



# 2015 Master Plan

Ecorse, Michigan

DRAFT · May 1, 2015



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## Acknowledgements

The participation and cooperation of community leaders, residents, and members of civic organizations in the preparation of the City of Ecorse Master Plan is greatly appreciated. In particular, we acknowledge the efforts of the following individuals:

### **Mayor**

Lamar Tidwell

### **Mayor Pro Tem**

John E. Miller Jr.

### **City Council**

Donald Agee Jr.

Brenda Banks

Nathaniel Elem

Robert Hellar

Gary Sammons

### **Planning Commission**

Marvin Brazill

John Skotnicki

Verna Harris

Donald Broome

Faye Petlikowski

Frances Didur

Al Robinson

Gianna Mitchell

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# Table of Contents

Acknowledgments ..... i

Table of Contents ..... iii

**1. Introduction.....1.1**

**2. Demographic Analysis.....2.1**

**3. Existing Land Use Analysis.....3.1**

**4. Opportunities .....4.1**

**5. Goals and Objectives .....5.1**

**6. Community Facilities Plan.....6.1**

**7. Future Transportation Plan .....7.1**

**8. Future Land Use Plan & Zoning Plan .....8.1**

**9. Implementation .....9.1**

## List of Maps

MAP 1: Regional Location ..... 1.3

MAP 2: Existing Land Use ..... 3.9

MAP 3: Opportunities..... 4.5

MAP 4: Future Transportation Plan..... 7.11

MAP 5: Future Land Use Plan ..... 8.13

## List of Tables

Table 1: Population Change and Projection ..... 2.2

Table 2: Regional City Populations ..... 2.2

Table 3: Change in Age Groups, 2000-2010 ..... 2.3

Table 4: Population Forecast..... 2.4

Table 5: Change in Households ..... 2.4

Table 6: Racial Composition of Population..... 2.5

Table 7: Level of Education ..... 2.5

Table 8: Employment and Job Forecast ..... 2.6

Table 9: Employment Location..... 2.7

Table 10: Income ..... 2.8

Table 11: Existing Land Use Acreage ..... 3.3

Table 12: Historical Existing Land Use Calculations..... 3.3

Table 13: Future Land Use Acreage..... 8.2

Table 14: Future Land Use and Zoning Map Correlation..... 8.15





The City of Ecorse is one of the oldest municipalities in Wayne County, having first become a township in 1827. The first name for the community was the Village of Grand Port as established by French residents in 1836. The Village of Ecorse was established in 1902 and at that time was the second largest village in the United States. Ecorse became a city in 1942.

Because of its ideal location for shipping along the Detroit River, combined with significant investment in rail and road infrastructure, Ecorse urbanized and became a regional industrial center. The first steel plant, Michigan Steel Mill, was built in 1923. Great Lakes Steel Mill followed in 1929. Industrial development and resulting residential and commercial development grew steadily from 1929 and reached a high point during WWII.

Ecorse’s history as an early established village can still be seen in the City’s land use patterns and structure today. Interesting, and sometimes awkward, juxtapositions continue to influence and enrich development decisions and community character. Ecorse’s origin and long history as a village can be seen in its gridded plat, relatively small lot and home sizes, and simple frame architecture.

The industrial era brought significant portions of waterfront land into development as industrial uses and established industrial land uses in all areas of the City. The rail line through the middle of the City is a relic of the industrial era when industrial development was the City’s most important land use and residential uses were less important. The close proximity between industrial and residential land uses is reminiscent of a time when residents walked to their jobs and desired a close proximity between work and home.

Most recently, Ecorse has become an inner ring suburban community closely connected to Detroit and other “downriver” communities by way of West Jefferson Avenue. Ecorse has not been as successful as other downriver communities in attracting middle and high income residents and associated commercial and office development. Although the City is still home to a steel plant, industry no longer plays such a major role in the daily lives of Ecorse residents. While many residents work in industrial jobs within the City, most do not. The development of the Southfield Freeway (M-39) and Outer Drive as major regional

connectors to the U.S. Interstate System (I-75 and I-94) has provided commuter connections for residents to other areas in the Southeast Michigan region. The development and growth of these major transportation routes has had a direct and continuing impact on all land uses in the City.

## Planning Process

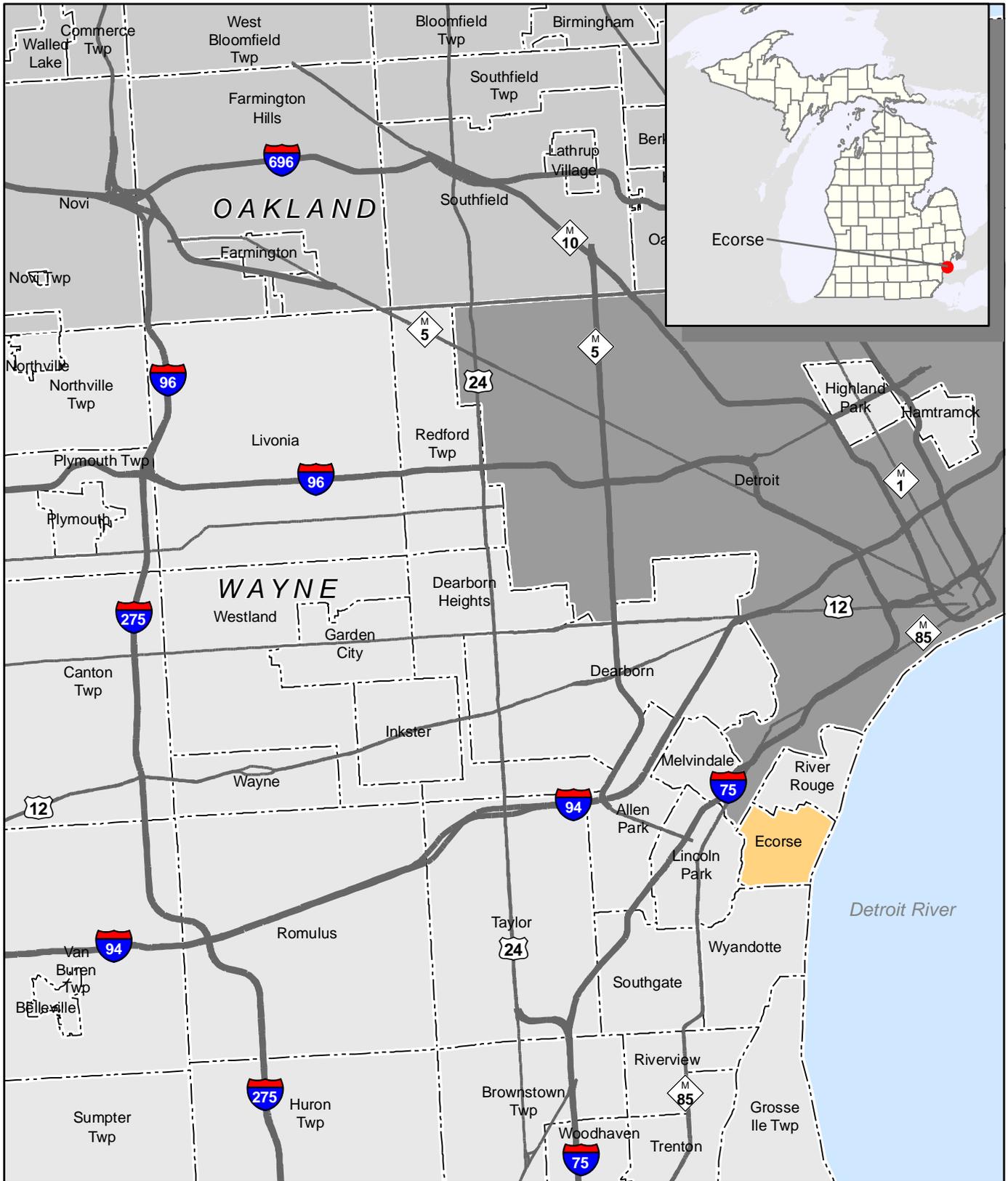
In fall 2014, the Ecorse Planning Commission and City Council initiated an update of the City’s master plan to guide decisions affecting development and redevelopment in the community. The last master plan for the City was adopted in 2002, over a decade ago. Since that time, the City has experienced economic and demographic changes; most notably, the City weathered the Great Recession of 2007-2009, which hit Michigan communities especially hard. Additionally, state law governing the planning of communities has changed since 2002, now requiring communities to include a zoning plan and Complete Streets recommendations in the Master Plan.

This plan seeks to maximize the potential of Ecorse and reflect the unique characteristics of the City and its residents. This plan outlines potential redevelopment opportunities and strategies for preservation and rehabilitation of existing built areas. The plan includes strategies for Ecorse’s neighborhoods and commercial areas to be retrofitted for walkability, for protection of natural features, and to create downtown development. This plan addresses these and other important planning principles and provides guidance in the form of goals and objectives, policies and guidelines, and maps.

The Master Plan is based upon data collection, analysis, public outreach, meetings and discussions by the City’s Planning Commission. It consists of text, charts, maps and analysis regarding development within the community. The Future Land Use Plan Map provides one foundation for the City’s Zoning Map and Zoning Ordinance.

## Regional Location

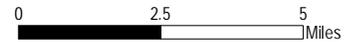
Ecorse is located in southern Wayne County. The City is approximately 1,819.4 acres in area. Neighboring communities include River Rouge to the northeast, Detroit to the northwest, Lincoln Park to the west, and Wyandotte to the south. To the east is the Detroit River (See Map 1).



**Map 1:  
Regional Location**

Ecorse, Michigan

- Ecorse
- Oakland County
- City of Detroit
- Wayne County
- Municipal Boundaries



Data Source: Michigan Center for Geographic Information, 2011  
Map Date: April 30, 2015





This section of the Master Plan analyzes demographic and housing trends, based primarily on data from the U.S. Census Bureau and the Southeast Michigan Council of Governments (SEMCOG). This analysis provides regional context and comparisons with neighboring communities.

Demographic analysis is a fundamental element of a master plan. The existing patterns in population and households give insights to what the City needs to plan for in the future. This section includes discussions of population characteristics, age structure and composition, household composition, and the overall changes to the City's demographics. The data and trends identified in the analysis of each factor provide a base from which to develop strategies to address the needs of Ecorse residents.

## Population

Ecorse is an inner-ring suburban city within the metropolitan area of Detroit. Ecorse borders Lincoln Park to the west, Wyandotte to the south, River Rouge to the northeast and Detroit to the northwest. While the demographics of Ecorse are compared to the adjacent communities in this narrative, it is important to note that even though Detroit is a neighboring jurisdiction it is not as directly comparable as other inner ring suburbs, since it is the core metro area. However, Detroit does contribute to the overarching trends of the metro region.

Like most inner-ring suburban communities in southeast Michigan, Ecorse has declined in population over the past forty years. From a high of 17,515 persons in 1970, the population has steadily decreased over the decades to 9,508 persons in 2010 and to an estimated 9,200 in 2014. Table 1 summarizes the loss of population and indicates that the trend will likely continue into the future.

**Table 1: Population Change and Projection**

Population and Households	Census 2010	Change 2000-2010	% Change 2000-2010	SEMCOG Estimate 2014	SEMCOG 2040
Total Population	9,508	-1721	-15.3%	9,200	7,543
Group quarters population	24	-24	-50.0%	24	16
Household Population	9,484	-1697	-15.2%	9,176	7,527
Housing Units	4,543	-318	-6.5%	4,552	-
Households (occupied units)	3,645	-694	-16.0%	3,511	3,075
Residency Vacancy rates	19.8%	9.0%	-	22.9%	-
Avg. household size	2.60	0.03	-	2.61	2.45

Components of Population Change	Annual Average	
	2000-2005	2006-2010
Natural Increase (births-deaths)	60	35
Births	178	199
Deaths	118	165
Net Migration (Movement In-Movement out)	-214	-272
Population Change (Natural Increase + Net Migration)	-154	-238

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

A review of regional population trends shows that between 2010 and 2014, Ecorse had a population loss of 3.2% which is greater than River Rouge (0.9% loss), Wyandotte (2.2% loss), and Lincoln Park (0.4% gain), but less than Detroit (8.7% loss). The overall the drop in population from 2000 to 2014 is summarized in Table 2.

**Table 2: Regional City Populations**

Community	Census 2000	Estimated Population SEMCOG 2014
Ecorse	11,229	9,200
Lincoln Park	38,144	38,280
River Rouge	7,903	7,832
Wyandotte	25,883	25,302
Detroit	713,862	652,022

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

Table 3 tabulates the population by age group. A comparison of the population between the 2000-2010 census indicates that the number of children, teenagers, young adults and individuals in the City’s main working class population have all decreased, while there has been an increase in the senior/aging population. This may indicate that young families are not staying in the City, but are moving elsewhere.

**Table 3: Change in Age Groups, 2000-2010**

Age Group	Census 2000	Census 2010	Change 2000-2010
85+	114	159	45
80-84	171	203	32
75-79	298	233	-65
70-74	390	279	-111
65-69	412	342	-70
60-64	423	453	30
55-59	488	629	141
50-54	608	692	84
45-49	807	629	-178
40-44	833	590	-243
35-39	810	589	-221
30-34	794	600	-194
25-29	855	574	-281
20-24	788	675	-113
15-19	797	726	-71
10-14	831	704	-127
5-9	926	733	-193
Under 5	884	702	-182
<b>Total</b>	<b>11,229</b>	<b>9,512</b>	<b>-1,717</b>
<b>Median Age</b>	<b>33.1</b>	<b>35.4</b>	<b>2.3</b>

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

The age of Ecorse’s population is projected to continue to increase over the next few decades (see Table 4). The number of individuals in the 65+ age category is expected to dramatically increase (83%), while the population of school age children (<18 years) is expected to fall significantly (42%). Lincoln Park and River Rouge are forecast to see a similar increase in the number of individuals in the 65+ age category (more than 75%), and a decrease in the number of individuals in the school age category (more than 40%). In comparison, in Wyandotte, where the aging population is also projected to increase, the loss of persons in the under 18 age group is expected to be significantly less (17%). Detroit is expected to follow a similar trend; however, its aging population is not expected to increase as dramatically as in Ecorse.

**Table 4: Population Forecast**

Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
75+	595	1,282	687
65-74	621	953	332
60-64	453	308	-145
35-59	3,129	1,976	-1,153
25-34	1,174	938	-236
18-24	963	632	-331
5-17	1,875	1,019	-856
Under 5	702	435	-267
Total	9,512	7,543	-1,969

Senior and Youth Population	Census 2000	Census 2010	% Change 2000-2010	SEMCOG 2040	% Change 2010-2040
65 and over	1,385	1,216	-12.2%	2,235	83.8%
Under 18	3,125	2,577	-17.5%	1,454	-43.6%
5 to 17	2,241	1,875	-16.3%	1,019	-45.7%
Under 5	884	702	-1.6%	435	-38.0%

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

## Households

Concurrent with the loss in the total population, the number of households in Ecorse decreased by almost 16% between 2000 and 2010. The nearby communities of Detroit (19.9%) and River Rouge (20.4%) lost even greater numbers of households, while Lincoln Park (7.9%) and Wyandotte (7%) have lost households to a lesser degree.

While the population decrease is among all household types, the trend indicates that there are fewer households without seniors. This is another indication that the City's population is aging.

**Table 5: Change in Households**

Household Types	Census 2000	Census 2010	% Change 2000-2010
With Seniors 65+	1,115	1,007	-9.7%
Without Seniors	3,224	2,639	-18.1%
Two or More Persons Without Children	1,396	1,244	-10.9%
Live Alone 65+	465	430	-7.5%
Live Alone, under 65	883	711	-19.5%
With Children	1,595	1,261	-20.9%
<b>Total Households</b>	<b>4,339</b>	<b>3,645</b>	<b>-16.0%</b>

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

## Racial Composition

Table 6 illustrates that the City of Ecorse's population became more diverse between 2000 and 2010, continuing a trend from the 1990 Census. The percentage of white persons significantly decreased, and the percentage of black persons, multi-racial individuals and persons of Hispanic origin increased.

