

## **Project Information**

**Project Name:** Islandview-Greater-Villages

**HEROS Number:** 900000010217492

### **Point of Contact:**

**Consultant (if applicable):** ASTI ENVIRONMENTAL

**Point of Contact:** Christopher Yelonek

**Project Location:** Multiple, Detroit, MI 48214

### **Additional Location Information:**

The following are the addresses that will be rehabilitated for the project: 2251 Sheridan St. 2406 Baldwin St. 2463 Seyburn St. 2419 Beals St. 2544 Van Dyke St. 2143 Townsend

### **Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:**

Develop Detroit, in partnership with the City of Detroit and the Detroit Land Bank Authority, will commence redevelopment of the the Islandview Two-Family Duplex Rehabilitation. Islandview Villages includes six (6) existing 2 1/2 story, vacant, and blighted duplexes located in the Islandview Greater Villages neighborhood. The square footage of each building is as follows, 2251-2253 Sheridan Street with an unknown square footage, 2406-2410 Baldwin Street at 2,426 square feet, 2463-2467 Seyburn Street at 2,158 square feet, 2419-2423 Beals Street at 1,976 square feet, 2544-2548 Van Dyke at 2,266 square feet, and 2143-2145 Townsend Street at 2,292 square feet. All 12 units of housing will undergo extensive rehab work that will result in updated electrical, plumbing, and HVAC, new redesigned kitchens and bathrooms, new roofs, porches, and windows. Once completed, 50% of the homes (6 units) will be set aside for affordable buyers with incomes between 60-80% of the area median income/ This project is for \$1,000,000 in HUD CDBG 2020 funding. This review is valid for up to five years.

### **Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:**

The project proposes to redevelop six vacant and blighted duplexes in the Islandview Greater Villages neighborhood. These homes have been an eyesore and nuisance for nearly 10 years. This project will continue the ongoing neighborhood stabilization

efforts by improving the safety and market values of the neighborhood, as well as providing six units of low-income housing for residents in the area. This project is part of a larger housing strategy by the City of Detroit to create more affordable housing options in the area and to preserve and renovate dozens of Detroit Land Bank Authority owned properties.

**Existing Conditions and Trends [24 CFR 58.40(a)]:**

According to the Islandview Greater Villages Neighborhood Framework Plan (Tab Attachment 1), dated July 2020, housing vacancy remains a consistent challenge, with levels ranging from 10% on some blocks of the Islandview neighborhood to up to 40% on the northeastern area of the neighborhood. There were 148 affordable housing units preserved by July 2020. 44% of the residents in the Islandview area make less than \$15,000 and the median household income for residents is \$18,058. The rehabilitation of existing housing stock will provide much needed housing to the area. The City of Detroit plans to assist with the development of the restoration of City of Detroit Land Bank properties, streetscape beautification along Kercheval Avenue, infill development along Townsend, and park resource investment for the Butzel Playground.

**Maps, photographs, and other documentation of project location and description:**

- [A2-3-11759-SFM.pdf](#)
- [Tab1-IVGV\\_Full\\_Book\\_08July2020.pdf](#)
- [3-11759\\_SLM.pdf](#)

**Determination:**

✓	Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.13] The project will not result in a significant impact on the quality of human environment
	Finding of Significant Impact

**Funding Information**

Grant / Project Identification Number	HUD Program	Program Name
B20MC260006	Community Planning and Development (CPD)	Community Development Block Grants (CDBG) (Entitlement)

**Estimated Total HUD Funded, Assisted or Insured Amount:** \$1,000,000.00

**Estimated Total Project Cost [24 CFR 58.2 (a) (5)]:** \$3,313,217.00

**Compliance with 24 CFR §50.4, §58.5 and §58.6 Laws and Authorities**

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §50.4, §58.5, and §58.6	Are formal compliance steps or mitigation required?	Compliance determination (See Appendix A for source determinations)
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR §50.4 &amp; § 58.6</b>		
<b>Airport Hazards</b> Clear Zones and Accident Potential Zones; 24 CFR Part 51 Subpart D	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The property is not located in a FAA-designated Airport Runway Clear Zone. Coleman A. Young International Airport (DET) is approximately 3.15 miles from the property and Windsor International Airport is 6 miles away. The Airport Location Map is included in Appendix P.
<b>Coastal Barrier Resources Act</b> Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The property is not located in the Coastal Barrier Resource Area in Wayne County. No coastal barriers will be impacted by the proposed project. See attached Coastal Barrier Resource Map.
<b>Flood Insurance</b> Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The property is in Zone X, the area of minimal risk 26163C0282F, effective October 21, 2021. Flood insurance is not required. See Appendix D.
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR §50.4 &amp; § 58.5</b>		
<b>Air Quality</b> Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The entire State of Michigan is designated as "attainment" for carbon monoxide, nitrogen dioxide, sulfur dioxide, PM10, and lead except for small locations in Wayne and Saint Clair Counties with sulfur dioxide non-attainment areas and portions of the state are in non-attainment for ozone. Wayne County is a non-attainment county for ozone. The project was submitted to Environment, Great Lakes, and Energy (EGLE) for an air quality review. EGLE has determined that the proposed project has determined that

		<p>the project is not anticipated to exceed de minimis levels. The proposed rehabilitation project will not produce significant emissions and the project is in compliance. See Appendix J.</p>
<p><b>Coastal Zone Management Act</b> Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>This project does not involve any property or parcel located within the Coastal Zone Management Area for Wayne County. This project does not require formal consultation with the State of Michigan Coastal Zone Management Program. See the attached Coastal Zone Boundary Maps.</p>
<p><b>Contamination and Toxic Substances</b> 24 CFR 50.3(i) &amp; 58.5(i)(2)]</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The property is in Wayne County, which is within Zone 3 of the EPA Radon Map for risk of indoor radon levels; Zone 3 is low potential risk for indoor radon levels. Radon analysis will be conducted after the developer has closed on the Subject Property, as repairs will be necessary to meet closed building requirements during testing. The EPA radon zone map is included in Appendix N. Phase I ESA Update ASTI Environmental (ASTI) was retained by Develop Detroit Inc. to conduct a Phase I Environmental Site Assessment (ESA) Update of Islandview Villages Duplex Rehabilitation Project (Tab Attachment 3, dated October 8, 2021) of multiple lots at 2406 Baldwin, 2419 Beals, 2463 Seyburn, 2251 Sheridan, 2143 Townsend, and 2544 Van Dyke in Detroit, Wayne County, Michigan (Subject Property). The Phase I ESA Update was conducted in accordance with American Society for Testing and Materials (ASTM) Practice E1527-13 (Section 4.6). We have performed a Phase I ESA Update in accordance with the scope and limitation of ASTM Practice E1527-13 of Islandview Villages Duplex Rehabilitation Project of multiple lots on the Subject Property. This assessment has revealed no recognized environmental condition in</p>

		<p>connection with the Subject Property, except for the following: * A 250-gallon fuel oil AST was identified in the northeast corner of the dwelling at 2463 Seyburn. The AST appeared to be empty. The room containing the AST smelled faintly of fuel oil. Limited amounts of dry concrete staining were identified on to ground beneath the AST. A combination vent and fill pipe were identified at the northeast corner of the dwelling at 2463 Seyburn. The vent and fill port were behind a closed-off area of the neighboring house. There is no secondary containment or other spill protection on the fill port. This AST will need to be removed during the proposed rehabilitation process. The 250-gallon AST does not require formal approval by EGLE for removal and the AST is to be removed prior to the rehabilitation of the Subject Properties. See attached Phase I ESA. The removal of 7716 Charlevoix, 2221 Townsend, and 3000 Van Dyke between the completion of the Phase I ESA and the Phase I ESA Update resulted in the reduced number of RECs. Additionally, the site at 2251 Beals has been removed from the proposed project due to inaccessible conditions at the site preventing further assessment. Lead-Based Paint (LBP) and Asbestos-Containing Materials (ACMs) were identified in all six Subject Properties. All LBP and ACM hazards are planned to be removed by a licensed abatement specialist contractor. See attached lead and asbestos surveys.</p>
<p><b>Endangered Species Act</b> Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>This project does involve activities which may disturb natural vegetation or critical habitat through ground disturbance. The endangered species in Wayne County, such as the Indiana Bat, the Northern Long-eared Bat, Rufa Red Knot, Eastern Massasauga, Northern</p>

		<p>Riffleshell, and Eastern Prairie Fringed Orchid do not have habitats in the proposed project area. The project area is in an established residential and commercial corridor and is not likely to contain any critical habitats. Therefore, this project will not likely affect a listed or proposed endangered or threatened species. Consultation with the U.S. Fish and Wildlife Service or the State of Michigan Department of Natural Resources is not required. See Attachment H.</p>
<p><b>Explosive and Flammable Hazards Above-Ground Tanks</b>[24 CFR Part 51 Subpart C</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>A one-mile radius search was conducted from the most central site (2251 Sheridan Street) and found no explosive and flammable above ground storage tanks (AST). There is an AST located in the basement of 2463-2465 Seyburn Street that was identified through the Phase I ESA. The AST at 2463-2465 Seyburn Street was determined to be abandoned and no longer in use. The AST at 2463-2465 Seyburn Street is planned to be removed prior to the rehabilitation of the Subject Properties. The proposed project is limited to rehabilitation and will not increase the density of the Subject Properties. The project is in compliance with this statute. See Appendix O.</p>
<p><b>Farmlands Protection</b> Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>The soil on and surrounding the Subject Property primarily consists of Brems-Urban land complex. Other soils around the Subject Property are Fortress Family, Livonia-Urban land complex, and Tedrow-Urban land complex. This project does not include any prime or unique farmland. The property is located within an "urbanized area" and, therefore, are not subject to the statutory or regulatory requirements identified above, per 7 CFR 658.2(a). See Attachment K.</p>

<p><b>Floodplain Management</b> Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>The Subject Property is in FEMA Flood Map Panel 26163C0285E, effective October 21, 2021. Floodplain management is not required. See Appendix D.</p>
<p><b>Historic Preservation</b> National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Due to the rehabilitation of structures over fifty years old, the project was submitted to the City of Detroit for review as per the programmatic agreement between the City of Detroit and the Michigan State Historic Preservation Office. The City has given the project a No Historic Properties Affected determination and does not require further coordination from the City of Detroit's Preservation Specialist. See Appendix C for the City's letter dated January 6, 2022.</p>
<p><b>Noise Abatement and Control</b> Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The properties are near Vernor Highway, Van Dyke, Charlevoix Street, Kercheval Avenue, and East Grand Boulevard, which are considered busy roads due to its size and traffic volume. The site is also within proximity of two airports. Coleman A. Young International Airport (DET) is approximately 3.15 miles distant and is within 15 miles (the MSHDA/HUD civil airport distance criterion) of the development. Based on the Noise Contour Map for the airport, the site is not within a distance of concern. Windsor International Airport (YQG) is approximately 6 miles distant and is within 15 miles (the MSHDA/HUD civil airport distance criterion) of the development. Based on the Noise Contour Map for the airport, the site is not considered to represent a noise concern to the property. Five Noise Assessment Locations (NALs) were selected for the noise assessment. The noise for the roadway was projected to levels in 2031 and was found to be in the normally unacceptable range at 68 dB for NAL #1. The noise for the</p>

		<p>roadway projected to levels in 2031 and was found to be in the normally unacceptable range at 67dB for NAL #3. The noise for the roadway was found to be in the acceptable range for NAL#2 at 60 dB, NAL #4 at 62dB. NAL #5 was placed on 2551-2557 Beals Street, but the site has been removed from the proposed project due to the inaccessibility for other environmental assessments. The Noise Assessment is included in Appendix M. For noise attenuation measures, the proposed building materials for all of the Subject Properties are 250 square feet of 2"x4" wood studs 16" o.c with 5/8" gypsum board, six 32"x24"x24" wood framed aluminum clad double-hung windows where each sash has one 3/32" and one 1/8" glass 13/16" air space, and two doors of 3'x7' steel-faced rigid polyurethane core door 1 3/4" thick. The Sound Transmission Classification (STC) for the proposed wall construction is 28, 29 STC for the proposed window construction, and 26 STC for proposed door construction. Through the Sound Transmission Classification Assessment Tool (STraCAT), the proposed building materials do meet the required STC rating for NAL #1. Through STraCAT, the proposed building materials do meet the required STC rating for NAL #3. No further mitigation is required. See Appendix M.</p>
<p><b>Sole Source Aquifers</b> Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>There are no sole source aquifers located in Detroit or Wayne County, Michigan, See attached Sole Source Aquifers Map.</p>
<p><b>Wetlands Protection</b> Executive Order 11990, particularly sections 2 and 5</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>No wetlands are present on the property according to the National Wetlands Inventory Map as illustrated in Appendix E.</p>



<p><b>Wild and Scenic Rivers Act</b> Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Wayne County does not have any Wild and Scenic Rivers. There are no Michigan Natural Rivers in Wayne County. See Appendix I</p>
<p><b>HUD HOUSING ENVIRONMENTAL STANDARDS</b></p>		
<p><b>ENVIRONMENTAL JUSTICE</b></p>		
<p><b>Environmental Justice</b> Executive Order 12898</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>There are no superfund or hazardous waste treatment, storage, and disposal sites within one mile of the Subject Property. The levels of pollution within one mile exceed the state average except for superfund and traffic volume proximity. The population surrounding the Subject Property consists of 80 percent are persons of color, 58 percent are low income earners, 0 percent are linguistically isolated, 19 percent hold less than a high school education, 5 percent are under the age of 5 years, and 21 percent are over the age of 64 years. This project entails rehabilitation of six, two story, duplex structures. This project is intended to improve the present environment of residents in the Islandview neighborhood. The project will not have a disproportionately high adverse effect on human health or environment of minority populations and/or low-income populations. See Appendix L for the EJ Screen report.</p>

**Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]**

**Impact Codes:** An impact code from the following list has been used to make the determination of impact for each factor.

- (1)** Minor beneficial impact
- (2)** No impact anticipated
- (3)** Minor Adverse Impact – May require mitigation
- (4)** Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement.

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
<b>LAND DEVELOPMENT</b>			
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The rehabilitation of the six duplex structures for residential use is in conformance of existing zoning codes of the City of Detroit. The six duplex structures conform to the R2: Two Family Residential District. The scale and design of the six duplex structures will not be significantly altered in the rehabilitation, retaining many of the architectural details present at each site.	
Soil Suitability / Slope/ Erosion / Drainage and Storm Water Runoff	2	Based on the USDA Soil Survey of Wayne County, the general soil lithology of the area is the Livonia-Urban land complex dense substratum, 0 to 4 percent slopes. The Subject Properties have lawns and other foliage, erosion is not anticipated to have an adverse effect on the Properties. The major roads around the Subject Properties East Vernor Highway, Van Dyke, and Kercheval Avenue all have storm drains for water runoff. The secondary streets where the Subject Properties are located on, do not have storm drains, and the lawns with are permeable surfaces are expected to absorb the water as a form of drainage. Since the subject property has been previously developed, no adverse effect is anticipated.	
Hazards and Nuisances including Site Safety and Site-Generated Noise	2	The project is not adversely affected by on-site or off-site hazards or nuisances. The properties will each have a security system installed onsite.	
<b>SOCIOECONOMIC</b>			
Employment and Income Patterns	1	There will be a temporary increase in jobs related to the construction of the project. Other than construction related changes, the project will not result in a change to employment and income patterns in the area. The project could be beneficial to local businesses since there will be an increase in households requiring goods and services.	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
Demographic Character Changes / Displacement	2	The project will not change the demographics of the general area. It will provide much needed housing to residents of the area.	
Environmental Justice EA Factor	2	There are no superfund or hazardous waste treatment, storage, and disposal sites within one mile of the Subject Property. The levels of pollution within one mile exceed the state average except for superfund and traffic volume proximity. The population surrounding the Subject Property consists of 80 percent are persons of color, 58 percent are low income earners, 0 percent are linguistically isolated, 19 percent hold less than a high school education, 5 percent are under the age of 5 years, and 21 percent are over the age of 64 years. This project entails rehabilitation of six, two story, duplex structures. This project is intended to improve the present environment of residents in the Islandview neighborhood. The project will not have a disproportionately high adverse effect on human health or environment of minority populations and/or low-income populations. See Appendix L for the EJ Screen report.	
<b>COMMUNITY FACILITIES AND SERVICES</b>			
Educational and Cultural Facilities (Access and Capacity)	2	The Garvey Academy at 2301 Van Dyke is the educational facility within the Islandview neighborhood, serving students from Pre-K to the eighth grade. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to the Garvey Academy is 542 feet. Martin Luther King Jr. Senior High School at 3200 East Lafayette Street and Southeastern High School of Technology and Law at 3030 Fairview Street are nearby the Islandview neighborhood. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to the Martin Luther King	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>Jr. Senior High School is 1.31 miles. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to the Southeastern High School of Technology and Law is 1.59 miles. the project sites are located within walking distance of the Butzel Family Recreation Center at 7737 Kercheval Avenue, which is 943 feet from the most central building at 2463-2467 Seyburn Street. The Boggs Community Center of Detroit at 3061 Field Street is 1,878 feet from the most central location of 2463-2467 Seyburn Street. The Detroit City Fieldhouse at 3401 East Lafayette Street and the Aretha Franklin Amphitheatre at 2600 Atwater Street are 1.05 miles and 2 miles away from the most central building at 2463-2467 Seyburn Street, respectively. South of the Subject Properties is Belle Isle State Park at 7200 East Jefferson Avenue, which includes attractions such as, the Belle Isle Casino, James Scott Memorial Fountain, Sunset Point, the Belle Isle Boat House, Dossin Great Lakes Museum, William Livingston Memorial Lighthouse, Anna Scripps Whitcomb Conservatory, Belle Isle Nature Center, and the Belle Isle Golf Range. The distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to Belle Isle Park is 1.52 miles. The nearest library branch to the Subject Property is the Elmwood Park Branch of the Detroit Public Library at 550 Chene Street, which is 1.72 miles from the the most central location of 2463-2467 Seyburn Street. Additionally, there are several churches in the Islandview neighborhood. No, negative impact is anticipated on educational and cultural facilities.</p>	
Commercial Facilities (Access and Proximity)	1	The nearest commercial corridor to the project sites is along Kercheval Avenue from Van Dyke to Maxwell Street, featuring retail	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>and restaurants. The Kercheval Avenue commercial corridor is 1,122 feet from the most central location of 2463-2467 Seyburn Street. Most of the commercial facilities nearest to the project sites are along the north side of Jefferson Avenue from Seyburn Street to Iroquois Avenue, featuring the Indian Village Marketplace, restaurants, and retail. The Jefferson Avenue commercial corridor is 4,002 feet from the most central location of 2463-2467 Seyburn Street. The increase in local residents may be beneficial to local businesses.</p>	
<p>Health Care / Social Services (Access and Capacity)</p>	<p>2</p>	<p>The project area is served by a full range of health care professionals. Doctor Sophie Womack Health Center at 7900 Kercheval Avenue is 1,315 feet from the most central location of 2463-2467 Seyburn Street. The Detroit Medical Center Central Campus is the nearest hospital to the Subject Property, located at 4201 Saint Antoine, and is 2.57 miles from the most central location of 2463-2467 Seyburn Street. No health care services will be negatively impacted by this project. No social services will be negatively impacted by the project activities. There is not likely to be an increase in the demand for social services because of the project activities.</p>	
<p>Solid Waste Disposal and Recycling (Feasibility and Capacity)</p>	<p>2</p>	<p>Solid waste disposal will be taken care of via a professional disposal company under contract through the City of Detroit: Department of Public Works - Solid Waste. Solid waste pickup is every Friday for the Islandview Neighborhood.</p>	
<p>Waste Water and Sanitary Sewers (Feasibility and Capacity)</p>	<p>2</p>	<p>The project will be connected to the municipal sanitary sewer service. Service already exists for the property. The Detroit Water and Sewage Department provides service to the project area.</p>	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
Water Supply (Feasibility and Capacity)	2	The project will be connected to the municipal water service. Service already exists for the property. The Detroit Water and Sewage Department provides service to the project area.	
Public Safety - Police, Fire and Emergency Medical	2	The Islandview neighborhood where the six structures are located is served by the Seventh Police Precinct of the Detroit Police Department located at 3501 Chene Street, Detroit, Michigan 48207. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to the Seventh Police Precinct of the Detroit Police Department is 1.58 miles. Detroit Fire Department: Ladder 14, Medic 12 at 2200 Crane Street, Detroit, Michigan 48214 serves the Islandview neighborhood. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to Ladder 14, Medic 12 is 3,184 feet. Additionally, the Detroit Fire Department: Engine 9, Ladder 6 at 3787 East Lafayette Street, Detroit, Michigan 48207 serves the Islandview neighborhood. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to Engine 9, Ladder 6 of the Detroit Fire Department is 1.02 miles. The Emergency Medical Services Division of the Detroit Fire Department provides Emergency Medical Services to residents in the project area. No emergency services will be negatively impacted by the proposed project.	
Parks, Open Space and Recreation (Access and Capacity)	2	All the structures are within walking distance of Butzel Playground at 7737 Kercheval features a basketball court, horseshoes, picnic shelters, a play area, and a softball field is 109 feet away from the most central building at 2463-2467 Seyburn Street. The Butzel Family Recreation Center at 7737 Kercheval Avenue is 943 feet from the most central building at 2463-2467	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>Seyburn Street. Bradley Park at 3571 Concord Avenue contains a play area and a softball field is 2,667 feet from the most central building at 2463-2467 Seyburn Street. Thomas Mollicone Playground at 2969 Burns Avenue, features a picnic area, a play area, and a walking path is 2,287 feet from the most central building at 2463-2467 Seyburn Street. All structures are within three and a half miles of Belle Isle Park at 7200 East Jefferson Avenue, which includes attractions such as, the Belle Isle Casino, James Scott Memorial Fountain, Sunset Point, the Belle Isle Boat House, Dossin Great Lakes Museum, William Livingston Memorial Lighthouse, Anna Scripps Whitcomb Conservatory, Belle Isle Nature Center, and the Belle Isle Golf Range. The distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to Belle Isle Park is 1.52 miles.</p>	
<p>Transportation and Accessibility (Access and Capacity)</p>	<p>2</p>	<p>Bus service in the city is provided by the Detroit Department of Transportation (DDOT). The routes in service near the Subject Property are Routes 5 and 67. Approximate distance from the most central location of 2463-2467 Seyburn Street of the Subject Property to the nearest bus stop is 646 feet away for Route 5 and 1,174 feet for Route 67. Route 5 of the DDOT intersects with the SMART routes 510, 515, 530, 560, 561/563, 562. DDOT Route 67 intersects the SMART route 580. Jefferson and Gratiot Avenues are main roads near the Islandview neighborhood leading to the highways surrounding Downtown Detroit. The highways surrounding Downtown Detroit are I-375, I-75, and M-10 John C. Lodge Freeway.</p>	
<b>NATURAL FEATURES</b>			
<p>Unique Natural Features /Water Resources</p>	<p>2</p>	<p>The nearest surface water is the Detroit River, which is located approximately 0.84 miles to the south of the southernmost</p>	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		project site. No surface water will be impacted by the proposed project.	
Vegetation / Wildlife (Introduction, Modification, Removal, Disruption, etc.)	2	No vegetation or wildlife is expected to be impacted by the proposed project.	
Other Factors 1			
Other Factors 2			
<b>CLIMATE AND ENERGY</b>			
Climate Change	2	Climate Change: Due to the Subject Property's location within the City of Detroit, the Subject Property is most likely to experience extreme heat and cold as the effects of climate change. The Subject Property is located on streets with some tree canopy cover to help protect the Subject Property from extreme heat. The proposed project plans to rehabilitate the exterior and interior of all six buildings. The rehabilitation is intended to provide new insulation, roofing, windows, and mechanical for all six buildings to protect potential future residents of the buildings from extreme temperatures.	
Energy Efficiency	2	Energy Efficiency: The area is already served by electrical and gas utilities provided by DTE Energy. There is adequate capacity to serve the six rehabilitated buildings. The Subject Property is a rehabilitation project which is anticipated to reuse existing housing stock within a former streetcar neighborhood of the City of Detroit. Streetcar neighborhoods were designed to be walkable neighborhoods to schools, recreation, and commercial corridors. Additionally, the Subject Property is located near two DDOT bus routes that intersect with other SMART bus routes. Collectively, the proposed project helps reduce the need for personal automobile use.	

