

MEMO

To: Mayor and City Council Members
From: Richard Marsh, City Administrator
Date: February 16, 2021
Subject: DDA Development and TIF Plan

Greetings Mayor and Council,

The Ecorse Downtown Development Authority (DDA) has given careful thought and adopted a proposed West Jefferson Avenue Development Plan and Tax Increment Plan (the "Plan") pursuant to PA 57 of 2018, the Recodified Tax Increment Financing Act (the "Act"). As required by the Act, the DDA has submitted that Plan to City Council and asks that you proceed with the process for approval.

The Plan outlines improvement projects and initiatives targeted at making the West Jefferson Avenue area a more desirable place for new and reinvestment, that will strengthen the tax base and improve the quality of life for residents, businesses and visitors alike, and reflects the goals of the West Jefferson Avenue Corridor Plan. Capture of tax increment revenues is proposed to assist with accomplishing the projects.

The Act requires that City Council give notice and hold a public hearing, allowing input and comments from all interested parties, including the taxing jurisdictions with increment proposed to be captured, before Council may approve a development plan and tax increment financing plan by ordinance. John Jackson, President of McKenna will be at your meeting to address this item and answer questions.

I am requesting that City Council take the following actions:

1. Set April 6, 2021 at 6:30 pm as the date and time for a public hearing on the Ecorse DDA West Jefferson Avenue Development and Tax Increment Financing Plan;
2. Direct the City Clerk to give notice of that hearing as required by the Act; and
3. Provide time at the March 23, 2021 City Council meeting to meet with any of the taxing jurisdictions from which tax increment will be captured, if requested by the jurisdiction.

Thank you for the opportunity to serve the City of Ecorse.



Downtown Development Authority

City of Ecorse, Michigan

February 15, 2021

Ecorse City Council
City of Ecorse
3869 W. Jefferson Ave
Ecorse, MI 48229

Attention: Mr. Richard Marsh, City Administrator

Subject: Transmittal of Proposed West Jefferson Development Plan and Tax Increment Financing Plan and Request for Public Hearing

Dear Mayor Tidwell and City Council Members:

The Ecorse DDA is pleased to submit to you our West Jefferson Corridor Development Plan and Tax Increment Financing Plan (the "Plan"). The Board has given this plan much thought and careful consideration, and adopted it by the attached motion on February 11, 2021. If approved by City Council, it will establish the basis for DDA capture of tax increment revenues to be used for projects described in the Plan. We believe that the Plan's projects will go a long way towards promoting desirable development and increasing tax base, strengthening the City's downtown and alleviating factors that have caused past decline.

In accordance with the Recodified Tax Increment Financing Act PA 57 of 2018 that governs DDAs, we respectfully request that City Council take the following actions:

1. Set the date of April 6, 2021 at 6:30 pm for a public hearing on the Plan
2. Direct the City Clerk to give notice of the public hearing as required by PA 57 of 2018
3. Upon request by the relevant taxing jurisdictions, to set aside sufficient time to allow the entities to meet with City Council at its March 23, 2021 meeting to discuss to the Development and TIF Plan.

Thank you very much for your support.

Respectfully,

Johnny Gerwarges, Chairperson
Ecorse Downtown Development Authority

Jackie Brown, Secretary
Ecorse Downtown Development Authority

Enclosures: DDA Motion Approving West Jefferson Development Plan and TIF Plan
West Jefferson Avenue Development Plan and Tax Increment Financing Plan



Downtown Development Authority

City of Ecorse, Michigan

Cc: Ecorse DDA Board



Downtown Development Authority

City of Ecorse, Michigan

Motion to Adopt the 2021 Development Plan & Tax Increment Financing Plan, Submit that Plan to City Council, and Ask that City Council Hold a Public Hearing

At a regular meeting of the Ecorse Downtown Development Authority, held on February 11, 2021 at 8:30 a.m.

MOTION BY: Darcel Brown, Mayor Pro Tem

SECONDED BY: Richard Marsh, City Administrator

WHEREAS Section 214 of PA 57 of 2018, the Recodified Tax Increment Financing Act (the Act) requires that when the DDA determines necessary for the achievement of the purposes of the Act, it shall prepare and submit a tax increment financing plan, including a development plan to the governing body of the municipality; and

WHEREAS the proposed 2021 Development Plan and Tax Increment Financing Plan, dated February 4, 2021 has been prepared pursuant to the provisions of PA 57 of 2018 and meets the requirements of that Act; and

WHEREAS the proposed 2021 Development Plan and Tax Increment Financing Plan is necessary to establish a base year for tax increment capture and to enable captured tax increment revenues to be used to support redevelopment and reinvestment in the development area, as envisioned in the Development Plan, West Jefferson Corridor Plan and Ecorse Master Plan; and

WHEREAS the proposed 2021 Development Plan and Tax Increment Financing Plan provides for implementation of public improvements and actions designed to halt property value deterioration, to eliminate the causes of such deterioration and to promote economic growth for the City, the DDA and the Development Area.

NOW THEREFORE the DDA hereby adopts the proposed 2021 Development Plan and Tax Increment Financing Plan, dated February 4, 2021, with the following revisions: include a revised sentence regarding maximum amount of bonded indebtedness on page 32; in Table 2 change WCTA/SMART to WCTA; in Table 4 change SMART to WCTA; and select a new photograph for the Plan cover. Further, the DDA hereby transmits the Plan revised February 11, 2021 to the Ecorse City Council and requests that City Council proceed with the process for approval as specified in PA 57 of 2018, including setting April 6, 2021 as the date for a public hearing on the Plan, and giving notice of said hearing as required.