**Table 6: Racial Composition of Population**

Race and Hispanic Origin	Census 2000		Census 2010		% Change 2000 2010
	Persons	% of Total	Persons	% of Total	
Non-Hispanic	10,255	91.1%	8,234	86.6%	-4.5%
White	5,313	47.3%	3,476	36.5%	-10.9%
Black	4,533	40.4%	4,375	46.0%	5.6%
Asian	21	0.2%	27	0.3%	0.1%
Multi-Racial	265	2.4%	279	2.9%	0.6%
Other	93	0.8%	77	0.8%	-0.0%
Hispanic	1,004	8.9%	1,278	13.4%	4.5%
<b>Total Population</b>	<b>11,229</b>	<b>100.0%</b>	<b>9,512</b>	<b>100.0%</b>	<b>0.0%</b>

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

The racial composition of the population has remained relatively stable in Detroit and Wyandotte, with no dramatic increase or decrease in the population composition of any one ethnic group. However, in River Rouge and Lincoln Park there was a large drop in the percentage of white residents (15.1% and 12.9% respectively) and an increase in the percentage of black residents (River Rouge 8% and Lincoln Park 3.7%) and Hispanic residents (River Rouge 6.2% and Lincoln Park 8.5%).

## Educational Attainment

The level of educational attainment by City residents increased between 2000 and 2010, a continuation of the trend seen between 1990 and 2000. The percentage of the population with high school degrees and advanced education steadily increased from 56.5% in 1990, to 64.1% in 2000, and 72.1% in 2010. The percentage of the population with a bachelor degree or higher also increased from 3.2% in 1990, to 4.7% in 2000, and 8.5% in 2010. However, the educational attainment of Ecorse residents is still considerably lower than Michigan averages for percent of the population with high school degrees and higher (88.9%) and bachelor degrees and higher (25.9%). Table 7 reports the level of education of Ecorse residents.

**Table 7: Level of Education**

Highest Level of Education*	2010	% Point Change 2000-2010
Graduate / Professional Degree	2.7%	1.3%
Bachelor's Degree	5.8%	2.5%
Associate Degree	3.7%	-1.1%
Some College, No Degree	17.9%	0.9%
High School Graduate	42.0%	4.4%
Did Not Graduate High School	27.9%	-8.0%

\* Population age 25 and over

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

Overall, the level of education in all of the neighboring communities has increased. A significant pattern is the increase in the percentage of individuals graduating from high school and the corresponding decrease in the percentage of population dropping out of high school. The percent of the population who have higher education in the form of an associate’s degree or bachelor’s degree also increased marginally in all of the comparison communities.

### Employment

The greatest numbers of Ecorse residents are employed in the sectors of wholesale trade, transportation, warehousing and utilities, and education and healthcare.

**Table 8: Employment and Job Forecast**

Forecasted Jobs by Industry	SEMCOG 2010	SEMCOG 2040	Change 2010-2040
Natural Resources, Mining, & Construction	C	C	C
Manufacturing	296	236	-60
Wholesale Trade, Transportation, Warehousing, & Utilities	2,505	C	C
Retail Trade	57	45	-12
Knowledge-based Services	139	144	5
Services to Households & Firms	C	C	C
Private Education & Healthcare	495	677	182
Leisure & Hospitality	C	C	C
Government	C	C	C
<b>Total</b>	<b>4,064</b>	<b>3,797</b>	<b>-267</b>

Note: "C" indicates data blocked due to confidentiality.  
 Source: U.S. Census Bureau and SEMCOG 2040 Forecast

Over the next 35 years, residents of Ecorse and its comparison communities are expected to hold fewer jobs in the retail and manufacturing sectors. Jobs held in *private education and healthcare*, are expected to increase significantly, with smaller increases in *knowledge-based services* and *wholesale trade, transportation sectors*.

Table 9 documents that the majority of Ecorse’s working population travels to Detroit for daily employment with smaller percentages traveling to other communities in the area. 10% of Ecorse residents work in the City.

**Table 9: Employment Location**

Where Residents Work*		2010	
		Workers	Percent
1	Detroit	830	28.1%
2	Ecorse	310	10.5%
3	Dearborn	265	9.0%
4	Taylor	210	7.1%
5	Southgate	160	5.4%
6	Allen Park	150	5.1%
7	Lincoln Park	105	3.6%
8	Livonia	105	3.6%
9	Southfield	80	2.7%
10	Romulus	75	2.5%
-	Elsewhere	666	22.5%
<b>TOTAL</b>		<b>2,956</b>	<b>100.0%</b>

\* Workers, age 16 and over, residing in Ecorse  
 Source: U.S. Census Bureau and SEMCOG 2040 Forecast

## Income

Based on the median household income of Ecorse residents, a large percentage of the population lives at, or just above, poverty levels. Median household income fell by almost 20% between 2000 and 2010 reflecting the effects of the “Great Recession” on the City. According to the 2010 census, 32.7% of individuals and 29.6% of households were considered to be at the poverty level.

In all of the comparison communities the median household income dropped. River Rouge (-32.1%), Detroit (-26.6%) and Lincoln Park (-24.3%) all had a greater decrease in income levels than Ecorse, while Wyandotte recorded a smaller loss of income (-12.5%). Predictably, with the decline in household income, there was a corresponding increase in the number of households in poverty in all communities.

**Table 10: Income**

Income	2010	Change 2000-2010	Percent Change 2000-2010
Median Household Income (in 2010 dollars)	\$28,463	-\$7,062	-19.90%
Per Capita Income (in 2010 dollars)	\$15,472	-\$3,465	-18.30%

Annual Household Income	2010
\$200,000 or more	9
\$150,000 to \$199,999	27
\$125,000 to \$149,999	35
\$100,000 to \$124,999	177
\$75,000 to \$99,999	245
\$60,000 to \$74,999	291
\$50,000 to \$59,999	207
\$45,000 to \$49,999	121
\$40,000 to \$44,999	159
\$35,000 to \$39,999	262
\$30,000 to \$34,999	275
\$25,000 to \$29,999	269
\$20,000 to \$24,999	283
\$15,000 to \$19,999	407
\$10,000 to \$14,999	272
Less than \$10,000	700
<b>Total</b>	<b>3,739</b>

Source: U.S. Census Bureau and SEMCOG 2040 Forecast

## Forecasts

The Southeast Michigan Council of Governments (SEMCOG) regularly prepares regional population, employment, and household forecasts for all southeast Michigan communities for upcoming twenty five year period. SEMCOG's forecasts are based upon many factors, including the number of building permits issued in the community, past trends, and expectations about future economic growth.

SEMCOG estimates that Ecorse will continue to experience a loss of population. The population remaining is expected to be composed of a high percentage of seniors in the over 65+ age category. With the aging of the population, the infrastructure and services needs of the population will be markedly different than if the population composition was younger.

With an increase in the education level of the population, the City should support opportunities for employment closer to home or creation of new job opportunities within the community. Improvements to infrastructure and facilities that will attract and retain younger families is also a consideration. Features that improve the quality of life, help attract new residents and retain existing residents, will be important in Ecorse over the next 10 to 20 years.

## Summary

- **Aging Population:** An increase in aging population indicates a demand for strategies that promote Ecorse residents' ability to age in place. Strategies could include permitting smaller houses or accessory units, improving walkability, and incentivizing neighborhood commercial development.
- **Decrease in Households:** A decline in the number of households and a greater number of households with seniors than before indicates a need to provide facilities and services for the changed composition of neighborhoods.
- **Educational Attainment:** Overall increase in the number of individuals graduating from high school and those seeking higher education likely indicates a more skilled workforce. Strategies could include planning for workforce training initiatives and job placement programs.
- **Employment Field:** *Wholesale Trade, Transportation, Warehousing and Utilities and Private Education and Healthcare* are the most dominant employment sectors for residents in Ecorse and abutting communities. Strategies to increase the number of jobs within the City could include creating incentives for new local employers and small business incubators.
- **Income:** A significant drop in household income and increase in poverty levels has direct bearing on residents' ability to spend money on property maintenance and other quality of life elements. Neighborhood investment strategies could include funding for property maintenance, façade improvements grants, and neighborhood clean-up days.





### Existing Land Use Survey

The survey and examination of existing land uses is an essential first step in the preparation of a community master plan. The existing land use survey provides a snapshot of land use and development activity at a given moment in time, and becomes part of the community’s historical record of development patterns, activities and land uses. As a community shapes its master plan and resolves and balances its land use and development issues, the land use survey remains a valuable resource and reference point.

McKenna Associates conducted a windshield survey of the City during December 2014. Uses were categorized on a parcel-by-parcel basis and then mapped for analysis. The following is a brief description of each of the land use categories identified in this survey and delineated on the Existing Land Use Map (Map 2).

**Single Family Residential:** This classification includes improved single land parcels having one-family detached units.

**Two Family Residential:** This classification includes improved single land parcels having two-family dwelling units.

**Multiple Family Residential:** This classification includes land areas that are occupied by predominately residential structures containing dwelling units for three or more households. This form of housing includes apartments, townhouses, senior living and similar uses.

**Manufactured Home Park:** This classification includes land designed and developed to accommodate manufactured homes and regulated by the Michigan Manufactured Housing Commission.

**Neighborhood Commercial:** This classification includes retail and service uses designed to provide the day to day shopping and service needs of the local residents. The category includes uses such as grocery markets, drug stores, liquor stores, salons, barber shops, small restaurants, take-out restaurants, etc.

**General Commercial:** This classification includes retail and service uses that are directed to a larger market outside of local neighborhoods and may benefit from automotive access and larger parking lots. Uses in this category include larger restaurants, banks, insurance offices, etc.

**Auto Commercial:** A sub-section of the general commercial category, this classification includes all uses that are entirely auto-based such as gas stations, body shops, service stations, tire shops, auto repair garages, etc.

**Industrial:** This classification includes all improved or unimproved parcels used for industrial activities such as manufacturing, assembling, general fabricating, warehousing and similar uses.

**Public/Quasi-Public:** The public/quasi-public and category includes improved parcels owned by Federal, State, County, or City governments and the school district. Examples are city hall, library, post office, schools and cemeteries. Also included in this category are facilities that are privately owned or operated, but are used by the public or a limited number of persons, such as churches, private clubs, parochial schools, and hospitals.

**Recreation:** This classification includes parcels that are either improved or unimproved and used for public or private recreational activities, including parks, natural areas, and private outdoor recreational facilities.

**Parking:** This classification includes parcels that are used exclusively for parking either as a stand-alone use or in association with an abutting parcel.

**Vacant:** Vacant land includes all parcels which have no apparent use at the time of the survey or are undeveloped.

**Table 11: Existing Land Use Acreage**

Ecorse Existing Land Use	Total Acres	% Acres
Single Family Residential	420.50	30.16%
Two Family Residential	8.00	0.57%
Multiple Family Residential	28.39	2.04%
Manufactured Home Park	7.58	0.54%
Neighborhood Commercial	10.16	0.73%
General Commercial	25.17	1.81%
Auto Commercial	8.56	0.61%
Industrial	720.67	51.69%
Public Quasi-Public	97.73	7.01%
Recreation	21.31	1.53%
Parking	4.07	0.29%
Vacant	42.15	3.02%
<b>Total</b>	<b>1,394.29</b>	<b>100.00%</b>

Source: McKenna Associates 2014 and Wayne County

**Table 12: Historical Existing Land Use Calculations**

Ecorse Existing Land Use	1967		1980		2003		2014*	
	Acres	%	Acres	%	Acres	%	Acres	%
Residential	401	23%	440	25%	457	25%	465	33%
Commercial	37	2%	35	2%	51	3%	44	3%
Industrial	627	35%	111	6%	807	44%	720	52%
Public/Quasi-Public/Recreation	112	6%	111	6%	79	4%	120	9%
<b>Total</b>	<b>1,770</b>	<b>100%</b>	<b>1,770</b>	<b>100%</b>	<b>1,819</b>	<b>100%</b>	<b>1,394</b>	<b>100%</b>

\* 2014 total excludes right-of-way

Source: McKenna Associates 2014 and Wayne County GIS  
 1967 and 1980 data from the 1980 City of Ecorse Land Use & Housing Plan.  
 2003 Survey conducted January, 2003 by McKenna Associates, Inc.  
 Single Family, Two-Family and Multiple Family Residential land uses were recorded as Residential in 1967 and 1980.

## Residential

Residential land use accounts for an overwhelming percentage of land in the City. Residential use stands at 465 acres in Ecorse or 33% of total City land area.

### Single Family Residential

Single family residential land use is the largest component of residential land use within the City, accounting for 420.5 acres or 30.16% of the total City area. Single family residential uses are concentrated within the interior of the City and there are limited single family uses along the Detroit River. The character of single family residential dwellings varies within the City. Newer, high quality single family homes are near Salliotte Ave. on Seventeenth Street in the northwest quadrant of the City. Some of the neighborhoods bordering Jefferson exhibit disrepair and poor building condition, and appear distressed. Additionally, there are pockets of distressed single family neighborhoods that contain lower quality single family homes, vacant land, and interspersed with single family homes converted to multiple family uses. The number of abandoned dwellings is limited, but some are still present. Overall most of the neighborhoods appear to be well kept with maintained yards.

### Two Family Residential

Two family residential land use consists of 8 acres or 0.57% of land. These uses are typically single family homes that have been converted into rental units and are randomly located within single family neighborhoods. Most of them appear to be located east of the railroad.

### Multiple Family Residential

Multiple family residential land use accounts for 28.39 acres, or 2.04% of the total land use in the City. The largest concentration of multiple family housing is located north of Salliotte Avenue between the railroad and Ninth Street, the Ecorse Housing Commission Site. A smaller concentration of multiple family dwellings is located on the southwest side of the City bordering Lincoln Park. Multiple family uses consist primarily of apartment buildings, however, there are several areas in the community where single family homes have been transformed into multiple family units, particularly in the older neighborhoods abutting Jefferson Avenue. Several multiple family uses exist in the middle of single family neighborhoods and appear to be recent conversions, with side lots often being used for parking. In these areas, property maintenance and rental inspection is an important planning concern.

### Manufactured Home Park

There are two licensed manufactured home parks registered with the Michigan Manufactured Housing Commission: Potter's Trailer Park and June's Mobile Village. Potter's Trailer Park is located at 2270 9<sup>th</sup> Street and contains 42 sites. June's Mobile Village is located at 395 Labadie Court and contains 146 sites. Manufactured home parks make up 0.54% or 7.58 acres of land within Ecorse.

## Commercial

Commercial uses occupy a significant percentage of land in the City and are spread out along all the major thoroughfares and transportation corridors, such as Southfield, Jefferson, Salliotte and Visger.

### Neighborhood Commercial

Neighborhood commercial uses account for 10.16 acres or 0.73% of the total land use in the City. This category is widespread and includes small restaurants, barber shops, liquor stores, convenience stores and other uses that serve the day to day needs of residents. Concentrations of neighborhood commercial are located along Jefferson Avenue between Outer Drive and Auburn Avenue, in mostly single story buildings. Several of these buildings are from the turn of the century and have historic features still intact. The Jefferson corridor has potential to be redeveloped to enhance walkability and a traditional downtown development pattern. Neighborhood commercial uses are also located within buildings on Visger Road, Salliotte Avenue and Southfield Road, but to a lesser extent.

### General Commercial

General commercial uses account for 25.17 acres or 1.81% of the total land in the City, and encompass uses that are not considered to be neighborhood or automotive. This includes larger or chain-store retail, grocery stores, restaurants, boat storage and similar uses that may benefit from parking areas. General commercial uses service residents from neighboring communities as well. General commercial uses are predominantly located on Jefferson Avenue, with a concentration at the south end of the City near Mill Street and between Joseph and Visger Road. Some of these uses are also located at the west entrance to the City on Southfield Road. These uses are typically located in newer construction or significantly remodeled/altered buildings.