**Supporting documentation**



[R9-SMART Map.pdf](#)  
[R8-DDOT-SystemMap.pdf](#)  
[R7-3-11759 EA Factors Parks.pdf](#)  
[R6-3-11759 EA Factors Public Safety.pdf](#)  
[R5-3-11759 EA Factors Healthcare Facilities.pdf](#)  
[R4-3-11759 EA Factors Commercial Facilities.pdf](#)  
[R3-3-11759 EA Factors Cultural Facilities.pdf](#)  
[R2-3-11759 EA Factors Education.pdf](#)  
[R1-zmap 29 townsend.pdf](#)

**Additional Studies Performed:**

Noise Assessment: Islandview Villages Duplexes, 2251 Sheridan St., Detroit, Michigan. For Develop Detroit. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. November 17, 2021. Phase I Environmental Site Assessment: Islandview Villages Duplex Rehabilitation Project: 10 Lots Near Van Dyke and Charlevoix, Detroit, Michigan. Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. February 4, 2020. Phase I Environmental Site Assessment Update: Islandview Villages Duplex Rehabilitation Project: Multiple Lots on Sheridan, Baldwin, Seyburn, Beals, Van Dyke, and Townsend, Detroit, Michigan. Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 8, 2021. Asbestos-Containing Materials Inspection: 2143-2145 Townsend Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 7, 2021. Asbestos-Containing Materials Inspection: 2419-2421 Beals Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 7, 2021. Asbestos-Containing Materials Inspection: 2463 and 2465 Seyburn Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 7, 2021. Asbestos-Containing Materials Inspection: 2544-2548 Van Dyke Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 7, 2021. Asbestos-Containing Materials Inspection: 2406-2410 Baldwin Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 7, 2021. Asbestos-Containing Materials Inspection: 2251-2253 Sheridan Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. October 7, 2021. Lead-Based Paint Inspection and Risk Assessment: 2143-2145 Townsend Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. Inspection Date: August 9 and 10, 2021. Report Date: October 10, 2021. Lead-Based Paint Inspection and Risk Assessment: 2251-2253

Sheridan Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. Inspection Date: August 10, 2021. Report Date: October 14, 2021. Lead-Based Paint Inspection and Risk Assessment: 2406-2410 Baldwin Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. Inspection Date: August 11, 2021. Report Date: October 14, 2021. Lead-Based Paint Inspection and Risk Assessment: 2419 and 2423 Beals Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. Inspection Date: August 12-13, 2021. Report Date: October 14, 2021. Lead-Based Paint Inspection and Risk Assessment: 2463-2465 Seyburn Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. Inspection Date: August 12, 2021. Report Date: October 14, 2021. Lead-Based Paint Inspection and Risk Assessment: 2544-2548 Van Dyke Street, Detroit, Michigan 48214. For Develop Detroit, Incorporated. ASTI Environmental, 10448 Citation Drive, Suite 100, Brighton, MI 48116, 810-225-2800. Inspection Date: August 10, 2021. Report Date: October 14, 2021.

**Field Inspection [Optional]:** Date and completed  
by:  
Anthony Spencer

**List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:**

1. Michael Hambacher, Archeologist, Michigan State Historic Preservation Office, 300 North Washington Square, Lansing MI 48913, 517-243-9513.
2. Federal Emergency Management Agency-Map Service for Flood Rate Insurance Maps  
<https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>.
3. U.S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper; <http://www.fws.gov/wetlands/data/mapper.html>.
4. U.S. Fish & Wildlife Service, Endangered Species, Michigan County Distribution of Federally-Listed Threatened, Endangered, Proposed, and Candidate Species, <http://www.fws.gov/midwest/endangered/lists/michigan-cty.html>.
5. Michigan Department of Environmental Quality, Michigan Coastal Zone Boundary Maps, [http://www.michigan.gov/deq/0,4561,7-135-3313\\_3677\\_3696-90802--,00.html](http://www.michigan.gov/deq/0,4561,7-135-3313_3677_3696-90802--,00.html).
6. Michigan Department of Environmental Quality, Air Quality Division, [http://www.michigan.gov/deq/0,1607,7-135-3310\\_30151\\_31129---,00.html](http://www.michigan.gov/deq/0,1607,7-135-3310_30151_31129---,00.html).
7. US EPA Map of Radon Zones, Wayne County, Michigan, <http://www.epa.gov/radon/states/michigan.html>.
8. Tiffany Ciavatonne, Preservation Specialist, City of Detroit, 2 Woodward Ave., Detroit, Michigan 48226, 313-628-0044

9. Lindsey Haines, Representative of Full Circle Communities, Inc., 310 Peoria Street, Chicago, IL, 60607, 312-530-9610 10. City of Detroit, Michigan. Zoning Map, Section 74. <https://detroitmi.gov/sites/detroitmi.localhost/files/2019-03/zmap74.pdf>. 11. Detroit, City of: Detroit Planning and Development Department. Islandview Greater Villages: Neighborhood Framework Plan. Detroit, MI: July 2020. 12. United States Environmental Protection Agency. EJScreen Report (Version 2020), .5 miles Ring Around the Corridor, Michigan, EPA Region 5. August 23, 2021. 13. Detroit, City of: Department of Public Works - Solid Waste. Refuse Collection. 14. Detroit, City of: Public Library. <https://detroitpubliclibrary.org/>. 15. Detroit, City of: Department of Transportation. <https://detroitmi.gov/departments/detroit-department-transportation>. 16. Detroit, City of: Parks and Recreation. <https://detroitmi.gov/departments/detroit-parks-recreation>. 17. Detroit Public Schools Community District. <https://www.detroitk12.org/>.

**List of Permits Obtained:**

**Public Outreach [24 CFR 58.43]:**

All historical, local and federal contacts on City of Detroit 2023 Interest Parties List were sent a copy of the Notice of Intent to Request for Release of Funds to use HUD funding for the project and were asked to comment on the project. Additionally, the EA was published in the Detroit News and the Detroit Free Press for public comment.

**Cumulative Impact Analysis [24 CFR 58.32]:**

The proposed rehabilitation project will bring much needed housing to the Islandview neighborhood of Detroit and help stabilize the housing stock in the neighborhood. Half of the duplex units will be sold as affordable housing to residents in the area, providing more inventory for high demand of affordable housing for the area. Additionally, the proposed project will assist in the City of Detroit's goal of create more housing stock in residential areas through the rehabilitation of vacant buildings and undeveloped lots.

**Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]**

Three other sites were considered in addition to the six sites selected for rehabilitation discussed in this application. 3000 Van Dyke, 7716 Charlevoix, and 2251 Beals Street were considered for the proposed rehabilitation project. However, 3000 Van Dyke and 7716 Charlevoix were not selected for rehabilitation due to concerns of the possible release of dry-cleaning solvents from nearby historical dry cleaners. 2251

Beals Street was not selected due to accessibility concerns for environmental assessments.

**No Action Alternative [24 CFR 58.40(e)]**

The no action alternative is not preferred. Through the no action alternative, the six Subject Properties will not be rehabilitated and will remain as blight that will continue to be a nuisance. The ongoing neighborhood stabilization efforts by improving the safety and market values of the neighborhood will stall. The six units of low-income housing for residents in the area will not be provided to a market area where affordable housing is in high demand. The housing strategy by the City of Detroit to create more affordable housing options in the area, to preserve and renovate dozens of vacant city and Detroit Land Bank Authority owned properties will not be fulfilled.

**Summary of Findings and Conclusions:**

The proposed rehabilitation project will bring much needed housing to the Islandview neighborhood of Detroit and help stabilize the housing stock in the neighborhood. Half of the duplex units will be sold as affordable housing to residents in the area, providing more inventory for high in demand affordable housing for the area. The proposed project is not anticipated to have an adverse effect on the human and natural environment in the Islandview neighborhood. The Subject Properties are currently vacant, and rehabilitation of the buildings will assist the City of Detroit in its goal of providing more housing stock through the rehabilitation of vacant buildings in residential areas.

**Mitigation Measures and Conditions [CFR 1505.2(c)]:**

Summarized below are all mitigation measures adopted by the Responsible Entity to reduce, avoid or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure or Condition	Comments on Completed Measures	Mitigation Plan	Complete
Noise Abatement and Control	For noise attenuation measures, the proposed building materials for all of the Subject Properties are 250 square feet of 2"x4" wood studs 16" o.c with 5/8" gypsum board, six 32"x24"x24" wood framed aluminum clad double-	N/A	Provide building specs to the City of Detroit: Housing and Revitalization Department.	

	<p>hung windows where each sash has one 3/32" and one 1/8" glass 13/16" air space, and two doors of 3'x7' steel-faced rigid polyurethane core door 1 3/4" thick. The Sound Transmission Classification (STC) for the proposed wall construction is 28, 29 STC for the proposed window construction, and 26 STC for proposed door construction. Through the Sound Transmission Classification Assessment Tool (STraCAT), the proposed building materials do meet the required STC rating for NAL #1. Through STraCAT, the proposed building materials do meet the required STC rating for NAL #3. No further mitigation is required.</p>			
Contamination and Toxic Substances	<p>A radon assessment is to be conducted at all six buildings after the real estate closings for the Subject Property. The radon analysis is to take place prior to occupancy.</p>	N/A	<p>Conduct a radon assessment of all buildings prior to occupancy.</p>	
Contamination and Toxic Substances	<p>Asbestos-containing Materials (ACMs) were identified in all six buildings, including presumed ACMs. All ACMs and presumed ACMs likely to be disturbed are to be removed by a licensed abatement specialist prior to general construction activities.</p>	N/A	<p>Removal of ACMs prior to general construction by a licensed abatement specialist and followed by ACM closeout reports for each building.</p>	
Contamination and Toxic Substances	<p>Lead concentrations were documented in the soil at 2463-2465 Seyburn Street.</p>	N/A	<p>Removal of the LBP hazard in the</p>	

	Abatement options include the removal of contaminated soil to a proper disposal facility and the replacement with clean soil or concrete pavement over the contaminated area.		soil prior to general construction by a licensed abatement specialist and followed by a LBP closeout report.	
Contamination and Toxic Substances	Lead-Based Paint (LBP) was identified in each of the six buildings. All LBP hazards involve the cleaning of all floors, window sills, and window troughs using accepted HEPA-wash-HEPA cleaning, with the collection of lead dust wipe clearance samples in accordance with HUD measures. For all deteriorated LBP hazards, abatement options include the removal and replacement of components, LBP encapsulation using a HUD/EPA-approved paint stabilizer, or striping the surface bare to substrate, followed by the stabilization and repainting of the surface.	N/A	Removal of LBP hazards prior to general construction by a licensed abatement specialist and followed by LBP closeout reports for each building.	
Contamination and Toxic Substances	Removal the AST located in the basement of 2463-2465 Seyburn Street.	N/A	Removal of the AST during construction and documented with photographs.	

**Project Mitigation Plan**

Removal the AST located in the basement of 2463-2465 Seyburn Street. Asbestos-containing Materials (ACMs) were identified in all six buildings, including presumed ACMs. All ACMs and presumed ACMs likely to be disturbed are to be removed by a licensed abatement specialist prior to general construction activities. Lead-Based Paint (LBP) was identified in each of the six buildings. All LBP hazards involve the cleaning of all floors, window sills, and window troughs using accepted HEPA-wash-HEPA cleaning, with the collection of lead dust wipe clearance samples in accordance with HUD measures. For all deteriorated LBP hazards, abatement options include the removal and replacement of components, LBP encapsulation using a HUD/EPA-approved paint stabilizer, or striping the surface bare to substrate, followed by the stabilization and repainting of the surface. Lead concentrations were documented in the soil at 2463-2465 Seyburn Street. Abatement options include the removal of contaminated soil to a proper disposal facility and the replacement with clean soil or concrete pavement over the contaminated area. A radon assessment is to be conducted at all six buildings after the real estate closings for the Subject Property. The radon analysis is to take place prior to occupancy. A. Prior to the start of any work, building plans, specifications and photos must be submitted to the Preservation Specialist for review and Conditional Approval. B. If there is a change in the scope of work, those changes will be required to undergo additional Section 106 Review prior to the execution of any work. Appropriate construction materials will be incorporated in the building to mitigate normally unacceptable noise levels for interior noise levels to be within the acceptable range.

[HRD Model Mitigation Plan-Islandview-Revised.pdf](#)

**Supporting documentation on completed measures**

## APPENDIX A: Related Federal Laws and Authorities

### Airport Hazards

General policy	Legislation	Regulation
It is HUD's policy to apply standards to prevent incompatible development around civil airports and military airfields.		24 CFR Part 51 Subpart D

### Screen Summary

#### Compliance Determination

The property is not located in a FAA-designated Airport Runway Clear Zone. Coleman A. Young International Airport (DET) is approximately 3.15 miles from the property and Windsor International Airport is 6 miles away. The Airport Location Map is included in Appendix P.

#### Supporting documentation

[3-11759\\_ALM.pdf](#)

#### Are formal compliance steps or mitigation required?

Yes

✓ No



### Coastal Barrier Resources

General requirements	Legislation	Regulation
HUD financial assistance may not be used for most activities in units of the Coastal Barrier Resources System (CBRS). See 16 USC 3504 for limitations on federal expenditures affecting the CBRS.	Coastal Barrier Resources Act (CBRA) of 1982, as amended by the Coastal Barrier Improvement Act of 1990 (16 USC 3501)	

#### Compliance Determination

The property is not located in the Coastal Barrier Resource Area in Wayne County. No coastal barriers will be impacted by the proposed project. See attached Coastal Barrier Resource Map.

#### Supporting documentation

[Coastal Barrier Resource Map.pdf](#)

#### Are formal compliance steps or mitigation required?

Yes

✓ No

## Flood Insurance

General requirements	Legislation	Regulation
Certain types of federal financial assistance may not be used in floodplains unless the community participates in National Flood Insurance Program and flood insurance is both obtained and maintained.	Flood Disaster Protection Act of 1973 as amended (42 USC 4001-4128)	24 CFR 50.4(b)(1) and 24 CFR 58.6(a) and (b); 24 CFR 55.1(b).

**1. Does this project involve financial assistance for construction, rehabilitation, or acquisition of a mobile home, building, or insurable personal property?**

No. This project does not require flood insurance or is excepted from flood insurance.

Yes

### **Screen Summary**

#### **Compliance Determination**

The property is in Zone X, the area of minimal risk 26163C0282F, effective October 21, 2021. Flood insurance is not required. See Appendix D.

#### **Supporting documentation**

[D-FIRMETTE\(1\).pdf](#)

#### **Are formal compliance steps or mitigation required?**

Yes

No

**Air Quality**

General requirements	Legislation	Regulation
The Clean Air Act is administered by the U.S. Environmental Protection Agency (EPA), which sets national standards on ambient pollutants. In addition, the Clean Air Act is administered by States, which must develop State Implementation Plans (SIPs) to regulate their state air quality. Projects funded by HUD must demonstrate that they conform to the appropriate SIP.	Clean Air Act (42 USC 7401 et seq.) as amended particularly Section 176(c) and (d) (42 USC 7506(c) and (d))	40 CFR Parts 6, 51 and 93

**1. Does your project include new construction or conversion of land use facilitating the development of public, commercial, or industrial facilities OR five or more dwelling units?**

Yes

No

**Screen Summary**

**Compliance Determination**

The entire State of Michigan is designated as "attainment" for carbon monoxide, nitrogen dioxide, sulfur dioxide, PM10, and lead except for small locations in Wayne and Saint Clair Counties with sulfur dioxide non-attainment areas and portions of the state are in non-attainment for ozone. Wayne County is a non-attainment county for ozone. The project was submitted to Environment, Great Lakes, and Energy (EGLE) for an air quality review. EGLE has determined that the proposed project has determined that the project is not anticipated to exceed de minimis levels. The proposed rehabilitation project will not produce significant emissions and the project is in compliance. See Appendix J.

**Supporting documentation**

- [J2-IslandView\\_general conformity\\_0323\(revised from 0222\).pdf](#)
- [J1-2019 Air Attainment Map.pdf](#)

**Are formal compliance steps or mitigation required?**

Yes

No



**Coastal Zone Management Act**

General requirements	Legislation	Regulation
Federal assistance to applicant agencies for activities affecting any coastal use or resource is granted only when such activities are consistent with federally approved State Coastal Zone Management Act Plans.	Coastal Zone Management Act (16 USC 1451-1464), particularly section 307(c) and (d) (16 USC 1456(c) and (d))	15 CFR Part 930

**Screen Summary**

**Compliance Determination**

This project does not involve any property or parcel located within the Coastal Zone Management Area for Wayne County. This project does not require formal consultation with the State of Michigan Coastal Zone Management Program. See the attached Coastal Zone Boundary Maps.

**Supporting documentation**

[Coastal Zone Boundary Maps Grosse Point Detroit.pdf](#)

**Are formal compliance steps or mitigation required?**

Yes

✓ No

### Contamination and Toxic Substances

General requirements	Legislation	Regulations
It is HUD policy that all properties that are being proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gases, and radioactive substances, where a hazard could affect the health and safety of the occupants or conflict with the intended utilization of the property.		24 CFR 58.5(i)(2) 24 CFR 50.3(i)

**Endangered Species**

General requirements	ESA Legislation	Regulations
Section 7 of the Endangered Species Act (ESA) mandates that federal agencies ensure that actions that they authorize, fund, or carry out shall not jeopardize the continued existence of federally listed plants and animals or result in the adverse modification or destruction of designated critical habitat. Where their actions may affect resources protected by the ESA, agencies must consult with the Fish and Wildlife Service and/or the National Marine Fisheries Service (“FWS” and “NMFS” or “the Services”).	The Endangered Species Act of 1973 (16 U.S.C. 1531 <i>et seq.</i> ); particularly section 7 (16 USC 1536).	50 CFR Part 402

**1. Does the project involve any activities that have the potential to affect species or habitats?**

No, the project will have No Effect due to the nature of the activities involved in the project.

No, the project will have No Effect based on a letter of understanding, memorandum of agreement, programmatic agreement, or checklist provided by local HUD office

Yes, the activities involved in the project have the potential to affect species and/or habitats.

**Screen Summary**

**Compliance Determination**

**Supporting documentation**

[H-Michigan Endangered Species 2022.pdf](#)

**Are formal compliance steps or mitigation required?**

### Explosive and Flammable Hazards

General requirements	Legislation	Regulation
HUD-assisted projects must meet Acceptable Separation Distance (ASD) requirements to protect them from explosive and flammable hazards.	N/A	24 CFR Part 51 Subpart C

1. Is the proposed HUD-assisted project itself the development of a hazardous facility (a facility that mainly stores, handles or processes flammable or combustible chemicals such as bulk fuel storage facilities and refineries)?

No

Yes

#### Screen Summary

#### Compliance Determination

#### Supporting documentation

[O-3-11759-ASD.pdf](#)

Are formal compliance steps or mitigation required?



### Farmlands Protection

General requirements	Legislation	Regulation
The Farmland Protection Policy Act (FPPA) discourages federal activities that would convert farmland to nonagricultural purposes.	Farmland Protection Policy Act of 1981 (7 U.S.C. 4201 et seq.)	<a href="#">7 CFR Part 658</a>

1. Does your project include any activities, including new construction, acquisition of undeveloped land or conversion, that could convert agricultural land to a non-agricultural use?

Yes

No

#### Screen Summary

#### Compliance Determination

#### Supporting documentation

[K-Soil\\_Report.pdf](#)

Are formal compliance steps or mitigation required?

## Floodplain Management

General Requirements	Legislation	Regulation
Executive Order 11988, Floodplain Management, requires federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable.	Executive Order 11988	24 CFR 55

1. Do any of the following exemptions apply? Select the applicable citation? [only one selection possible]

55.12(c)(3)

55.12(c)(4)

55.12(c)(5)

55.12(c)(6)

55.12(c)(7)

55.12(c)(8)

55.12(c)(9)

55.12(c)(10)

55.12(c)(11)

None of the above

### Screen Summary

#### Compliance Determination

#### Supporting documentation

[D-FIRMETTE\(2\).pdf](#)

Are formal compliance steps or mitigation required?

**Historic Preservation**

General requirements	Legislation	Regulation
<p>Regulations under Section 106 of the National Historic Preservation Act (NHPA) require a consultative process to identify historic properties, assess project impacts on them, and avoid, minimize, or mitigate adverse effects</p>	<p>Section 106 of the National Historic Preservation Act (16 U.S.C. 470f)</p>	<p>36 CFR 800 “Protection of Historic Properties”  <a href="https://www.govinfo.gov/content/pkg/CFR-2012-title36-vol3/pdf/CFR-2012-title36-vol3-part800.pdf">https://www.govinfo.gov/content/pkg/CFR-2012-title36-vol3/pdf/CFR-2012-title36-vol3-part800.pdf</a></p>

**Noise Abatement and Control**

General requirements	Legislation	Regulation
HUD’s noise regulations protect residential properties from excessive noise exposure. HUD encourages mitigation as appropriate.	Noise Control Act of 1972  General Services Administration Federal Management Circular 75-2: “Compatible Land Uses at Federal Airfields”	Title 24 CFR 51 Subpart B

**1. What activities does your project involve? Check all that apply:**

New construction for residential use

Rehabilitation of an existing residential property

A research demonstration project which does not result in new construction or reconstruction

An interstate land sales registration

Any timely emergency assistance under disaster assistance provision or appropriations which are provided to save lives, protect property, protect public health and safety, remove debris and wreckage, or assistance that has the effect of restoring facilities substantially as they existed prior to the disaster  
 None of the above

**Screen Summary**

**Compliance Determination**

**Supporting documentation**

[M3-NAL3\\_STraCAT - HUD Exchange.pdf](#)

[M2-NAL1\\_STraCAT - HUD Exchange.pdf](#)

[M1-Noise Assessment-FINAL.pdf](#)

**Are formal compliance steps or mitigation required?**



### Sole Source Aquifers

General requirements	Legislation	Regulation
<b>The Safe Drinking Water Act of 1974 protects drinking water systems which are the sole or principal drinking water source for an area and which, if contaminated, would create a significant hazard to public health.</b>	Safe Drinking Water Act of 1974 (42 U.S.C. 201, 300f et seq., and 21 U.S.C. 349)	40 CFR Part 149

1. Does the project consist solely of acquisition, leasing, or rehabilitation of an existing building(s)?

Yes

No

#### Screen Summary

#### Compliance Determination

#### Supporting documentation

[Sole Source Aquifers Map.pdf](#)

Are formal compliance steps or mitigation required?

### Wetlands Protection

General requirements	Legislation	Regulation
Executive Order 11990 discourages direct or indirect support of new construction impacting wetlands wherever there is a practicable alternative. The Fish and Wildlife Service's National Wetlands Inventory can be used as a primary screening tool, but observed or known wetlands not indicated on NWI maps must also be processed Off-site impacts that result in draining, impounding, or destroying wetlands must also be processed.	Executive Order 11990	24 CFR 55.20 can be used for general guidance regarding the 8 Step Process.

**1. Does this project involve new construction as defined in Executive Order 11990, expansion of a building's footprint, or ground disturbance? The term "new construction" shall include draining, dredging, channelizing, filling, diking, impounding, and related activities and any structures or facilities begun or authorized after the effective date of the Order**

No

Yes

#### **Screen Summary**

#### **Compliance Determination**

#### **Supporting documentation**

[E-NWI Map.pdf](#)

**Are formal compliance steps or mitigation required?**

### Wild and Scenic Rivers Act

General requirements	Legislation	Regulation
The Wild and Scenic Rivers Act provides federal protection for certain free-flowing, wild, scenic and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS) from the effects of construction or development.	The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287), particularly section 7(b) and (c) (16 U.S.C. 1278(b) and (c))	36 CFR Part 297

**1. Is your project within proximity of a NWSRS river?**

No

Yes, the project is in proximity of a Designated Wild and Scenic River or Study Wild and Scenic River.

Yes, the project is in proximity of a Nationwide Rivers Inventory (NRI) River.

**Screen Summary**

**Compliance Determination**

**Supporting documentation**

[I-Michigan Wild and Scenic Rivers.pdf](#)

**Are formal compliance steps or mitigation required?**



### Environmental Justice

General requirements	Legislation	Regulation
Determine if the project creates adverse environmental impacts upon a low-income or minority community. If it does, engage the community in meaningful participation about mitigating the impacts or move the project.	Executive Order 12898	

**HUD strongly encourages starting the Environmental Justice analysis only after all other laws and authorities, including Environmental Assessment factors if necessary, have been completed.**

**1. Were any adverse environmental impacts identified in any other compliance review portion of this project's total environmental review?**

Yes

No

#### Screen Summary

#### **Compliance Determination**

#### **Supporting documentation**

[L-ejscreen\\_report.pdf](#)

**Are formal compliance steps or mitigation required?**



**U.S. Department of Housing and Urban  
Development**  
451 Seventh Street, SW  
Washington, DC 20410  
[www.hud.gov](http://www.hud.gov)  
[espanol.hud.gov](http://espanol.hud.gov)

**Environmental Assessment  
Determinations and Compliance Findings  
for HUD-assisted Projects  
24 CFR Part 58**

**Project Information**

**Project Name:** Islandview-Greater-Villages

**HEROS Number:** 900000010217492

**Project Location:** Multiple, Detroit, MI 48214

**Additional Location Information:**

The following are the addresses that will be rehabilitated for the project: 2251 Sheridan St. 2406 Baldwin St. 2463 Seyburn St. 2419 Beals St. 2544 Van Dyke St. 2143 Townsend

**Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:**

Develop Detroit, in partnership with the City of Detroit and the Detroit Land Bank Authority, will commence redevelopment of the the Islandview Two-Family Duplex Rehabilitation. Islandview Villages includes six (6) existing 2 1/2 story, vacant, and blighted duplexes located in the Islandview Greater Villages neighborhood. The square footage of each building is as follows, 2251-2253 Sheridan Street with an unknown square footage, 2406-2410 Baldwin Street at 2,426 square feet, 2463-2467 Seyburn Street at 2,158 square feet, 2419-2423 Beals Street at 1,976 square feet, 2544-2548 Van Dyke at 2,266 square feet, and 2143-2145 Townsend Street at 2,292 square feet. All 12 units of housing will undergo extensive rehab work that will result in updated electrical, plumbing, and HVAC, new redesigned kitchens and bathrooms, new roofs, porches, and windows. Once completed, 50% of the homes (6 units) will be set aside for affordable buyers with incomes between 60-80% of the area median income/ This project is for \$1,000,000 in HUD CDBG 2020 funding. This review is valid for up to five years.

