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The Story of Delray: A Case Study on Environmental and Restorative
Justice in Detroit

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Honors Project

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Environmental and Restorative Justice

The Environmental Protection Agency defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” (U.S. Environmental Protection Agency) It is essentially the belief that all people should have a say in what goes on in their community and that all people should have access to fair environmental standards, such as clean air and water. When environmental injustice occurs, there is a question of how to go about solving the issue. Unlike other crimes such as murder, there is no clear offender. With the case of murder, the consequences are direct: the offender kills the victim. While the consequences of environmental injustice could have very harmful effects, they are usually indirect and hard to pinpoint. For example, if a coal plant is located near a neighborhood and it is releasing harmful fumes which pollute the air, there is a danger to the people who live near this plant. Oftentimes we see that the people living near these plants have increased occurrences of respiratory problems, such as asthma, lung cancer and more. Some people might even die as a result. However it is much harder to make a case of causation that the coal plant caused the pollution, which caused the individual to get sick and ultimately die.

Typically, environmental crimes fall under this category of indirect crimes because there are too many players, with no clear single offender. Environmental injustices also typically occur over a long period of time, maybe even generations as I will discuss in the case of Delray. So the question is how do we go about solving this problem of environmental injustice, when there is no one to punish?

Restorative Justice is a philosophy of justice that focuses on the needs of the victim and the offender and the community at large that restores the needs of the actors involved rather than punishing the offender by satisfying a legal standard. This philosophy is strongly in line with issues of environmental justice for a number of reasons. The emphasis on restoring some sense of power to the victims is essential. Numerous cases of environmental injustice demonstrate how victims are powerless in the process. They are not being given a voice on the issues that affect them in the most intimate way. One way to possibly restore justice to an individual who feels powerless is to empower them by giving them a platform to speak about their experiences and own their thoughts in a setting that allows them to be heard. Other times, restorative justice could be much more tangible. Take a case where the government decides to build a structure right through a neighborhood, displacing many people. In this case justice might be having the government compensate the individuals they displaced in the form of cash, or a new home. Restorative justice can take many forms to fit the needs of the actors; these could be abstract solutions or very clear agreements such as payment.

Delray: A Brief History

Delray is name of a Michigan neighborhood located on the southwest side of Detroit. Delray, formerly known as Belgrade, is a region of Detroit located right on the river front, bordering Canada. While there are no definitive city lines in Delray, the neighborhood is located about two and a half miles southwest of the city of Detroit. It is bordered on one side by interstate 75 and Fort Street and extends down to Zug Island, past the River Rouge. The area has historically been an important hub, both economically and for transport. Located right on the

river, Delray was a crucial point of exchange; picking up and dropping off goods. The area was at one point in time a part of Detroit, but was annexed from the city in 1906. (Lowery 1994)

The story of Delray is a sad one. It is a story in which a vibrant, immigrant community with rich history and cultural significance is slowly transformed into an industrial dumping ground. This evolution drove many middle class families out of Delray and into nicer parts of the city, leaving behind only the elderly and the individuals too poor to move away. This story might sound similar to others about cities polluted by postindustrial endeavors and poverty during tough economic times; however, what sets Delray apart from the others, and what makes this story completely unique is the prospect of a bridge that would create a new international border crossing to Canada; directly through Delray. The bridge will literally be built right through Delray, destroying many buildings and homes, cultural landmarks and memories of the history of Delray. The community is at odds over whether the bridge is a blessing or a curse for Delray. I argue the bridge is not only a good thing, but that Delray is no longer worth saving. I argue that it is no longer economically or environmentally feasible to restore the neighborhood to what is once was. Instead, efforts should be placed on restoring justice to residents of Delray by compensating them and helping them relocate to an environmentally safer community.

In the early 19th century, Delray was a picturesque small town suburb of Detroit. The riverfront made for a great attraction in the summer months to watch ships sailing in the distance and for children to play. Two important things happened during this time. The first is that many immigrants from Hungary, Germany and Poland started settling in Delray, and eventually made up most of the population. Simultaneously, early industry, including a glue plant and a chemical company began to move in to Delray and set up shop. These are two key factors because they were occurring at the same time and also influenced one another. The businesses moving to