### Auto Commercial

Auto commercial uses account for 8.56 acres or 0.61% of the total land in the City. A survey of the existing land use pattern indicates a large supply of businesses that deal with servicing and repair of automobiles within the City. These include repair shops, tire shops, gas stations, service stations etc. These uses are mostly on Southfield Road, but they are also peppered along Jefferson Avenue and Visger. Many are on small parcels with the buildings built to the front lot line. As a result vehicles are parked on side lots with outdoor storage in the side and rear yards. Of note is a large outdoor auto storage yard/junk vehicle yard on Second Street, north of Southfield Road, which has no buffer separating it from the neighboring single family dwellings.



## Industrial

Industrial uses comprise 720.67 acres or 51.69% of total City land. This classification combines all types of industrial uses ranging from light industrial to manufacturing and warehousing uses. Many industrial parcels are located along the railroad between Mill Street and Outer Drive. The industrial uses near the High Street and Cicotte Street are typically warehousing and other less intense type of manufacturing that have few off-site impacts. However, buffering between such uses and single family neighborhoods should still be a consideration.

The heavier industrial uses are concentrated along the Detroit River. Industrial uses include the U.S.S.C. Great Lakes Works manufacturing plant and warehousing facilities. Steel manufacturing is a heavily intensive industrial use which has a dramatic impact on the character of the City. The industrial sites on the south end of the City abutting Mill Street are abandoned with entire sections fenced with barbed wire and overgrown with weeds and piled with industrial debris. This area could have potential for redevelopment with multiple family development, or extension of the single family neighborhoods. The land first must be made available and environmental clearances must be obtained.

## Public and Quasi-Public

Public and quasi-public uses account for 97.73 acres or 7.01% of total City land. This category includes publicly owned facilities such as the U.S. Post Office, Ecorse High School, Ecorse Public Library, elementary schools, the cemetery on Third Street, and City Hall on Jefferson Avenue. Quasi-public uses include churches that are located in almost every neighborhood within the City. Many neighborhood churches appear to be converted from single family homes with vacant side lots often being used as parking to serve the church's needs. A large parcel of quasi-public land located between Eleventh Street and Twelfth Street, just south of Francis Avenue, appears to be an abandoned or incomplete church project. The building is constructed of good quality building materials and has the potential to be reused for school, community recreation center, or similar uses.

## Recreation

Recreation land uses are parks and other open spaces that account for 21.31 acres or 1.53% of City land. The City has a several pocket parks spread out through the neighborhoods, but there are a few large recreation areas. Dingell Park along the Detroit River is a wonderful amenity that contributes to the quality of life for City residents. Pepper Park south of Outer Drive also provides play equipment, benches and area for picnicking. Other parks, such as those on Beach Street and Cicotte Street, exhibit worn play equipment and need improvement.



## Parking

This classification includes parcels or lots that are used exclusively for parking. Most of the lots used for parking appear to serve a nearby public/quasi-public use or are surface lots likely used by nearby commercial uses. While most are relatively small, a few notably sized ones are located between Woodward Avenue and Alexis Street, servicing businesses along Jefferson Avenue. Many of the lots observed were fenced, and none of them were landscaped or buffered from the adjacent neighborhoods with landscaping or greenbelts. Protection of single family homes from the impacts of traffic, headlights and other related nuisances should be a consideration. Parking as specified in this classification, accounts for 4.07 acres or 0.28% of the land in the City.

## Vacant

Vacant land accounts for 42.15 acres or 3.02% of the total City land. Many of the parcels identified as vacant in the 2003 land use survey have since been developed for quasi-public, multiple family and single family residential uses. Most of the remaining parcels appear to be isolated parcels awaiting development, such as large groups of parcels on Mill Street. There are also many vacant parcels of land that once contained single family homes, particularly in the neighborhoods in the northern half of the City. These vacant parcels represent redevelopment and infill opportunities.

## Summary

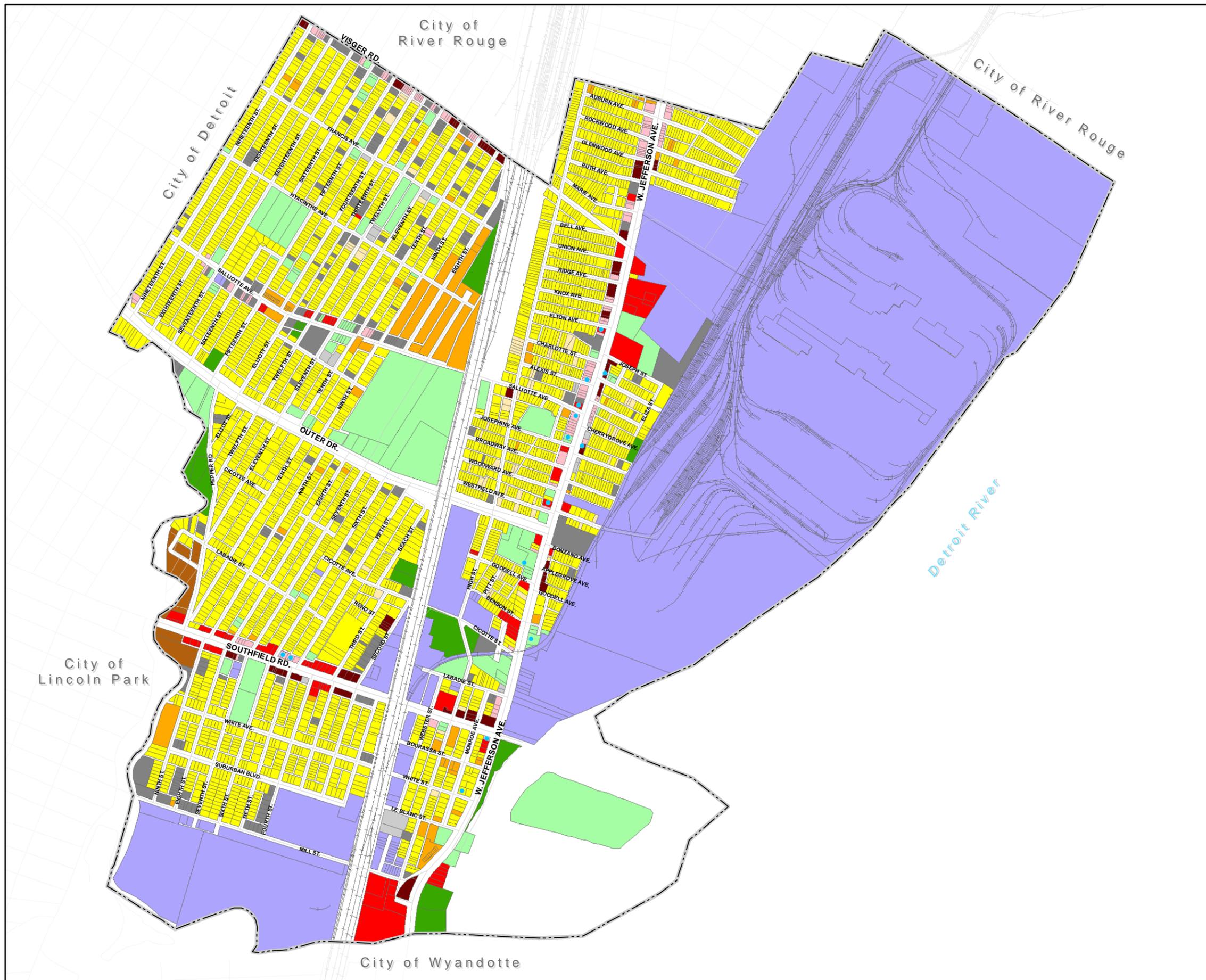
- **Neighborhood Infill:** Many of the vacant parcels in the City are scattered throughout neighborhoods. Whether formally or informally, some of these lots have become side yards to adjacent homes without disrupting the neighborhood pattern.
- **Jefferson Corridor:** The Jefferson corridor stands out from other corridors as having the greatest potential for redevelopment to enhance the quality of life and economic value of the City.
- **Transitioning Industrial:** The largest single land use category in the City is industrial. While much of this is still functioning, there are some large parcels that are vacant or obsolete. These areas need a vision for a productive and harmonious use to mitigate their potential negative impact on the community.
- **River & Railroad Barriers:** The Detroit River is perhaps the greatest natural resource in the City, yet access is severely limited by large tracts of industrial land. The railroad that bisects the City is another barrier that interrupts the neighborhood fabric. Strategies for redevelopment must adequately address these barriers to enhance quality of life.
- **Automotive Uses:** The random location of automotive uses, which are scattered along the City's commercial corridors, disrupts the potential to define districts with a regional or neighborhood focus. Strategies for ongoing commercial development should address locations where automotive uses are encouraged or incorporate design standards to differentiate between neighborhood and general commercial areas.



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# Map 2: Existing Land Use

Ecorse, Michigan



### LEGEND

- Single Family Residential
- Two Family Residential
- Multiple Family Residential
- Mobile Home Park
- Neighborhood Commercial
- General Commercial
- Auto Commercial
- Industrial
- Public/Quasi-Public
- Recreation
- Vacant
- Parking
- Municipal Boundary
- Historic Character Building



**McKenna**  
ASSOCIATES



Parcel Base Map Source: Wayne County GIS, 2013  
Data Source: McKenna Associates, Inc. 12/2014  
Map Date: April 30, 2015





In every community, there are opportunities to change or improve land uses and transportation facilities that hinder the community from making immediate changes. This section analyzes the form and function of the City's core assets to understand the strengths that can be enhanced by the future transportation and future land use recommendations.

### Strengthen Core Neighborhoods / Single Family Residential

A significant resource of Ecorse is the abundance of single family neighborhoods. The neighborhoods west of the railroad tracks have the most potential to maintain single family residential character over time. These neighborhoods vary in character, but are mostly well kept with less vacancy observed in the existing land use inventory. The community would benefit from a neighborhood planning program that would develop leadership capacity and support investment in single family neighborhoods, as well as encourage the strengthening of historic or ethnic neighborhoods. Ecorse would also benefit from a strengthened rental inspection program that would limit the expansion of multiple family residential units in traditional single family dwelling structures throughout all neighborhoods.

### Multiple Family Housing Opportunities

Multiple family complexes appear to be appropriately placed in the community, mostly along major thoroughfares and serve as a buffer between higher concentration uses and residential neighborhoods. However, the goal of improving the commercial districts along Jefferson Ave. would be enhanced by the development of multiple family housing units, such as apartments, townhouses, and condominiums near Jefferson Ave. Increasing the potential for residents to live within walking distance of the planned commercial core areas is an essential element for the revitalization of Ecorse. Permitting greater flexibility in residential infill development could help remove barriers to rebuilding or remodeling vacant housing in the neighborhoods east of the railroad.

## Create Better Buffers between Residential Uses and Industrial Uses

In several areas of the City, light and heavy industrial uses exist next to single family and multiple family residential uses without the benefit of walls or landscape screening. This lack of screening for noise and views can lower the value of the homes and negatively impact living conditions in the neighborhood. Additionally, the truck traffic created by industrial uses is generally incompatible with local streets and should be restricted to truck routes. In particular, High Street and nearby neighborhood streets should not be used by trucks.

## Create Walking and Biking Connections throughout the Community

Throughout the City, there are opportunities to encourage non-motorized transportation. Currently, the community is bisected by the railroad right of way, however, paths, trails, signs, and other amenities can reduce the effect of that constraint. Ecorse has several public parks, but not all are within walking distance for children. The high school is at an excellent location at the center of the community, and its potential as a community facility would be increased if pedestrian access was improved across Outer Drive and over/under the railroad. Elementary schools would also benefit from clear pedestrian routes across major roads throughout the community.

## Improve the Look of Entrances to the City

There are several key image corners and entrances to the City that have a lasting impression, both on visitors and long-time residents of the City. It is important that entrances be carefully considered and that appropriate signage and wayfinding is developed to direct traffic to the downtown and riverfront. Neighborhood Commercial Opportunities

Visger Road and Salliotte Avenue function as neighborhood commercial destinations and community centers. Community centers provide residential neighborhood amenities that make a neighborhood a better place to live and they increase the relative value of homes in the neighborhood. Visger and Salliotte are appropriate for development of walkable commercial, townhome residential, and mixed use buildings. Similarly, the improvement of parks in residential neighborhoods would help to create amenities.

## Develop Commercial Core along Jefferson

The opportunity exists to enhance the existing historic development pattern and buildings along Jefferson Avenue and create a downtown corridor. The segment of Jefferson Ave. that stretch from the Frenchman's Cove/Dingell Park area to the several blocks of traditional turn-of the century commercial buildings at Salliotte Avenue has the highest potential. A potential mixed use/multi-family development site is located in the center of this core area, at Outer Drive. On the north end, at Salliotte Avenue, there is a cluster of historic-looking buildings arranged in a street wall that can be the beginning of a functioning, walkable downtown for Ecorse. The key to getting started would be to designate a corridor core area in the future land use plan on which to focus redevelopment, grant monies, and attention. As mentioned above, a downtown neighborhood that supports the downtown commercial uses could be encouraged to the west and east of Jefferson Avenue. These areas would be critical for housing redevelopment and reinvestment.

## Commercial Corridor Development Enhancement

It will be important for Ecorse to limit commercial development to existing commercial areas and new mixed use areas and avoid creating strip commercial development along every major transportation corridor available. Focusing auto-dependent commercial development in a few areas, such as the northern portion of Jefferson Avenue and Southfield Road, will ensure that the market is not saturated and that businesses have the opportunity to develop and become capitalized.

## Take Advantage of Mixed Industrial Area

Certain areas of the City contain a variety of uses (industrial, residential, and commercial), as “mixed industrial areas.” Over time, the dominant use in these areas has remained light industrial. The City must recognize the factors that contribute to the economic viability of these areas and ensure that appropriate development occurs while maximize redevelopment opportunities.

## Industrial Redevelopment / Brownfield Redevelopment Opportunities

An opportunity exists to develop areas of the City through the State Brownfield Redevelopment Act and other economic development incentives. Industrial redevelopment areas with the highest potential for a new use are the Mill Street site and an industrial parcel(s) north of Dingell Park along the Detroit River.

## Grid Expansion – Enhanced Waterfront Access

If the two industrial redevelopment sites mentioned above are redeveloped, an opportunity exists to expand the City street grid to enhance connections to the Detroit River and the Ecorse River. Waterfront access is essential to support a mix of uses, including new multiple family apartments, townhomes, or condominium units and the redevelopment of the corridor core area along Jefferson Avenue. The waterfront is a valuable community amenity, which if developed properly, could mean the addition of higher income residents and successful businesses to the community.