AYES: Johnny Gewarges; Kosta Callis; Jackie Brown; Lamar Tidwell; Darcel Brown; Richard Marsh; and Kelly Rose.

NAYS: 0

Approved February 11, 2021

By the Ecorse Downtown Development Authority

By:

Johnny Gewarges, Chairman

By:

Jackie Brown, Secretary

**CITY OF ECORSE
WAYNE COUNTY, MICHIGAN**

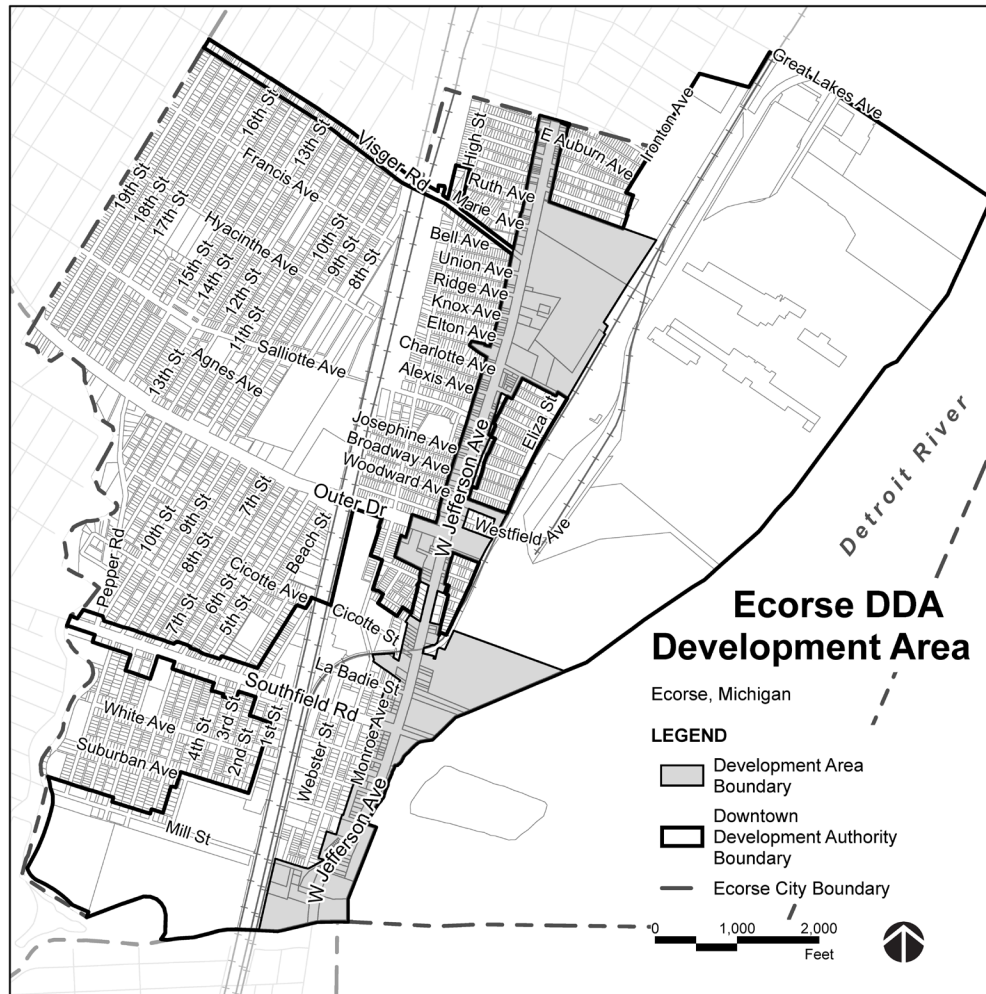
NOTICE OF PUBLIC HEARING

**APPROVAL OF THE WEST JEFFERSON AVENUE DEVELOPMENT PLAN
AND TAX INCREMENT FINANCING PLAN**

NOTICE IS HEREBY GIVEN, pursuant to the provisions of the Recodified Tax Increment Financing Act, Act 57 of the Michigan Public Acts of 2018, that the Ecorse City Council shall hold a Public Hearing on **TUESDAY, APRIL 6, 2021 at 6:30 PM** at Ecorse City Hall, 3869 West Jefferson Avenue, Ecorse, MI 48229. **If remote meetings continue to be mandated for the date of the hearing, the meeting will be held according to the City's established Zoom protocol.**

The purpose of the public hearing is to hear and consider public comments on **the Ecorse Downtown Development Authority's proposed West Jefferson Avenue Development Plan and Tax Increment Financing Plan (the "Plan")**, prior to City Council approval. The Plan establishes the boundaries of a Development Area, establishes the initial assessed value for capturing tax increment revenues, describes proposed projects within the Development Area including but not limited to streetscape improvements, provides cost estimates for those projects, and includes maps and text. The Plan does not intend to require displacement and/or relocation of families or individuals from the area. All aspects of the Plan will be open for discussion at the public hearing.