**Funding Information**

Grant Number	HUD Program	Program Name
B20MC260006	Community Planning and Development (CPD)	Community Development Block Grants (CDBG) (Entitlement)

**Estimated Total HUD Funded Amount:** \$1,000,000.00

**Estimated Total Project Cost [24 CFR 58.2 (a) (5)]:** \$3,313,217.00

**Mitigation Measures and Conditions [CFR 1505.2(c)]:**

Summarized below are all mitigation measures adopted by the Responsible Entity to reduce, avoid or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

<b>Law, Authority, or Factor</b>	<b>Mitigation Measure or Condition</b>
Noise Abatement and Control	For noise attenuation measures, the proposed building materials for all of the Subject Properties are 250 square feet of 2"x4" wood studs 16" o.c with 5/8" gypsum board, six 32"x24"x24" wood framed aluminum clad double-hung windows where each sash has one 3/32" and one 1/8" glass 13/16" air space, and two doors of 3'x7' steel-faced rigid polyurethane core door 1 3/4" thick. The Sound Transmission Classification (STC) for the proposed wall construction is 28, 29 STC for the proposed window construction, and 26 STC for proposed door construction. Through the Sound Transmission Classification Assessment Tool (STraCAT), the proposed building materials do meet the required STC rating for NAL #1. Through STraCAT, the proposed building materials do meet the required STC rating for NAL #3. No further mitigation is required.
Contamination and Toxic Substances	A radon assessment is to be conducted at all six buildings after the real estate closings for the Subject Property. The radon analysis is to take place prior to occupancy.
Contamination and Toxic Substances	Asbestos-containing Materials (ACMs) were identified in all six buildings, including presumed ACMs. All ACMs and presumed ACMs likely to be disturbed are to be removed by a licensed abatement specialist prior to general construction activities.
Contamination and Toxic Substances	Lead concentrations were documented in the soil at 2463-2465 Seyburn Street. Abatement options include the removal of contaminated soil to a proper disposal facility and the replacement with clean soil or concrete pavement over the contaminated area.
Contamination and Toxic Substances	Lead-Based Paint (LBP) was identified in each of the six buildings. All LBP hazards involve the cleaning of all floors, window sills, and window troughs using accepted HEPA-wash-HEPA cleaning, with the collection of lead dust wipe clearance samples in accordance with HUD measures. For all

Islandview-Greater-Villages

Detroit, MI

900000010217492

	deteriorated LBP hazards, abatement options include the removal and replacement of components, LBP encapsulation using a HUD/EPA-approved paint stabilizer, or striping the surface bare to substrate, followed by the stabilization and repainting of the surface.
Contamination and Toxic Substances	Removal the AST located in the basement of 2463-2465 Seyburn Street.

**Project Mitigation Plan**

Removal the AST located in the basement of 2463-2465 Seyburn Street. Asbestos-containing Materials (ACMs) were identified in all six buildings, including presumed ACMs. All ACMs and presumed ACMs likely to be disturbed are to be removed by a licensed abatement specialist prior to general construction activities. Lead-Based Paint (LBP) was identified in each of the six buildings. All LBP hazards involve the cleaning of all floors, window sills, and window troughs using accepted HEPA-wash-HEPA cleaning, with the collection of lead dust wipe clearance samples in accordance with HUD measures. For all deteriorated LBP hazards, abatement options include the removal and replacement of components, LBP encapsulation using a HUD/EPA-approved paint stabilizer, or striping the surface bare to substrate, followed by the stabilization and repainting of the surface. Lead concentrations were documented in the soil at 2463-2465 Seyburn Street. Abatement options include the removal of contaminated soil to a proper disposal facility and the replacement with clean soil or concrete pavement over the contaminated area. A radon assessment is to be conducted at all six buildings after the real estate closings for the Subject Property. The radon analysis is to take place prior to occupancy. A. Prior to the start of any work, building plans, specifications and photos must be submitted to the Preservation Specialist for review and Conditional Approval. B. If there is a change in the scope of work, those changes will be required to undergo additional Section 106 Review prior to the execution of any work. Appropriate construction materials will be incorporated in the building to mitigate normally unacceptable noise levels for interior noise levels to be within the acceptable range.


[HRD Model Mitigation Plan-Islandview-Revised.pdf](#)

**Determination:**

<input checked="" type="checkbox"/>	Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.13] The project will not result in a significant impact on the quality of human environment
<input type="checkbox"/>	Finding of Significant Impact

**Preparer Signature:**  **Date:** 4/25/2023

**Name / Title/ Organization:** Kim Siegel / / DETROIT

**Certifying Officer Signature:**  **Date:** 4/25/2023

**Name/ Title:** Julie Schneider, Director, Housing and Revitalization Department

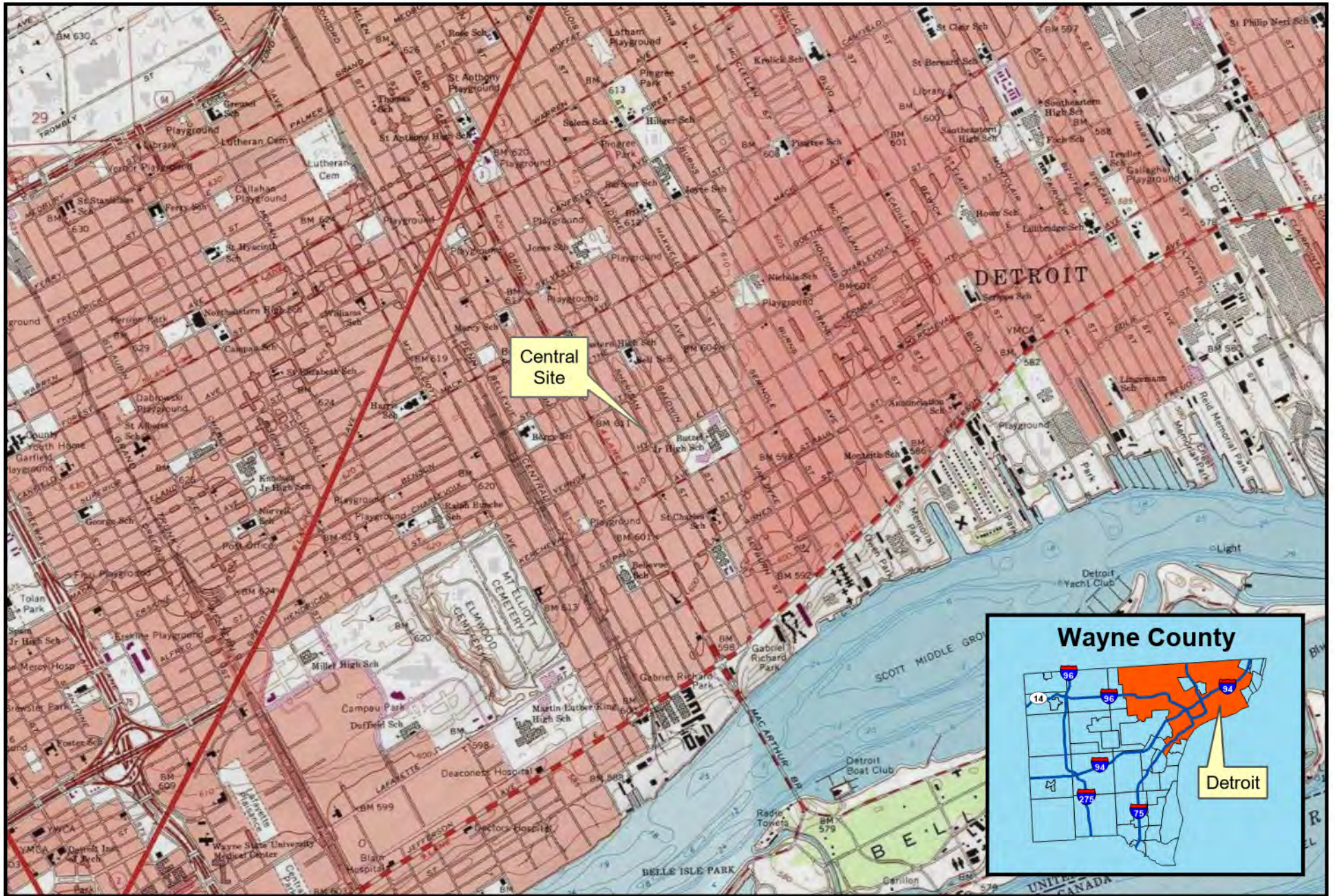
**This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environment Review Record (ERR) for the activity / project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).**

**Islandview Villages Duplexes Rehabilitation Project**  
**ASTI Environmental**  
**March 31, 2023**

Response Activity or Continuing Obligation	Required Activities	Party Responsible for Completing Activity	Timing of Activity	Required Follow-up or Reporting
<b>Contamination and Toxic Substances</b>	Removal the AST located in the basement of 2463-2465 Seyburn Street.	General Contractor	During Construction	Documentation of the AST removal with photographs
<b>Contamination and Toxic Substances</b>	Asbestos-containing Materials (ACMs) were identified in all six buildings, including presumed ACMs. All ACMs and presumed ACMs likely to be disturbed are to be removed by a licensed abatement specialist prior to general construction activities.	Licensed Abatement Contractor	Prior to Construction	ACM Closeout Reports
<b>Contamination and Toxic Substances</b>	Lead-Based Paint (LBP) was identified in each of the six buildings. All LBP hazards involve the cleaning of all floors, window sills, and window troughs using accepted HEPA-wash-HEPA cleaning, with the collection of lead dust wipe clearance samples in accordance with HUD measures. For all deteriorated LBP hazards, abatement options include the removal and replacement of components, LBP encapsulation using a HUD/EPA-approved paint stabilizer, or striping the surface bare to substrate, followed by the stabilization and repainting of the surface.	General Contractor, Consultant, Abatement Contractor	Prior to Construction	LBP Closeout Reports
<b>Contamination and Toxic Substances</b>	Lead concentrations were documented in the soil at 2463-2465 Seyburn Street. Abatement options include the removal of contaminated soil to a proper disposal facility and the replacement with clean soil or concrete pavement over the contaminated area.	General Contractor, Consultant, Abatement Contractor	Prior to Construction	LBP Closeout Reports
<b>Contamination and Toxic Substances</b>	A radon assessment is to be conducted at all six buildings after the real estate closings for the Subject Property. The radon analysis is to take place prior to occupancy.	Consultant	Prior to Occupancy	Radon Inspection Reports with Analytical Results

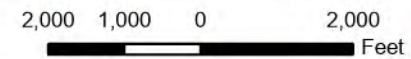
**Islandview Villages Duplexes Rehabilitation Project**  
**ASTI Environmental**  
**March 31, 2023**

<b>Noise Analysis – Normally Unacceptable Noise</b>	Appropriate construction materials will be incorporated in the building to mitigate normally unacceptable noise levels for interior noise levels to be within the acceptable range.	Architect, Construction, Crew, Foremen, Developer,	During Construction	Building specs
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# Islandview Villages Duplex Rehabilitation Project

Detroit, MI



Created for: Develop Detroit Inc.  
 Created by: RMH, August 31, 2021, ASTI Project 3-11759

Site Location Map



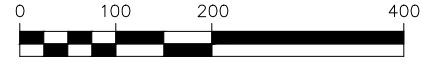
**Project Addresses**

- 1 2251 Sheridan
- 2 2406 Baldwin
- 3 2463 Seyburn
- 4 2419 Beals
- 5 2551 Beals
- 6 2544 Van Dyke
- 7 2143 Townsend

**LEGEND**

— Property Line

**GRAPHIC SCALE**



1 inch = 200 ft.

Paper Size = (11x17 )



**Islandview Villages Duplex Rehabilitation Project**

Detroit, MI

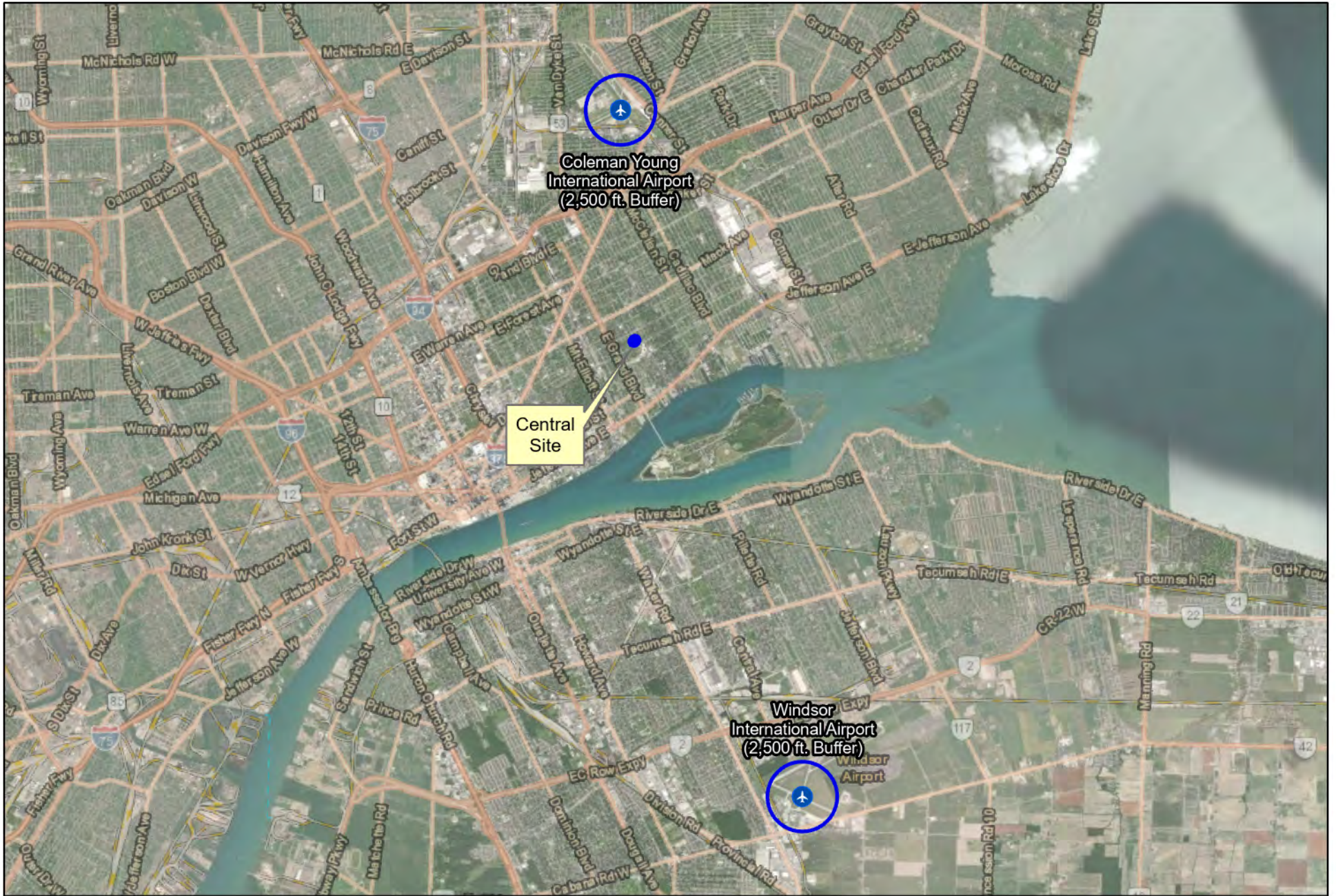


Client: Develop Detroit Inc.

ASTI Project 3-11759, JRN, September 27, 2021

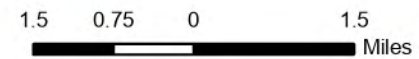
Area of Potential Effects Map





# Islandview Villages Duplex Rehabilitation Project

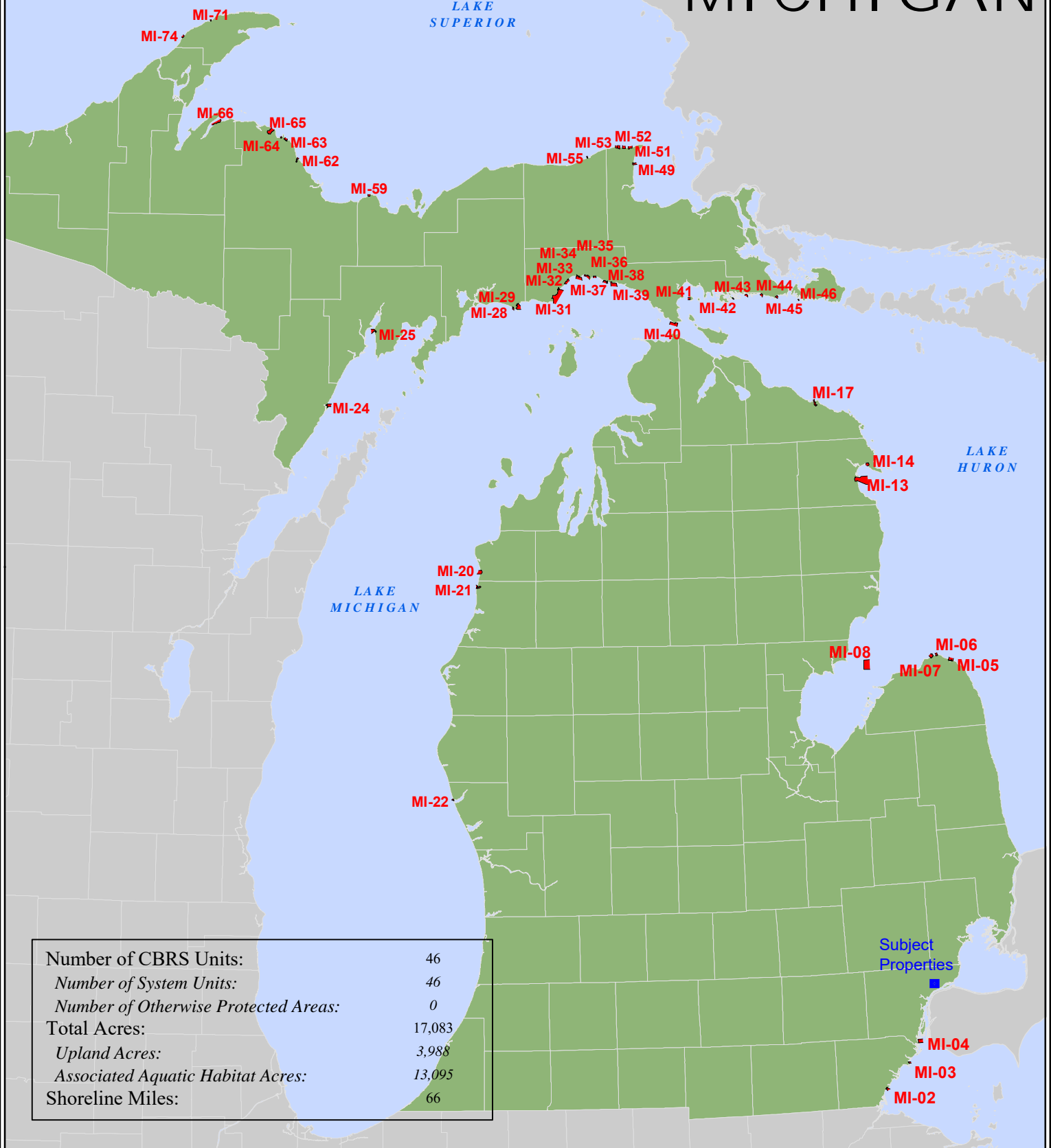
Detroit, MI



Created for: Develop Detroit Inc.  
 Created by: RMH, August 31, 2021, ASTI Project 3-11759

Airport Location Map

# JOHN H. CHAFEE COASTAL BARRIER RESOURCES SYSTEM MICHIGAN



Boundaries of the John H. Chafee Coastal Barrier Resources System (CBRS) shown on this map were transferred from the official CBRS maps for this area and are depicted on this map (in red) for informational purposes only. The official CBRS maps are enacted by Congress via the Coastal Barrier Resources Act, as amended, and are maintained by the U.S. Fish and Wildlife Service. The official CBRS maps are available for download at <http://www.fws.gov/CBRA>.

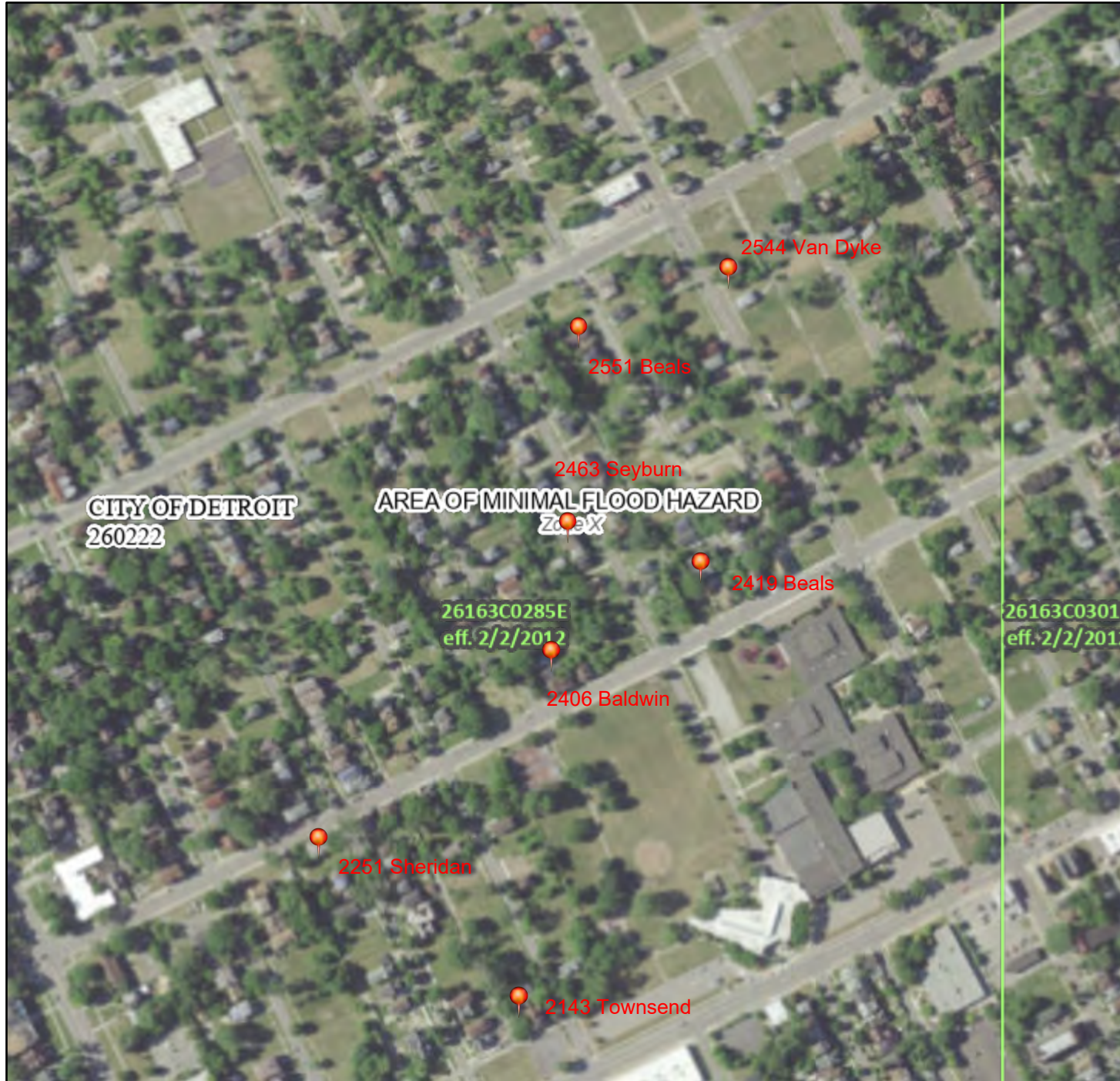
Map Date: March 14, 2016



# National Flood Hazard Layer FIRMMette



83°0'33"W 42°21'51"N



## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **8/23/2021 at 3:59 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

0 250 500 1,000 1,500 2,000 Feet 1:6,000

82°59'56"W 42°21'25"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF  
ENVIRONMENT, GREAT LAKES, AND ENERGY  
LANSING



LIESL EICHLER CLARK  
DIRECTOR

February 24, 2022

Ms. Penny Dwoinen, Environmental Review Officer  
Housing and Revitalization Department  
City of Detroit  
2 Woodward Avenue, Suite 908  
Detroit, Michigan 48226

**Via Email Only**

Dear Ms. Dwoinen:

Subject: Islandview Villages Duplex Rehabilitation Project

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) has reviewed the federal regulations related to general conformity of projects with state implementation plans (SIP) for air quality. In particular, 40 Code of Federal Regulations (CFR) Section 93.150 et seq, which states that any federally funded project in a nonattainment or maintenance area must conform to the Clean Air Act requirements, including the State's SIP if they may constitute a significant new source of air pollution.