Delray provided major incentive for the immigrants who needed work. The benefit of having the industry located in Delray was that it brought ample job opportunities to residents and they could walk to work. Some of the early businesses in Delray helped to create a sense of unity because people could come together to work, socialize and live, having all their needs met without having to leave the confines of Delray. By the mid 1800's Delray was at the height of its prosperity and had its largest population, of around 23,000 people. The blend of cultures created an interesting community made up of various mosques, synagogues and churches; and ethnic grocery stores, and filled with art, music and food from all of the diverse backgrounds of the inhabitants. That number has since fallen to a dwindling 2,000 people in 2012. (U.S Census Bureau 2012) But what remains interesting, is that despite the hardships that have befallen Delray, the population still remains the most racially and ethnically diverse in all of Detroit. (Larsen 2014)

By the middle of the twentieth century, the industrial front began to shift from a blessing to a burden. The original industries in Delray were the Fisher Glue Plant and the Solvay Chemical Company. After these initial startups, many more companies moved to Delray, and at a rapid rate. Some of the new industries included Detroit Edison; an electric services company, Great Lakes Steel; a steel plant, Allied Chemicals; an oil, gas and automotive company, Peerless Cement; a large plant and many more. All these industries brought with them the heavy toll of pollution. What was once beautiful riverfront property is now riverfront industry, polluted by layers of smog of toxic odors. From the 1920s to the 1960's, the population of Delray left about as quickly as it entered. As residents started leaving Delray, they left many vacant houses surrounding the riverfront. Replacing those vacancies were two large coal plants and a waste water treatment plant. (City of Detroit 1956)

In the 1950's Delray was in decline and the city of Detroit announced that Delray was a candidate area for industrial redevelopment plans. At this time, the population was in decline and continued to decline through the next decade. During the 1960's two crucially important things happened that sealed the fate of Delray. The first event was the construction of interstate 75 in 1964 which served as a physical barrier, cutting Delray off from surrounding Detroit neighborhoods and making it impossible to travel without a vehicle. (Maidenberg 1969) The construction of the highway not only physically separated Delray from the rest of Detroit, it also served to seclude the residents, many of whom were already poor, preventing them from feeling like a part of Detroit.

The second event that took place was in the aftermath of the 1967 Detroit urban uprisings. Many businesses were relocated into more populous areas. Many neighborhoods in Southwest Detroit were sparsely populated at this time, as many still are today. It causes a strain on city services and infrastructure to try to reach people in isolated neighborhoods. The government apportioned nearly eight million dollars to relocate residents of Delray and some other neighborhoods to other parts of Detroit. Unfortunately, that money was never put toward relocation of Delray residents, and it was instead put toward urban redevelopment projects in other parts of Detroit. (Darden 1987) The combination of these two events really served to seal in Delray's fate as a deteriorated city, and the population has been declining rapidly ever since, as shown through the census data. In 1990, the population was just over 6000. (U.S Census Bureau. 1990) In 2000, the population was just over 4000 and nearly half of these individuals were living beneath the poverty line. (U.S Census Bureau. 2000) Today, the population is a little over a thousand people. (U.S Census Bureau. 2014) As a result of the out-migration, the

industrial pollution, the poverty rate and the lack of resources, Delray is unsuitable for living. (Larsen 2014)

Environmental Injustice in Delray

The air pollution is still one of the biggest complaints of residents of Delray today. The Environmental Protection Agency categorizes toxic air pollutants as those pollutants which are known to or suspected of causing cancer, birth defects and other serious health problems. The EPA measures these air pollutants in total risk per million. For Wayne County, (which Delray is a part of) the total risk per million is sixty-four. This means that 64 in a million people will get cancer as a result of air pollution. (2005 Cancer Risk Estimates Wayne County) When compared to other counties in Michigan, the number is very high. When compared to Leelanau County in Michigan, Wayne County is more than triple the rate. Leelanau County has a risk per million of 21. (2005 Cancer Risk Estimates Leelanau County)

The sources of pollution are the high levels of toxic chemicals being emitted from industrial buildings and the exhaust fumes given off by the heavy truck traffic that passes through Delray via interstate 75 and over the Ambassador Bridge. A major concern for residents of Delray is the exposure to fine particulate matter because of its very harmful effects on the human respiratory system, often leading to asthma or other respiratory problems after repeated exposure. The Michigan Department of Environmental Quality Air site was located in Delray at the Southwest high school, which closed in 2012. The annual average regulatory standard for point source particulate matter is 15 ug/m^3 , and since 2004, the site monitoring at Southwest high school has been routinely at or above the regulatory standard. (Pohl and Prusisz 2004) The Ambassador Bridge is also a major contributor to the high levels of fine particulate matter. The bridge sees on average over eight thousand trucks passing a day. (MDOT 2011)