The Development Area to which the Plan applies generally includes the east and west sides of West Jefferson Avenue from River Rouge on the north, to Wyandotte and the Ecorse Creek on the south. South of Mill Street the boundary extends west to the railroad, and east of West Jefferson, generally south of W. Benson Street the boundary extends to the Detroit River, including Dingell Park. A map of the Development Area follows:



The proposed Plan (including maps, legal description and related information) is available for public inspection on the **City of Ecorse website** at www.ecorsemi.gov , or in the **City Clerk's office at City Hall**, 3869 W. Jefferson Avenue, Ecorse, MI 48229 during business hours.

At the public hearing, interested persons desiring to address City Council shall have an opportunity to be heard in regard to the Plan. Written comments on this matter will be accepted at the City Clerk's office **by email to** dhughes@ecorsemi.gov, **or at the City Clerk's office** at the address listed above during business hours until 4:00 pm the day of the hearing.

Dana Hughes
City Clerk, City of Ecorse

In accordance with the Americans with Disabilities Act, reasonable accommodations will be provided upon advance notice by contacting the City of Ecorse in writing or calling the following: City of Ecorse, 3869 W. Jefferson Ave., Ecorse, MI 48229 (313-386-2520).

Publish First Time: The Telegram – March 11, 2021
Publish Second Time: The Telegram – March 25, 2021



Downtown Development Authority

City of Ecorse, Michigan

**THIS DOCUMENT IS TIME SENSITIVE. PLEASE REFER
TO THE APPROPRIATE INDIVIDUALS UPON RECEIPT**

February 25, 2021

List of Addressees is Attached. Governing bodies of:

Wayne County

WCCCD

HCMA

WCTA (SMART?)

Subject: City of Ecorse Downtown Development Authority, West Jefferson Development Plan and Tax Increment Financing Plan

Dear Governing Body:

As described in the enclosed notice, the Ecorse City Council will be holding a public hearing on April 6, 2021 at 6:30 pm on the Ecorse Downtown Development Authority's West Jefferson Corridor Development Plan and Tax Increment Financing Plan (the "Plan"). The Plan has been prepared consistent with the requirements of the Recodified Tax Increment Financing Act, PA 57 of 2018 (the "Act"), and you may review it on the City of Ecorse website at www.ecorsemi.gov.

The DDA Board has given this plan much thought and careful consideration, and we believe that the projects proposed in the Plan will go a long way toward promoting desirable development and increasing tax base that will benefit both the City and all taxing jurisdictions. It will strengthen the City's downtown and alleviate factors that have caused past decline. **The fiscal and economic implications of the development area are fully described in the Plan that is posted on the website above.**

You may present any comments you have on the Plan at or before the public hearing, in writing or in person. If you have any questions or wish to have a copy of the Plan emailed to you, please contact City Clerk, Dana Hughes at dhughes@ecorsemi.gov. If you wish to meet with the Ecorse City Council before the hearing, you should also contact City Clerk, Dana Hughes at dhughes@ecorsemi.gov, **no later than noon on Thursday March 18, 2021 to be on the March 23, 2021 City Council agenda.**

Respectfully,

Johnny Gerwarges, Chairperson
Ecorse Downtown Development Authority

Jackie Brown, Secretary
Ecorse Downtown Development Authority

Cc: Ecorse DDA Board

**DRAFT : List of Taxing Jurisdiction Governing Body Contacts for Certified Mail Notices,
Including Letter from DDA**

Wayne County

Ms. Alisha Bell, Chair
Wayne County Board of Commissioners
Guardian Building
500 Griswold, 7th Floor
Detroit, MI 48226

Ms. Pamela Lane, Acting Clerk of the Commission
Wayne County Board of Commissioners
Guardian Building, 7th Floor
500 Griswold
Detroit, MI 48226

Warren C. Evans, Wayne County Executive
Guardian Building
500 Griswold
Detroit, MI 48226

Wayne County Community College District (WCCCD)

Ms. Mary Ellen Stempfle, Chairperson
Board of Trustees
Wayne College Community College District
801 W. Fort Street
Detroit, MI 48226

NEED TO CONFIRM MAILING ADDRESS

Ms. Denise Wellons-Glover, Secretary
Board of Trustees
Wayne College Community College District
801 W. Fort Street
Detroit, MI 48226

NEED TO CONFIRM MAILING ADDRESS

Dr. Curtis L. Ivery, Chancellor
Wayne College Community College District
801 W. Fort Street
Detroit, MI 48226

NEED TO CONFIRM MAILING ADDRESS

Wayne County Transit Authority (WCTA)

Ms. Pamela Lane
Wayne County Transit Authority
Attn: Secretary David Glaab
Guardian Building, 7th Floor
500 Griswold
Detroit, MI 48226

Mr. Assad Turfe
Wayne County Transit Authority
Guardian Building, 31st Floor
500 Griswold

Detroit, MI 48226

Huron Clinton Metropolitan Authority (HCMA)

Robert W. Marans, Chairman
Board of Commissioners
Huron Clinton Metropolitan Authority
13000 High Ridge Dr.
Brighton, MI 48114

NEED TO CONFIRM MAILING ADDRESS

Steven E. Williams, Secretary
Board of Commissioners
Huron Clinton Metropolitan Authority
13000 High Ridge Dr.
Brighton, MI 48114

NEED TO CONFIRM MAILING ADDRESS

Ms. Amy McMillan, Director
Huron Clinton Metropolitan Authority
13000 High Ridge Dr.
Brighton, MI 48114

NEED TO CONFIRM MAILING ADDRESS

**CITY COUNCIL
CITY OF ECORSE
Wayne County, Michigan**

Council member _____, supported by Council member _____ moved
the adoption of the following ordinance.