On August 3, 2018, Wayne County was designated nonattainment for the 2015 ozone standard; and thus, general conformity must be evaluated when completing construction projects of a given size and scope. EGLE is currently working to complete the required SIP submittal for this area; therefore, an alternative evaluation was completed to assess conformity. Specifically, EGLE considered the following information from the United States Environmental Protection Agency's (USEPA) general conformity guidance, which states "historical analysis of similar actions can be used in cases where the proposed projects are similar in size and scope to previous projects."

EGLE has reviewed the Islandview Villages Duplex Rehabilitation Project, proposed to be completed with federal grant monies, including updating the plumbing and electrical, new roofing, new windows, updating the interior finishes, and updating the mechanical. Ground disturbance will include demolition of the extant failing porches and constructing new porches. The porch demolition and new construction are expected to be one meter deep. No other ground disturbance measurements have been given, but it is expected to be minimal. The project consists of the rehabilitation of seven vacant duplex houses (14 units total) located at 2251 Sheridan Street, 2406 Baldwin Street, 2463 Seyburn Street, 2419 and 2551 Beals Street, 2544 Van Dyke, and 2143 Townsend Street in Detroit, Michigan. The work is expected to be completed in phases over the course of approximately 15 months and will commence in June 2022 and could conclude as early as November 2022, but no later than August 2023.

Ms. Penny Dwoinen

Page 2

February 25, 2022

In reviewing the *“Air Quality and Greenhouse Gas Study: Uptown Orange Apartments in Orange, California,”* dated December 2012, prepared for KTG Y Group, Inc. by UltraSystems Environmental, Inc., it was determined that emission levels for the project were below the de minimis levels for general conformity. The Uptown Orange Apartments project and related parking structure construction was estimated to take 33 months to complete, would encompass an area of 5.57 acres, and included two four-story residential units with a total of 334 apartments, and two parking structures with a total of 494 and 679 parking stalls, respectively.

The size, scope, and duration of the Islandview Villages Duplex Rehabilitation project proposed for completion in Wayne County is much smaller in scale than the Uptown Orange Apartments project described above and should not exceed the de minimis levels included in the federal general conformity requirements. Therefore, it does not require a detailed conformity analysis.

If you have any further questions regarding this matter, please contact me at 517-648-6314; BukowskiB@Michigan.gov; or EGLE, AQD, P.O. Box 30260, Lansing, Michigan 48909-7760.

Sincerely,



Breanna Bukowski  
Environmental Quality Analyst  
Air Quality Division

cc: Mr. Michael Leslie, USEPA Region 5  
Mr. Christopher Yelonek, ASTI Environmental  
Mr. Alex Landau, Develop Detroit  
Mr. Craig Willian, Real Estate – Develop Detroit

# Attainment Status for the National Ambient Air Quality Standards



The National Ambient Air Quality Standards (NAAQS) are health-based pollution standards set by EPA.

Areas of the state that are below the NAAQS concentration level are called attainment areas. The entire state of Michigan is in attainment for the following pollutants:

- Carbon Monoxide
- Lead
- Nitrogen Dioxide
- Particulate Matter

Non-attainment areas are those that have concentrations over the NAAQS level. Portions of the state are in non-attainment for sulfur dioxide and ozone (see map). The ozone non-attainment area is classified as marginal.

## LEGEND



Sulfur Dioxide  
Nonattainment Area



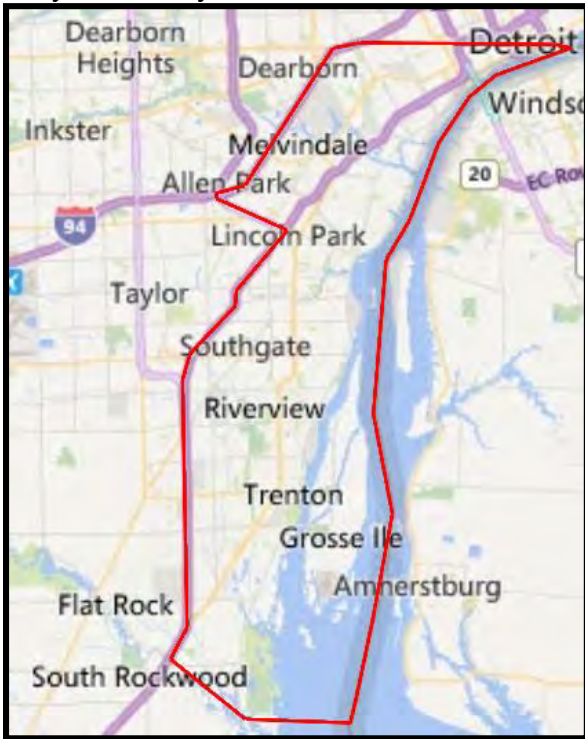
Ozone  
Nonattainment Area

See Page 2 for close-up  
maps of partial county  
nonattainment areas

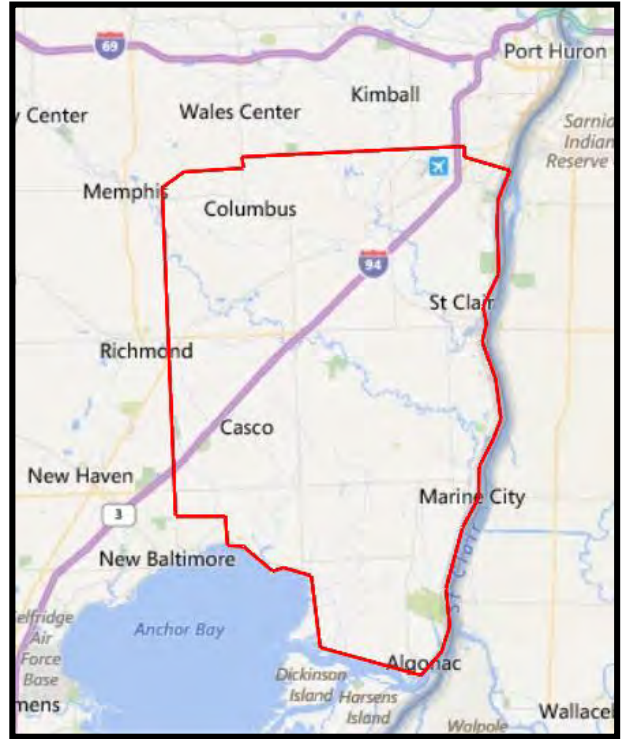
# Close-Up Maps of Partial County Nonattainment Areas

## Sulfur Dioxide Nonattainment Areas

### Wayne County Area

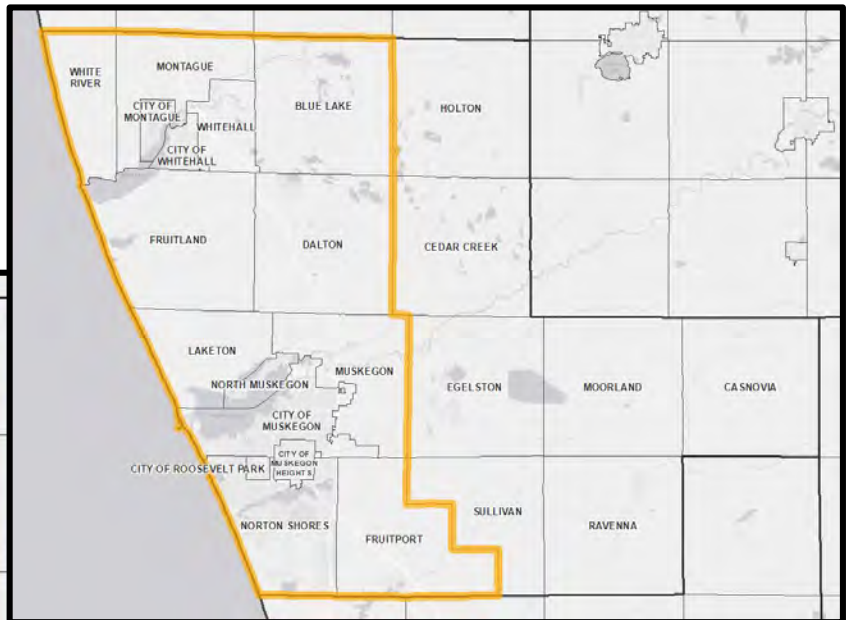


### St. Clair County Area



## Ozone Nonattainment Areas

### Allegan County Area



### Muskegon County Area

Updated July 23, 2019

Prepared by MDEQ, Air Quality Division, State Implementation Plan Unit

**Wayne County**  
**Grosse Pointe Township, Grosse Pointe Woods, Grosse Pointe Farms**  
**Grosse Pointe, Grosse Pointe Park, and Detroit, T1S R14E**  
**Detroit, T1S R14E, T2S R13E, and T2S R12E**  
**River Rouge, T2S R11E**

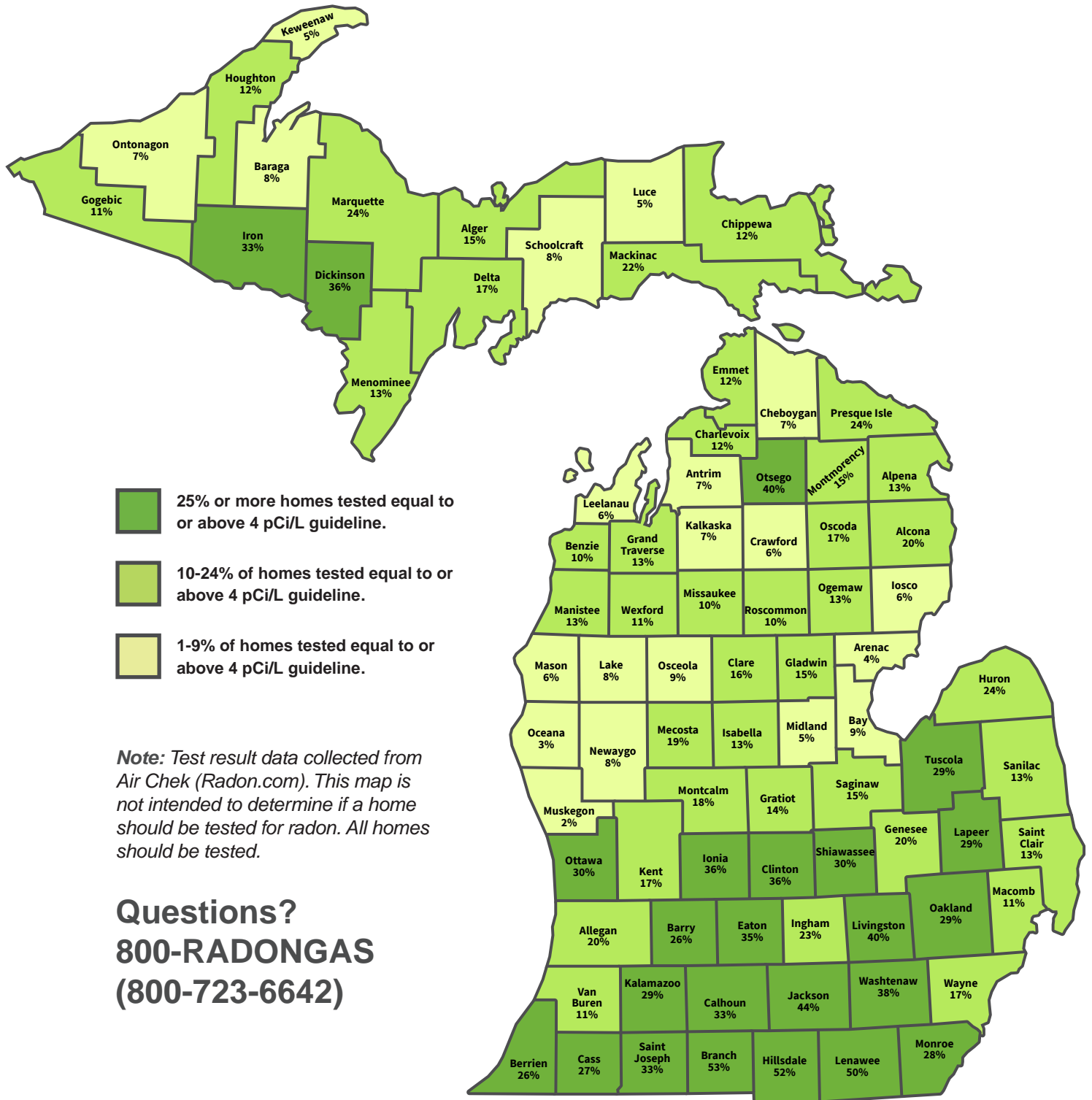
The heavy red line is the **Coastal Zone Management Boundary**  
The red hatched area is the **Coastal Zone Management Area**.







# Percentage of Elevated Radon Test Results by County



# Michigan

## Federally-listed Endangered and Threatened Species

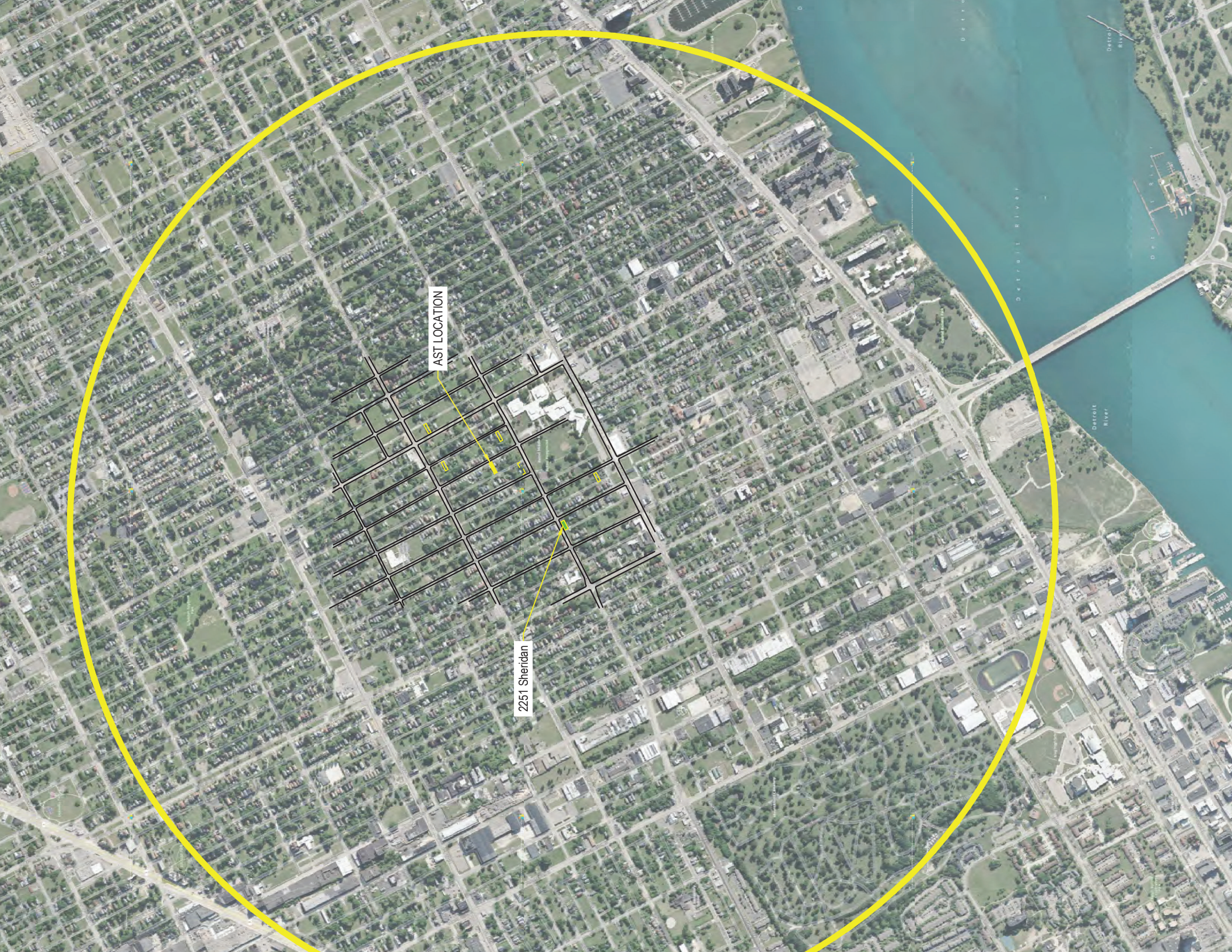
Updated October 2018

SPECIES	STATUS	COUNTIES	HABITAT
<b>MAMMALS</b>			
Canada lynx ( <i>Lynx canadensis</i> )	Threatened	<b>Current distribution:</b> A Canada lynx was recently documented in the Upper Peninsula. The counties listed here have the highest potential for Lynx presence: Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, Schoolcraft.	Northern forests
Gray wolf <i>Canis lupus</i>	Endangered	Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, Schoolcraft	Northern forested areas
Indiana bat ( <i>Myotis sodalis</i> )	Endangered	Allegan, Barry, Bay, Benzie, Berrien, Branch, Calhoun, Cass, Clinton, Eaton, Genesee, Gratiot, Hillsdale, Ingham, Ionia, Jackson, Kalamazoo, Kent, Lapeer, Leelanau, Lenawee, Livingston, Macomb, Manistee, Mason, Monroe, Montcalm, Muskegon, Oakland, Oceana, Ottawa, Saginaw, St. Joseph, Sanilac, Shiawassee, St. Clair, Tuscola, Van Buren, Washtenaw, and Wayne	Summer habitat includes small to medium river and stream corridors with well developed riparian woods; woodlots within 1 to 3 miles of small to medium rivers and streams; and upland forests. Caves and mines as hibernacula.
Northern long-eared bat <i>Myotis septentrionalis</i>	Threatened	Statewide	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
<b>BIRDS</b>			
Kirtland's warbler <i>Setophaga kirtlandii</i>	Endangered	Alcona, Alger, Antrim, Baraga, Chippewa, Clare, Crawford, Delta, Grand Traverse, Iosco, Kalkaska, Luce, Marquette, Montmorency, Ogemaw, Oscoda, Otsego, Presque Isle, Roscommon, Schoolcraft	Breeding in young jack pine
Piping plover ( <i>Chradrius melodus</i> )	Endangered	Alger, Alpena, Benzie, Berrien, Charlevoix, Cheboygan, Chippewa, Delta, Emmet, Leelanau, Luce, Mackinac, Manistee, Mason, Muskegon, Presque Isle, Schoolcraft	Beaches along shorelines of the Great Lakes
Piping plover ( <i>Chradrius melodus</i> )	Critical Habitat	Alger, Benzie, Charlevoix, Cheboygan, Chippewa, Emmet, Iosco, Leelanau, Luce, Mackinac, Mason, Muskegon, Presque Isle, Schoolcraft	Beaches along shorelines of the Great Lakes

SPECIES	STATUS	COUNTIES	HABITAT
Rufa Red knot ( <i>Calidris canutus rufa</i> )	Threatened	<p><b>Only actions that occur along coastal areas during the Red Knot migratory window of MAY 1 - SEPTEMBER 30 for the following counties:</b></p> <p>Alcona, Alger, Allegan, Alpena, Antrim, Arenac, Baraga, Bay, Benzie, Berrien, Charlevoix, Cheboygan, Chippewa, Delta, Emmet, Gogebic, Grand Traverse, Houghton, Huron, Iosco, Keweenaw, Leelanau, Luce, Mackinac, Macomb, Manistee, Marquette, Mason, Menominee, Monroe, Muskegon, Oceana, Ontonagon, Ottawa, Presque Isle, Sanilac, Schoolcraft, St. Clair, Tuscola, Van Buren, Wayne</p> <p><b>Only actions that occur in large wetland complexes during the Red knot migratory window of MAY 1 - SEPTEMBER 30 for the following counties:</b></p> <p>Midland, Saginaw, Shiawassee</p>	Coastal areas and large wetland complexes
Whooping crane ** ( <i>Grus americanus</i> )	Non-essential experimental population	Allegan, Barry, Berrien, Jackson, Kent, Lenawee, Macomb, Oceana, Ottawa	Open wetlands and lakeshores
<b>REPTILES</b>			
Copperbelly water snake ( <i>Nerodia erythrogaster neglecta</i> )	Threatened	Branch, Calhoun, Cass, Eaton, Hillsdale, St. Joseph	Wooded and permanently wet areas such as oxbows, sloughs, brushy ditches and floodplain woods
Eastern massasauga ( <i>Sistrurus catenatus</i> )	Threatened	Alcona, Allegan, Alpena, Antrim, Arenac, Barry, Berrien, Branch, Calhoun, Cass, Cheboygan, Clare, Clinton, Crawford, Eaton, Emmett, Genesee, Grand Traverse, Hillsdale, Huron, Ingham, Ionia, Iosco, Jackson, Kalamazoo, Kalkaska, Kent, Lake, Lapeer, Lenawee, Livingston, Mackinac, Macomb, Manistee, Mason, Missaukee, Montcalm, Montmorency, Muskegon, Newaygo, Oakland, Oscoda, Presque Isle, Saginaw, St. Joseph, Shiawassee, Van Buren, Washtenaw, Wayne	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies) open woodlands and shrublands
<b>INSECTS</b>			
Hine's emerald dragonfly ( <i>Somatochlora hineana</i> )	Endangered	Alcona, Alpena, Mackinac, Menominee, Presque Isle	Spring fed wetlands, wet meadows and marshes; calcareous streams & associated wetlands overlying dolomite bedrock
Hungerford's crawling water beetle ( <i>Brychius hungerfordi</i> )	Endangered	Charlevoix, Cheboygan, Crawford, Emmet, Montmorency, Oscoda, Otsego, Presque Isle	Cool riffles of clean, slightly alkaline streams; known to occur in five streams in northern Michigan.
Karner blue butterfly ( <i>Lycaeides melissa samuelis</i> )	Endangered	Allegan, Ionia, Kent, Lake, Mason, Mecosta, Monroe, Montcalm, Muskegon, Newaygo, Oceana	Pine barrens and oak savannas on sandy soils and containing wild lupines ( <i>Lupinus perennis</i> ), the only known food plant of larvae.
Mitchell's satyr ( <i>Neonympha mitchellii mitchellii</i> )	Endangered	Barry, Berrien, Branch, Cass, Jackson, Kalamazoo, St. Joseph, Van Buren, Washtenaw	Fens; wetlands characterized by calcareous soils which are fed by carbonate-rich water from seeps and springs

SPECIES	STATUS	COUNTIES	HABITAT
Poweshiek skipperling ( <i>Oarisma poweshiek</i> )	Endangered  Critical Habitat	Hillsdale, Jackson, Lenawee, Livingston, Oakland, and Washtenaw  Maps of proposed critical habitat in Michigan at <a href="http://www.fws.gov/midwest/angered/insects/posk/fcHmaps/poskchMI.pdf">www.fws.gov/midwest/angered/insects/posk/fcHmaps/poskchMI.pdf</a>	Wet prairie and fens
<b>MUSSELS</b>			
Clubshell ( <i>Pleurobema clava</i> )	Endangered	Hillsdale	Found in coarse sand and gravel areas of runs and riffles within streams and small rivers
Northern riffleshell ( <i>Epioblasma torulosa rangiana</i> )	Endangered	Monroe, Sanilac, Wayne	Large streams and small rivers in firm sand of riffle areas; also occurs in Lake Erie
Rayed Bean ( <i>Villosa fabalis</i> )	Endangered	Oakland, St. Clair	Belle, Black, Clinton and Pine Rivers
Snuffbox ( <i>Epioblasma triquetra</i> )	Endangered	Gratiot, Ionia, Kent, Livingston, Oakland, St. Clair, Washtenaw	Small to medium-sized creeks in areas with a swift current and some larger rivers
<b>PLANTS</b>			
American hart's tongue fern ( <i>Asplenium scolopendrium</i> var. <i>americanum</i> = <i>Phyllitis japonica</i> ssp. <i>a.</i> )	Threatened	Chippewa, Mackinac	Cool limestone sinkholes in mature hardwood forest
Dwarf lake iris ( <i>Iris lacustris</i> )	Threatened	Alpena, Charlevoix, Cheboygan, Chippewa, Delta, Emmet, Mackinac, Menominee, Presque Isle, Schoolcraft	Partially shaded sandy- gravelly soils on lakeshores
Eastern prairie fringed orchid ( <i>Plantathera leucophaea</i> )	Threatened	Bay, Cheboygan, Clinton, Eaton, Genesee, Gratiot, Huron, Livingston, Monroe, Saginaw, St. Clair, St. Joseph, Tuscola, Washtenaw, Wayne	Mesic to wet prairies and meadows
Houghton's goldenrod ( <i>Solidago houghtonii</i> )	Threatened	Charlevoix, Cheboygan, Chippewa, Crawford, Emmet, Kalkaska, Mackinac, Presque Isle, Schoolcraft	Sandy flats along Great Lakes shores
Lakeside daisy ( <i>Hymenoxys acaulis</i> var. <i>glabra</i> )	Threatened	Mackinac	Dry, rocky prairie grassland underlain by limestone
Michigan monkey-flower ( <i>Mimulus michiganensis</i> )	Endangered	Benzie, Charlevoix, Cheboygan, Emmet, Leelanau, Mackinac	Soils saturated with cold flowing spring water; found along seepages, streams and lakeshores
Pitcher's thistle ( <i>Cirsium pitcheri</i> )	Threatened	Alcona, Alger, Allegan, Alpena, Antrim, Arenac, Benzie, Berrien, Charlevoix, Cheboygan, Chippewa, Delta, Emmet, Grand Traverse, Huron, Iosco, Leelanau, Mackinac, Manistee, Mason, Muskegon, Oceana, Ottawa, Presque Isle, Schoolcraft, Van Buren	Stabilized dunes and blowout areas

SPECIES	STATUS	COUNTIES	HABITAT
Small whorled pogonia ( <i>Isotria medeoloides</i> )	Threatened	Berrien	Dry woodland; upland sites in mixed forests (second or third growth stage)



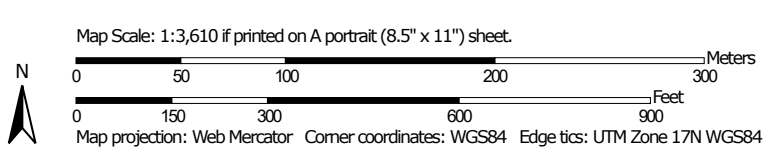
AST LOCATION

2251 Sheridan

Soil Map—Wayne County, Michigan




Soil Map may not be valid at this scale.






## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

**Warning:** Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Wayne County, Michigan

Survey Area Data: Version 7, Sep 7, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 5, 2020—Aug 12, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BrmubB	Brems-Urban land complex, dense substratum, 0 to 4 percent slopes	6.9	10.6%
FrtaaB	Fortress family, 0 to 6 percent slopes	6.4	9.8%
LvnubB	Livonia-Urban land complex, dense substratum, 0 to 4 percent slopes	38.5	59.0%
TedubB	Tedrow-Urban land complex, dense substratum, 0 to 4 percent slopes	13.5	20.6%
<b>Totals for Area of Interest</b>		<b>65.3</b>	<b>100.0%</b>



Coleman A. Young Municipal Center  
2 Woodward Avenue, Suite 908  
Detroit, Michigan 48226

Phone: 313.224.6380  
Fax: 313.224.1629  
www.detroitmi.gov

January 6, 2022

Penny Dwoinen  
City of Detroit Housing & Revitalization Department  
Coleman A. Young Municipal Center  
2 Woodward Avenue, Suite 908  
Detroit, MI 48226

**RE: Section 106 Review of a HOME Funded Project Located at 2251 Sheridan, 2460 Baldwin, 2463 Seyburn, 2419 Beals, 2551 Beals, 2455 Van Dyke, 2143 Townsend in the City of Detroit, Wayne County, Michigan**

Dear Mrs. Dwoinen,

Under the authority of the National Historic Preservation Act (NHPA) of 1966, as amended, and the "Programmatic Agreement between the Michigan State Historic Preservation Office and the City of Detroit, Michigan..." dated November 9, 2016, the City of Detroit has reviewed the above-cited project and has determined it to be an undertaking as defined by 36 CFR 800.16(y).

We have determined that within in the Area of Potential Effects (APE), there are no properties listed or eligible for listing in the National Register of Historic Places (NRHP). Additionally, per Stipulation VI.A.1 and VI.B.1 of Programmatic Agreement (PA), the proposed undertaking is excluded from review by the SHPO's archaeologist or the Tribes who have concurred on the PA. Although some houses will have porches rebuilt as part of the rehabilitation, there will be minimal ground disturbance.

Therefore, **no historic properties will be affected** by the proposed undertaking. This project may proceed without further coordination with the Preservation Specialist. If you have any questions, please contact Tiffany Ciavattone at [CiavattoneT@detroitmi.gov](mailto:CiavattoneT@detroitmi.gov).

Sincerely,

A handwritten signature in blue ink that reads "Tiffany Ciavattone".

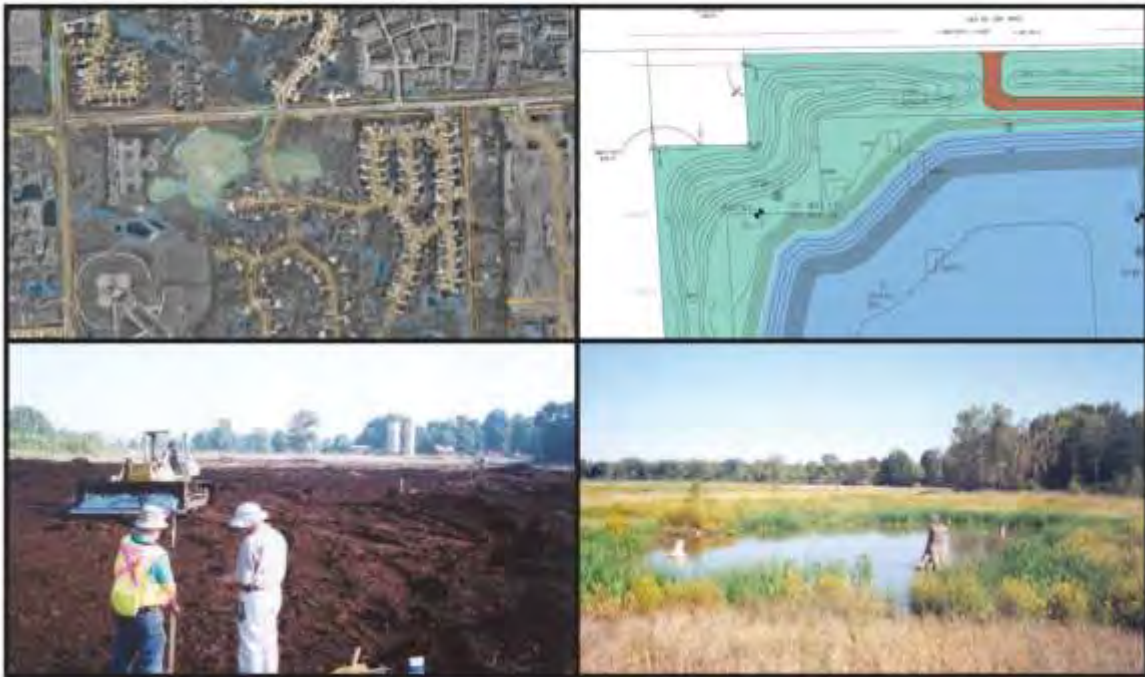
Tiffany Ciavattone  
Preservation Specialist  
City of Detroit  
Housing & Revitalization Department

Noise Assessment  
Islandview Villages Duplexes  
2251 Sheridan St.  
Detroit, Michigan

Develop Detroit

November 17, 2021

ASTI ENVIRONMENTAL



Noise Assessment  
Islandview Villages Duplexes  
Detroit, Michigan

November 15, 2021

**Report Prepared For:**

Develop Detroit  
1452 Randolph Street Suite 300  
Detroit, Michigan 48226-3272

**Report Prepared By:**

ASTI Environmental  
10448 Citation Drive, Suite 100  
Brighton, Michigan 48116  
800-395-ASTI

**ASTI Project No. 3-11759**

Report Prepared by:

Report Reviewed by:



---

Christopher Yelonek  
Associate I / Architectural Historian



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David A. Amir, EP  
Director-Site Redevelopment Services



## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Title Page	i
Table of Contents	ii
1.0 Introduction	1
2.0 Evaluation of Noise Sources	4
2.1 Airports	4
2.2 Busy Roadways	4
2.3 Railroads	5
2.4 Non-Transportation Sources	5
3.0 Calculations	6
4.0 Conclusions	7
5.0 References	8

### ATTACHMENTS

- A** NAL Location Map
- B** Airport Noise Contour Map
- C** AADT Information
- D** Day-Night Level Electronic Assessment

## 1.0 INTRODUCTION

Develop Detroit proposes the adaptive reuse utilizing funding provided from the Department of Housing and Urban Development of project Islandview Villages Duplexes, multiple addresses (2251 Sheridan Street, 2406 Baldwin Street, 2463 Seyburn Street, 2419 Beals Street, 2551 Beals Street, 2544 Van Dyke, and 2143 Townsend Street), Detroit, Michigan, referred to herein as “Subject Properties”.

This assessment was conducted to provide the noise level and associated noise category at each designated Noise Assessment Location (NAL) at the Subject Properties. This assessment does not include an evaluation of noise attenuation, but general guidance is provided at the end of this assessment.

This evaluation was conducted per guidelines set forth in 24 CFR 51B. This noise analysis evaluates the Subject Properties’ exposure to three major sources of noise: aircraft, roadways, and railways. If identified, additional non-transportation noise sources such as loud impulse sounds from nearby industry are also evaluated.

The following three sources of transportation noise and their applicable search distances are outlined below when evaluating noise at a site.

1. Aircraft - All military and FAA-regulated civil airfields within 15 miles of the Subject Property.
2. Roadways - Major roadways and limited access highways/freeways within 1,000 feet of the Subject Property utilizing a 10-year projection. Roadways considered are generally based on number of lanes, speed limit, presence of stop signs or lights, overall traffic counts, and/or number of medium or heavy trucks.
3. Railroad - All active railroads within 3,000 feet of the Subject Property.

The noise level calculated at a NAL is known as the day-night average sound level or DNL. A calculated DNL can fall within three categories as follow.

1. Acceptable - DNL not exceeding 65 decibels (dB)
2. Normally Unacceptable - DNL above the 65 dB threshold but not exceeding 75 dB
3. Unacceptable - DNL above 75 dB

Five NALs (NAL #1, NAL #2, NAL #3, NAL #4, and NAL #5) was selected on the Subject Property for this analysis based on proximity to noise sources. A map with the Subject Property boundaries and NAL locations is included as Attachment A.

The following is a summary of the applicable noise sources identified at the NAL.

NAL #1

Noise Source with Applicable Distance	Name	Distance to NAL
Airport(s)	Coleman A. Young International Airport	3.15 miles
	Windsor International Airport	6 miles
Busy Road(s)	Vernor Highway	27 feet
	East Grand Boulevard	712 feet
	Charlevoix Street	996 feet
	Kercheval Avenue	831 feet
Railroad(s)	None	NA
Non-Transportation	None	NA

NAL #2

Noise Source with Applicable Distance	Name	Distance to NAL
Airport(s)	Coleman A. Young International Airport	3.15 miles
	Windsor International Airport	6 miles
Busy Road(s)	Kercheval Avenue	253 feet
	Vernor Highway	601 feet
Railroad(s)	None	NA
Non-Transportation	None	NA

NAL #3

Noise Source with Applicable Distance	Name	Distance to NAL
Airport(s)	Coleman A. Young International Airport	3.15 miles
	Windsor International Airport	6 miles
Busy Road(s)	Van Dyke	43 feet
	Charlevoix Street	179 feet
	Vernor Highway	792 feet
Railroad(s)	None	NA
Non-Transportation	None	NA



NAL #4

Noise Source with Applicable Distance	Name	Distance to NAL
Airport(s)	Coleman A. Young International Airport	3.15 miles
	Windsor International Airport	6 miles
Busy Road(s)	Vernor Highway	79 feet
	Van Dyke	762 feet
	Kercheval Avenue	935 feet
	Charlevoix Street	892 feet
Railroad(s)	None	NA
Non-Transportation	None	NA

NAL #5

Noise Source with Applicable Distance	Name	Distance to NAL
Airport(s)	Coleman A. Young International Airport	3.15 miles
	Windsor International Airport	6 miles
Busy Road(s)	Charlevoix Street	149 feet
	Van Dyke	313 feet
	Vernor Highway	821 feet
Railroad(s)	None	NA
Non-Transportation	None	NA

## **2.0 EVALUATION OF NOISE SOURCES**

### **2.1 Airports**

Coleman A. Young International Airport is approximately 3.15 miles distant and Windsor International Airport is approximately 6 miles distant. Based on the Noise Contour Map for the airports, (Attachment B), the site is not within a distance of concern.

Other small airfields were identified within 15 miles, but these airfields have no commercial traffic and are not likely FAA-regulated. They are not considered to represent a noise concern.

### **2.2 Busy Roadways**

The major roadways are:

- Vernor Highway
- Van Dyke
- Charlevoix Street
- Kercheval Avenue
- East Grand Boulevard

Vernor Highway is a 4-lane road with one-way traffic heading east. The speed limit is 30 mph near the Subject Property. The roadway is an approximate effective distance of 27 feet from the northwestern corner of the building at 2251 Sheridan (NAL #1). The roadway is an approximate effective distance of 601 feet from the southwestern corner of the building at 2143 Townsend (NAL #2). The roadway is an approximate effective distance of 792 feet from the northwestern corner of the building at 2544 Van Dyke (NAL #3). The roadway is an approximate effective distance of 79 feet from the southeastern corner of the building at 2406 Baldwin (NAL #4). The roadway is an approximate effective distance of 821 feet from the northeastern corner of the building at 2551 Beals (NAL #5).

Van Dyke is a 2-lane road. The speed limit is 25 mph near the Subject Property. The roadway is an approximate effective distance of 43 feet from the northwestern corner of the building at 2544 Van Dyke (NAL #3). The roadway is an approximate effective distance of 762 feet from the southeastern corner of the building at 2406 Baldwin (NAL #4). The

roadway is an approximate effective distance of 313 feet from the northeastern corner of the building at 2551 Beals (NAL #5).

Charlevoix Street is a 3-lane road with one-way traffic heading west. The speed limit is 30 mph near the Subject Property. The roadway is an approximate effective distance of 996 feet from the northwestern corner of the building at 2251 Sheridan (NAL #1). The roadway is an approximate effective distance of 179 feet from the northwestern corner of the building at 2544 Van Dyke (NAL #3). The roadway is an approximate effective distance of 892 feet from the southeastern corner of the building at 2406 Baldwin (NAL #4). The roadway is an approximate effective distance of 149 feet from the northeastern corner of the building at 2551 Beals (NAL #5).

Kercheval Avenue is a 2-lane road with a center left turn lane and bike lanes on either side. The speed limit is 30 mph near the Subject Property. The roadway is an approximate effective distance of 831 feet from the northwestern corner of the building at 2251 Sheridan (NAL #1). The roadway is an approximate effective distance of 253 feet from the southwestern corner of the building at 2143 Townsend (NAL #2). The roadway is an approximate effective distance of 935 feet from the southeastern corner of the building at 2406 Baldwin (NAL #4).

East Grand Boulevard is a 2-lane road with a center left turn lane. The speed limit is 30 mph near the Subject Property. The roadway is an approximate effective distance of 712 feet from the northwestern corner of the building at 2251 Sheridan (NAL #1).

Traffic counts were obtained through MDOT. Projections were done through 2031. After review of the traffic count information of each street, a growth rate of 1% per year compounded was judged appropriate as traffic levels are expected to remain relatively stable or increase slightly. Traffic projections are included in Attachment C.

### **2.3 Railroads**

Not applicable.

### **2.4 Non-Transportation Sources**

Not applicable.

### **3.0 CALCULATIONS**

A Noise DNL calculator worksheet for the NAL is provided in Attachment D.

Using the HUD DNL calculator, the noise level at NAL #1, as predicted in 2031, is calculated to be 68 dB and within the Normally Unacceptable range.

Using the HUD DNL calculator, the noise level at NAL #2, as predicted in 2031, is calculated to be 60 dB and within the Acceptable range.

Using the HUD DNL calculator, the noise level at NAL #3, as predicted in 2031, is calculated to be 67 dB and within the Normally Unacceptable range.

Using the HUD DNL calculator, the noise level at NAL #4, as predicted in 2031, is calculated to be 62 dB and within the Acceptable range.

Using the HUD DNL calculator, the noise level at NAL #5, as predicted in 2031, is calculated to be 60 dB and within the Acceptable range.

#### 4.0 CONCLUSIONS

The following is a summary of the findings of this assessment.

<b>NAL #</b>	<b>Combined Source DNL (dB)</b>	<b>Category</b>
1	68	Normally Unacceptable
2	60	Acceptable
3	67	Normally Unacceptable
4	62	Acceptable
5	60	Acceptable

## 5.0 REFERENCES

- 24 CFR Part 51 Subpart B
- The Noise Guidebook, U.S. Department of Housing and Urban Development,
- U.S. DOT
- <https://mdot.ms2soft.com/>
- <https://fragis.fra.dot.gov/GISFRASafety/>
- <https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx>
- <https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>

## HUD ATTENUATION GUIDANCE

<https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control/>

All sites whose environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. For new construction that is proposed in high noise areas, grantees shall incorporate noise attenuation features to the extent required by HUD environmental criteria and standards contained in Subpart B (Noise Abatement and Control) of 24 CFR Part 51. The interior standard is 45 dB.

The "Normally Unacceptable" noise zone includes community noise levels from above 65 dB to 75 dB. Approvals in this noise zone require a minimum of 5 dB additional sound attenuation for buildings having noise-sensitive uses if the day-night average sound level is greater than 65 dB but does not exceed 70 dB, or a minimum of 10 dB of additional sound attenuation if the day-night average sound level is greater than 70 dB but does not exceed 75 dB.

Locations with day-night average noise levels above 75 dB have "Unacceptable" noise exposure. For new construction, noise attenuation measures in these locations require the approval of the Assistant Secretary for Community Planning and Development (for projects reviewed under Part 50) or the Responsible Entity's Certifying Officer (for projects reviewed under Part 58). The acceptance of such locations normally requires an environmental impact statement.

The environmental review record should contain **one** of the following:

- Documentation the proposed action is not within 1000 feet of a major roadway, 3,000 feet of a railroad, or 15 miles of a military or FAA-regulated civil airfield.
- If within those distances, documentation showing the noise level is *Acceptable* (at or below 65 DNL).
- If within those distances, documentation showing that there's an effective noise barrier (i.e., that provides sufficient protection).

- Documentation showing the noise generated by the noise source(s) is *Normally Unacceptable* (66 – 75 DNL) and identifying noise attenuation requirements that will bring the interior noise level to 45 DNL and/or exterior noise level to 65 DNL.

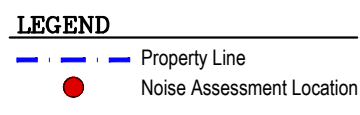
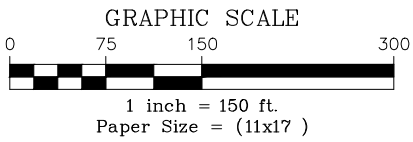


**ATTACHMENT A**

**NAL Location Map**



Project Addresses	
1	2251 Sheridan
2	2406 Baldwin
3	2463 Seyburn
4	2419 Beals
5	2551 Beals
6	2544 Van Dyke
7	2143 Townsend



# Islandview Villages Duplex Rehabilitation Project

Detroit, MI

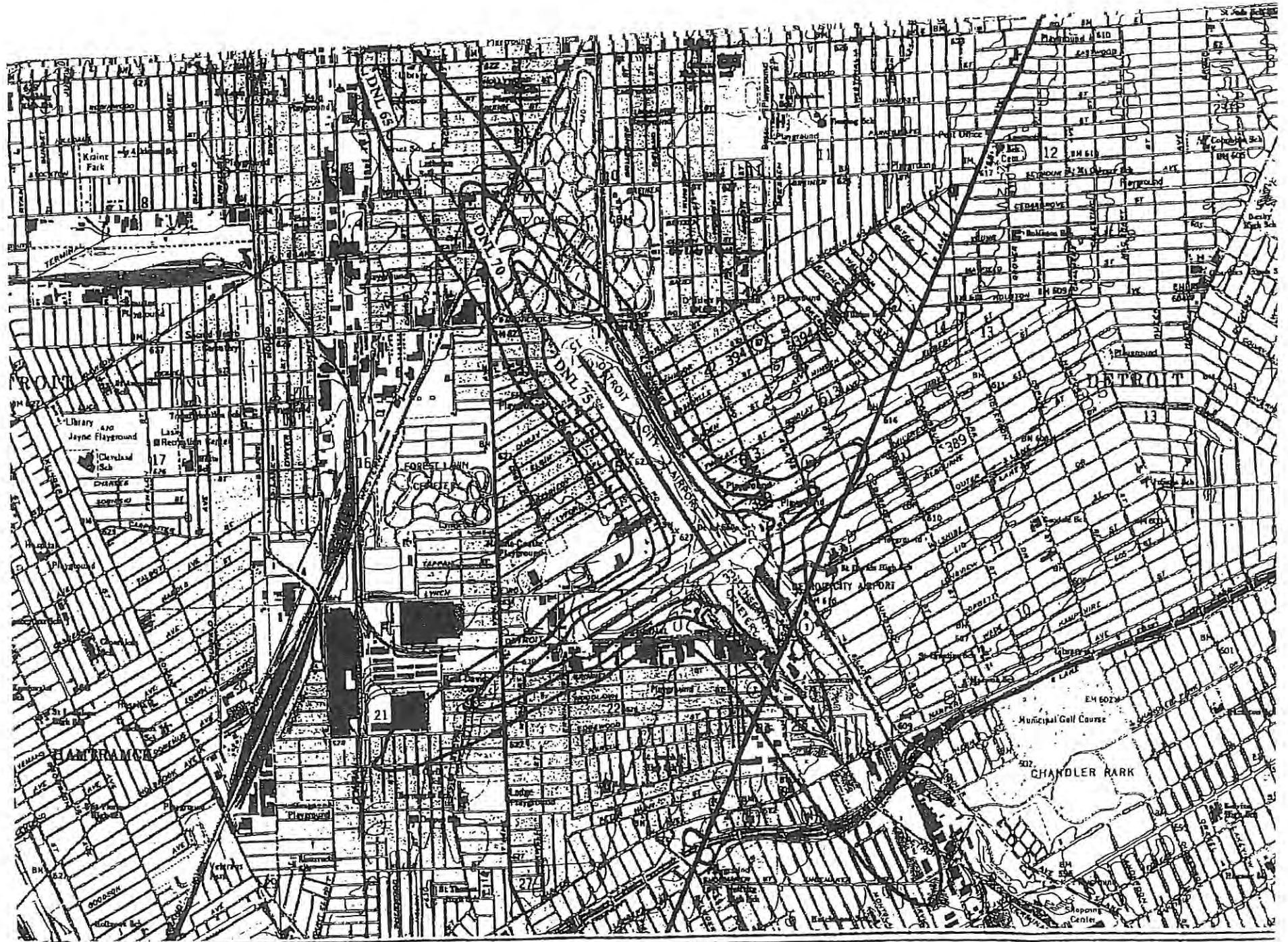


Client: Develop Detroit Inc.  
ASTI Project 3-11759, JRN, September 29, 2021

Noise Assessment Location Map

**ATTACHMENT B**

**Airport Noise Contour Maps**



CITY OF DETROIT  
 AIRPORT DEPARTMENT

1996 BAS 'E  
 NOISE EXPOSURE CONTOURS

the 1990s, the number of people in the UK who are aged 65 and over has increased from 10.5 million to 13.5 million, and the number of people aged 75 and over has increased from 4.5 million to 6.5 million (Office for National Statistics 2000). The number of people aged 65 and over is projected to increase to 16.5 million by 2020, and the number of people aged 75 and over to 8.5 million (Office for National Statistics 2000).

There is a growing awareness of the need to address the needs of older people, and the need to ensure that they are able to live independently and actively in their own homes. This is reflected in the UK Government's White Paper on *Ageing Better: Supporting our Future* (Department of Health 2000), which sets out a vision of a society in which older people are able to live independently and actively in their own homes, and to participate fully in the life of their communities.

The White Paper also sets out a number of key objectives, including: to ensure that older people are able to live independently and actively in their own homes; to ensure that older people are able to participate fully in the life of their communities; to ensure that older people are able to access the services and support that they need; and to ensure that older people are able to live in a safe and secure environment.

The White Paper also sets out a number of key actions, including: to ensure that older people are able to live independently and actively in their own homes; to ensure that older people are able to participate fully in the life of their communities; to ensure that older people are able to access the services and support that they need; and to ensure that older people are able to live in a safe and secure environment.