The New International Trade Crossing

A major point of contention for residents of Delray is the construction of a new bridge from Canada that would be built directly through Delray. The current bridge proposal is moving forward. The leading motivation for a new bridge is that it will help to diffuse some of the traffic from the Ambassador Bridge, just two miles down the river from where the new bridge will be located. The project is called the New International Trade Crossing. The bridge will connect Interstate 75 and Interstate 94 to the Windsor-Essex Parkway to Highway 401 in Ontario. The creation of a new border crossing over the Detroit River to Ontario, Canada, is being paid for in full by the Canadian government. The total expense on both sides of the bridge is over two billion dollars. However, Canada is recollecting the United States portion of the cost in toll revenues. The new crossing is expected to bring in \$70 million in toll revenues for the first year of operation alone. (MDOT 2011)

This bridge is a source of controversy for residents of Delray for a number of reasons. The actual construction of the bridge will require homes and historic landmarks to be torn down. Land in Delray is needed for a customs plaza; a place where trucks and cars will be inspected before entering the country. The Canadian government is committed to acquiring land in Delray. Canada's outgoing consul general in Detroit, Roy Norton, told the press:

We're about to proceed with land purchases sometime in the next few months, and we're going to do that whether there's been an indication from the U.S. government on a commitment to the customs plaza or not. That involves a little bit of risk on our part, obviously, but we're so confident that this ultimately will be built that it's prudent to do that. (Gallagher, 2014)

Canadian officials are hopeful that land acquisition will begin within the next couple of months and most of the land will be purchased from the owners by the end of 2015. If homeowners resist selling their land, it could slow things down, however, Michigan law allows for the government to purchase land and settle the cost in court later. Construction on the U.S. side of the bridge is set to begin in 2016. (Gallagher, 2014)

It will be hard for some of Delray's lifelong residents to part with some of the historical landmarks that will be torn down. One of these landmarks is St. John Cantius Roman Catholic Church. Though the church has been closed down, it still holds a dear spot in the hearts of many Delrayers. Built in 1923, the church is a landmark, representing the culture and history of Delray. Tearing it down is just another reminder that the city is a far cry from what it once was. It is very hard for residents to plan for the future when they do not know what it holds.

(Gershenhorn 2012)

Some residents however, welcome the bridge. They believe it will be a source of revival for Delray because of the revenue it will bring in and the job opportunities it might bring to Delray. The government will buy out a good portion of the neighborhood for its construction process. The Lieutenant Governor, Brian Calley assured Delray residents that families would be handsomely compensated for their homes if they need to be relocated. He explained, "Michigan's Constitution has a very rigorous process under which we're required to both compensate for the value of the property, in fact, the Constitution requires that it be 125%, but then beyond that, whenever eminent domain is exercised, the requirements are there are relocation packages that are in place." Considering that many residents of Delray are very poor, this is a good deal for them. But residents are skeptical of the optimism and wary of trusting politicians who might be making empty promises. In an interview, Rashida Tlaib, a Democratic

member of the Michigan House of Representatives, representing the sixth district of southwest Detroit, spoke about how the government sees the benefits of the bridge differently than the people of Delray do. She said:

I keep telling the Governor and the administration that it's wonderful that you keep saying 'community benefits' –and their interpretation is very different than ours. You want people to go across this bridge and see blight and poverty to the left? And children in the street next to illegal dumping and blight? I don't think that's what you want for the people, to say, 'Welcome to Michigan, welcome to the city of Detroit,' to look left and right and see all of that. (Graham 2012)

Ms. Tlaib is speaking to the fact that current conditions are very deprived for the majority of Delray residents and a new bridge is not going to magically make the existing problems disappear.

Poverty in Delray

Poverty is huge problem plaguing Delray, and not unlike the rest of the country's poor communities, it is a problem which seems to hit women and children the hardest. Census tract information from the Census Bureau shows forty-eight percent of all Delray families are living below the poverty level. Among that group, eighty- six percent of female headed families with no husband present are living below the poverty level. Sixty-four percent of all people under the age of 18 are living below the poverty level. This phenomenon, where the poorest people tend to be women and children is referred to as the feminization of poverty.