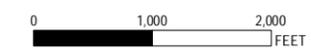
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# Map 3: Opportunities

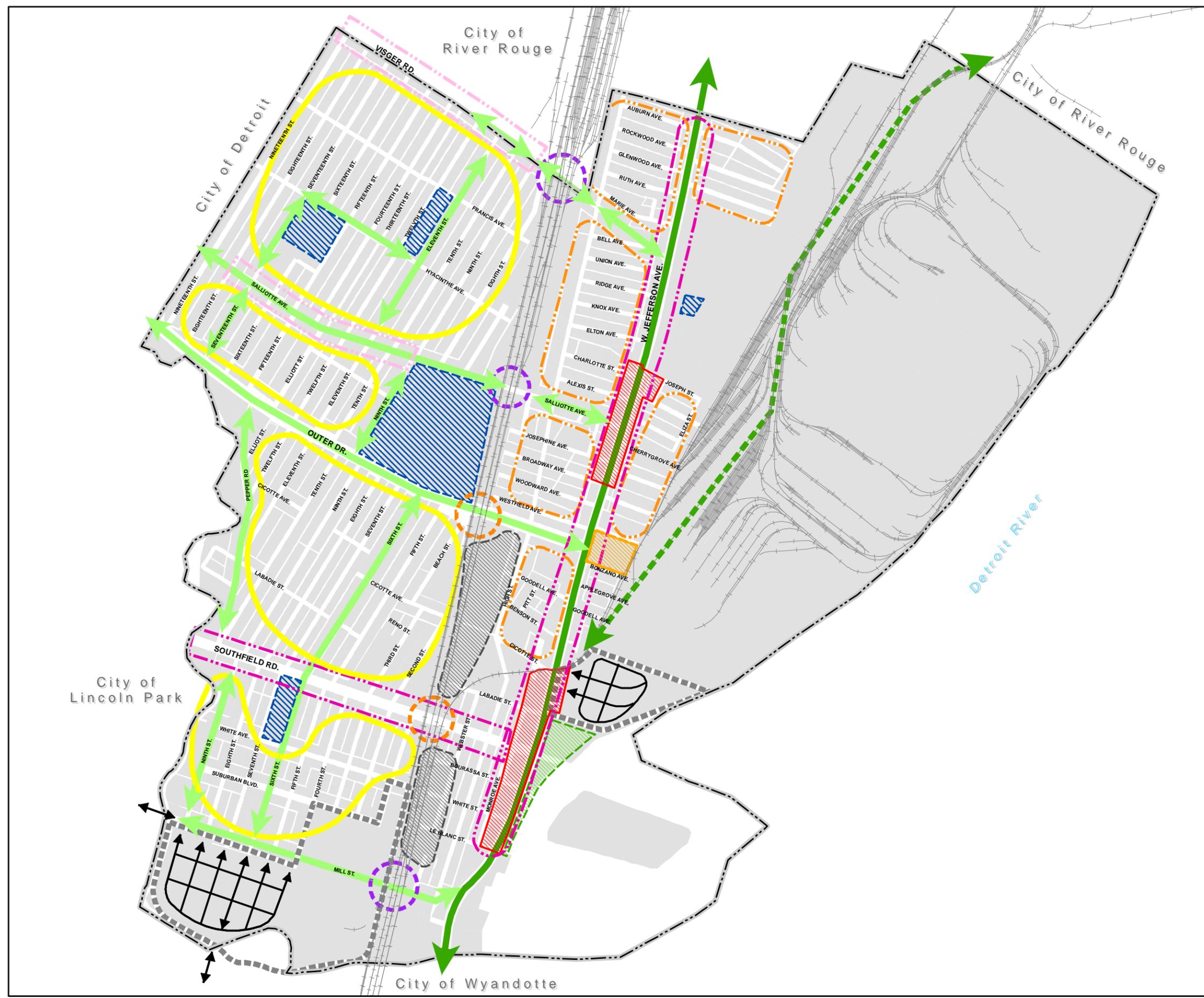
Ecorse, Michigan

## LEGEND

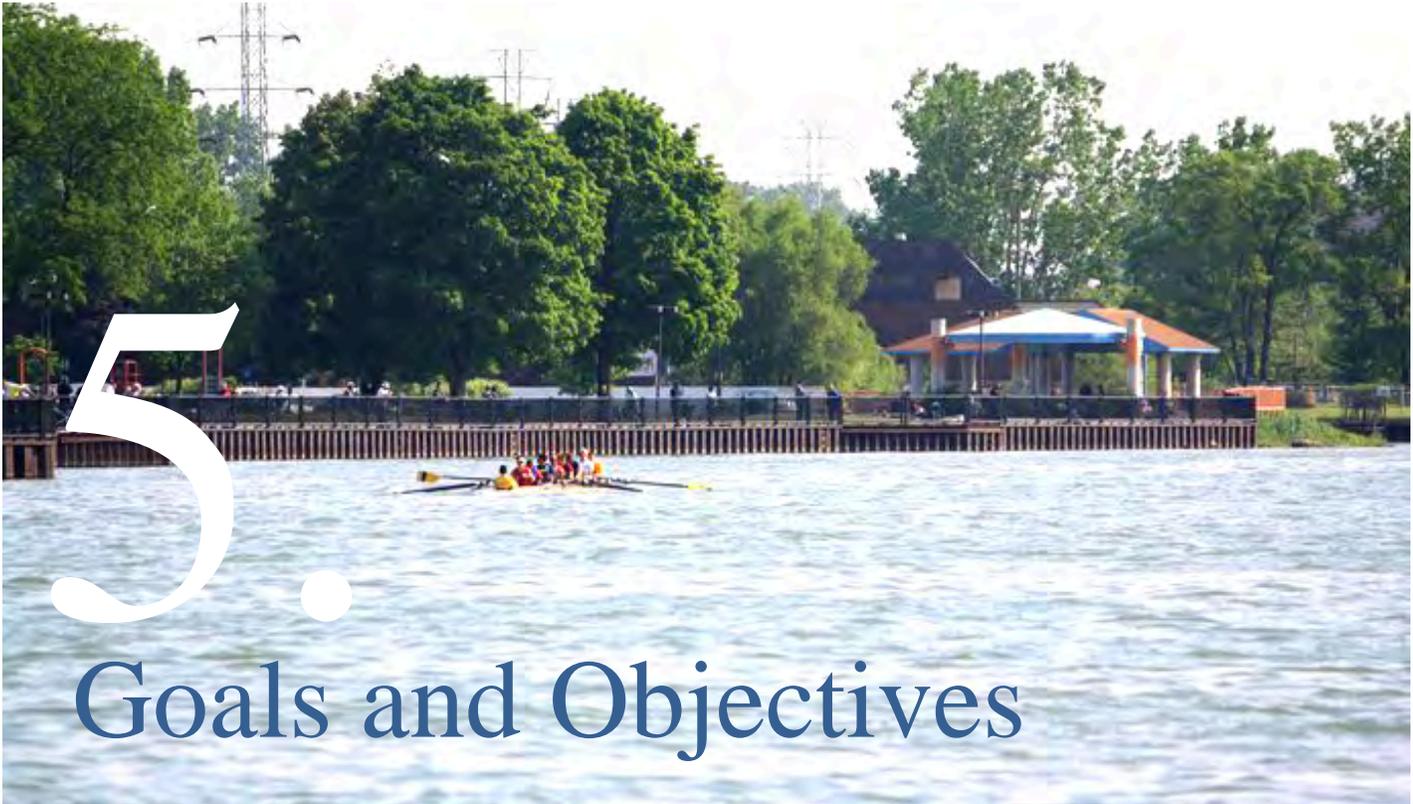
-  Opportunities for Railroad Crossing Improvement
-  Opportunities for Underpass Improvement
-  Core Neighborhood  
- Strengthen Single Family Residential
-  City Commercial Core
-  Commercial Corridor Development Enhanced
-  Neighborhood Commercial Opportunities
-  Industrial Redevelopment
-  Mixed Industrial Area
-  Mixed Use / Multiple Family Development Site
-  Multiple Family Opportunities
-  City & School Facilities
-  Regional Park / Waterfront
-  City Boundary
-  Possible Rail Trail Connection
-  Neighborhood Multimodal Connector
-  Possible Regional Bikeway
-  Grid Expansion Opportunity



Parcel Base Map Source: Wayne County GIS, 2013  
 Data Source: McKenna Associates, Inc. 12/2014  
 Map Date: April 30, 2015







# 5. Goals and Objectives

The development of a master plan for Ecorse begins with the establishment of goals and objectives that express a broad range of needs and provide a direction for municipal efforts to fulfill these needs.

Goals are general in nature and are statements of ideals. Goals represent the values and environment that the community views as important to protect. Objectives, in contrast, are more specific and intended to provide a strategy for achieving the goals. Together, the goals and objectives provide the foundation for the community's master plan and framework for plan implementation.

*Goal 1: Foster the creation of a downtown corridor with enhanced waterfront access along Jefferson Avenue.*

## Objectives:

- Create a downtown business improvement organization that will implement a vision for the commercial corridor and lead the way for improvements
- Create a revolving loan program for facade improvements
- Develop design standards for commercial buildings along Jefferson Avenue
- Improve maintenance of streets and alleys in the downtown area
- Encourage new retail businesses to locate in existing storefronts
- Focus initial attention on a three areas of activity area to begin improvements, the Frenchman's Cove/Dingell Park Area, the Outer Drive intersection, and the historic character building cluster around Salliotte Street.

- Continue improvements and maintenance to Dingell Park and consider relocation of the Ecorse Rowing Club to the Detroit River Waterfront
- Maintain prominent public or semi-public access to waterfront areas
- Encourage connections from commercial uses to the waterfront
- Provide incentives and opportunities for private investment in Frenchman’s Cove and Mudd Island
- Seek State and Federal improvement/development grants and consider use of Brownfield and or DDA funding to incentivize private investment
- Encourage increased housing density and new development in the neighborhoods east and west of Jefferson Avenue

## Goal 2: *Support businesses, job creation, and redevelopment of blighted and vacant property in Ecorse.*

### Objectives:

- Concentrate and improve industrial uses and reuses where there is current industrial zoning and foster the development of new jobs by permitting small manufacturing “maker” spaces
- Buffer industrial uses from other land uses (particularly, residential) so that the negative off-site impacts don’t prevent investment in neighboring areas
- Re-use or redevelop vacant, abandoned, and underused industrial land, with a focus on river access and sites with potential for mixed use or planned development
- Support efforts to attract commercial employers like a major grocer or retailer to a commercial site in the City, potentially at sites near Jefferson Avenue and Visgar Road
- Establish a small business incubator program to work to build new businesses from within the community
- Support efforts to redevelop large target sites within the City, like the Mill Street site and the vacant land at Outer Drive and Jefferson Avenue
- Support efforts to develop the site at Twelfth Street and Francis Avenue as a community facility, either public or semi-public
- Encourage good corporate citizenship in Ecorse through outreach and regular coordination between businesses and City representatives

Goal 3: *Promote resident pride in Ecorse through community development and investments in the appearance of neighborhoods & businesses.*

Objectives:

- Identify key locations for City gateways and public places for banners, identity markers, and community wayfinding signs
- Develop a strong visual statement at key entryways into the City with landscaping, public art, and street treatments
- Develop a program to identify neighborhoods with signage or street sign toppers to increase interest and participation in neighborhood improvement activities
- Emphasize historic structures and local legends as image builders
- Enhance existing gathering places to serve as settings for community activities (e.g., waterfront, parks, schools, playfields, sidewalks)
- Use social organizations to increase community capacity for leadership through active use of community facilities, creation of block clubs, and other leadership development opportunities
- Coordinate activities between the City and School District to maximize availability of community facilities
- Develop and promote neighborhood beautification programs to improve the desirability and appearance of all residential areas
- Encourage simple low-cost improvements that can be supported through volunteer efforts like flower planters and graffiti clean-up
- Foster resident participation through City sponsored events like neighborhood clean-up days, community policing, and public celebrations like July 4 fireworks



*Goal 4: Create new housing opportunities for people of all ages and income levels in Ecorse while strengthening neighborhoods and diversifying the housing stock.*

**Objectives:**

- Encourage the redevelopment of housing by private entrepreneurs
- Enforce existing regulations and ordinances directed toward the improvement of environmental conditions in residential areas
- Use code enforcement as a mechanism for maintaining and upgrading housing stock
- Create opportunities for infill residential development that respects the fabric of the existing neighborhood
- Continue efforts to demolish and remove abandoned, vacant and dilapidated housing throughout the City
- Build staff capacity to implement MSHDA and Federal programs aimed at improving neighborhoods
- Encourage the development of a housing rehabilitation program focused on providing reinvestment in neighborhoods
- Work with Community Development Corporations (CDCs) or develop a CDC to target particular neighborhoods for housing improvements and provide home ownership assistance and education
- Regulate rental housing and enforce rental housing codes through a formal inspection program
- Create opportunities for affordable, higher density, home ownership projects, such as condominium townhouses, brownstones, and infill apartments/houses



Goal 5: *Improve roads and connections in Ecorse for walking, biking, transit, and cars.*

Objectives:

- Require new development and redevelopment to prioritize walking as primary mode of access
- Create better connections through and between neighborhoods, parks, and community destinations by installing bicycle/wayfinding signs and safe crossing improvements
- Install bike lanes or marked shared lanes on Jefferson Avenue, Visgar Road, and Salliotte Avenue
- Install bike parking at key community destinations, like Dingell Park, the high school, and the Visger Road, Salliotte Avenue, and Jefferson Avenue commercial areas
- Install a shared use path on Outer Drive and Southfield Road
- Consider the creation of a “rail-with-trail” from Dingell Park into River Rouge and Detroit along the Detroit River.
- Limit industrial traffic on residential streets
- Improve safety at railroad crossings and underpasses
- Improve bus access and bus stop amenities along regional transit routes and participate in planning for new transit with RTA and neighboring jurisdictions



**Public Engagement:**

The goals and objectives included in this master plan are derived from two advertised public engagement sessions and ongoing input provided by the Ecorse Planning Commission. The Commission provided feedback during its regular meetings and special scheduled workshop sessions, all of which were open for public participation. Meetings were held in 2015 on January 21, April 15, and May 7. On May 7, the Planning Commission also recommended City Council approve the draft plan for distribution. Council approved distribution of the plan at its meeting on May 12, 2015. A public hearing was held by Planning Commission in August 2015 to assess comments received from residents and neighboring communities.

A public workshop was held on February 18, 2015 at the Ecorse Civic Center. In the first discussion of the night, participants freely brainstormed their wishes for the community. These were grouped into housing, roads, business, and appearance categories. Comments were additionally classified as either issues that needed to be fixed, assets that needed to be preserved (keep), or aspirational ideas for the future. Participants were asked to identify their number one priority for Ecorse. After everyone submitted an idea, the ideas were combined into six overall categories. Each participant was given \$100 “dollars” to spend in any of the six areas, resulting in the following priorities:

- 1. Improve Jefferson Avenue
- 2. Support Businesses
- 3. Foster Community Development and Public Safety
- 4. Support Schools and Draw New People to Ecorse
- 5. Create and Rehabilitate Housing
- 6. Improve Southfield Road

These priorities were used to rank the goals and objective for the master plan.

An additional public forum was held on March 18, 2015 at Ecorse High School, following Mayor Tidwell’s State of the City address. This event features a moderated community discussion in which residents shared their aspirations and desires for the future development of the City.





# 6. Community Facilities Plan

An inventory of existing local and regional recreation facilities and community facilities was conducted by McKenna Associates during January, 2014 during the development of the 2014 - 2018 Parks and Recreation Master Plan. The physical inventory of local facilities consists of all City parks, recreation sites, and community facilities.

Ecorse has eleven municipal parks, one public boat launch, and a senior center. There are also indoor and outdoor recreation facilities located at Grand Port Elementary, Ralph Bunche Elementary and the Kennedy Middle School/Ecorse High School campus.

These parks and facilities are actively used by City residents, and each park and facility has a unique history. Recreational facilities are owned and operated by either the City of Ecorse or the Ecorse School District. The 2014 - 2018 Parks and Recreation Master Plan documents needs and recommendations for Ecorse recreation facilities and was prepared and adopted in compliance with state rules to make the City eligible for MDNR grants.

## Community Facilities

Ecorse is a mature community with substantial existing community infrastructure in the form of public works facilities, and social, cultural, and recreational facilities. Maintenance of the existing community facilities and infrastructure, selective replacement, upgrades, and modifications to those facilities, enhancement of aesthetic quality, and provision of high quality services within the City are primary concerns of City government.

An important consideration of this master plan is the location of community facilities. Facility location affects the efficiency and quality of the essential services provided. Such facilities should be easily accessible to residents and businesses, while accommodating the particular needs of the service provided, such as good road access for police protection.

In addition, where practical, community facility buildings and spaces should reinforce the importance of government by being in a central and prominent location. Community facilities can become focal points

or landmarks which reinforce the cultural and historic features of the City and provide a backdrop for ceremonial and public events.

The architectural character of community facilities is also important. Beyond merely meeting functional needs, the facility should be enhanced by appropriate height, mass, and materials. The architecture of public buildings should convey a sense of permanence and importance to residents of the community. Prominent placement, use of high quality materials and design, and strengthening the City’s downtown along West Jefferson Avenue are important criteria to apply to all community facilities within the City.

An analysis of important community facilities in Ecorse and recommendations for each facility are described below.

### Buday Civic Center

Buday Civic Center is located on West Jefferson Avenue and is the center of City government. The complex houses the offices of the Mayor, Clerk, Treasurer, City Council, Police and Fire Department, Controller, Assessor, Water Department, City Engineer, and is also used as the District Court.