ORDINANCE NO. _____

AN ORDINANCE TO APPROVE THE WEST JEFFERSON AVENUE
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN PROPOSED
BY THE ECORSE DOWNTOWN DEVELOPMENT AUTHORITY AND TO
PROVIDE FOR THE COLLECTION OF TAX INCREMENT REVENUES.

THE CITY OF ECORSE ORDAINS:

Section 1. Title. This Ordinance shall be known and may be cited as the “West Jefferson Avenue Development Plan and Tax Increment Financing Plan Ordinance”.

Section 2. Definitions. The terms used herein shall have the same meaning given them in Act 57 (defined below), unless the context clearly indicates to the contrary. As used in this Ordinance:

- (a) “Act 57” shall mean Act 57, Public Acts of Michigan, 2018, as amended, as now in effect or hereinafter amended, being known as the Michigan Recodified Tax Increment Financing Act.
- (b) “Authority” shall mean the Ecorse Downtown Development Authority.
- (c) “Authority Board” shall mean the Board of the Authority, its governing body.
- (d) “City Council” shall mean the City Council of City of Ecorse, Wayne County, Michigan, a municipal corporation of the state of Michigan.
- (e) “Development Area” shall mean the development area designated in the Development Plan.
- (f) “Development Plan” shall mean the Development Plan portion of the Plan.
- (g) “Plan” shall mean the West Jefferson Avenue Development Plan and Tax Increment Financing Plan, submitted by the Authority to the City Council pursuant to Act 57 and approved by this Ordinance as it may be hereafter amended.
- (h) “Tax Increment Financing Plan” shall mean the Tax Increment Financing Plan portion of the Plan for the collection of tax increments.

Section 3. Public Purpose. The City Council finds and confirms the necessity to halt property value deterioration, to eliminate the causes of such deterioration and to promote economic growth, and hereby determines that the Plan adopted by the Authority Board on February 11, 2021 and presented to the City Council constitutes a public purpose.

Section 4. Considerations. In accordance with Section 219. (1) of Act 57, the City Council has considered the factors enumerated in that section and herein stated, making the following determinations:

- (a) The Development Plan meets the requirements set forth in Section 217(2) of Act 57.
- (b) The proposed method of financing the development is feasible and the Authority has the ability to arrange the financing.
- (c) The development is reasonable and necessary to carry out the purposes of Act 57.
- (d) The land included within the Development Area, if any which may be acquired is reasonably necessary to carry out the purposes of the Development Plan and of Act 57 in an efficient and economically satisfactory manner.
- (e) The Development Plan is in reasonable accord with the City's master plan.
- (f) Public services, such as fire and police protection and utilities, are or will be adequate to service the project area.
- (g) Changes in zoning, streets, street levels, intersections and utilities are reasonably necessary for the project and for the municipality.

Section 5. Meetings. Representatives of all taxing jurisdictions levying taxes subject to capture within the Development Area have had reasonable opportunity to present their opinions and comments regarding the Plan to the City Council.

Section 6. Public Hearing. The City Council has held a public hearing on the Plan with notice properly given in accordance with Section 218 of Act 57, and the City Council has provided an opportunity for all interested persons to be heard regarding the Plan.

Section 7. Approval. The Plan is hereby approved and attached hereto as Exhibit A.

Section 8. Development Area. The Development Area designated in the Development Plan is hereby ratified and confirmed.

Section 9. Transmittal of Revenues. The City Treasurer shall transmit to the Authority that portion of the tax levy of all taxing bodies paid each year on real and personal property in the Development Area on the captured assessed value as set forth in the Tax Increment Financing Plan.

Section 10. Severability. If any portion of this Ordinance shall be held to be unlawful, the remaining portions shall remain in full force and effect.

Section 11. Publication, Recording and Filing. This Ordinance shall be published once after its adoption in the *Telegram*, a newspaper of general circulation in the City of Ecorse.

Section 12. Effective Date. This Ordinance shall be effective upon adoption and publication, and in compliance with the provisions of the Ecorse City Charter.

YEAS: Council member(s) _____

NAYS: Council member(s) _____

ABSTAIN: Council member(s) _____

ABSENT: Council member(s) _____

APPROVED: _____, 2021

I, Dana Hughes, City Clerk of City of Ecorse, certify that this ordinance was adopted by the City Council of the City of Ecorse at a regular meeting of the City Council held on _____, 2021, and published in the *Telegram*, a newspaper of general circulation in the City of Ecorse on _____, 2021.

Dana Hughes
City Clerk

EXHIBIT A

**West Jefferson Avenue
Development Plan and Tax Increment Financing Plan**

See attached.



WEST JEFFERSON AVENUE DEVELOPMENT PLAN & TAX INCREMENT FINANCING PLAN



Downtown Development Authority, Ecorse, Michigan

DRAFT – February 11, 2021

**WEST JEFFERSON AVENUE DEVELOPMENT PLAN
& TAX INCREMENT FINANCING PLAN**

for the

Ecorse Downtown Development Authority

Ecorse, Michigan

Adopted by the Downtown Development Authority (DDA): February 11, 2021

Approved by the Ecorse City Council:

Prepared with the Assistance of:



MCKENNA

Communities for real life.