Nearly half of all families are in poverty, and the ones that aren't, are just barely getting by. In 2012, a quarter of households had an annual income of between \$25,000 and \$34,999;

another nineteen percent of households earned between \$10,000 and \$14,999 annually. The median household income in 2012 in Delray was \$25,686. Thirty-five percent of families received SNAP or food assistance in the past twelve months. Twenty-nine percent of individuals are living without any health insurance coverage and eight percent of those are children under eighteen. Much of this poverty is brought on by a lack of employment opportunities in Delray. In 2012, eighteen percent of people in the labor force were unemployed and another fifty percent were not in the labor force at all, either due to having retired or being a veteran. Of the people working, fifty-three percent used a mode of transportation other than a personal vehicle. They carpooled, utilized public transportation or walked. The unreliability of not owning a vehicle can also make it more difficult to maintain regular work.

The lack of educational attainment of Delray residents is also a notable point. Of the population over twenty-five years old, fifteen percent have completed less than high school; thirty-two percent attended some high school, but did not receive a diploma; twenty-eight percent have a high school diploma or equivalent degree; twenty percent attended some college with no degree and only three percent have a bachelor's degree. (U.S. Census Bureau, 2008-2012 American Community Survey)

Some of these statistics help to explain why Delray has become so rundown. When the people do not have education, it is harder to find work; without work, they have no money. It is a catch twenty two: without money it is hard to attain an education; without education, most people do not earn a lot of money. This struggle of the people makes it an obvious place for unwanted industries to gravitate towards. If the community is already run down, the corporations can add their own waste and pollution without being held accountable. The residents of Delray are also ideal, because they are relatively powerless. Kathy Milberg is the executive director of

Southwest Detroit Environmental Vision, an environmental group in Detroit, and was born and raised in Delray and is also a current resident. She had a comment on how individuals begin to feel after big corporations move into their neighborhoods and treat them like a dumping ground.

Milberg stated:

It is psychologically damaging. You begin to accept that you are so insignificant that the people who are paid to protect you can't bring themselves to do that. I defy anyone to show me a place in Livonia or Dearborn or any other more affluent suburban community where they would allow this to go on. They determine their actions based on your income level and property value. It's outrageous. (Guyette, 2000)

Ms. Milberg beautifully explains how poorer communities are the subjects of this type of discrimination and companies wouldn't dare attempt the same atrocities in an affluent community because they are well aware that it would not be tolerated. This type of injustice is a violation of each individual's right to live in a safe, healthy environment, regardless of what their income level may be.

Fighting Back

However, despite these hurdles, Delray has a long history of fighting back against the corporations that move in and exploit their neighborhood. Detroit Coke was one of these corporations. Detroit Coke was a large fuel plant producing man-made Petroleum Coke, or Pet Coke, as it has become commonly referred to as. The substance is created from oil refinery ovens and is extremely harmful to human health when inhaled. Detroit Coke was operating in the 1990's in Delray and was shut down by the Environmental Protection Agency due to health code violations. The Owner of Detroit Coke, J.D. Crane, has one of the worst environmental track

records due to his disregard for environmental protection laws, and is the target multiple lawsuits.

A community grassroots group in Delray, by the name, The Delray United Action Council, played a large role in protesting the dumping of toxic waste in their neighborhood. The organization has gone about educating the community and spreading the word for their cause. They get their message out by distributing literature, working with the Environmental Protection Agency to promote their vision and even created a focus group project with Michigan State University. Detroit Council woman Kay Everett stated, "There seems to be a total disregard for the concerns of the residents in the area." (Morgan, 1997)

Detroit Coke not only had a bad reputation with community members in Delray but also with the city of Detroit. Before being shut down, Detroit Coke owed the city over a million dollars in forms of penalties and back taxes over the years. The company also required to pay a hefty fine to Wayne County's Air Quality Management Division for repeated violations to air quality standards. The issue was settled when Detroit Coke was closed down by the Environmental Protection Agency. (Morgan, 1997)

Peerless Metal Powders and Abrasives is a steel plant in Delray. The company makes iron and steel powders for the automotive industry. Peerless Metal Powders and Abrasives is located in Detroit's Empowerment Zone. The Empowerment Zone Project is a federal program established in 1996. The mission of the program is to help promote economic growth and prosperity in underprivileged and impoverished areas. Corporations working in these zones are given hefty incentives in the form of tax credits. The corporation benefits when they employ individuals who live in the Empowerment Zone. They receive bonuses if the individual lives in the zone and is also a member of a high unemployment group such as ex-felons, veterans and

those living off state welfare programs. The problem with this program is that it rewards the corporation not the individuals. Rather than helping the individuals, it attracts large companies to poor areas creating an influx of low-paying jobs. The community of Delray continues to suffer. (Guyette, 1999)