### Ecorse Public Library

The Ecorse Public Library is located at 4184 West Jefferson Avenue near the intersection of Outer Drive and West Jefferson Avenue. The library was opened in December, 1948. The facilities have not expanded since 1948 and there are no plans for library site expansion. The library is ideally situated along Jefferson Avenue, with adequate parking facilities. The library currently has an underutilized basement that is planned for use as meeting space and program rooms, possibly including an historical documents room. Library staff includes a library assistant and a one full time director.

## Recommendations

### Community Facilities

The City is in need of a new or modernized City government building. Buday Civic Center has served the community for many years, but is in need of substantial upgrades, such as elevator improvements and additional office space for city government and court employees. The community should not abandon the Civic Center on West Jefferson Avenue because of its prominent location. However, the City should work toward developing a civic center that is more pedestrian friendly and mindful of the civic role of community buildings. Consideration should also be given to ensuring that the police and fire departments are sited at the same location as city government to create substantial savings through a government campus location.

### Twelfth Street and Francis Avenue Site

A building and recreation area located at Twelfth Street and Francis Avenue has potential to be redeveloped as a community facility or recreation center. The building is currently vacant and in an unfinished stage of construction.



This chapter considers the networks of roadways, railways, pedestrian ways, bicycle ways, and transit, which encompass various modes of transportation. Examination of traffic patterns, access points, pedestrian circulation, and conditions of the street network is an integral part of the master plan.

Ecorse, and particularly its neighborhoods, is characterized by a traditional grid network of streets. This is the street pattern most often used in older communities developed before the 1940's. The grid pattern has many advantages; paramount is its capacity to disperse traffic by offering several alternate routes to get to any destination. The grid pattern also provides for simplicity in wayfinding and efficient use of the land. The City should protect its grid pattern and ensure that the grid pattern is not interrupted by street closures. New planned development should tie into and extend the street grid.

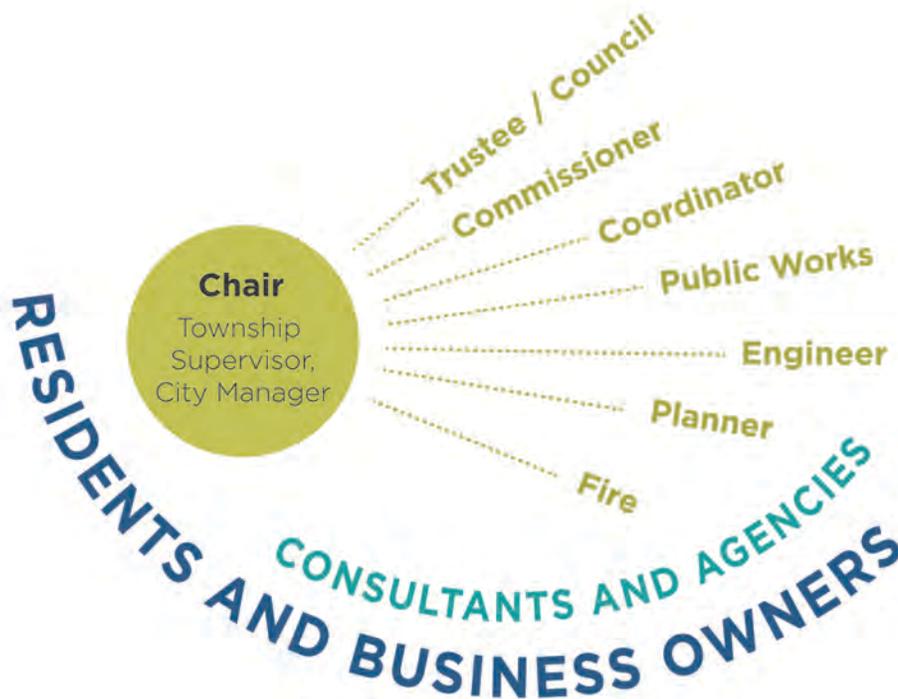
Another important characteristic of the City's transportation network are the railroad corridors. There are three railroad lines that traverse Ecorse in a north/south direction. The lines are owned by Conrail and the Grand Truck and Western Railroad Company (owned by Canadian National Railroad) and used by Amtrak for passenger service. Another smaller railroad line serves US Steel. The railroad lines are a dramatic interruption to the grid pattern of streets and blocks within Ecorse and also block pedestrian traffic between the residential neighborhoods and the areas of the City along West Jefferson Avenue and the River. Despite the dramatic interruption to pedestrian and vehicular traffic, railroads have been a long-standing part of the City and speak to the history of Ecorse as a center of heavy industry.

## Complete Streets Policy

Ecorse streets will be safe and accessible for all users: pedestrians, bicyclists, and motor vehicle drivers. Complete Streets accommodate people of all ages and physical abilities. There is no single formula or prescription for a Complete Street in Ecorse. Streets are “complete” when they fit in the context of the surrounding area. Not all Ecorse streets will include all of the elements below, but this list represents what the City will strive to achieve when evaluating future transportation projects.

- **Pedestrians:** Ecorse’s streets will include sidewalks with unobstructed walking space, adequate lighting, benches, trees, shading, roadway separation and on-street parking, easy access to walkable destinations, and safe and frequent crossings.
- **Bicyclists:** Ecorse’s streets will include spaces to bike comfortably shared with traffic, or clearly marked bike lanes with appropriate separation based on speed and volume of vehicle traffic, adequate bicycle parking, intersection treatments, and destinations accessible by bike.
- **Vehicles:** Ecorse’s streets will be safe and convenient for driving. Signals will be timed to reduce congestion, on-street and off-street parking will be easily accessible and appropriately priced, and streets will be designed to promote safe driving speeds.
- **Streets are places:** Ecorse’s streets will be places. They will not simply link destinations; they will be destinations in themselves, and include places for social gathering, exercising, and relaxing.
- **Streets add value:** Ecorse’s streets will enhance property value and be coordinated with land use development standards to support commerce through connectivity, design aesthetics, street life, and access.
- **Transit:** Ecorse’s streets will support access to existing and future transit systems in the region.

Supporting Complete Streets in Ecorse will complement existing development patterns, enhance the attractiveness and encourage access to core corridor areas on Jefferson Avenue by all modes.



## Vehicle Circulation

Vehicle circulation, or how people maneuver through the community by car, is an important consideration when developing a plan for the future. Roads and other circulation routes are a means of controlling and organizing land use development within the community. Further, the circulation system must be integrated with all other aspects of the plan. This section of the master plan will analyze the circulation patterns of the City and will help determine problem areas that should be addressed.

On a regional level, there are several agencies involved in the formulation of plans and policies for the larger transportation network. While the plans of these agencies can have a strong impact upon the circulation system of a community, the City can also influence, and in many cases control, its own future transportation network. This is especially true for Ecorse which has jurisdiction over all the roads within the City except West Jefferson Avenue, Southfield Road, and Outer Drive.

### Regional Context

The City's transportation network is part of the Metropolitan Detroit region. The City is not directly served by major interstate highways but is crossed by several major thoroughfares, such as Southfield Road and Outer Drive.

The development of Ecorse is inextricably linked to its location along West Jefferson Avenue, a Wayne County road historically serving Detroit and many other downriver communities. The West Jefferson Avenue bridge over the Rouge River is currently closed, but Jefferson Avenue remains the major arterial route north and south through the City. The grid pattern of streets in the City is tied to Jefferson Avenue and a significant number of commercial businesses are located along the Jefferson Avenue corridor.

Ecorse is well served with regional roads that connect it to nearby communities. Southfield Road connects the City to Lincoln Park and north (as the M-39 Freeway) to Oakland County communities. Outer Drive, located in the middle of the City, connects to Detroit and western suburbs. I-75, I-94, and M-85 are quickly accessible in neighboring communities.

All streets in the City are under the jurisdiction of either the City of Ecorse or the Wayne County Department of Public Services. Ecorse has jurisdiction over all local streets and receives money through Public Act 51 of 1951, as amended, for the maintenance of these roads. Public Act 51 allows for the distribution of gasoline taxes collected state-wide to units of government (State, county road commissions, cities, and villages) based upon road classifications. The Wayne County Department of Public Services has jurisdiction over West Jefferson Avenue, Southfield Road, and Outer Drive.

There are two "Class A" roads in Ecorse: West Jefferson Avenue and Southfield Road. If a road is "Class A", it was constructed as an all weather truck route that is appropriate for industrial traffic. Class A roads may carry legal loads after the first frost in the fall and have higher load limits than primary arterial and local roads.

## Functional Classification

The Federal Highway Administration (FHWA) developed the National Functional Classification (NFC) to classify all highways, streets, and roads according to their function. This system has been in place since the 1960s and is recognized as the official road classification system by the FHWA. The following paragraphs describe each category in the NFC.

### **Principal Arterials**

Principal arterials carry vehicles over long distances and connect population centers. They provide access to places that create major traffic, such as airports and regional shopping centers. Examples of principal arterials are interstate highways and other freeways, as well as state routes between large cities and significant surface streets in large cities.

West Jefferson Avenue, Southfield Road, and Outer Drive are principal arterials and serve as the major connections between Ecorse and the greater Detroit metropolitan area. Within the City, West Jefferson Avenue and Southfield Road are undivided five lane highways. Outer Drive is a divided four lane highway. Both Southfield Road and Outer Drive are significant roads in the region with their terminus at West Jefferson Avenue.

### **Minor Arterials**

Minor arterials are similar in function to principal arterials, except they function to carry trips of shorter distances. There are no minor arterials in the City.

### **Collector Streets**

Collector streets connect neighborhood areas of concentrated land use development to minor and principal arterials. They provide access to parcels of property and funnel traffic from residential areas to arterials. Visger Road is a collector street in Ecorse.

### **Local Streets**

Local streets provide access from individual properties to collector streets. They serve as routes through residential development. Local streets are the main interior streets of the City, depending on the density of residential development. Movement of through traffic is deliberately discouraged on local streets. All City streets, except West Jefferson Avenue, Visger Road, Southfield Road, and Outer Drive are local streets.

## Jurisdictional Classifications

Another method of classifying roads is based on the governmental jurisdiction responsible for the road's maintenance and upkeep. Michigan's Public Act 51 of 1951, as amended, establishes the method for distribution of gasoline tax revenues to the State among its municipalities. The State of Michigan retains a portion of these revenues which are allocated to the Michigan Department of Transportation (MDOT) for maintenance and upgrading of the interstate highways and state trunklines within its jurisdiction. The amount of revenue that remains is allocated to local units of government throughout the state. The funding level to each municipality is determined by a set formula and, ultimately, depends on the length of roadway in each classification.

The classifications used by MDOT are State Trunkline, County Primary, Major Street and Local Street. Major streets are designed and constructed to carry greater volumes of traffic at higher rates of speed and receive a larger dollar-per-mile amount than local streets. Local streets typical serve residential areas, therefore, volumes and rates of speed are lower than on major streets. Due to the less intense use of local streets, the dollar-per-mile funding level is less than major streets under local jurisdiction. Following are the road types present within and around the City.

### **State Trunklines**

State trunklines are roads that are under the jurisdiction of the State of Michigan and serve as major arteries connecting different cities and villages to each other. There are no state trunklines located within the City of Ecorse. Southfield Road becomes a major state trunkline to the north, but it is not classified as such within Ecorse.

### **County Primary Road**

County primary roads are under the jurisdiction of the Department of Public Services for Wayne County and serve as connectors between areas within the County. West Jefferson Avenue, Outer Drive, and Southfield Road are County Primary Roads.

### **Local Major Roads**

Local streets are under the jurisdiction of the local municipal government and are classified as either local major or local minor roads. All local roads in the City, whether major or minor, are under the jurisdiction of the City. The local major roads within Ecorse serve as collector streets linking the local minor roads with the major thoroughfares. The City local major road system includes Visger Road, Salliotte Avenue and High Street.

### **Local Minor Roads**

The lowest order roads are local roads, which provide access to individual properties. They mainly carry traffic generated on the street itself. All roads not identified as a local major road, are considered local minor roads.

## Pedestrian Network

Ecorse embraces walkability as a primary goal for the transportation system. The City’s sidewalk network is built out; however, an assessment of the condition and quality of sidewalks should be completed to determine if repairs or expansions are needed. Residential sidewalks should be a minimum of 5 feet wide and have a minimum of 5 feet of landscape separation from the road. Where right-of-way permits, a 10 foot landscape separation in residential areas is desired.

Further, it is important to provide improved pedestrian access across the railroad to Jefferson Avenue, the City offices, and the Dingell Park/Frenchman’s Cove area. This will facilitate safe access by foot between neighborhoods, shopping, and community destinations without reliance on a vehicle. Improving connections across the railroad will also support efforts to improve the economic climate of Jefferson Avenue.

## Transit Connections

Ecorse is served by two SMART bus lines, the 125 Fort Street/Eureka Road and the 140 South Shore. The 125 connects Jefferson Avenue to the Detroit Metropolitan Airport, the 140 connects Wyandotte to the Fairlane Town Center.

This plan recommends enhanced transit stop design and connections to the pedestrian and bicycle network along corridors with bus service to encourage use of the bus system. The City should work with representatives of SMART to provide bus shelters, information kiosks, and possibly provide bus loading bays at strategic locations throughout the downtown area. By providing suitable and comfortable places for bus patrons to wait for a bus, more pedestrians may choose to visit Ecorse via bus.

## Bicycle Network

The development of a bicycle network in Ecorse is intended to support residents’ health and access to important local destinations. With bicycle network improvements, more Ecorse residents will be able to make safe, short trips, to parks, schools, and even shopping, all without getting in the car. Bicycle network improvements are recommended based on the need for separation from vehicle traffic, existing signal locations to cross major roadways, and alignment with desirable community destinations, like schools, parks, public facilities, and commercial areas.

Many of Ecorse’s neighborhood streets are comfortable to bike on now, and could be improved with simple signs. Some corridors can serve as more prominent system links with on-street pavement markings like conventional bike lanes and marked shared lanes. Most people don’t feel comfortable biking with heavy traffic; on these corridors complete separation is desirable. This plan recommends a combination of signed bike routes, off-street paths, and on-street bikeway markings to complete the Bicycle network within the City.

## Shared Use Paths

Shared use paths are paved concrete or asphalt paths wide enough to accommodate both pedestrians and bicyclists. They are typically a minimum of 8 feet wide with 2 feet of clearance on either side of the path. Shared use paths offer cyclists a safe place to bike off-street when there is no space for a bike lane, or it is unsafe to bike on the street. Shared use paths are recommended along Outer Drive and Southfield Road.



### Conventional Bike Lanes

Bike lanes create a dedicated space for cyclists on a roadway. They are appropriate on streets with moderate to heavy traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signage. Bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. For safe cycling, bike lanes should be 4 feet to 6 feet wide. Bike lanes are recommended on Jefferson Avenue and Visger Road.



### Marked Shared Lanes or Sharrow

Marked shared lanes use a double chevron and bicycle marking, or “sharrow,” in a lane intended for the joint use of motorized and bicycle traffic. Chevron symbols direct bicyclists to ride in the safest location within the lane, outside of the door zone of parked cars and areas where debris is likely to collect. Generally, marked shared lanes are a low-cost treatment suitable for lightly travelled collector and arterial roads. Marked shared lanes are recommended along Salliotte Avenue.



### Signed Bike Routes

Bike route signs raise all users’ awareness and acceptance of cycling. They make all residents aware of the most bike-friendly routes in their communities. Bike route signs are appropriate for any roadway that provides an essential link in a bicycle system, and can offer important, affordable motorist education and traffic calming. “Bike Route” signs should be implemented with a system of wayfinding signs that provide directions to specific destinations. These types of bikeway signs provide useful information and directions for cyclists, drivers and pedestrians alike. A signed bike route network is recommended throughout the City’s neighborhoods to connect parks, community facilities, and commercial areas.