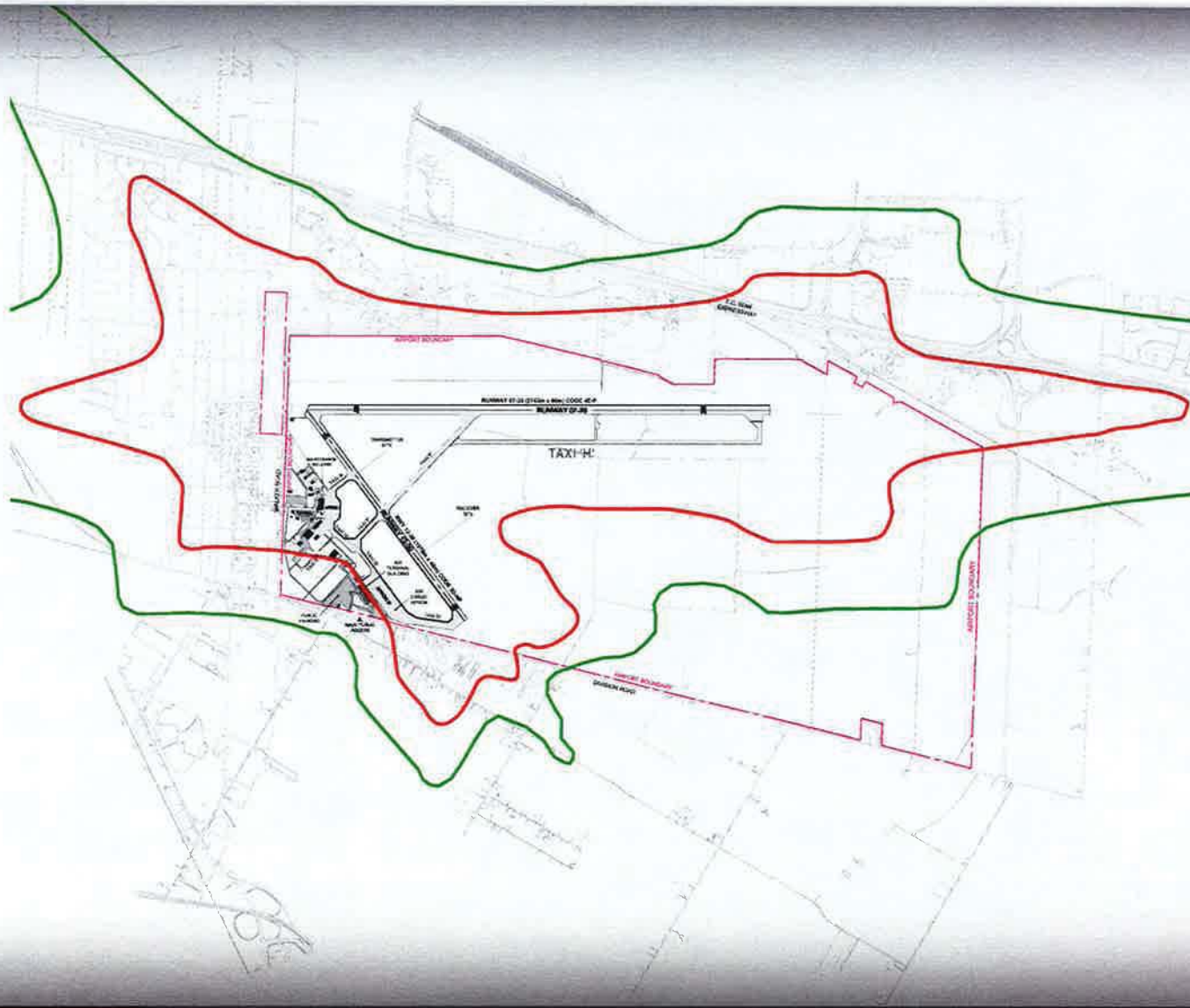
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**WINDSOR AIRPORT  
MASTER PLAN**

**FIGURE 3-4 - AIRPORT NOISE  
EXPOSURE FORECAST CONTOURS**

- 30 NEF (NOISE EXPOSURE FORECAST)
- 25 NEF

**Notes**

1. Conceptual Layout
2. All dimensions approximate
3. Noise Exposure Forecast provided by Windsor Airport Management



Base data provided by City of Windsor Official Plan  
Map created by EDH  
Map checked by EGL

File Location: \\20dillon.dillon.ca\toronto\data\PROJECTS\PROJECTS\09\092665 Windsor Airport Master Plan

Map Projection: n/a TAXI 'H'

Project #: 09-2665  
Status: n/a  
Date: December 2010



**ATTACHMENT C**

**AADT Information**

**Auto and Heavy Truck 10-year ADT Projections**

*Vernor Highway*

	<b>Cars</b>	<b>% Change</b>	<b>Trucks</b>	<b>% Change</b>
2016	1913	0	0	<b>0</b>
2017	1917	0.2	74	100.0
2018	1937	1.0	54	-27.0
2019	1903	-1.8	78	44.4
2020	1609	-15.4	83	6.4
<b>Avg % change:</b>		<b>-4.0</b>	<b>Avg % change:</b>	<b>30.96</b>
<b>Avg % change (Last 5-yr Trend):</b>		<b>-15.4</b>	<b>Avg % change (Last 5-yr Trend):</b>	<b>6.41</b>
<b>% Change/Year Assumption</b>		<b>1</b>	<b>%/Year Change Assumption</b>	<b>1</b>

*2031 Projections*

	<b>Cars</b>	<b>Trucks</b>
2020	1609	83
2021	1625	84
2022	1641	85
2023	1658	86
2024	1674	86
2025	1691	87
2026	1708	88
2027	1725	89
2028	1742	90
2029	1760	91
2030	1777	92
2031	1795	93

<b>Predicted 2031 Auto ADT</b>	<b>Predicted 2031 Truck ADT</b>
1795	93





**Auto and Heavy Truck 10-year ADT Projections**

*Van Dyke*

	<b>Cars</b>	<b>% Change</b>	<b>Trucks</b>	<b>% Change</b>
2016	0	0	0	<b>0</b>
2017	5484	100.0	200	100.0
2018	5530	0.8	154	-23.0
2019	5434	-1.7	222	44.2
2020	4703	-13.5	93	-58.1
	<b>Avg % change:</b>	<b>21.4</b>	<b>Avg % change:</b>	<b>15.76</b>
	<b>Avg % change (Last 5-yr Trend):</b>	<b>-13.5</b>	<b>Avg % change (Last 5-yr Trend):</b>	<b>-58.11</b>
	<b>% Change/Year Assumption</b>	<b>1</b>	<b>%/Year Change Assumption</b>	<b>1</b>

*2031 Projections*

	<b>Cars</b>	<b>Trucks</b>
2020	4703	93
2021	4750	94
2022	4798	95
2023	4846	96
2024	4894	97
2025	4943	98
2026	4992	99
2027	5042	100
2028	5093	101
2029	5144	102
2030	5195	103
2031	5247	104

<b>Predicted 2031 Auto ADT</b>	<b>Predicted 2031 Truck ADT</b>
5247	104



**Auto and Heavy Truck 10-year ADT Projections**

*Charlevoix Street*

	<b>Cars</b>	<b>% Change</b>	<b>Trucks</b>	<b>% Change</b>
2017	0	0	0	<b>0</b>
2018	2358	100.0	65	100.0
2019	2319	-1.7	92	41.5
2020	1962	-15.4	97	5.4
	<b>Avg % change:</b>	<b>27.7</b>	<b>Avg % change:</b>	<b>48.99</b>
	<b>Avg % change (Last 5-yr Trend):</b>	<b>-15.4</b>	<b>Avg % change (Last 5-yr Trend):</b>	<b>5.43</b>
	<b>% Change/Year Assumption</b>	<b>1</b>	<b>%/Year Change Assumption</b>	<b>1</b>

*2031 Projections*

	<b>Cars</b>	<b>Trucks</b>
2020	1962	97
2021	1982	98
2022	2001	99
2023	2021	100
2024	2042	101
2025	2062	102
2026	2083	103
2027	2104	104
2028	2125	105
2029	2146	106
2030	2167	107
2031	2189	108

<b>Predicted 2031 Auto ADT</b>	<b>Predicted 2031 Truck ADT</b>
2189	108



**Auto and Heavy Truck 10-year ADT Projections**

*Kercheval Avenue*

	<b>Cars</b>	<b>% Change</b>	<b>Trucks</b>	<b>% Change</b>
2016	0	0	0	<b>0</b>
2017	5188	100.0	142	100.0
2018	5192	0.1	138	-2.8
2019	5092	-1.9	211	52.9
2020	4210	-17.3	319	51.2
<b>Avg % change:</b>		<b>20.2</b>	<b>Avg % change:</b>	<b>50.32</b>
<b>Avg % change (Last 5-yr Trend):</b>		<b>-17.3</b>	<b>Avg % change (Last 5-yr Trend):</b>	<b>51.18</b>
<b>% Change/Year Assumption</b>		<b>1</b>	<b>%/Year Change Assumption</b>	<b>1</b>

*2031 Projections*

	<b>Cars</b>	<b>Trucks</b>
2020	4210	319
2021	4252	322
2022	4295	325
2023	4338	329
2024	4381	332
2025	4425	335
2026	4469	339
2027	4514	342
2028	4559	345
2029	4604	349
2030	4650	352
2031	4697	356

<b>Predicted 2031 Auto ADT</b>	<b>Predicted 2031 Truck ADT</b>
4697	356

the 1990s, the number of people in the UK who are aged 65 and over has increased from 10.5 million to 13.5 million (13.5% of the population).

There is a growing awareness of the need to address the needs of older people, and the Government has set out a strategy for the 21st century in the White Paper on *Ageing Better: The Government's Strategy for Older People* (Department of Health 1999). This strategy is based on the following principles:

- Older people should be able to live independently and actively in their own homes.
- Older people should be able to live in their own communities, and be able to take part in the life of their communities.
- Older people should be able to live in good health, and be able to take part in the life of their communities.

The White Paper also sets out a number of key objectives for the Government to achieve by 2010:

- To reduce the number of people aged 65 and over who are dependent on state benefits.
- To reduce the number of people aged 65 and over who are living in care homes.
- To reduce the number of people aged 65 and over who are living in poor health.
- To reduce the number of people aged 65 and over who are living in poor housing.

The White Paper also sets out a number of key actions for the Government to achieve by 2010:

- To increase the number of people aged 65 and over who are living in their own homes.
- To increase the number of people aged 65 and over who are living in their own communities.
- To increase the number of people aged 65 and over who are living in good health.
- To increase the number of people aged 65 and over who are living in good housing.

The White Paper also sets out a number of key actions for the Government to achieve by 2010:

- To increase the number of people aged 65 and over who are living in their own homes.
- To increase the number of people aged 65 and over who are living in their own communities.
- To increase the number of people aged 65 and over who are living in good health.
- To increase the number of people aged 65 and over who are living in good housing.

The White Paper also sets out a number of key actions for the Government to achieve by 2010:

- To increase the number of people aged 65 and over who are living in their own homes.
- To increase the number of people aged 65 and over who are living in their own communities.
- To increase the number of people aged 65 and over who are living in good health.
- To increase the number of people aged 65 and over who are living in good housing.

**Auto and Heavy Truck 10-year ADT Projections**

*East Grand Boulevard*

	<b>Cars</b>	<b>% Change</b>	<b>Trucks</b>	<b>% Change</b>
2016	0	0	0	0
2017	4299	100.0	111	100.0
2018	4293	-0.1	118	6.3
2019	4219	-1.7	170	44.1
2020	4703	11.5	93	-45.3
	<b>Avg % change:</b>	<b>27.4</b>	<b>Avg % change:</b>	<b>26.27</b>
	<b>Avg % change (Last 5-yr Trend):</b>	<b>11.5</b>	<b>Avg % change (Last 5-yr Trend):</b>	<b>-45.29</b>
	<b>% Change/Year Assumption</b>	<b>1</b>	<b>%/Year Change Assumption</b>	<b>1</b>

*2031 Projections*

	<b>Cars</b>	<b>Trucks</b>
2020	4703	93
2021	4750	94
2022	4798	95
2023	4846	96
2024	4894	97
2025	4943	98
2026	4992	99
2027	5042	100
2028	5093	101
2029	5144	102
2030	5195	103
2031	5247	104

<b>Predicted 2031 Auto ADT</b>	<b>Predicted 2031 Truck ADT</b>
5247	104



**ATTACHMENT D**

**Day-Night Level Electronic Assessments**

Home (/) > Programs (/programs/) > Environmental Review (/programs/environmental-review/) > DNL Calculator

## DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

## Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

## DNL Calculator

---

<b>Site ID</b>	3-11759
<b>Record Date</b>	11/15/2021
<b>User's Name</b>	ASTI Environmental NAL #1

<b>Road # 1 Name:</b>	<b>Vernor Highway</b>
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**Road #1**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="27"/>	<input type="text"/>	<input type="text" value="27"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="1795"/>	<input type="text"/>	<input type="text" value="93"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="59"/>	<input type="text" value="0"/>	<input type="text" value="68"/>
<b>Calculate Road #1 DNL</b>	<input type="text" value="68"/>	<input type="text" value="Reset"/>	

**Road # 2 Name:**

**Road #2**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="712"/>	<input type="text"/>	<input type="text" value="712"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="5247"/>	<input type="text"/>	<input type="text" value="104"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="42"/>	<input type="text" value="0"/>	<input type="text" value="47"/>
<b>Calculate Road #2 DNL</b>	<input type="text" value="48"/>	<input type="text" value="Reset"/>	

**Road # 3 Name:**

**Road #3**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="996"/>	<input type="text"/>	<input type="text" value="996"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="2189"/>	<input type="text"/>	<input type="text" value="108"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="36"/>	<input type="text" value="0"/>	<input type="text" value="45"/>
<b>Calculate Road #3 DNL</b>	<input type="text" value="46"/>	<input type="button" value="Reset"/>	

**Road # 4 Name:**

**Road #4**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="831"/>	<input type="text"/>	<input type="text" value="831"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="4697"/>	<input type="text"/>	<input type="text" value="356"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>

Road Gradient (%)			2
Vehicle DNL	41	0	51
Calculate Road #4 DNL	52	Reset	
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>			
Airport Noise Level			
Loud Impulse Sounds?	<input type="radio"/> Yes <input checked="" type="radio"/> No		
Combined DNL for all Road and Rail sources	68		
Combined DNL including Airport	N/A		
Site DNL with Loud Impulse Sound			
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>			

## Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location

- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
  - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
  - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

## Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)



Home (/) > Programs (/programs/) > Environmental Review (/programs/environmental-review/) > DNL Calculator

## DNL Calculator

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- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
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- **Note #2:** DNL Calculator assumes roadway data is always entered.

## DNL Calculator

<b>Site ID</b>	3-11579
<b>Record Date</b>	11/15/2021
<b>User's Name</b>	ASTI Environmental NAL #2
<b>Road # 1 Name:</b>	<b>Kercheval Avenue</b>

**Road #1**



Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="253"/>	<input type="text"/>	<input type="text" value="253"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="4697"/>	<input type="text"/>	<input type="text" value="356"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="49"/>	<input type="text" value="0"/>	<input type="text" value="59"/>
<input type="button" value="Calculate Road #1 DNL"/>	<input type="text" value="60"/>	<input type="button" value="Reset"/>	

**Road # 2 Name:**

**Road #2**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="601"/>	<input type="text"/>	<input type="text" value="601"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="1795"/>	<input type="text"/>	<input type="text" value="93"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="39"/>	<input type="text" value="0"/>	<input type="text" value="48"/>
<input type="button" value="Calculate Road #2 DNL"/>	<input type="text" value="48"/>	<input type="button" value="Reset"/>	

---

Add Road Source
Add Rail Source

---

Airport Noise Level

---

Loud Impulse Sounds?  Yes  No

---

Combined DNL for all Road and Rail sources

---

Combined DNL including Airport

---

Site DNL with Loud Impulse Sound

---

Calculate
Reset

## Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
  - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
  - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

## Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

the 1990s, the number of people in the UK who are employed in the public sector has increased from 10.5 million to 12.5 million (12% of the population). The public sector has also become an increasingly important employer of women, with the proportion of women employed in the public sector rising from 10.5% in 1990 to 13.5% in 2000.

There are a number of reasons why the public sector has become an increasingly important employer of women. One reason is that the public sector has become an increasingly important employer of people in the 'service' sector of the economy. The service sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

Another reason why the public sector has become an increasingly important employer of women is that the public sector has become an increasingly important employer of people in the 'care' sector of the economy. The care sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

A third reason why the public sector has become an increasingly important employer of women is that the public sector has become an increasingly important employer of people in the 'education' sector of the economy. The education sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

Finally, a fourth reason why the public sector has become an increasingly important employer of women is that the public sector has become an increasingly important employer of people in the 'health' sector of the economy. The health sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

There are a number of reasons why the public sector has become an increasingly important employer of women. One reason is that the public sector has become an increasingly important employer of people in the 'service' sector of the economy. The service sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

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A third reason why the public sector has become an increasingly important employer of women is that the public sector has become an increasingly important employer of people in the 'education' sector of the economy. The education sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

Finally, a fourth reason why the public sector has become an increasingly important employer of women is that the public sector has become an increasingly important employer of people in the 'health' sector of the economy. The health sector has become an increasingly important part of the UK economy, and the public sector has become an increasingly important employer of people in this sector.

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

## DNL Calculator

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## DNL Calculator

Site ID

3-11759

Record Date

11/15/2021

User's Name

ASTI Environmental NAL #3

Road # 1 Name:

Van Dyke

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="43"/>	<input type="text"/>	<input type="text" value="43"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="25"/>	<input type="text"/>	<input type="text" value="25"/>
Average Daily Trips (ADT)	<input type="text" value="5247"/>	<input type="text"/>	<input type="text" value="104"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="59"/>	<input type="text" value="0"/>	<input type="text" value="65"/>
<input type="button" value="Calculate Road #1 DNL"/>	<input type="text" value="66"/>	<input type="button" value="Reset"/>	

**Road # 2 Name:**

**Road #2**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="179"/>	<input type="text"/>	<input type="text" value="179"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="2189"/>	<input type="text"/>	<input type="text" value="108"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="48"/>	<input type="text" value="0"/>	<input type="text" value="56"/>
<input type="button" value="Calculate Road #2 DNL"/>	<input type="text" value="57"/>	<input type="button" value="Reset"/>	

**Road # 3 Name:**

**Road #3**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="792"/>	<input type="text"/>	<input type="text" value="792"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="1795"/>	<input type="text"/>	<input type="text" value="93"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="37"/>	<input type="text" value="0"/>	<input type="text" value="46"/>
Calculate Road #3 DNL	<input type="text" value="46"/>	<input type="button" value="Reset"/>	

Airport Noise Level

Loud Impulse Sounds?  Yes  No

Combined DNL for all Road and Rail sources

Combined DNL including Airport

Site DNL with Loud Impulse Sound

---

[Calculate](#)[Reset](#)

## Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
  - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
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## Tools and Guidance

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the 1990s, the number of people in the UK who are aged 65 and over has increased from 10.5 million to 13.5 million (13.5% of the population).

There is a growing awareness of the need to address the needs of older people, and the Government has set out a strategy for the 21st century in the White Paper on *Ageing Better: A Strategy for the 21st Century* (Department of Health 1999). This sets out a vision of a society in which older people are able to live well, and to contribute to their communities.

Older people are a diverse group, and their needs are not homogeneous. There are many different ways in which older people may experience difficulties, and these difficulties may be related to physical, mental, or social factors. It is important to understand the individual needs of older people, and to provide them with the support and services that they need.

One of the key challenges in providing services for older people is to ensure that they are accessible and usable. Many older people have physical or mental impairments that may make it difficult for them to use services. It is important to design services that are accessible to all older people, and to provide them with the support and training that they need to use them.

Another key challenge is to ensure that services are tailored to the needs of older people. Many older people have specific needs that may not be met by standard services. It is important to design services that are tailored to the needs of older people, and to provide them with the support and training that they need to use them.

Finally, it is important to ensure that services are provided in a way that is respectful and dignified. Older people should be treated as individuals, and their views and preferences should be taken into account. It is important to provide services that are respectful and dignified, and to provide older people with the support and training that they need to use them.

In conclusion, there is a growing awareness of the need to address the needs of older people, and the Government has set out a strategy for the 21st century in the White Paper on *Ageing Better: A Strategy for the 21st Century* (Department of Health 1999). It is important to understand the individual needs of older people, and to provide them with the support and services that they need.

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[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

## DNL Calculator

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- **Note #2:** DNL Calculator assumes roadway data is always entered.

## DNL Calculator

Site ID

3-11759

Record Date

11/17/2021

User's Name

ASTI Environmental NAL #4

Road # 1 Name:

Vernor Highway

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="79"/>	<input type="text"/>	<input type="text" value="79"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="1795"/>	<input type="text"/>	<input type="text" value="93"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="52"/>	<input type="text" value="0"/>	<input type="text" value="61"/>
<input type="button" value="Calculate Road #1 DNL"/>	<input type="text" value="61"/>	<input type="button" value="Reset"/>	

**Road # 2 Name:**

**Road #2**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="762"/>	<input type="text"/>	<input type="text" value="762"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="25"/>	<input type="text"/>	<input type="text" value="25"/>
Average Daily Trips (ADT)	<input type="text" value="5247"/>	<input type="text"/>	<input type="text" value="104"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="40"/>	<input type="text" value="0"/>	<input type="text" value="47"/>
<input type="button" value="Calculate Road #2 DNL"/>	<input type="text" value="48"/>	<input type="button" value="Reset"/>	

**Road # 3 Name:**

**Road #3**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="935"/>	<input type="text"/>	<input type="text" value="935"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="4697"/>	<input type="text"/>	<input type="text" value="356"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="40"/>	<input type="text" value="0"/>	<input type="text" value="51"/>
<b>Calculate Road #3 DNL</b>	<input type="text" value="51"/>	<input type="button" value="Reset"/>	

**Road # 4 Name:**

**Road #4**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="892"/>	<input type="text"/>	<input type="text" value="892"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="2189"/>	<input type="text"/>	<input type="text" value="108"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>

Road Gradient (%)			2
Vehicle DNL	37	0	46
Calculate Road #4 DNL	46	Reset	
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>			
Airport Noise Level			
Loud Impulse Sounds?	<input type="radio"/> Yes <input checked="" type="radio"/> No		
Combined DNL for all Road and Rail sources	62		
Combined DNL including Airport	N/A		
Site DNL with Loud Impulse Sound			
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>			

## Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location

- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
  - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
  - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

## Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

the 1990s, the number of people in the UK who are aged 65 and over has increased from 10.5 million to 13.5 million (13.5% of the population).

There is a growing awareness of the need to address the needs of older people, and the Government has set out a strategy for doing this in the White Paper on *Ageing Better: The Government's Strategy for Older People* (Department of Health 2000). This strategy is based on the following principles:

- Older people should be able to live independently and actively in their own homes.
- Older people should be able to live in their own communities, and be able to take part in the life of their communities.
- Older people should be able to live in good health, and be able to take part in the life of their communities.

The White Paper also sets out a number of key objectives for the Government's strategy for older people:

- To ensure that older people are able to live in their own homes, and are able to take part in the life of their communities.
- To ensure that older people are able to live in good health, and are able to take part in the life of their communities.
- To ensure that older people are able to live in their own communities, and are able to take part in the life of their communities.

The White Paper also sets out a number of key actions for the Government to take in order to achieve these objectives:

- To ensure that older people are able to live in their own homes, and are able to take part in the life of their communities.
- To ensure that older people are able to live in good health, and are able to take part in the life of their communities.
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- To ensure that older people are able to live in their own communities, and are able to take part in the life of their communities.

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

## DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

## Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

## DNL Calculator

Site ID

3-11759

Record Date

11/17/2021

User's Name

ASTI Environmental NAL # 5

Road # 1 Name:

Charlevoix Street

Road #1



Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	149		149
Distance to Stop Sign			
Average Speed	30		30
Average Daily Trips (ADT)	2189		108
Night Fraction of ADT	15		15
Road Gradient (%)			2
Vehicle DNL	49	0	57
Calculate Road #1 DNL	58	Reset	

**Road # 2 Name:**

**Road #2**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	313		313
Distance to Stop Sign			
Average Speed	25		25
Average Daily Trips (ADT)	5247		104
Night Fraction of ADT	15		15
Road Gradient (%)			2
Vehicle DNL	46	0	52
Calculate Road #2 DNL	53	Reset	

**Road # 3 Name:**

**Road #3**

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="821"/>	<input type="text"/>	<input type="text" value="821"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="1795"/>	<input type="text"/>	<input type="text" value="93"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="37"/>	<input type="text" value="0"/>	<input type="text" value="46"/>
Calculate Road #3 DNL	<input type="text" value="46"/>	<input type="button" value="Reset"/>	

Airport Noise Level

Loud Impulse Sounds?  Yes  No

Combined DNL for all Road and Rail sources

Combined DNL including Airport

Site DNL with Loud Impulse Sound

---

[Calculate](#)[Reset](#)

## Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
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## Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)



[Home \(/\)](#) > STraCAT

# Sound Transmission Classification Assessment Tool (STraCAT)

## Overview

The Sound Transmission Classification Assessment Tool (STraCAT) is an electronic version of Figures 17 and 19 in The HUD Noise Guidebook. The purpose of this tool is to document sound attenuation performance of wall systems. Based on wall, window, and door Sound Transmission Classification (STC) values, the STraCAT generates a composite STC value for the wall assembly as a whole. Users can enter the calculated noise level related to a specific Noise Assessment Location in front of a building façade and STraCAT will generate a target required attenuation value for the wall assembly in STC. Based on wall materials, the tool will state whether the composite wall assembly STC meets the required attenuation value.

## How to Use This Tool

### Location, Noise Level and Wall Configuration to Be Analyzed

STraCAT is designed to calculate the attenuation provided by the wall assembly for one wall of one unit. If unit exterior square footage and window/door configuration is identical around the structure, a single STraCAT may be sufficient. If units vary, at least one STraCAT should be completed for each different exterior unit wall configuration to document that all will achieve the required attenuation. Additionally, if attenuation is not based on a single worst-case NAL, but there are multiple NALs which require different levels of attenuation around the structure, a STraCAT should be completed for each differing exterior wall configuration associated with each NAL.

Exterior wall configurations associated with an NAL include those with parallel (facing) or near-parallel exposure as well as those with perpendicular exposure. When a façade has parallel or perpendicular exposure to two or more NALs, you should base the required attenuation on the NAL with the highest calculated noise level. For corner units where the unit interior receives exterior noise through two facades, the STraCAT calculation should incorporate the area of wall, window and door materials pertaining to the corner unit's total exterior wall area (i.e., from both walls).

### Information to Be Entered

Users first enter basic project information and the NAL noise level that will be used as the basis for required attenuation. This noise level must be entered in whole numbers. STraCAT users then enter information on wall, window and door component type and area. Again, as noted above, the wall, window and door entries are based on one unit, and one wall (except for corner units as discussed above). The tool sums total wall square footage based on the combined area of walls, doors and windows for the façade being evaluated.