There seems to be a recurring theme of industries taking advantage of Delray residents. Another big lawsuit in Delray was involving a corporation called Sybill Inc. Sybill was torn down after going bankrupt, but not before causing serious commotion among residents in Delray. The waste oil treatment plant served many big name automakers, including Ford and GM. A man by the name of Dan Pederson decided to take it upon himself to fight Sybill Inc. Pederson has been a resident of Delray for over two decades and is raising his family there: "We have a 3-year-old daughter," says Pederson. "When the smell gets bad, she starts to gag, and we have to shut all the windows in the house." (Guyette, 2000) The source of the smell was Sybill Inc. Pederson contacted Sybill numerous times to complain and each time he was told to essentially, live with it. Pederson decided to go to the Wayne County Air Quality Control to take it upon himself to put an end to the problem. He said, "There were hundreds and hundreds of complaints from people over the past five years, yet no significant action was taken by Air Quality Control." So Pederson launched a grassroots movement to address the needs of the community. Pederson explained, "As a group, we began discussing what our options are for clean air," he explains. "We decided that we had explored all reasonable options available, and that there were no assurances that there would be a satisfactory response." The ability of residents in Delray to come together proved to be effective. The neighbors filed a series of class action lawsuits against Sybill and Peerless Metal Powders. The lawsuit highlights residents' concerns over quality of life and decreased property values due to the horrible odor that plants are emitting. (Guyette, 2000)

The lawsuit against Sybill focuses more on the odor being emitted from the plant, and the effects of the smell are broader in scope. The smell apparently carries far beyond the immediate area surrounding Sybill. The claims against Peerless Metal are more about the dust and smoke pollution being emitted, which are more concentrated and affect the immediate surrounding area, which includes five public schools. Health concerns are of immediate attention and are the motivation behind suing Sybill and Peerless. Sybill Plant was following strict guidelines to process only nonhazardous waste. However, it came to light by the Environmental Protection Agency, that in 1998 the plant violated guidelines by processing oil that was contaminated by hazardous waste. Sybill had to pay nearly \$150,000 in a fine. Also of immediate concern in the lawsuit was the allegation that Sybill was processing cancer causing agents such as benzene. A settlement was reached and Sybill Inc. went bankrupt shortly after. At the end of the day, residents of Delray want clean air; a right of all people in all communities. (Guyette, 2000)

Zoning Problems

Currently, one of the biggest issues facing Delray is how it is zoned. Delray is classified as M4; intensive industrial district. This classification means that the district permits uses usually objectionable, such as heavy pollution and handling of hazardous materials. These zones are very rarely located nearby residential zones due to the pollution and health concerns related to the industry. M4 zones also prohibit new residences from being built in order to protect residents from moving into an area with undesirable environmental and health concerns. They do allow for converting of lots. (Article X, Division 5)

Despite this zone classification, which prevents new residences from being built in order to protect people from harmful effects of heavy industry, people are still allowed to move into

existing residences. This completely defeats the purpose of prohibiting new residences. It also targets minorities and low-income individuals because property values in this zone are so low that it attracts only those who cannot afford to live anywhere else, therefore further exploiting poor individuals. This is a problem because if only poor people are living in the area and it's a dangerous area because of the industrial zoning, then it becomes a form of discrimination. It creates a world where clean air is only afforded to those who earn a high income and can afford to buy the right to breathe clean air and the environmental pollution and negative costs of industry are being dumped on those in our society who are at the bottom of the income ladder and who cannot afford to live in a safe and healthy environment.

Environmental Inequality Research

This leads into the point of environmental inequality. In a literature review done by Liam Downey, he found inequality to be present when studying the distribution of exposure to environmental dangers among social groups. These dangers include exposure to hazardous waste grounds, factories, chemical plants, manufacturing sites and more. Most environmental inequality researchers agree in their hypotheses that low-income and minority neighborhoods are more likely to experience environmental dangers than middle class and high-income, predominantly white neighborhoods. (Downey, 2006)