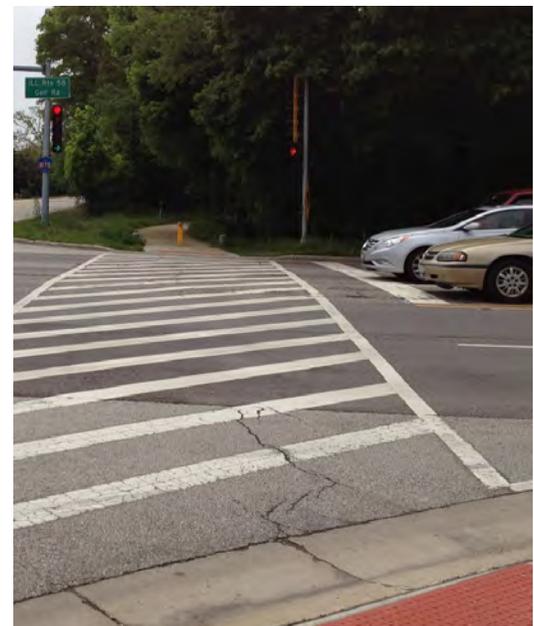


## Intersection Treatments and Traffic Calming

In addition to modifications to the roadway configuration and multimodal network alignment, intersection modifications can improve the overall safety, walkability, and identity of Ecorse. Intersection treatments like curb extensions, textures, pavement markings, crosswalks, eliminating free-flow right turn lanes, tightening corner curb radii, and installing pedestrian refuge islands can improve traffic management and safety at intersections. The following treatments are recommended.

### Pedestrian Crossing Recommendations

Crosswalks are recommended minimally at all signalized crossings and on the crossing leg parallel to the arterial network. Crosswalks are encouraged for pedestrian safety and there are likely places where further study is needed to determine if mid-block crossings are warranted. Painted crosswalks alert drivers of where to expect people crossing. Crosswalks are typically two white lines across the street, but other designs draw more attention to the crossing and tend not to wear away as quickly. Special paving or colored markings may also be used. Additionally, countdown pedestrian signals are recommended at all signalized crossings. Countdown signals show how much time remains before the traffic signal changes and are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete their crossing safely. Pedestrian crossing signs may also be considered.



### On-street Parking and Lane Narrowing

Prominent on-street parking and lane narrowing is recommended along Jefferson Avenue corridor core area. On-street parking not only provides access to businesses, it supports sidewalk separation from vehicles and calms traffic by visually narrowing a roadway and creating additional buffer space between pedestrians and automobile traffic. Further, narrowing lanes from high-speed 12-foot-wide lanes to 10-foot-wide lanes encourages motorists to slow down and underscores a transition to a calmer context.

### Core Intersections

The intersections where Jefferson Avenue crosses Salliotte Avenue, Outer Drive, and Southfield Road are designated core intersections. These intersections are crucial to the planned development of the Jefferson Ave. corridor core area. Crossing distances should be improved with curb extensions and high visibility crosswalks should be installed.

## Gateway Intersections

Gateway features are encouraged at City entrances, especially along Jefferson Avenue. Gateways can be bold statements, such as arched entryways, or can be more simply marked by signs and landscaping. Gateway areas are good places to site wayfinding signs and other identity features, such as banners and public art installations. Public art installations along the public right-of-way, such as sculptures and murals, can greatly accentuate the transportation network and improve the value of a place.

## Off-Street Bike Crossings

Intersections where the off-street bicycle network meets the on-street bicycle network should include bicycle-pedestrian crossing signs and wayfinding signs. Additionally, crosswalks for shared use paths should be as wide as the shared use path and marked with trail crossing signs. Bicycle pavement markings should be installed at the intersection and approaches.



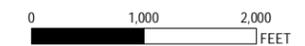
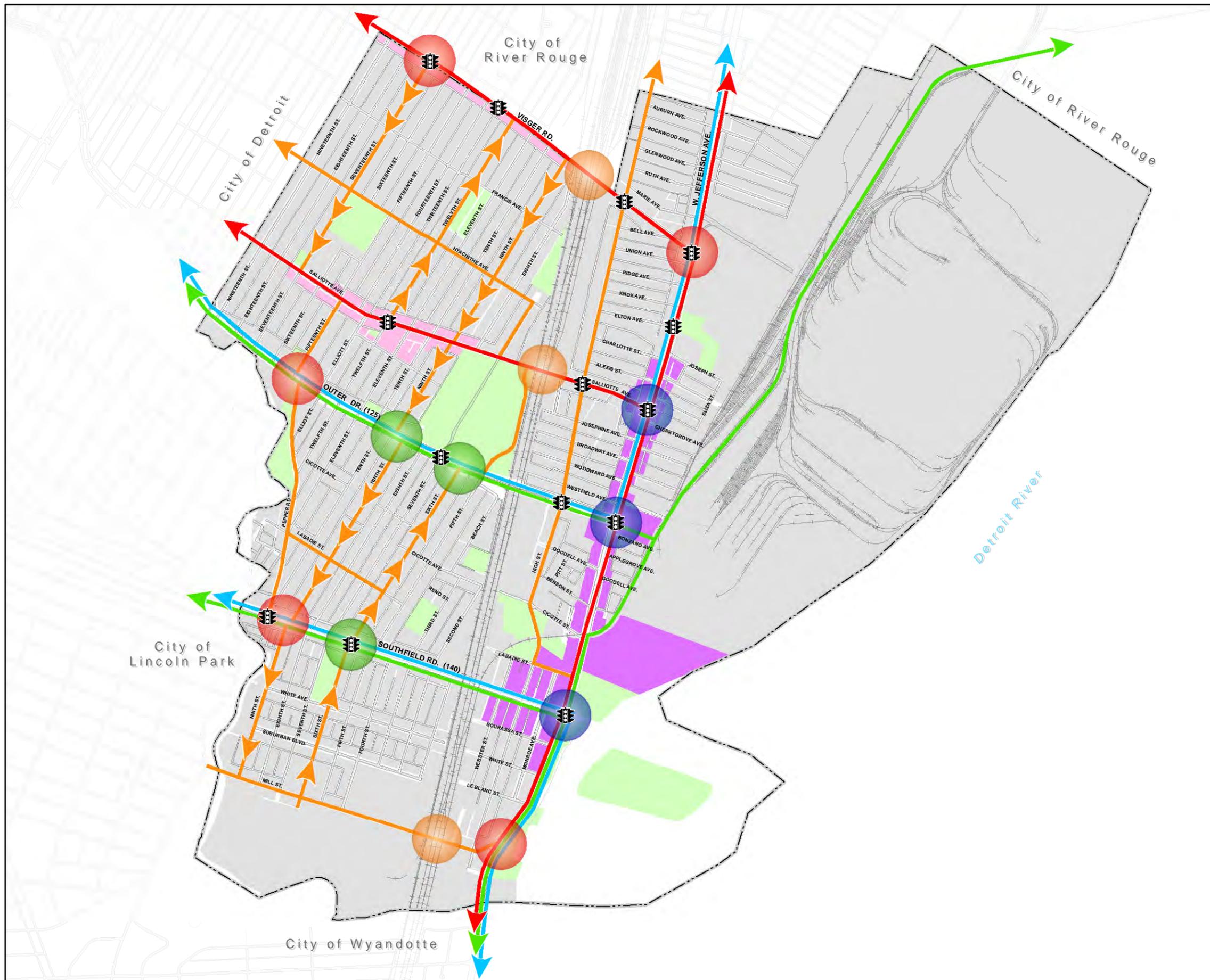
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# Map 4: Future Transportation Plan

Ecorse, Michigan

## LEGEND

- Shared Use Path/Protected Bikeway
- Conventional Bike Lane/Marked Shared Lane
- Signed Bike Route
- Transit Corridor  
Route 125 Fort Street/ Eureka Road  
Route 140 South Shore
- At Grade Rail Crossing
- Core Intersection
- Gateway Intersection
- Off Street Bike Crossing
-  Signals
- Neighborhood Mixed Use
- Corridor Core
- Public/Quasi-Public



**McKenna**  
ASSOCIATES



Parcel Base Map Source: Wayne County GIS, 2013  
 Data Source: McKenna Associates, Inc. 12/2014  
 Map Date: April 30, 2015





## Future Land Use Plan Summary

The Future Land Use Plan for the City of Ecorse is based upon the foregoing analysis and goals and objectives. The scope of the plan is comprehensive, as it addresses each element of a feasible development pattern for the City. At the same time, the plan should be viewed as a general framework for development, in which a suggested arrangement of land uses and circulation is identified, leaving flexibility to accommodate changing needs and conditions. It must be recognized that the plan represents an overall policy document and that all elements and concepts cannot be achieved in the near term, but will be realized only through continued effort and follow-through.

The plan should serve as a primary guide in evaluating proposed changes to the Zoning Ordinance and/or Zoning Map. The plan should also be updated periodically to reflect changes in the community. Future amendments to the plan should be considered with care and deliberation by the City's Planning Commission.

The Future Land Use Plan Map and supporting text are based on the fundamental planning principles summarized below:

- **Long Range:** The Plan identifies and responds to existing and anticipated issues affecting land development over the next 20 years (2035).
- **Comprehensive:** In the Plan, all major types of land use appropriate to the City are considered.
- **Generalized:** To avoid detailed or site-specific issues of minor consequence in the context of the Plan, broad principles of land use interrelationships are incorporated. The Plan is not a zoning ordinance.
- **Regional:** Conditions beyond City boundaries which may have impact on the City are considered in preparation of the Plan.

**Table 13: Future Land Use Acreage**

<b>Ecorse Future Land Use</b>	<b>Acres</b>	<b>%</b>
Single Family Residential	324.49	22.42%
Multiple Family Residential	15.72	1.09%
Flexible Residential	139.18	9.62%
Manufactured Housing	5.44	0.38%
Neighborhood Mixed Use	16.34	1.13%
Corridor Core	54.82	3.79%
Commercial	51.65	3.57%
Light Industrial	170.25	11.77%
Industrial	564.36	39.00%
Public/Quasi-Public/Recreation	104.78	7.24%
<b>Total*</b>	<b>1,447.03</b>	<b>100%</b>

\* excludes right-of-way  
 Source: McKenna Associates 2014 and Wayne County GIS

## Future Land Use Plan

Generalized land use areas are identified on the Future Land Use Map and reflect the patterns of existing land use, analysis of existing conditions, population projections, community goals and objectives, and other aspects discussed in previous sections. Following is a description of each of the land use categories contained on the Future Land Use Map.



# Single Family Residential

Corcoran's single family residential character is an important and positive attribute. As described in the Existing Land Use Analysis, the City has a variety of neighborhoods ranging from older historic homes on small lots to newer single family homes on larger lots. The City wishes to retain a predominately single family residential character and should continue to work to maintain and improve neighborhood and housing conditions.

The single family residential category encompasses parcels intended for single family residential living within the City. Lots within this category typically have street frontage and many are served with an alley to the rear. Lots in the City are also relatively small compared to neighboring suburban communities. Single family residential areas are typically walkable, with important neighborhood amenities such as sidewalks, street trees, and connections to neighborhood parks.

## Single Family Residential Design Principles:

- 1. Use** - Single family residential areas are limited to single family uses and customary accessory uses.
- 2. Lot Size** - The lot sizes in this area are generally between 30 feet and 45 feet wide, with most less than 35 feet wide. The City should encourage existing platted lots with existing residential units to be used for single family residential purposes. Lots that are missing residential dwelling units should be divided and combined with adjacent lots to increase lot sizes within the City.
- 3. Building Size** - The housing stock is characterized by single family residences and accessory structures. The homes are typically one to two stories.

New development should respect the traditional architectural character of the City. A front porch is a common feature on the older homes in the City's residential areas. The newly historic, post World War II bungalows also have a distinct character that should be maintained when new development comes to existing neighborhoods. Front porches are important because they provide a quasi-public area between the front yard and street and the private areas of the house. Front porches should be encouraged in all City single family residential areas to increase safety in neighborhoods; consideration should be given to allowing porches to encroach a limited amount into the required front yard.

- 4. Building Placement** - Front building setbacks should be similar to the existing patterns in the immediate neighborhood. Buildings facing the street should maintain a public facade that is not dominated by garage doors. Consequently, all attached garages should be recessed at least five feet behind the front facade with the front door and the garage door occupying not more than 50% of the building width at the property line. In the case of small lots, this may require a one car garage, a tandem two car garage, or access to a garage from a rear alley. Garages located on lots within the City's residential areas should be setback a minimum of ten (10) feet from the road, and side loaded if possible.
- 5. Character** - The character of the single family neighborhood areas is important to maintain. Many of the homes in these areas are historic with Victorian-type architectural finishes and some are more modern post World War II bungalows. The City should ensure that infill development is respectfully and sensitively folded into the existing neighborhood. Other character recommendations include: a.) maintaining the open area between the street/sidewalk and the yard area of houses, b.) ensuring the continuity of sidewalks, c.) maintaining large diameter street trees, and d.) encouraging historic character (Victorian or Post WWII) when building additions or new construction is undertaken.

## Multiple Family Residential

The location of multiple family residential development in a community is determined by many factors, including the availability of necessary utility services, community facilities, access, and surrounding uses. The Future Land Use Map proposes multiple family use in the areas of existing multiple family residential development, such as the area north of Salliotte Street between Ninth Street and the railroad right of way. Multiple family residential uses are also planned within the neighborhood mixed use plan category and the flexible residential plan category. The planned areas for the multiple family residential use category have been mapped as shown for several reasons, including:

- The existing areas of multiple family housing are well established within the neighborhoods in which they are located.
- The areas planned for multiple family dwellings are located on or close to major roads within the City.
- The multiple family development serves as a transitional use and a buffer between adjacent single family uses and commercial or other more intensive uses.

### Multiple Family Residential Design Principles:

- 1. Use** - The multiple family residential use category includes dwellings of two (2) or more units and townhouse, apartment, and duplex-style residential uses and customary accessory uses. The preferred housing style is high quality townhouses or attached condominiums. Individual condominium ownership is preferred over absentee landlords usually found in apartment buildings.
- 2. Density** - In large part, the density of multiple family residential areas will be determined by the site plan and the specific conditions contained in the Zoning Ordinance. Generally, the density will be between eight and 15 units per acre. Additional density may be warranted for projects that exhibit exceptional site layout and building design.
- 3. Building Size** - Because multiple family developments are denser than single family developments, the provision of open space within the development is critical. Multiple family developments should include common open spaces for the residents of the development.

Building height for multiple family developments should be limited to three stories so as not to dwarf nearby single family uses. Durable building design with traditional design and natural construction materials are desired within the multiple family residential category. Architectural detail should be provided to ensure that the development is compatible in appearance with the single family character of the community. Well-designed townhouse units are generally preferred over conventional apartment buildings.

- 4. Building Placement** - Developments within the multiple family residential category should face the street with adequately screened parking located behind the buildings or in garages to maintain the pedestrian orientation of the City. Sufficient spacing should be provided between buildings for open space and to allow window openings. Access drives in new developments should be connected with abutting local streets. Multiple family developments should generally have more than one point of access to enter and leave the development.

## Flexible Residential

Flexible residential areas are planned for more compact single family and multi-family development infill uses to strengthen the neighborhoods east of the railroad tracks, increase the City's tax base, and provide more walkable housing options within close proximity of the planned corridor core along Jefferson. The development of flexible residential units are planned around the Jefferson Avenue Corridor. New development in these areas is intended to match or blend in with the existing neighborhood design types, which already contain a myriad of older multi-family housing types scattered along streets. These areas are planned to meet the needs of all the City's rental housing demand, as well as the needs to create new housing for young families and retirees who may want a housing type not currently offered in Ecorse's residential neighborhoods. An increase in density around the corridor core commercial areas will help increase the economic viability of Ecorse's businesses.

### Flexible Residential Design Principles:

- Density of 8 to 15 units per acres permitted if designed to match neighborhood fabric.
- Parking should be permitted in the rear yard only and supplemented with on-street parking.
- Garages and carports, if any, shall be built in the rear of the unit, screened from road rights-of-way.
- Building materials shall be natural and durable, such as stone and brick to reduce required maintenance.
- Shared hallways are discouraged. Each unit should have its own entry accessible from outside the building.
- Roofs shall contain a variety of peaks, gables or dormers to break long, monotonous roof lines.
- Facades shall be traditional, offering multiple window openings and other architectural features.
- Connection to the City's sidewalk system.