McKenna

235 East Main Street, Suite 105

Northville, Michigan 48167

(248) 596-0920

Acknowledgements

The participation and cooperation of residents, members of the business community, community stakeholders, and agency leaders in preparation of the Ecorse DDA West Jefferson Avenue Development Plan and Tax Increment Financing (TIF) Plan is greatly appreciated. We send a sincere ‘thank you’ to everyone who participated in its creation.

In particular, we acknowledge the efforts of:

DOWNTOWN DEVELOPMENT AUTHORITY (DDA) BOARD

Johnny Gewarges, Chairman

Kosta Callis, Vice-Chairman

Jackie Brown, Secretary

Lamar Tidwell, Mayor

Darcel Brown, Mayor-Pro Tem

Dan Brown

Bob Reed

Kelly Rose, DDA Resident

Richard Marsh, City Administrator

CITY COUNCIL

Lamar Tidwell, Mayor

Darcel Brown, Mayor Pro Tem

Kimberly Alexander

LaTonya Lamb

Montel Love

Roger Parker Sr.

Devonte Sherard

This Development Plan and TIF Plan contain the information required for development plans and tax increment financing plans under Public Act 57 of 2018, the Recodified Tax Increment Financing Act.

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EXECUTIVE SUMMARY

Introduction

The purpose of this West Jefferson Avenue Development Plan and Tax Increment Financing (TIF) Plan is to provide for the acquisition, construction, and financing of the necessary street, sidewalk, lighting, streetscaping, parking, leisure and recreational, and other facilities for the downtown district to carry out the objectives of the Downtown Development Authority (DDA) so as to prevent further deterioration of the downtown district while encouraging removal of blight, physical and aesthetic enhancement of the area, pedestrian activity and promoting economic growth which will benefit the City of Ecorse and all taxing jurisdictions located within the downtown.

The original Downtown Development Authority Act, Public Act 197 of 1975, was one of the most successful tools to facilitate reinvestment and the boom in popularity of downtowns. With over 40 years of success, 100s of DDAs in Michigan have been established to revive declining downtowns. While Public Act 57 of 2018 replaced the DDA Act, DDAs and all their powers and duties remain intact and a vital element of successful downtowns. The Preamble to A 57 of 2018 states

AN ACT to provide for the recodification and establishment of certain tax increment finance authorities; to prescribe the powers and duties of the authorities; to correct and prevent deterioration in residential, commercial, and industrial areas and certain other areas; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas; to promote residential and economic growth; to create certain boards; to prescribe the powers and duties of certain boards; to authorize the issuance of bonds and other evidences of indebtedness; to levy certain taxes; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; to provide for enforcement of this act; and to repeal acts and parts of acts.

The DDA intends this Plan to help accomplish the purposes for which it was created - to halt property value deterioration and increase property tax valuation where possible, to eliminate the causes of that deterioration, and to promote economic growth. Under this Plan the DDA's efforts will focus on making improvements to the downtown environment to make it more welcoming for the community, businesses and visitors alike, enhancing the public infrastructure and appearance of the district, supporting the success of the area's key stakeholders and other catalysts for new investment and economic vitality, making other public improvements to encourage and support private investment, and implementing the West Jefferson Corridor Plan. This Plan also includes marketing, economic development, administrative, and planning and design projects to stimulate investment.

As required by PA 57 of 2018, the Ecorse Downtown Development Authority has prepared this Development Plan and Tax Increment Financing Plan to guide the development of the Development Area. It is also the purpose of this Development Plan and TIF Plan to establish the legal basis and procedure for the capture and expenditure of tax increment revenues in accordance with PA 57 of 2018, for the purpose of financing public improvements that are necessary to stimulating and encouraging private investment.

Overview of Ecorse's DDA

Created by the Ecorse City Council in fall 2020, the Downtown Development Authority (DDA) has its roots in the 2019 West Jefferson Corridor Plan. Creating and implementing the Ecorse DDA was one of the corridor plan's priority recommendations. The West Jefferson Steering Committee (Ecorse and River Rouge), with support from the State of Michigan, was instrumental in preparing the 2019 West Jefferson Corridor Plan and its recommendations.

Situated along the entire length of the West Jefferson Avenue corridor within the City, Ecorse's DDA boundaries also include the Visger and Southfield Road corridors, and Mill Street to the west, and to the east include the entire Detroit River riverfront. The Development Area proposed under this Development and Tax Increment Financing (TIF) Plan is much smaller than the DDA as a whole. The Development Area is more focused, generally encompassing the West Jefferson Avenue frontage parcels and the Detroit River riverfront near Dingell Park (see Map 1: Development Area). West Jefferson Avenue is a vital corridor that provides regional connections for land uses varying from a heavy industrial presence upon entry to Ecorse from the north; scattered lower density retail, restaurants, and automotive related uses in its downtown core; beautiful passive Detroit River views in Dingell Park; to waterfront recreation uses at the southern boundary of Ecorse.

The 2019 West Jefferson Avenue Corridor Plan provides a framework for the cities of Ecorse and River Rouge to collaborate on redeveloping the corridor, realizing opportunities and ensuring success. There is now a clear need and desire in the two communities for transformative change supported by a favorable economic climate and expected regional influences, such as the construction of the new Gordie Howe International Bridge, that make significant positive change more feasible. The DDA will provide a clear guiding vision along with ability to implement improvements, that will ensure future downtown development will best serve Ecorse residents and businesses.

The future successful development of the West Jefferson corridor as envisioned in the West Jefferson Corridor Plan, also anticipates joint efforts between Ecorse and River Rouge. Such joint efforts will allow for the coordinated, cost-effective planning and implementation of physical improvements and redevelopment assistance. By working together, Ecorse and River Rouge can multiply their impact and ensure that the cities are part of significant state and regional economic development efforts.