Users may input STC values for materials in one of two ways. The tool includes a dropdown menu

of common construction materials with STC values prefilled. If selected construction materials are not included in this dropdown menu, the user may also enter the STC for a given component manually. Verification of the component STC must be included in the ERR. Documentation includes the architect or construction manager's project plans showing wall material specifications. For new construction or for components that will be newly installed in an existing wall, documentation also includes the manufacturer's product specification sheet (cut sheet) documenting the STC rating of selected doors and windows.

*Required STC Rating and Determination of Compliance*

Finally, based on project information entered the tool will indicate the required STC rating for the wall assembly being evaluated and whether or not the materials specified will produce a combined rating that meets this requirement. Note that for noise levels above 75 dB DNL, either HUD (for 24 CFR Part 50 reviews) or the Responsible Entity (for 24 CFR Part 58 reviews) must approve the level and type of attenuation, among other processing requirements. Required attenuation values generated by STraCAT for NALs above 75 dB DNL should therefore be considered tentative pending approval by HUD or the RE.

**Part I - Description**

**Project**

IVGV

**Sponsor/Developer**

Develop Detroit, Inc.

**Location**

Detroit

**Prepared by**

Alex Landau

**Noise Level**

68

**Date**

1/19/2022



**Primary Source(s)**

Busy Roads

**Part II - Wall Components**

Part II - Wall Components

**Wall Construction Detail**

**Area**

**STC**

2x4" Wood Studs 16"o.c; 5/8" gypsum board

250

28

Add new wall

**250 Sq. Feet**

**28**

**Window Construction Detail**

**Quantity**

**Sq Ft/Unit**

**STC**

32"x24"x24" Wood-framed aluminum clad double-hung window each sash has one 3/32" and one 1/8" glass panel 13/16" air space

6

11

29

Add new window

**Door Construction Detail**

**Quantity**

**Sq Ft/Unit**

**STC**

3'x7' steel-faced rigid polyurethane core door 1 3/4" thick

2

21

26

Add new door

**Part III - Results**



**Part III - Results**

**Wall Statistics**

Stat	Value
Area:	250 ft <sup>2</sup>
Wall STC:	28

**Aperture Statistics**

Aperture	Count	Area	% of wall
Windows:	6	66 ft <sup>2</sup>	26.4%
Doors:	2	42 ft <sup>2</sup>	16.8%

**Evaluation Criteria**

Criteria	Value
Noise source sound level (dB):	68
Combined STC for wall assembly:	27.81
Required STC rating:	26

Does wall assembly meet requirements?

Yes

Print

**Part 4 - Tins**

## FACT TIPS

What do you do if the preferred wall design is not sufficient to achieve the required attenuation? Another wall design with more substantial materials will work, but may not be the most cost-effective solution. Try adding some other elements for just a little more attenuation.

For example:

- Staggering the studs in a wall offers approximately 4dB of additional protection.
- Increasing the stud spacing from 16" on center to 24" can increase the STC from 2-5dB.
- Adding a 2" air space can provide 3dB more attenuation.
- Increasing a wall's air space from 3" to 6" can reduce noise levels by an additional 5dB.
- Adding a layer of ½" gypsum board on "Z" furring channels adds 2dB of attenuation.
- Using resilient channels and clips between wall panels and studs can improve the STC from 2-5dB.
- Adding a layer of ½" gypsum board on resilient channels adds 5dB of attenuation.
- Adding acoustical or isolation blankets to a wall's airspace can add 4-10dB of attenuation.
- A 1" rockwool acoustical blanket adds 3dB to the wall's STC.
- Filling the cells of lightweight concrete masonry units with expanded mineral loose-fill insulation adds 2dB to the STC.

[Home \(/\)](#) > STraCAT

# Sound Transmission Classification Assessment Tool (STraCAT)

## Overview

The Sound Transmission Classification Assessment Tool (STraCAT) is an electronic version of Figures 17 and 19 in The HUD Noise Guidebook. The purpose of this tool is to document sound attenuation performance of wall systems. Based on wall, window, and door Sound Transmission Classification (STC) values, the STraCAT generates a composite STC value for the wall assembly as a whole. Users can enter the calculated noise level related to a specific Noise Assessment Location in front of a building façade and STraCAT will generate a target required attenuation value for the wall assembly in STC. Based on wall materials, the tool will state whether the composite wall assembly STC meets the required attenuation value.

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Exterior wall configurations associated with an NAL include those with parallel (facing) or near-parallel exposure as well as those with perpendicular exposure. When a façade has parallel or perpendicular exposure to two or more NALs, you should base the required attenuation on the NAL with the highest calculated noise level. For corner units where the unit interior receives exterior noise through two facades, the STraCAT calculation should incorporate the area of wall, window and door materials pertaining to the corner unit's total exterior wall area (i.e., from both walls).

### Information to Be Entered

Users first enter basic project information and the NAL noise level that will be used as the basis for required attenuation. This noise level must be entered in whole numbers. STraCAT users then enter information on wall, window and door component type and area. Again, as noted above, the wall, window and door entries are based on one unit, and one wall (except for corner units as discussed above). The tool sums total wall square footage based on the combined area of walls, doors and windows for the façade being evaluated.

Users may input STC values for materials in one of two ways. The tool includes a dropdown menu

of common construction materials with STC values prefilled. If selected construction materials are not included in this dropdown menu, the user may also enter the STC for a given component manually. Verification of the component STC must be included in the ERR. Documentation includes the architect or construction manager's project plans showing wall material specifications. For new construction or for components that will be newly installed in an existing wall, documentation also includes the manufacturer's product specification sheet (cut sheet) documenting the STC rating of selected doors and windows.

*Required STC Rating and Determination of Compliance*

Finally, based on project information entered the tool will indicate the required STC rating for the wall assembly being evaluated and whether or not the materials specified will produce a combined rating that meets this requirement. Note that for noise levels above 75 dB DNL, either HUD (for 24 CFR Part 50 reviews) or the Responsible Entity (for 24 CFR Part 58 reviews) must approve the level and type of attenuation, among other processing requirements. Required attenuation values generated by STraCAT for NALs above 75 dB DNL should therefore be considered tentative pending approval by HUD or the RE.

**Part I - Description**

**Project**

IVGV

**Sponsor/Developer**

Develop Detroit, Inc.

**Location**

Detroit

**Prepared by**

Alex Landau

**Noise Level**

67

**Date**

1/19/2022



**Primary Source(s)**

Busy Roads

**Part II - Wall Components**

Part II - Wall Components

**Wall Construction Detail**

**Area**

**STC**

2x4" Wood Studs 16"o.c.; 5/8" Gypsum Board

250

28

Add new wall

**250 Sq. Feet**

**28**

**Window Construction Detail**

**Quantity**

**Sq Ft/Unit**

**STC**

32"x24"x24" Wood-framed Aluminum Clad Double-hung Window each Sash has one 3/32" and one 1/8" Glass Panel 13/16" Air Space

6

11

29

Add new window

**Door Construction Detail**

**Quantity**

**Sq Ft/Unit**

**STC**

3'x7' Steel-faced Rigid Polyurethane Core Door 1 3/4" Thick

2

21

26

Add new door

**Part III - Results**

**Part III - Results**

**Wall Statistics**

Stat	Value
Area:	250 ft <sup>2</sup>
Wall STC:	28

**Aperture Statistics**

Aperture	Count	Area	% of wall
Windows:	6	66 ft <sup>2</sup>	26.4%
Doors:	2	42 ft <sup>2</sup>	16.8%

**Evaluation Criteria**

Criteria	Value
Noise source sound level (dB):	67
Combined STC for wall assembly:	27.81
Required STC rating:	25

Does wall assembly meet requirements?

Yes

Print

**Part 4 - Tins**

## FACT TIPS

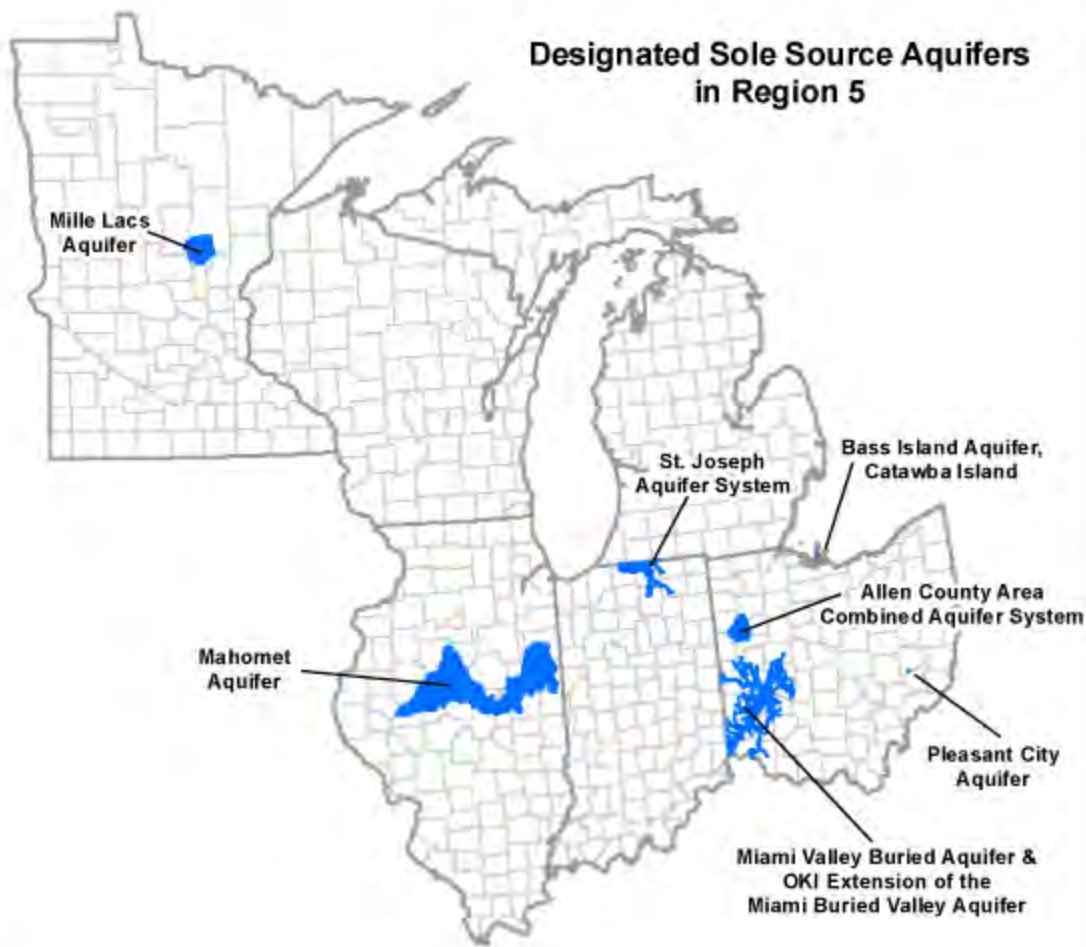
What do you do if the preferred wall design is not sufficient to achieve the required attenuation? Another wall design with more substantial materials will work, but may not be the most cost-effective solution. Try adding some other elements for just a little more attenuation.

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## Designated Sole Source Aquifers in Region 5





August 23, 2021

### Wetlands

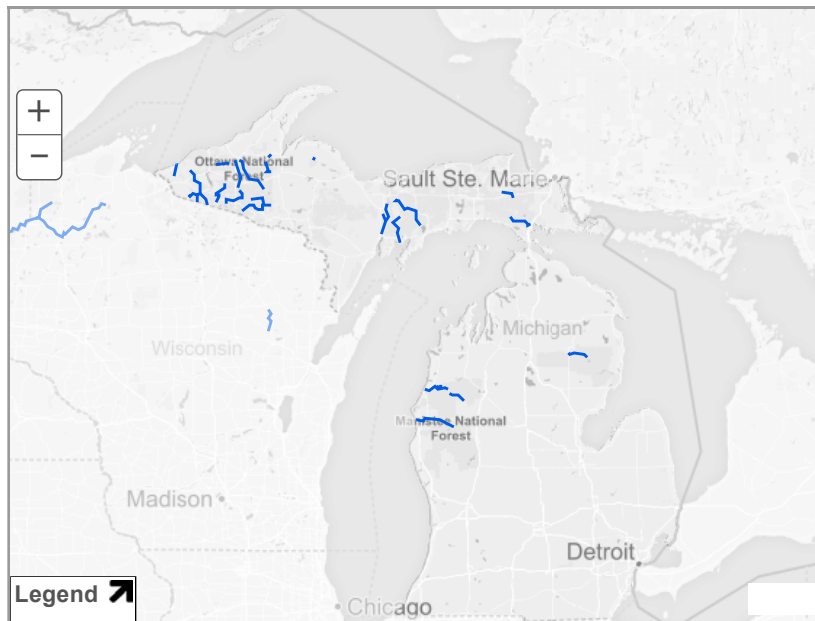
- |   |                                |   |                                   |   |          |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland       |  | Lake     |
|  | Estuarine and Marine Wetland   |  | Freshwater Forested/Shrub Wetland |  | Other    |
|   |                                |  | Freshwater Pond                   |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



## MICHIGAN

Michigan has approximately 51,438 miles of river, of which 656.4 miles are designated as wild & scenic—just a bit more than 1% of the state's river miles.



Choose A State ▾ Go

Choose A River ▾ Go

*Nourished by the fertile soils of the region, rivers of the Midwest explode with life, from great avian migrations to ancient fishes.*

[+ View larger map](#)

- AuSable River
- Bear Creek
- Black River
- Carp River
- Indian River
- Manistee River
- Ontonagon River
- Paint River
- Pere Marquette River
- Pine River
- Presque Isle River
- Sturgeon River (Hiawatha National Forest)
- Sturgeon River (Ottawa National Forest)
- Tahquamenon River (East Branch)
- Whitefish River
- Yellow Dog River

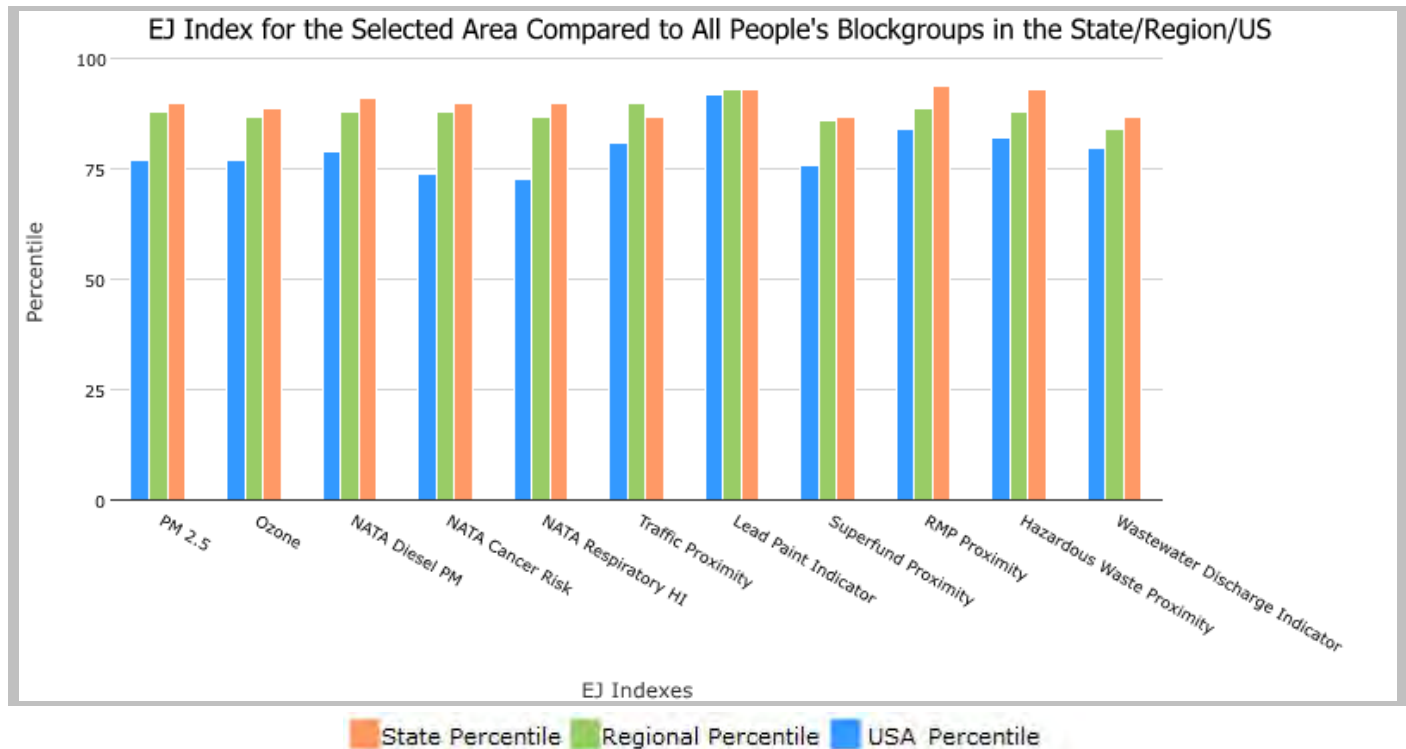
.5 miles Ring around the Corridor, MICHIGAN, EPA Region 5

Approximate Population: 7,124

Input Area (sq. miles): 1.50

Islandview

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
<b>EJ Indexes</b>			
EJ Index for PM2.5	90	88	77
EJ Index for Ozone	89	87	77
EJ Index for NATA* Diesel PM	91	88	79
EJ Index for NATA* Air Toxics Cancer Risk	90	88	74
EJ Index for NATA* Respiratory Hazard Index	90	87	73
EJ Index for Traffic Proximity and Volume	87	90	81
EJ Index for Lead Paint Indicator	93	93	92
EJ Index for Superfund Proximity	87	86	76
EJ Index for RMP Proximity	94	89	84
EJ Index for Hazardous Waste Proximity	93	88	82
EJ Index for Wastewater Discharge Indicator	87	84	80



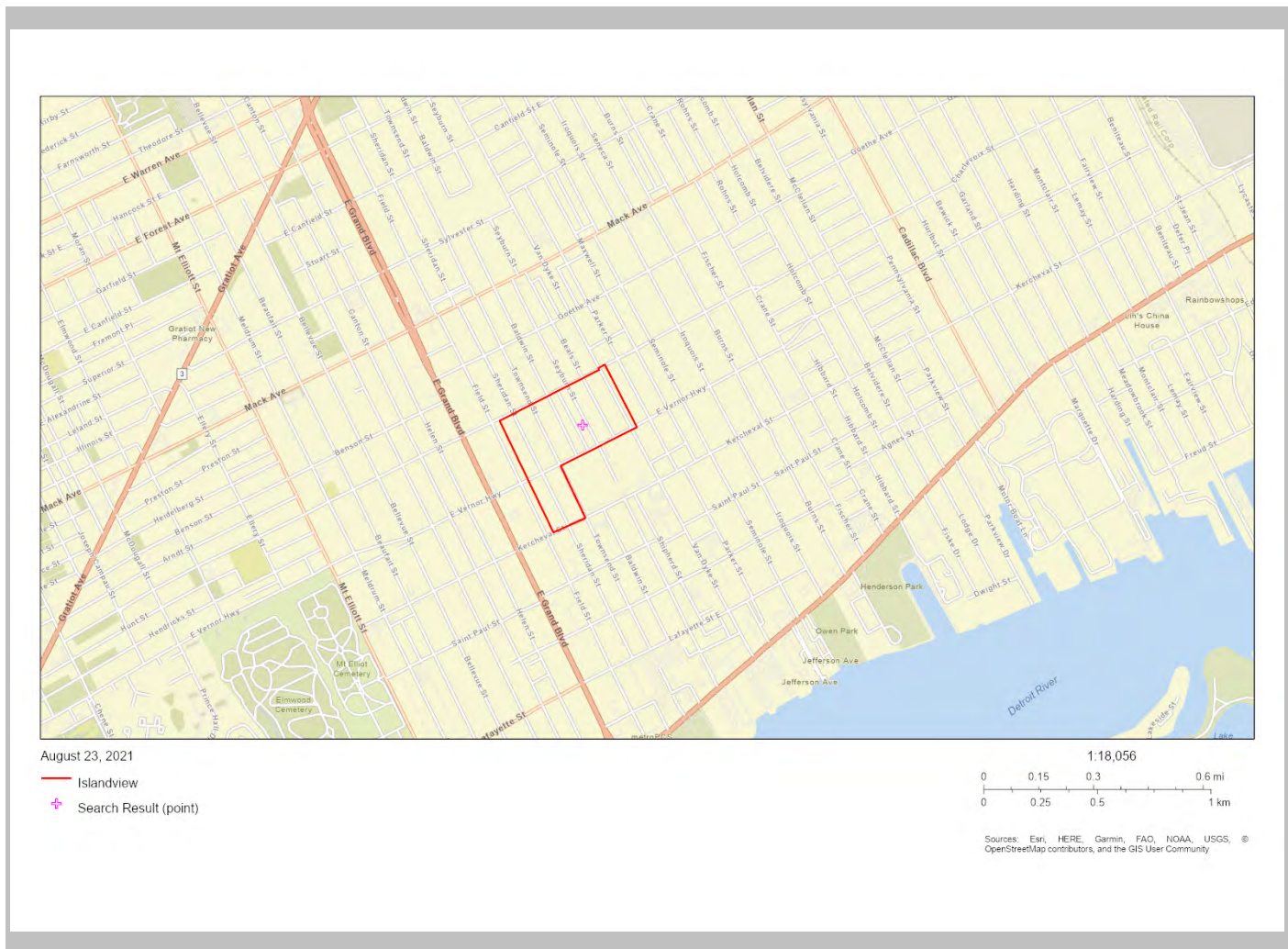
This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

.5 miles Ring around the Corridor, MICHIGAN, EPA Region 5

Approximate Population: 7,124

Input Area (sq. miles): 1.50

Islandview



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

## EJSCREEN Report (Version 2020)



.5 miles Ring around the Corridor, MICHIGAN, EPA Region 5

Approximate Population: 7,124

Input Area (sq. miles): 1.50

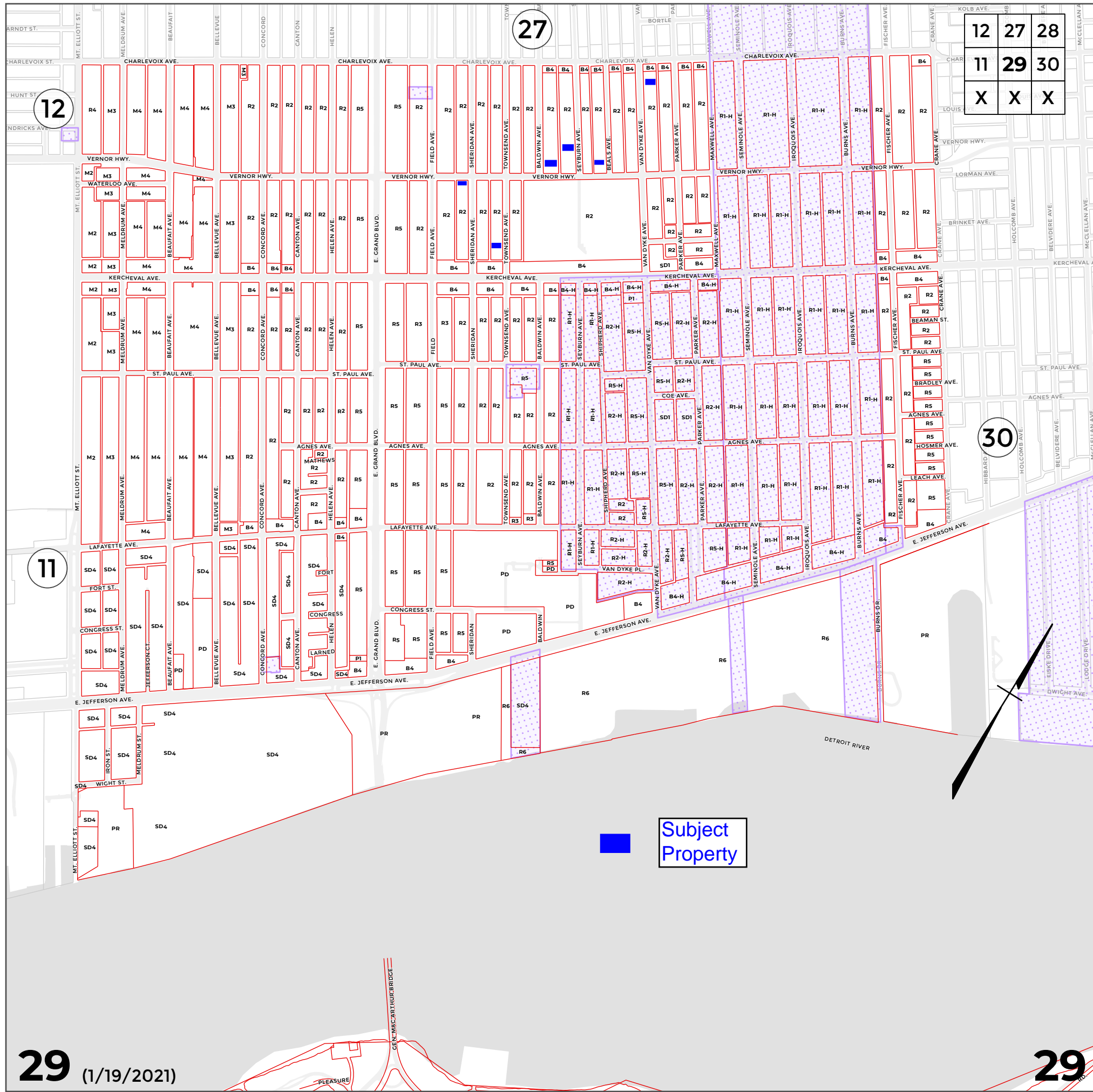
### Islandview

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
<b>Environmental Indicators</b>							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$ )	9.43	8.11	91	8.4	88	8.55	79
Ozone (ppb)	44.5	43.1	76	43.8	55	42.9	67
NATA* Diesel PM ( $\mu\text{g}/\text{m}^3$ )	0.604	0.338	89	0.446	70-80th	0.478	70-80th
NATA* Cancer Risk (lifetime risk per million)	30	24	92	26	70-80th	32	<50th
NATA* Respiratory Hazard Index	0.35	0.29	82	0.34	60-70th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	600	650	69	530	78	750	72
Lead Paint Indicator (% Pre-1960 Housing)	0.87	0.38	92	0.38	93	0.28	96
Superfund Proximity (site count/km distance)	0.06	0.15	49	0.13	50	0.13	49
RMP Proximity (facility count/km distance)	1.2	0.53	85	0.83	76	0.74	80
Hazardous Waste Proximity (facility count/km distance)	3	1.2	89	2.4	74	5	74
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	6.8E-05	1.7	53	2.4	42	9.4	52
<b>Demographic Indicators</b>							
Demographic Index	69%	29%	92	28%	93	36%	89
People of Color Population	80%	25%	91	25%	91	39%	84
Low Income Population	58%	33%	86	30%	88	33%	87
Linguistically Isolated Population	0%	2%	63	2%	59	4%	45
Population With Less Than High School Education	19%	9%	88	10%	85	13%	76
Population Under 5 years of age	5%	6%	44	6%	41	6%	39
Population over 64 years of age	21%	16%	75	16%	77	15%	78

\* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: [www.epa.gov/environmentaljustice](http://www.epa.gov/environmentaljustice)

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.