## Manufactured Housing Parks

The future land use plan has not designated additional land for manufactured housing parks. The two existing mobile home parks, both of which are currently registered with the Michigan Manufactured Housing Commission, are planned to continue and satisfy the need for this land use. If additional manufactured housing is needed in the future, the City should review and identify a location where such housing would be consistent with the character of Ecorse through site design guidelines, provided within the Zoning Ordinance.

## Commercial

The plan designates commercial use for parcels along the northern portion of Jefferson Avenue and Southfield Road. These areas are the predominant areas planned for auto-oriented uses, which include businesses designed to be primarily accessed by people in automobiles and typically provide front-yard parking. Fast food restaurants, pharmacies, gas stations, auto repair shops, vehicle sales, and big-box retail/grocery are examples of auto-oriented uses. The planned commercial areas are intended to provide Ecorse residents and neighboring communities with goods and services that are draw from both Ecorse residents and surrounding communities.

### Commercial Design Principles

- 1. Use** – Commercial uses are characterized by automobile-oriented establishments targeting customers that are driving along the road and serve both a local and regional market, such as restaurants (fast food and standard) and strip centers with neighborhood commercial uses. The uses in this category are intended to be accessed by automobile, although pedestrian access should also be encouraged through site design. The area is most closely aligned with the B-3 General Business Zoning District.
- 2. Lot Coverage & Building Mass** – Some commercial uses occupy smaller buildings with significant impervious surface on the site. The City should consider reducing parking requirements for uses to reduce the amount of pavement on these lots, which would reduce surface runoff and help protect the water quality of the nearby rivers. Building mass should be appropriate to the proposed use with consideration toward the future use of the building. There are a few larger sites, near Jefferson Avenue and Visger Road that could be well suited to support larger scale retail developments like Target or Meijer. Preliminary market analysis indicates a demand for such uses in this location.
- 3. Building Placement & Setbacks** - Commercial uses should have buildings set close to the road to be consistent with the historical building patterns of Ecorse. It is preferable for these uses to provide parking to the sides and rear, where appropriate.

Commercial establishments, such as those on north Jefferson Avenue and Southfield Road, are typically dependent on high traffic volumes, accessibility and visibility. These uses have the potential to generate additional vehicle traffic volumes, bright lights, noise, and often undesirable visual clutter. Therefore, the interface between commercial uses and single family residential uses must be carefully treated.

To minimize the negative effects of commercial uses on City neighborhoods, such businesses should be restricted to a concentrated district and not permitted to spread and encroach into neighborhoods. Potential negative impacts on residential districts can be further minimized by providing transitional mixed and multiple family land uses that buffer between family residential from commercial land uses. In areas where there is no land use transition, special attention should be paid to ensuring that the off-site impacts of commercial uses are minimized with visual screening and landscaping.

- 4. Character** - The sidewalks, landscaping, and lighting requirements for the City should be emphasized in these areas. It is important that commercial uses are not developed with typical franchise architecture and details, but instead traditional facade materials, such as brick and stone, and architectural elements that reflect the City of Ecorse's long-standing commercial history.

## Corridor Core

The plan identifies a corridor core that is intended to be developed to fill the role of “downtown” Ecorse. The Jefferson Avenue corridor is the heart of Ecorse. Jefferson Ave. in Ecorse is about two miles long; of that, the corridor core is the central mile. There are three nodes of activity, or “core” intersections. The north core intersection is at Salliotte and Jefferson, the central core intersection is at Outer Drive and Jefferson, and the south core intersection is at Southfield and Jefferson.

The plan proposes the long-range development of the corridor core as a walking and biking friendly street, with on-street parking and safe crossing areas, so that businesses can be accessed easily by foot or by bike. In general, parking requirements should be reduced or eliminated in the corridor core to remove barriers to reuse of existing sites and buildings. A parking management plan should be developed for the district and the potential to establish a DDA should be explored. A new zoning district is potentially needed to implement the vision for the corridor core, but in the interim Planned Developments (PDs) are encouraged can be used for new developments. Auto-oriented uses are discouraged in the district and should be directed to the City’s planned commercial areas.

### **A. Jefferson / Salliotte (North Core Intersection)**

The north core intersection is located at Salliotte Avenue. This intersection features a cluster of historic two-story buildings with a high potential for façade enhancement and traditional downtown character. Because lots on the east side of Jefferson Ave. are too shallow for contemporary commercial development, this plan provides for potential to expand to the lots to the west with appropriate screening and landscaping to buffer residential uses. Residential uses are also desirable within the corridor. Several sites in this area are used for parking lots. Improvements in the design of on-street parking and road crossings, as well as incentives to permit shared parking in this area is encouraged.

### **B. Jefferson / Outer (Central Core Intersection)**

The central core intersection is located at Outer Drive. The uses around this intersection are planned to functionally connect the corridor core, from Dingell Park to the Salliotte historic building cluster, with a mix of residential and first floor business uses. This intersection has the highest potential for redevelopment in the corridor core, including a potential for higher density multi-family/mixed use infill projects. The area features one of the larger redevelopment sites on Jefferson Ave, a 3 acre parcel east of the intersection at Outer Drive. This site could potentially be developed as a multi-story residential apartment building, or potentially an anchor commercial use for the corridor core.

### **C. Jefferson / Southfield (South Core Intersection)**

The south core intersection is located at Southfield Road. The uses in this area center on Dingell Park. Dingell Park, overlooking the Detroit River, is arguably the most iconic location in Ecorse. This waterfront and the commercial storefronts facing the waterfront (south of Southfield) provide a strong template for the future development of the corridor core. The potential to redevelop sites and enhance waterfront access north of the Southfield intersection should be evaluated.

### Corridor Core Design Principles

- 1. **Use** - A mixture of commercial, office and multiple family residential uses is envisioned for this area. Any new development should fit into the fabric of existing uses in the area. For commercial uses, the corridor core is most closely aligned with the B-1 Local Business and the B-2 Community Business Zoning District.
- 2. **Lot Coverage & Building Mass** - The area is envisioned for traditional downtown commercial development with higher intensity multi-family housing intermixed. Mixed-use buildings are encouraged particularly buildings with upper-story residential uses. Existing residential uses are encouraged to develop first floor retail spaces or professional offices. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. New development could be of slightly taller in scale and massing than the existing development. Three to four story buildings should be encouraged. Planned development (PD) could be permitted to go higher to provide views of the River; however, density premiums should only be provided if durable building materials, public site amenities, landscaping, and traditional architectural details are incorporated into design.
- 3. **Setbacks and Building Placement** - The area is planned to have commercial and residential uses fronting Jefferson Ave. with appropriate screening and transitions to the adjacent residential districts. Streetscape improvements are required along Jefferson to enhance the visual aesthetics of Jefferson Avenue. Landscape and screening to buffer single family residential uses is also required.
- 4. **Character** - The area is characterized by its close proximity to residential neighborhoods and the necessary connections that must be made to tie the area to the neighborhood. Architecture and design elements of the neighborhood should be incorporated into building design, particularly: rectangular windows (width-to-height ratio of 1:2), building materials, roof lines, and building mass. Off-street parking areas should screen vehicles from residential and public areas.

### Frenchman’s Cove Special District

The plan for Frenchman’s Cove was completed in 1986 and was translated into the regulations in the City Zoning Ordinance. It is not the intent of this plan to supersede the planning process that occurred for the Frenchman’s Cove districts. The district’s proposed land uses are envisioned to remain as previously determined with the exception of a section of frontage on Jefferson Avenue planned to be incorporated into the corridor core. Much of the development will occur through the use of Planned Developments, to promote design, aesthetics and zoning flexibility. Future land use designations for the Frenchman Cove Special District provide an update to the district, consistent with the recommendations of this 2015 Ecorse Master Plan.

## Neighborhood Mixed Use

The plan identifies two neighborhood mixed use areas within the City to permit flexibility in future land use and development. The plan proposes the long-range development of this land in a way that will provide a compatible relationship between the surrounding land uses and circulation patterns. Parcel specific land uses are not identified on the map; however, the plan provides a framework for future development flexibility by offering guidelines which should be used to evaluate future development projects. Appropriate zoning classifications should be used on a case by case basis. Planned Developments (PDs) are encouraged as a means to incorporate mixed uses in new developments.

### **A. Visger Road Neighborhood Mixed Use**

The Visger Road mixed use area is planned for Visger Road between Eighteenth and Nineteenth Streets. It is envisioned that commercial, office and multiple family residential uses would be included. This area places an emphasis on the development of commercial and office uses, which should be small in scale and not negatively impact the neighborhood to the south.

### **B. Salliotte Avenue Neighborhood Mixed Use**

The Salliotte Avenue mixed use area is located along Salliotte Avenue, both north and south of the road. This area is intended as a mixture of commercial and multi-family residential uses, with an emphasis on allowing commercial uses with pedestrian linkages to new residential development and the existing neighborhood. Residential development within this district would buffer the commercial development from existing single family neighborhoods to north and south of the district.

## Neighborhood Mixed Use Design Principles

- 1. Use** - A mixture of neighborhood-serving commercial, residential, and multiple family residential uses is envisioned for this area. Any new development should fit into the fabric of existing uses in the area. For commercial uses, Visger Road is most closely aligned with the B-2 Community Business Zoning District, while Salliotte is most closely aligned with the B-1 Local Business Zoning District. Restaurants and convenience uses are appropriate for along Salliotte area only when related through design to residential uses.
- 2. Lot Coverage & Building Mass** - New development should not overwhelm existing development in scale and mass. Building mass should reflect the character of nearby residential housing and two to three story buildings are encouraged. Less parking will be needed as this area should be serving the residential neighborhoods, not the community or region.
- 3. Setbacks and Building Placement** - New development should have two equally prominent frontages, the street side and the rear that faces the residential neighborhood. The scale and placement of new structures should be carefully designed so as not to overwhelm existing development. Development in the area should incorporate shared access drives between uses in order to minimize traffic impacts on existing uses. Parking lots should be located where they are not intrusive but properly landscaped and screened to protect the single family neighborhoods. Streetscape improvements are to provide high quality pedestrian access between the area and the surrounding areas.

Commercial buildings should be built to the sidewalk or set back not more than five feet to provide enhanced streetscape and public space in front of the building. Pedestrian connections should be reinforced through inviting facades that are pedestrian in scale.

- 4. Character** - The area is characterized by its close proximity to residential neighborhoods and the necessary connections that must be made to tie the area to the neighborhood. Pedestrian connections to the neighborhood should be reinforced with sidewalks and bike parking is encouraged. Traditional masonry building materials (i.e., brick) and the incorporation of historic-style architectural elements should be required. Off-street parking areas should screen vehicles from residential and public areas. Architecture and design elements of the neighborhood should be incorporated into building design, particularly: rectangular windows (width-to-height ratio of 1:2), building materials, roof lines, and building mass.

## Public

Included in this land use category are the Buday Civic Center, Ecorse Public Library, public schools, city parks, school parks, and open space managed by the Housing Commission. These lands are located to provide needed community recreation areas and government facilities, aesthetics, and environmental protection. The retention and enhancement of these properties and facilities are expected to satisfy the local recreational needs and services required by City residents.

The plan includes the preservation and maintenance of all parks currently operated by the City and School District. No new park/open space areas are currently planned for the City. However, as mentioned in the Community Facilities Analysis of this plan, the City should take advantage of grants for park improvements within the City's neighborhoods.

Public buildings are civic landmarks that make important statements and are symbols of the community. As the City looks toward rejuvenating the Civic Center and other public spaces, there are several design-related issues to consider. Public buildings should be located to define the City's public spaces, which in turn, can provide a memorable and significant frame for civic events. Public buildings, especially schools, should be located to provide or enhance residential neighborhoods and their individual identity and character. Civic presence should be enhanced by height, mass, and high quality materials. Architectural features should be designed to take advantage of vistas along streets to visually connect the public buildings with surrounding neighborhoods. Public buildings should be located to be accessible to residents and visitors of all ages and incomes, by car, transit, bicycle and foot. Parking lots should be placed strategically so that they do not dominate the building or site and should be adequately screened from residential and public areas.

## Industrial

The City's industrial attributes include access to the Detroit River, nearby freeway connections to I-75 and I-94, proximity to M-85 and M-39, availability of shipping terminals, direct access to rail facilities, the existence of major heavy industrial operations, and the available inventory of industrial land for immediate use or redevelopment. Historic "Heavy Industrial" uses have made Ecorse renowned for employment opportunities. Major industrial development influences the built environment of the City. Steel mills, shipping centers, and rail transportation are prevalent on both the Existing and Future Land Use Maps.

An objective of this plan is to confine heavy industrial uses to parts of the City where they are currently located. This minimizes the impacts of trucks, noise, fumes, and other impacts on the residential sections of the City. Wherever feasible, a decrease in intensity from heavy to light industrial use is appropriate.

Industrial uses are proposed at the following locations:

- Along the Detroit River on the easterly portion of the City. The heavy industrial uses in this area have evolved with specific site conditions that, without major economic changes, would be unsuitable and incompatible for most other uses. The Future Land Use Map provides for the continuing this existing heavy industrial district.
- Along the rail rights-of-way. The railroad currently has significantly more land than it needs to meet its current requirements. The rights-of-way may become a valuable source of developable land. The area should be zoned for permitted light industrial uses. Ideally, new light industrial development could become a buffer for residential land uses.
- Existing lands currently being used for industrial land uses in the vicinity of the rail rights-of-way at Southfield and at Salliotte are designated for light industrial uses. Less intense non-residential or multiple family uses could be very appropriate for the protection and the stability of the abutting single family districts. However, the existing commitment to industrial use will remain for the foreseeable future. New heavy industrial development would be incompatible with the existing residential and school uses in the vicinity. Light industrial future use is shown.