A BRIEF HISTORY OF ECORSE

Recognized as one of the oldest municipalities in the State of Michigan, the City of Ecorse has a history of attracting economic growth due to its proximity to the Detroit River. Under explorer Antoine Cadillac, French settlers migrated to the region in search of better farming conditions in the early-1700s. Inhabited by the indigenous populations, Pierre Michael Campau claimed the land that we now know as Ecorse in 1795. In 1827, ten years prior to Michigan's statehood, the thriving 54-acre settlement was established as the Township of Ecorse.

Ecorse's waterfront location made it an integral actor in Michigan's timber boom that lasted from the end of the Civil War until the 1880s. Freshly cut northern trees were floated down the Detroit River, up the Ecorse Creek, processed at the local Salliotte & Raupp Sawmill, and later sent to Detroit for shipment across the United States. The Industrial Revolution brought forth investment in rail and later road infrastructure that continued to urbanize Ecorse, marking it a regional industrial center. The 1920s welcomed the introduction of two steel mills, the Michigan Steel Mill (1923) and the Great Lakes Steel Mill (1929), that brought great economic growth to Ecorse and contributed to its incorporation as a city in 1942.

Suburbanization of the 1950s spurred rapid highway development to promote greater connectivity throughout the region. The 1959 commencement of the Southfield Freeway (M-39) and the U.S. Interstate System (I-75 and I-95) served as major regional connectors. Unfortunately, this era also saw the restructuring of heavy industry as many firms left the region due to global competition, forcing the City of Ecorse into economic decline. While the turn of the twenty-first century saw challenging times due to economic downturns and poor fiscal management, Ecorse transitioned out of state receivership in 2017 with great success.

Ecorse is "***the place to be on the Detroit River***". Now home to thriving commercial districts, riverfront recreation, quality neighborhoods, emerging light industrial and logistic markets, Ecorse has many assets to capitalize on. With redevelopment at the core, the City of Ecorse is re-envisioning itself for a sustainable and brighter future.

DDA Goals and Objectives

This Development Plan and TIF Plan is intended to guide the DDA with insight gained from the West Jefferson Corridor Plan. 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 are intended to provide a strategy for achieving the goals.

Together, the following goals and objectives provide the foundation for this West Jefferson Avenue Development Plan and the framework for implementation.

01

Goal: Improve the Design and Appearance of the Corridor.

Objectives:

- ◇ Transform West Jefferson Avenue into an attractive main street connecting Ecorse and River Rouge.
- ◇ Make West Jefferson Avenue more pedestrian-friendly, including safe and accessible sidewalks and pedestrian crossings.
- ◇ Create an inviting, walkable streetscape.
- ◇ Improve property maintenance along the corridor.
- ◇ Eliminate blighted, abandoned, vacant and obsolete properties along the corridor.
- ◇ Incorporate waterfronts into existing and future development – recognize the role that Detroit River, as well as the Ecorse Creek play, as key image features and community assets.

02

Goal: Foster Collaboration and Promote the Corridor.

Objectives:

- ◇ Work collaboratively to create a positive image of the West Jefferson corridor with increased recognition and influence in the region.
- ◇ Conduct marketing and outreach to promote the new and improved West Jefferson corridor.
- ◇ Gather people for corridor improvements, events, and pride.

03

Goal: Enhance Greenways, Public Spaces, and Sustainability.

Objectives:

- ◇ Increase active and passive recreational opportunities for residents and visitors during all seasons.
- ◇ Expand on existing river walks and explore other opportunities to increase public access to the Detroit River along West Jefferson.
- ◇ Plan for the impacts of climate change on all activities and development along the corridor.

04

Goal: Promote Business and Economic Development.

Objectives:

- ◇ Work to develop and enhance the corridor area as to increase the tax base and improve the fiscal status of the City.
- ◇ Market the opportunities available in the corridor as desirable places for investment and valuable businesses and residential locations.
- ◇ Recognize and capitalize on economic opportunities created by the new Gordie Howie International Bridge.
- ◇ Partner with local developers and companies to attract and retain business and employees.

05

Goal: Protect Existing and Expand New Housing Options.

Objectives:

- ◇ Encourage population growth in the community by providing quality of life amenities.
- ◇ Encourage varied context-appropriate housing types, options, densities, and designs attractive to all segments of the population for community demographic stability and sustainability.

06

Goal: Improve Infrastructure and Transportation.

Objectives:

- ◇ Improve roads, utilities, and other public infrastructure along the corridor to support quality of life and economic development.
- ◇ Improve transportation options along the West Jefferson Corridor— accommodate motorized and non-motorized methods of public and private transportation within manageable, coordinated system.
- ◇ Repair deteriorating infrastructure as needed to support current and future uses.

DEVELOPMENT PLAN

Designation of Boundaries of the Development Area

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(A)

The West Jefferson Avenue Development Area designated by this Plan is located within the limits of the City of Ecorse and the Ecorse DDA. The West Jefferson Avenue Development Area generally includes the east and west sides of West Jefferson Avenue from River Rouge at the north, to Wyandotte and the Ecorse Creek to the south. East of West Jefferson the boundaries extend at some points to the Detroit River, including Dingell Park. Some land west of West Jefferson and south of Mill Street is also within the Development Area.

