore, the Project will result in an adverse effect under Section 106 to the Coolidge Terminal.
- The demolition and incorporation of the Coolidge Terminal constitutes a Section(f) use.
- The 4(f) evaluation demonstrates that there is no feasible and prudent alternative to the use of the Coolidge Terminal, and the action includes all possible planning to minimize harm.

Section 4(f) Evaluation

The Project would use one historic property listed on the NRHP, the Coolidge Terminal. There is no feasible and prudent alternative to the use of the Coolidge Terminal. The Project includes all possible planning to minimize harm to this resource.

- The Section 4(f) evaluation involves consultation and coordination with agencies and the public. On January 26, 2022, FTA initiated Section 106 consultation with the Michigan SHPO, who is the OWJ (Officials with Jurisdiction). FTA is consulting with the Michigan SHPO and other consulting parties as part of the Section 106 process for the Project, including Michigan Department of Transportation, THPO-Pokagon Band, and DDOT. Coordination and consultation with the SHPO and consulting parties continues throughout the Section 106 consultation process.

Section 4(f) Evaluation

- The agency has determined that with the implementation of the pending Memorandum of Agreement between FTA and SHPO, the harm has been minimized.
- In addition, to meet the Section 4(f) coordination and review requirements [23 CFR § 774.5(a)], this evaluation was sent to the U.S. Department of Interior (USDOI) on February 2, 2023, for a 45-day review and comment period.
- 4(f) public requirements will be met through additional meetings like this meeting, where input is requested, as well as through the publication of the Environmental Assessment.

Environmental Justice

DDOT conducted an analysis per the FTA Circular 4703.1, U.S. DOT and FTA where DDOT is required to make Environmental Justice (EJ) part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations to the greatest extent practicable and permitted by law. DDOT has identified the study area as having EJ populations.

The analysis then would aim to understand:

- If EJ populations are present, consider the potential effects of the proposed Project on the EJ population, including any disproportionately high and adverse effects.
- Determine whether any adverse effects could be avoided, minimized, or mitigated.

Environmental Justice

- The residential property needed for the proposed Project is currently zoned residential and would be rezoned as industrial.
- Property owners in the immediate vicinity, including those within the area of direct impact would be notified and provided an opportunity for comment .
- The proposed Project would require the demolition and disposal of contaminated materials, and the management of contaminated soils that would be left on site.
- The proposed Project would result in temporary construction impacts on the residential neighborhood adjacent to the Project Area. Construction activities could last approximately 18 months.

Environmental Justice

DDOT has a process already established and in place to solicit input and feedback from the community as a whole, which includes monthly community input meetings. The June 2022 public meeting was also announced and included as part of the opening presentation on the upcoming meeting slide for the monthly Community Input Meeting held on Thursday, June 16, 2022.

Environmental Justice

DDOT continues to implement an outreach program to solicit public comments and ideas, identify circumstances and impacts that may not have been known or anticipated, and build support among the public who are stakeholders in transportation investments that impact their communities.

Upcoming outreach opportunities include:

- Hosting a public workshop and informational forum in the neighborhood
- Pop up opportunity to solicit input and answer questions
- Door to door canvassing
- Speak with existing organizations and groups

Coolidge Terminal Replacement Project

Next Steps

- The Final Environmental Assessment is available on the Coolidge Terminal Replacement Project website at <https://detroitmi.gov/departments/detroit-department-transportation/coolidge-terminal-replacement-project>.
- The Final Environmental Assessment hardcopies are available at the DDOT Main office at 100 Mack Avenue and the Chaney Detroit Public library.
- The FTA will issue a decision document following the conclusion of the public comment period.

Public Comment Period

Tonight

- Give an official statement verbally
- Complete a comment card and drop it into our comment box

Now through March 2, 2023

- Email DDOTComments@detroitmi.gov
- Mail via US Postal Service to:
 - Coolidge Project Public Comment
 - Detroit Department of Transportation
 - 100 Mack Avenue
 - Detroit MI, 48201
- If you have any questions, call 313-933-1300.

Coolidge Terminal Replacement Project

Thank you for your interest in the Coolidge Terminal Replacement Project

- Please visit the displays throughout the room.
- The Project Team is available to answer questions about the project.
- The court reporter is available to record your comments.