## Mill Street Special Study District

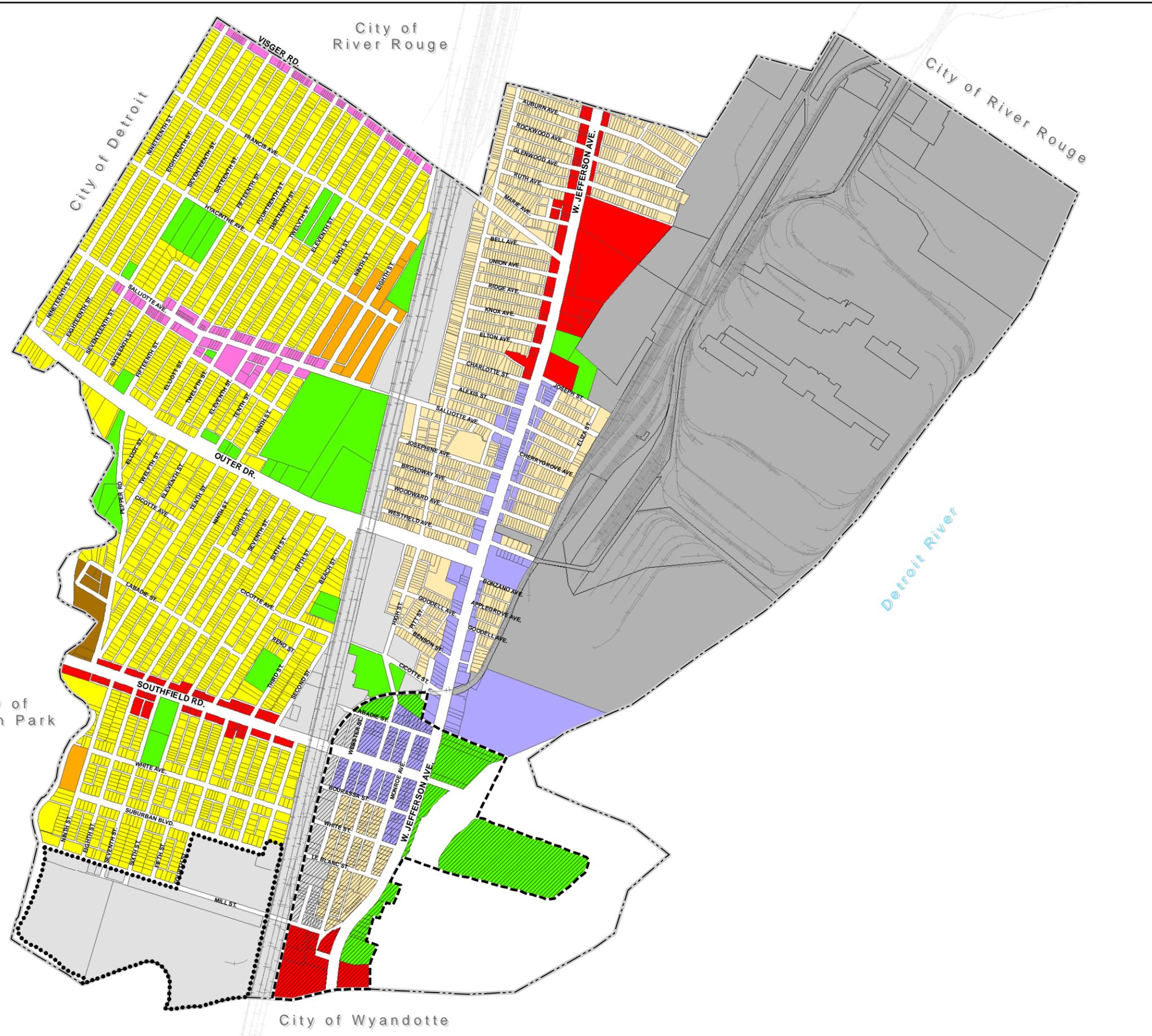
The Mill Street Mixed Use District is distinctly different from all other areas of the City. It consists of the largest redevelopment site in the City, a 58 acre site south of Mill Street and west of the railroad and a smaller 16 acre site north of Mill Street. Light industrial is the planned future land use for this area; however, it is most appropriate that the land is developed as a Planned District (PD). Both sites are previous industrial facilities that require remediation to be reused. There is potential for reuse as a small scale light industrial district designed to provide "maker spaces," or to house small scale manufacturing operations. If there are portions of the site that can be feasibly cleaned to residential standards, live/work spaces would also be desirable. Redevelopment of this site should tie into the existing street grid and look for opportunities to connect over the Ecorse River into Lincoln Park and Wyandotte, either with new streets or a trail connection.



DRAFT

# Map 5: Future Land Use Plan

Ecorse, Michigan



## LEGEND

- Single Family Residential
- Multiple Family Residential
- Flexible Residential
- Manufactured Housing
- Neighborhood Mixed Use
- Corridor Core
- Commercial
- Light Industrial
- Industrial
- Public/ Quasi-Public
- Frenchman's Cove Special District
- Mill Street Study District
- Municipal Boundary
- Railroads



**McKenna**  
ASSOCIATES



Parcel Base Map Source: Wayne County GIS, 2013  
Data Source: McKenna Associates, Inc. 03/2015  
Map Date: April 30, 2015



# Zoning Plan

The Zoning Ordinance is the major tool available to local government to implement the land use map of the master plan. The Ecorse Future Land Use Map designates residential growth at different densities and provides locations for commercial and industrial uses. The land use classifications on the map and the corresponding descriptions of those classifications forms the basis for evaluation of future land use and the corresponding development associated with that use. The master plan provides general land use allocations while the Zoning Map has precise boundaries and permitted uses adopted as law.

A Zoning Plan is required by the Michigan planning and zoning enabling acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the master plan prepared under that act shall serve as the basis for the community’s zoning plan. The Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan to be prepared as the basis for the zoning ordinance. The Zoning Plan must be based on an inventory of conditions pertinent to zoning in the municipality and the purposes for which zoning may be adopted (as described in Section 201 of the Michigan Zoning Enabling Act).

The following table presents the Ecorse zoning districts that apply to each of this Plan’s Future Land Use designations. Where new regulations are recommended to implement the master plan, the “*new district*” description has also been added to the table.

**Table 14: Future Land Use and Zoning Map Correlation**

Ecorse Future Land Use Designation	Zoning Districts
Single Family Residential	RA-1 Single Family Residential; RA-2 Single Family Residential
Multiple Family Residential	RM-1 Multiple Family Residential; RM-2 Multiple Family Residential
Flexible Residential	RA-2 Single Family Residential; RM-1 Multiple Family Residential; <i>New Districts</i>
Manufactured Housing	RM-H Manufactured Housing Park
Neighborhood Mixed Use	B-1 Local Business; B-2 Community Business; PD1 Planned Development; RM-1 Multiple Family Residential; <i>New District</i>
Corridor Core	B-1 Local Business; PD1 Planned Development; FCD Frenchman’s Cove; <i>New District</i>
Commercial	B-3 General Commercial
Light Industrial	I-1 Light Industrial; PD1 Planned Development
Industrial	I-2 General Industrial
Public/Quasi-Public/Recreation	PSP Public / Semi-Public

Source: McKenna Associates 2015





This chapter of the plan presents tools and techniques that residents, community leaders, and City staff can use to implement the land use plan. These implementation measures are workable if there are people in the community with vision and tenacity who are willing to invest the time and effort required to make them work. Community improvement requires a compelling vision; persistence; the flexibility needed to respond to changing needs, opportunities, and circumstances; and an ability to achieve consensus.

The tools and techniques identified in this chapter are capable of being implemented under current enabling legislation. Legislation has been proposed in recent years that would give communities additional tools to implement land use recommendations, such as, regional impact coordination, impact fees, and tax incentives. Inasmuch as adoption of any such new legislation is uncertain, this chapter focuses on the tools that are available under current law.

## City Administration

### Cooperation Between Units of Government

Implementation will require cooperation between governmental units. Maximum impact will be achieved only if the City is able to achieve cooperation from other units of government and agencies. For example, road improvements will affect quality of life, but decisions regarding some City roads are made by the Wayne County Roads Division, Michigan Department of Transportation, and SEMCOG. Clearly, these other agencies must be aware of the City's land use planning objectives.

### Pre-application Conferences

A pre-application conference consists of a meeting between a prospective developer or redeveloper of property and City representatives. During the meeting, the developer asks City staff for input on the

approach being pursued, the building appearance, building materials, general site layout, etc. City staff provides preliminary comments, and may even be in a position to inform a prospective developer how such a proposal would be received by City officials and the general community. Pre-application conferences can often help move projects through the development process more smoothly, and permit a prospective developer to know when a particular proposal should be pursued, modified, or removed from consideration. In the long run, pre-application conferences can save everyone time and money.

### Fiscal Impact Analysis

Fiscal impact analysis involves the projection of direct, current, public costs and revenues associated with a proposed development. It involves a description and quantification of the public costs (police, fire, public works, transportation, and educational facilities) that come about as a result of development, as well as the revenues generated from property taxes, user charges, intergovernmental transfers, and other fees.

As with other types of impact analysis, a fiscal impact analysis is most effective if the City establishes explicit guidelines and then participates with the developer in completing the impact analysis. The guidelines should identify the appropriate method (average-costing, marginal-costing, or econometric), sources of base data, and appropriate demographic multipliers.

Fiscal impact analysis is one of several other types of analyses that the City could complete in the course of reviewing a proposed development proposal. Consequently, the results of a fiscal impact analysis should be just one part of development review and should not be the sole basis for approval or disapproval of a particular land use.

### Land Use Controls

#### Rezoning to Implement the Master Plan

Zoning is the primary regulatory tool used by the City to implement the master plan. Zoning regulations and procedures should be amended to reflect the recommendations identified in this plan. The land use classifications on the Future Land Use Map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the Future Land Use Map usually receive deferential and favorable judicial review if challenged. The master plan should be the principal source of information in the investigation of all rezoning requests. The City may initiate rezonings necessary to place land in conformance with the Future Land Use Map, or it may wait for property owners to come forward. The City should consider a comprehensive review and update to the Zoning Ordinance to implement the future land use vision of this master plan.

## Frenchman’s Cove District

The Frenchman’s Cove District remains a high priority for development within the City. This plan reviews the Frenchman’s Cove area and designates new future land use categories consistent with the recommendations for the remainder of the City. However, a special study of the area is recommended to determine a course of action for revising the sub-district regulations of the Frenchman’s Cove District. This effort could be coordinated with an update to the City’s Zoning Ordinance.

## Planned Development

Planned development involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility, so as to encourage innovation in land use planning and design. Planned developments should achieve a higher quality of development than might otherwise be possible. Continued use of planned development is recommended to achieve development in accordance with the goals and objectives of this Plan. Planned development can be used as the regulatory tool to permit open space zoning or cluster development and to facilitate mixed use redevelopment in the downtown area.

## Performance Standards

Rather than simply regulate development on the basis of dimensional standards, many communities are establishing performance standards to regulate development based on the permissible effects or impacts of a proposed use. Performance standards should be used to supplement conventional zoning standards. Performance standards can be developed to regulate noise, dust, vibration, odor, glare and heat, safety hazards, and environmental impacts such as air and water pollution. Performance standards can be particularly useful in achieving environmental and resource protection goals and in limiting the impact of industrial uses on adjacent properties.

## Incentive Zoning

Incentive zoning allows a developer to exceed the dimensional limitations in the Zoning Ordinance if the developer agrees to fulfill conditions specified in the Ordinance. Incentive zoning should be considered to promote innovative land planning techniques identified in the Plan. For example, a possible increase in density can be used as an incentive for developments that implement public improvements or enhanced architecture.

## Setback, Parking, and Other Standards

It is important to review the required setback, parking space requirements, and other dimensional standards to be certain that they promote the desired type of development and respect historic building massing and architectural scale. For example, if side or rear parking is preferred, then it may be necessary to mandate a build-to line that is close to the front lot line.

## Overlay Zoning

Overlay zoning allows the City to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zone is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Thus, the overlay district regulations supplement the regulations of the underlying zoning district. Overlay zoning has been used in other communities to address special conditions and features, such as historic areas, wetlands, and other environmentally sensitive areas, without disrupting the underlying zoning plan. Overlay zoning could be one useful approach to revising the regulations of the Frenchman's Cove District or creating a corridor core commercial area along Jefferson Avenue.

## Development Agreement

Although there is no explicit legislative authority for such agreements, many Michigan communities have used development agreements to achieve a mutual understanding between the developer and City concerning the conditions under which development can occur. Development agreements are often negotiated as part of a planned development approval, allowing the community and developer to address complex issues that cannot be adequately addressed on a typical site plan. Development agreements might prove useful to achieve desired developments, especially if or when a mixed use development is proposed.

## Funding Mechanisms

### Capital Improvements Program

A comprehensive capital improvements program should be adopted by the City of Ecorse on an annual basis, if the City does not already use this tool. Michigan law (Public Act 285 of 1931, as amended, §125.39) requires that *"the Planning Commission, after the Commission shall have adopted a master plan, shall prepare coordinated and comprehensive programs of public structures and improvements. The Commission shall annually prepare such a program for the ensuing six (6) years, which program shall show those public structures and improvements in the general order of their priority, which in the Commission's judgment will be needed or desirable and can be undertaken within the six-year period."* The program should set out the City's priorities for infrastructure improvements, utility upgrades, development and improvement of community facilities, and the purchase of major pieces of equipment. The program should be prepared and adopted by both the Planning Commission and City Council, and then reviewed annually at a joint meeting of both.

Capital programming influences land redevelopment decisions. By properly coordinating utility upgrades and other capital improvements with its planning program, the City can control the pace of redevelopment. Capital programming should be viewed as more than just a ministerial act. Using the master plan to delineate the location and type of development desired and the Capital Improvements Program to schedule the provision of services, the City can inform developers when development of a particular parcel will be encouraged and the type of development that will be allowed.

The need for several important capital improvements have been identified in this master plan; most notably road, non-motorized transportation improvements, and community facility improvements. The capital improvements plan must identify feasible funding options for each improvement, such as developer financing, special assessments, grants, loans, dedicated millage, etc.

## Dedicated Millage

Special millages can be used to generate revenues for a specific purpose. For example, one Michigan community has a special land acquisition fund that is supported by a one-quarter mill property tax. Millages can be used to generate funds for capital improvements. For example, a millage could be used to address streetscape improvements within the City.

## Special Assessments

Special assessments are compulsory contributions collected from the owners of property benefitted by specific public improvements (paving, drainage improvements, etc.) to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected. Special assessment funding might prove useful to implement some of the recommendations for the Jefferson Avenue corridor core area. Special assessments are also useful in upgrading street lighting in residential areas, and street trees and streetscaping in highly visible areas.

## DDA and Tax Increment Financing

Tax increment financing is authorized by the Downtown Development Authority Act, Neighborhood Authority Act, Corridor Improvement Act, and the Local Development Finance Authority Act. When a tax increment finance district is established, the state equalized value of all properties in the district is recorded. Every year thereafter, the property tax revenue generated by any increase in the total state equalized value is "captured" by the authority to finance the improvements set forth in a development plan. Often, revenue bonds are issued to finance the improvements, and the tax increment revenues are used to repay the bonds.

## MDNR Recreation Grant Programs

Michigan Natural Resources Trust Fund (MNRTF) grants are available for park development and land acquisition. The City has newly approved Parks and Recreation Master Plan and could use this program to improve the parks system and improve access to the waterfront.

## MAP-21 Transportation Alternatives Program (TAP)

The MAP-21 Transportation Alternatives Program (TAP) provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. The Transportation Alternatives Program (TAP) offers funding opportunities to help expand transportation choices and enhance the transportation experience through implementing a number of transportation improvements, including pedestrian and bicycle infrastructure and safety programs, historic preservation and rehabilitation of transportation facilities, environmental mitigation activities, and safe routes to school programs.

SEMCOG awarded over \$6 million in TAP funding in fiscal year 2014. Funds can be used for a wide variety of projects, including non-motorized improvements, green infrastructure, and projects encouraging students in grades K through 8 to walk or bike to school. Eligible applicants include incorporated cities and villages, county road commissions, and public transit agencies. Other organizations can apply, but they must be sponsored by one of the eligible applicants just described. A signed agreement between the sponsored and sponsoring agencies must be completed for the application to be considered.

## Community Development Block Grants (CDBG)

CDBG funds can be used for numerous community improvement projects in addition to housing rehabilitation. CDBG funds can also be used for community economic development. A strategy should be developed the best uses for these funds within Ecorse, however, this Plan includes several objectives for housing redevelopment and economic development that would qualify for CDBG funding.

## Ongoing Planning and Implementation

### Public Information and Education

The success of the master plan depends to a great extent on efforts to inform and educate residents about the Plan and the need for regulatory measures to implement the Plan. Successful implementation requires the support and active participation of residents, property owners, and business owners. A thoughtfully prepared public education program is needed that creates a sense of ownership by City residents.

For example, regularly discussing the master plan at Planning Commission meetings will enable the public to interact with the City on the plan's implementation. A joint workshop could be conducted annually by the City Council and Planning Commission to discuss the implementation of this plan. The focus of meetings and public engagement should be plan implementation, not revising the content. Substantial advertisement is essential to draw residents to participate in Planning Commission meetings. The City must continuously keep its residents updated on progress of the plan. Residents, business groups, and public agencies must all be involved in the implementation of this plan to make it successful.

### Maintaining the Plan

Another way for the general public to stay informed about the master plan is to keep the Planning Commission and City Council actively involved in maintaining it. The plan should be an active document and regularly reviewed and updated. An annual, joint meeting between the Commission and Council should be held to review the plan and any amendments that may have become necessary. This will help ensure that the plan is not forgotten, and that its strategies and recommendations are implemented. Then, every five years or earlier if the Commission feels appropriate; another full-scale master planning effort should be undertaken. These steps will not only help keep the public aware of the plan, but will also create a culture of community improvement within the City of Ecorse and make future plan updates more meaningful to residents.

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