12	27	28
11	29	30
X	X	X

**Subject  
Property**



# SYSTEM MAP

Effective: August 9, 2021

(866) 962-5515 • [smartbus.org](http://smartbus.org)

[RideSMART-FAST.org](http://RideSMART-FAST.org)

**North Macomb Services**  
 Several transit services are available north of Hall Road to connect you to many Macomb County communities and SMART fixed routes.  
 • SMART Connector service is a curb-to-curb, advance reservation service open to the general public. For more information or to schedule a ride, call (866) 962-5515  
 • Locally operated Community Transit:  
 • Richmond/Lenox EMS offers Community Transit and Assisted Medical Transportation: Call (586) 749-7713  
 • STAR Transportation: Call (586) 752-9010  
 • Shelby/Utica: Call (586) 735-7540

**Subject Property**

For the most up-to-date route and schedule information, customers should call (866) 962-5515 or visit [smartbus.org](http://smartbus.org).  
 Need help planning your trip? Visit us on the web and let the SMART Trip Planner do it for you!

**Legend**

**FAST**

- FAST Gratiot
- FAST Woodward
- FAST Michigan

**Fixed Route Service**

- Main Corridor Route
- Main Corridor Peak Hour Route
- Community Route
- Cross-town Route
- Commuter Route
- Park & Ride Route
- Selected Trip
- New Haven/Chesterfield/Lenox Shuttle
- Shuttle Stop

**On-Demand Service**

- Flex
- QUICK-CONNECT

**Destinations**

- Bike Trails
- Major SMART/Transit Hub
- Park & Ride Lot
- Medical Facilities
- Universities/Colleges
- McGo
- System of on-demand bikes

For more information, see back of map.

**On-Demand Services - Microtransit**

Download the SMART Flex App or the QuickConnect App to use these on-demand services.

Download on the App Store | GET IT ON Google Play

**SMART Routes**

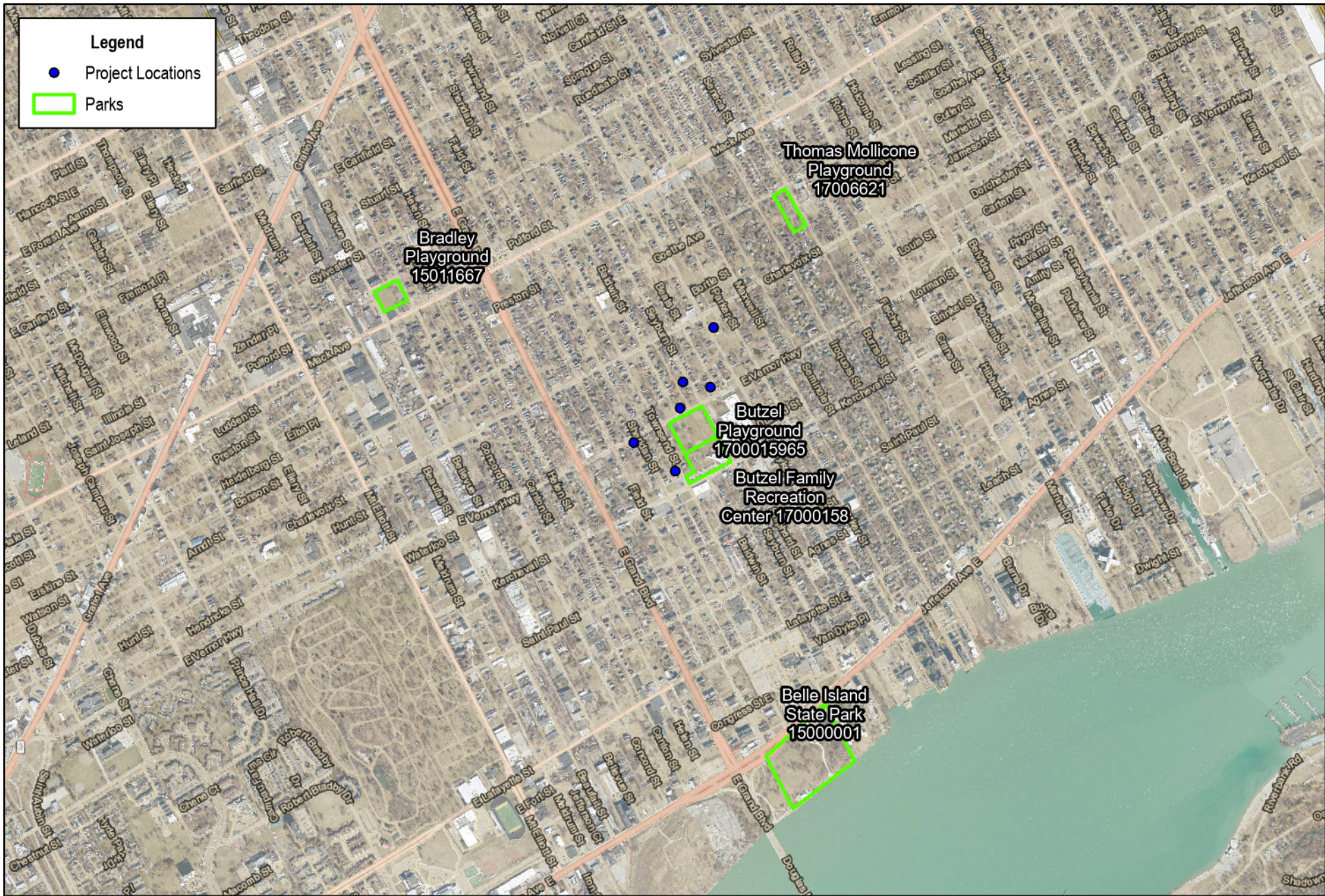
125 Fort Street / Eureka Road	420 Southfield	580 Harper
140 Southshore	430 Main Street / Big Beaver	610 Kercheval / Harper
160 Downriver	445 Maple & Telegraph Limited	615 Jefferson
200/210 Michigan Avenue Local	450 Woodward Local / Pontiac	620 Charlevoix
250 Ford Road	460 Woodward Local / Somerset	635 Jefferson Express
255 Ford Road Express	461/462 FAST Woodward	710 Nine Mile Crosstown
261 FAST Michigan	494 Dequindre	730 Ten Mile Crosstown
275 Telegraph	495 John R	740 Twelve Mile Crosstown
Taylor/Tel-Twelve Mall	510 Van Dyke Local	760 Thirteen Mile / Fourteen Mile Crosstown
280 Western Wayne Crosstown	515 Van Dyke Limited	780 Fifteen Mile Crosstown
305 Grand River	525 Groesbeck	790 Pontiac Crosstown
375 Telegraph	530 Schoenherr	796 Pontiac Perry / Opdyke
Old Redford / Pontiac	550 Garfield	805 Grand River P & R
400 Southfield / Orchard Ridge	560 Gratiot Local	830 Downriver P & R
405 Northwestern Highway	561/562/563 FAST Gratiot	851 W. Bloomfield / Farmington Hills P & R
415 Greenfield		

(866) 962-5515 M-F 6:30 a.m. to 6:00 p.m. Sat 7:30 a.m. to 4:00 p.m. • [smartbus.org](http://smartbus.org)

This bus system map serves as a general guide to bus routes operated by SMART. Consult individual schedules for detailed route information. Changes may occur on routes without notice.







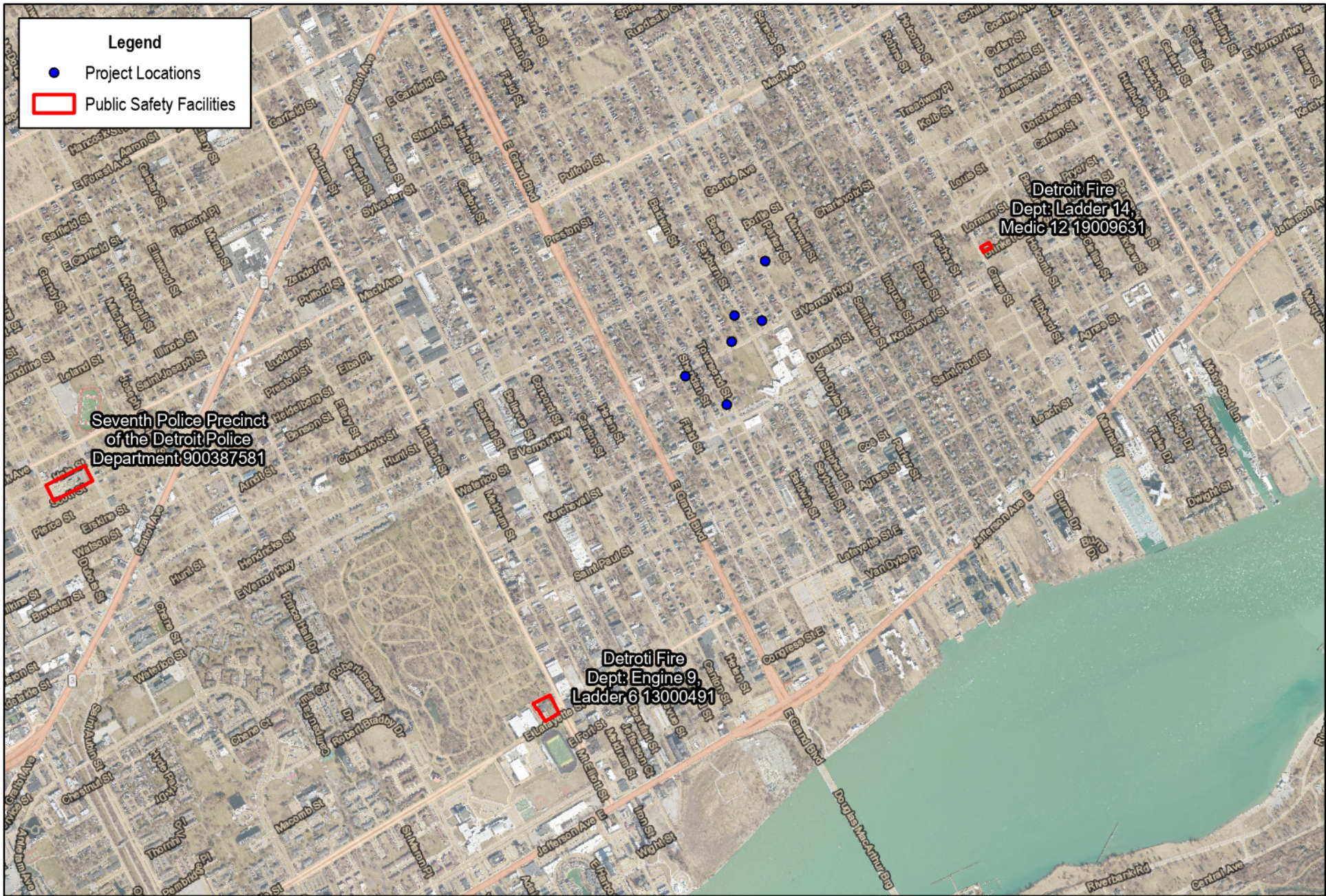
# Islandview Villages Duplex Rehabilitation Project

Detroit, MI



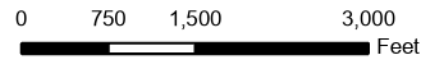
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 Created by: RMH, March 9, 2023, ASTI Project 3-11759

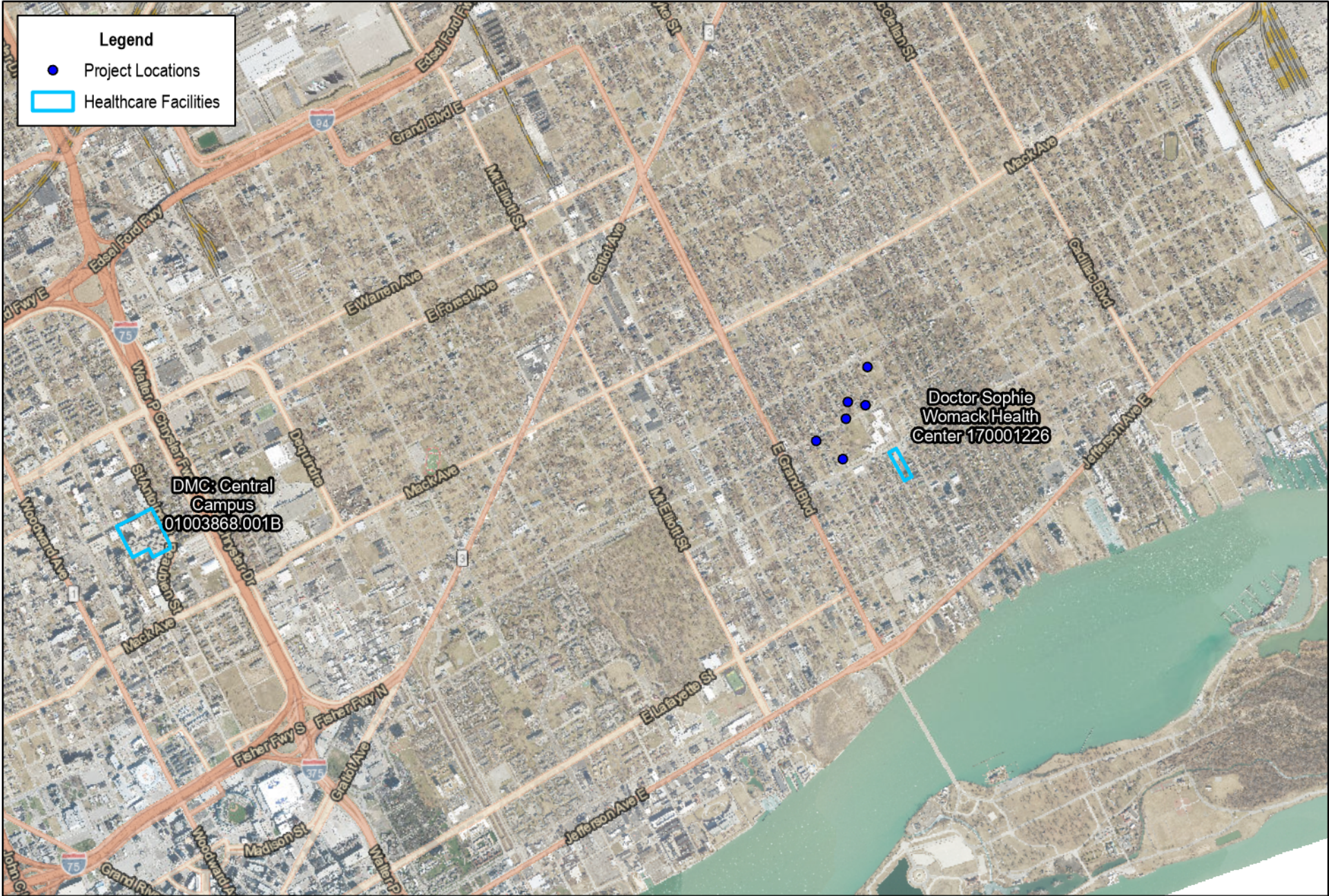
EA Factors - Parks



# Islandview Villages Duplex Rehabilitation Project

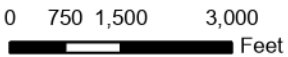
Detroit, MI

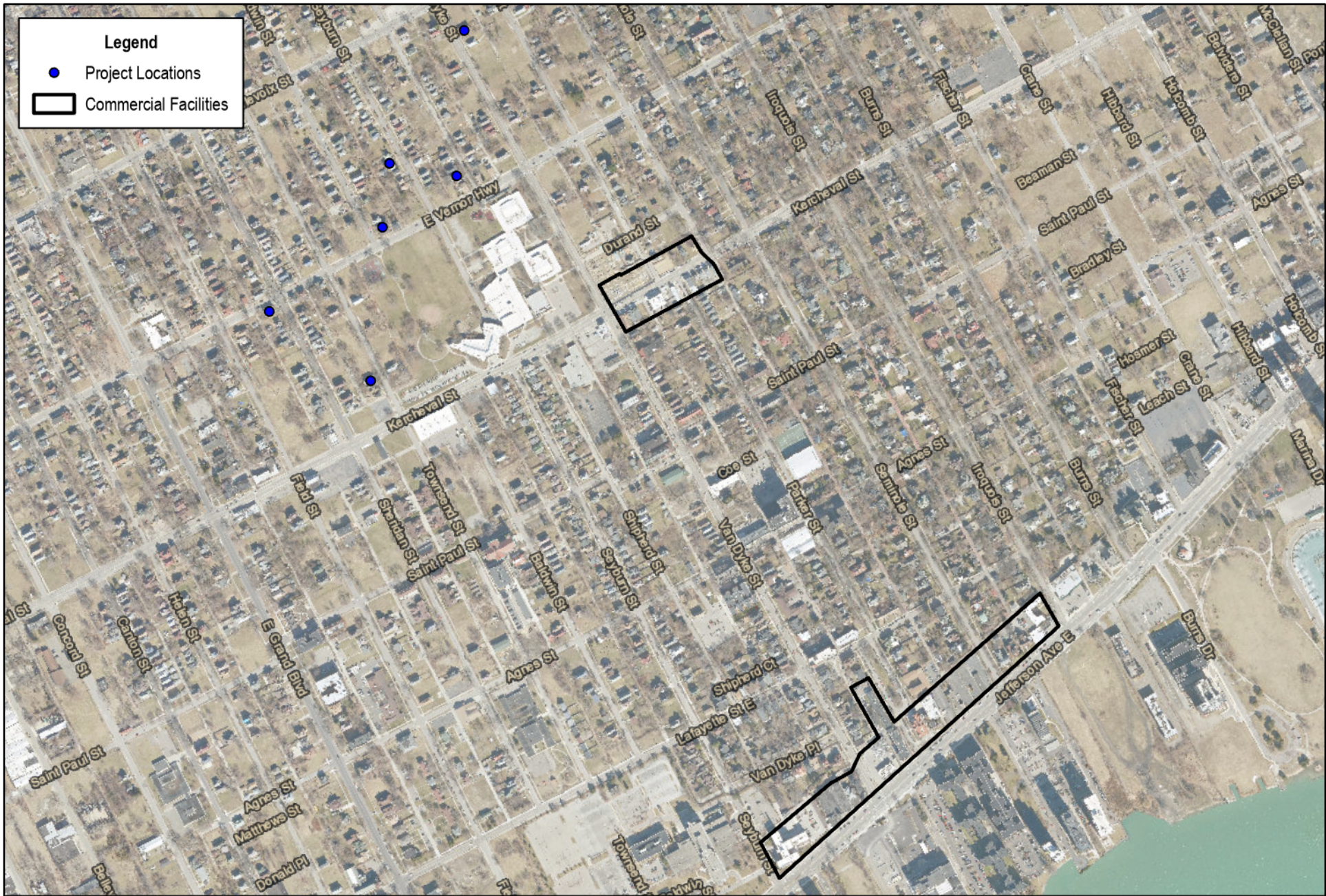




Islandview Villages Duplex Rehabilitation Project

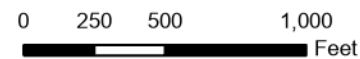
Detroit, MI





# Islandview Villages Duplex Rehabilitation Project

Detroit, MI

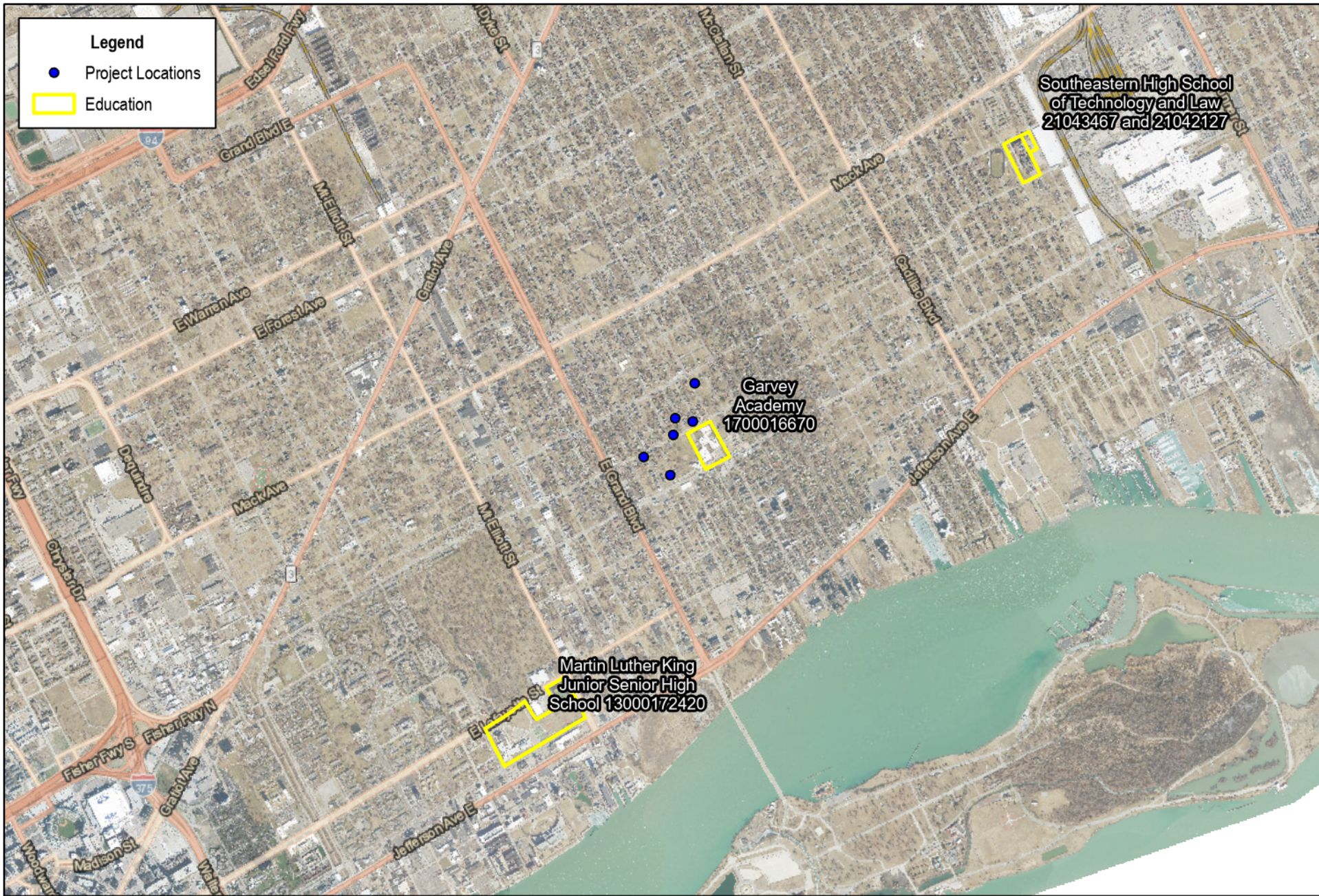




# Islandview Villages Duplex Rehabilitation Project

Detroit, MI





# Islandview Villages Duplex Rehabilitation Project

Detroit, MI