Map 1: Development Area shows the boundaries of the Development Area and the larger DDA District.

Description of the Development Area Boundaries

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(B)

A legal description of the Development Area boundary is contained in Appendix A, as provided by AEW Engineering.

Map 1: Development Area

Location and Extent of Existing Streets and Other Public Facilities Within the Development Area; And the Location, Character and Extent of Existing Public and Private Land Uses

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(B)

Existing land uses in the Development Area are shown on Map 2: Existing Land Use. The uses are classified based on a windshield survey conducted in October of 2020, along with review of GoogleEarth and City data.

Land in the West Jefferson Avenue Development Area is representative of a wide range of uses including commercial, industrial, residential, public, recreation and waterfront spaces. The land use categories mapped are described below:

RESIDENTIAL USES

Residential uses are categorized by three (3) different housing typologies:

1. **Single-Family Residential.** This classification includes parcels with one-family, detached homes.
2. **Two-Family Residential.** This classification includes improved single land parcels with attached, single-family structures. These are typically single-family homes that have been converted into rental units and are randomly located within single family neighborhoods
3. **Multiple-Family Residential.** 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 West Jefferson Avenue.

COMMERCIAL USES

The Development Area is home to a variety of commercial businesses that can be subclassified as neighborhood commercial, auto commercial, and general commercial:

Neighborhood Commercial. This classification includes retail and service uses designed to provide day-to-day shopping and service needs of local residents, and includes uses such as convenience stores, drug stores, liquor stores, salons, bars and small restaurants. Neighborhood Commercial is the more prominent commercial use throughout the corridor, in mostly single-story buildings. Several of these buildings are from the turn of the century and have historic features still intact.

Neighborhood Mixed-Use. This classification includes commercial spaces that have supplemented their building with a residential use above the first floor or near the rear of the structure. Similar to Neighborhood Commercial, Neighborhood Mixed-Use is characterized by smaller scale structures that provide the day-to-day shopping and service needs of local residents.

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 boating supply and repair shops, banks, and larger restaurants. General Commercial uses are scattered throughout West Jefferson Avenue, with a concentration at the north end of the City between Joseph and Visger Road, and to the south near Mill Street.

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 USES

This classification includes all improved or unimproved parcels used for industrial activities. The heavier industrial uses are concentrated along the Detroit River, including the US Steel Great Lakes Works manufacturing plant and warehousing facilities.

RECREATION USES

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. Dingell Park along the Detroit River is a wonderful amenity that contributes to the quality of life for City residents and can be accessed from West Jefferson Avenue to the east. Dingell Park is home to a riverfront walking path, gazebo, open space, and picnic areas. Additionally, the Senior Citizen Park is a community facility along the riverfront and is located adjacent to the Ecorse Municipal Boat Launch.

PUBLIC / QUASI-PUBLIC USES

Public and quasi-public land uses include facilities such as the Ecorse Senior Center, the Ecorse Public Library, and the Albert J. Buday Civic Center. The Albert J. Buday 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. Quasi-public uses within the Development Area include facilities that are privately owned or operated but are used by the public or a limited number of persons, such as churches, private clubs, and parochial schools.

VACANT LAND

Vacant land includes all parcels which have no apparent use at the time of the survey or are undeveloped. Existing vacant land is separated into two categories - 'Vacant Land with Existing Structure' and 'Vacant Land with No Structure'. Vacant land with an existing structure contains a building but does not currently house a business or residence. Vacant land without a structure either denotes a parcel without a physical structure or a structure that is unusable and a potential candidate for demolition. This differentiation aids the DDA in identifying sites where reuse development is likely to occur or where new buildings need to be constructed.

Of the parcels classified as vacant within the Development Area, a majority are commercial. Development of vacant land and structures should be consistent with the West Jefferson Corridor Plan, the City's Master Plan and Zoning Ordinance.

PARKING

This classification includes parcels that are used exclusively for parking, either as a stand-alone use or in association with an abutting parcel. Most of the lots used for parking appear to serve a nearby public/quasi-public use or are surface lots for nearby commercial uses. None of the lots observed 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.

Streets and Other Public Facilities

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(B)

There are a few parcels dedicated to the railroad rights-of-way within the Development Area, in addition to street rights-of-way, alleys or easements. Public streets within the Development Area include portions of the following:

- West Jefferson Avenue
- W. and E. Auburn Avenue
- W. and E. Rockwood Avenue
- W. and E. Glenwood Avenue
- Ruth Avenue
- Marie Avenue
- Visger Road
- Union Avenue
- Ridge Avenue
- Knox Avenue
- Elton Avenue
- Charlotte Avenue
- Alexis Avenue
- Salliotte Avenue
- Josephine Avenue
- Broadway Avenue
- Woodward Avenue
- Westfield Avenue
- Outer Drive
- W. Goodell Street
- Benson Avenue
- Cicotte Street
- Labadie Street
- Southfield Road
- Bourassa Street
- Monroe Avenue
- White Avenue
- Le Blanc Street
- Mill Street
- High Street

In addition, public water and sanitary sewer are available throughout the Development Area.