Historically environmental inequality researchers have used a method of calculating risk called residential proximity. Residential proximity method collects data on where people reside in relation to dangerous environmental hazards. Researchers using this method usually use a combination of census tract demographic data and EPA's Toxic Release Inventory data to determine risk. This method is preferred because it is relatively easy to gather accurate data of

risk based on residential proximity to such environmental dangers as industrial sites, etc. The Environmental Protection Agency has very accurate measuring technology that can now calculate risk of health outcomes based on exposure to certain air pollutants. Measures on air and water quality and pollution are readily available for all counties in the country. (Bowen, 2002)

Downey explains that the costs of living in close proximity to environmental dangers have serious and measurable consequences for an individual. Measurable consequences include: decreased property values, internalized beliefs about health risk, emotional and psychological distress, depression caused by the look and size of the hazardous sites, etc. Moreover, it is these outcomes that are potentially more quantifiable in terms of measuring inequality. These are the qualitative effects of living in close proximity to an environmentally hazardous site. (Downey, 2006)

Though not specifically about Delray, Downey conducted a research study in which he measured environmental inequality in southwest Detroit. One of the ways that environmental inequality researchers actually go about measuring proximity and risk of environmental dangers is by employing the unit-hazard coincidence method. This is a scientific approach that measures proximity and risk in a mathematical way. This is one of the methods that was employed for a study done by Liam Downey, about measuring racial and economic environmental inequality in Detroit. The first thing it does is count the total number of environmental dangers on a map in a given geographical area. Then, tally up the total pounds of the pollutants emitted from the danger areas. The third step is to determine whether that geographical area contains a hazard based on the pounds of pollution and the total number of environmental dangers. If a hazard has been determined to be present, than everyone living in that geographical area is considered to have a risk and they all have an equal risk. An obvious criticism is the assumption that everyone living

in that area is exposed to equal risk regardless of whether an individual lives right next to a plant or three miles away from one. (Mohai, 2006) The findings of the study show that racial make-up of a neighborhood was a significant factor in environmental inequality. Black neighborhoods were disproportionately plagued by hazardous facilities in the Detroit Metro area in the year 2000. (Downey, 2006)

Applying the results of the study done about the greater Detroit area to Delray, research concludes that using the residential proximity model, Delray is experiencing environmental inequality.

Restoring Justice

I believe the damage done to Delray is largely irreversible. How do you attempt to compensate individuals for something that you cannot put a price on? The deterioration of Delray happened slowly and methodologically. The historical and cultural character that Delray encompassed is something that can never be restored. What can be done will be small incremental steps toward making amends with the residents of Delray and restoring some sense of wholeness that was taken away piece by piece.

The first step in my opinion is to change the zoning of Delray from M4 to completely non-residential and prohibiting any people from moving into vacant lots and properties. This is important because it will prevent new people from moving in. From here, I believe a settlement for the little over one thousand people living in Delray is necessary. Those individuals and families who still reside in their homes should be given the option to move if they want. In Delray, of the occupied housing units, 73.2% are owner occupied. (United States Census, 2012) As part of the settlement, the city of Detroit will purchase the homes at an above value price.

According to the 2012 census, 65% of owner occupied homes are valued at less than \$50,000. If the city purchased each of those homes for \$100,000, it would handsomely compensate the residents and give them the financial stability to move elsewhere. Residents would not be forced to move, however. If they choose to stay in their homes in Delray, they would also be compensated some negotiated upon amount of money. Another step that could be taken would be for each industry that is located in the neighborhood to contribute toward planting trees in some of their properties to serve as carbon sinks and a source of air purification. Though this would not solve the air quality issue, it would be positive for the industrial actors to acknowledge their part in the entire issue and make a small gesture to promote clean air.

In addition to receiving a check and being given the option to move, all residents will be provided with healthcare if they are not already covered. This measure is creating a standard of fairness and taking some of the burden of health costs potentially caused by the environment off of the individual and into the hands of those responsible. Additionally, residents will be given the opportunity to restore their voice. The city of Detroit could hold an event and provide an open forum for those who wish to share their story and speak about the injustices they experienced. This alone, is one of the most beneficial and empowering things that can be done for a victim who felt powerless and like their opinion did not matter.

Conclusion

Cases of environmental injustice happen all over the world, in all communities, every day. These issues can be complicated with many sides and no clear sense of right or wrong. What is important and should be taken away is the belief that all people in every community have a right to fair treatment and all people in all communities have a voice when it comes to

issues affecting their neighborhood and health. Regardless of race or income level, all people are entitled to clean air and water. And when cases of environmental injustice do occur, it is important that we consider the needs of the individuals and restore their sense of worth.

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