Map 2: Existing Land Use

Location and Extent of Proposed Public and Private Land Uses

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(B)

Proposed land uses for the Development Area are generally consistent with those in the City Master Plan and West Jefferson Corridor Plan. Mixed-use developments, residential uses to capitalize on the river frontage, entertainment, public spaces, and contemporary upgrades to make the downtown a more desirable, walkable, attractive district are envisioned. Redevelopment opportunity sites and nodes are described, and would reflect the design principles and concepts of the West Jefferson Corridor Plan. It is the intent of this Plan that all potential land use changes are contingent upon agreement between the property owner, DDA, City of Ecorse, and the Ecorse Planning Commission. Redevelopment must also be considered within the context of the City's Master Plan, zoning regulations, and the West Jefferson Corridor Plan, to further the DDA's adopted goals.

Specifically, the following public and private land uses are planned for the following potential redevelopment sites as described in the West Jefferson Corridor Plan:

- **US Steel Entrance:** Mixed-use development, including commercial / office, residential, full-service hotel, civic building(s), branch library, job incubator, etc.
- **Ecorse City Hall Commercial:** New commercial hub on the site south of City Hall.
- **Outer Drive Node:** Mixed-use or commercial development and open space.
- **US Steel Riverfront:** Mixed-use development with residential, commercial, and entertainment purpose with greenspace and public access to the Detroit River.
- **Detroit River View Redevelopment:** Higher density housing, possibly combined with mixed uses.

Existing Improvements in the Development Area to be Demolished, Repaired or Altered, and Time Required for Completion

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(C)

The implementation projects detailed in Table 1 are anticipated to be accomplished over the next 21 years and further the priorities of the DDA.

Public improvements that Table 1 identifies many possible improvement projects. The DDA's involvement in the redevelopment sites in particular, will not be defined until those developments are actually proposed. The DDA may assist with renovation, alteration, and repair of existing public improvements such as public roads and utility facilities within the Development Area boundaries; assistance with construction of public infrastructure, utilities, and drainage improvements; landscaping, lighting, sidewalks, open space, and streetscape enhancements; installation of public art; construction of new improvements such as the addition of sidewalks and bike paths; repair/upgrading and installation of street lights; and public transportation facilities. Improvements will be located throughout the Development Area, along the road corridors, at the focal intersections and gateways, or on publicly owned or controlled sites.

The full extent of demolition, repair, or alternation of existing improvements is not yet known since design plans have not been completed for the various projects. Demolition, repair, construction, enhancement, and/or replacement of existing infrastructure is likely as part of the various projects, including sidewalks, curbing, pavement, above and below-ground utilities, decorative walls, fencing, and others. Replacement of landscaping, public signs, lighting and other projects may require demolition, removal, repair or alteration to the existing conditions. Building demolition on sites yet to be determined may be required in connection with the blight removal program, or on one or more of the redevelopment sites. Further, redevelopment of privately owned sites may be assisted, on a case-by-case basis, consistent with the priorities and procedures in this Plan, and only as permitted under PA 57 of 2018. The anticipated timing for demolition, repair or alterations is included in the project phasing presented in Table 1.

Location, Extent, Character, and Estimated Cost of Improvements and Stages of Construction Planned

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(D) AND (E)

The Ecorse DDA plans a variety of projects over the next 21 years that will help make the downtown district into a more special and distinctive place, such as improving public infrastructure (both above and underground), enhancing streetscapes, and beautifying the Development Area, as well as implementing projects that more directly lead to new private business investment and tax base increase. Facilitation of development and redevelopment to increase the Development Area's tax base is a high priority.

The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the Development Area and an estimate of the time required for completion are listed in Table 1: Planned Projects within the Development Area. Generally, the projects described in Table 1 will be undertaken over a period of one (1) to 21 years and are proposed to remain flexible to permit the DDA to respond to private interest when said interest is expressed and as funding and land opportunities become available. The sequence of timing for implementing the recommendations of this Plan are also flexible to allow the DDA to take advantage of funding and other opportunities which may arise.

As anticipated, the implementation projects in Table 1 are grouped into the following three (3) phases:

- Phase I: 2021 – 2025
- Phase 2: 2026 – 2030
- Phase 3: 2031 – 2041

This phasing is based on several factors, including input from the DDA Board members, expected timing of tax increment revenues, opportunities to promote jobs and economic development, actions to eliminate blight and under-investment, the availability of other related investments and funding, the relative speed with which various projects are likely to be accomplished, and potential collaboration and partnerships, along with the benefits and value of each to the community. *It should be noted that while each project is assigned a phase and estimated timing for budget and planning purposes, the projects in Phase 1 may be expedited in Phase 1, may continue into Phases 2 or 3, may not begin until Phase 2 or 3, and those in Phase 2 or 3 may begin sooner. Overall, the projects within each phase are not mutually exclusive to one phase or another.*

Cost estimates for projects in Table 1 are very preliminary as the extent of these projects is not yet known, construction/engineering drawings have not been completed, and therefore costs are presented as general budget estimates or with costs to be determined and in current 2021 dollars. Actual costs may increase or decrease based on changes, opportunities to maximize return, or factors that are unknown today. Specific plans and refined cost estimated will be completed and approved prior to the initiation of each project.

Funding will be obtained from a variety of sources. The amount of tax increment revenues generated will be low for the first several years, but will increase as property values increase due to development and reinvestment. Important outside funding sources may include federal and state grants (which may include but are not limited to HUD, CDBG, MDOT, Michigan Economic Development Corporation, Michigan State Housing Development Authority); private donations; City funds; and additional sources consistent with PA 57 of 2018, and to be determined. The DDA intends to leverage its TIF dollars with other funding sources to the maximum extent practicable to achieve its goals.

Table 1: Planned Projects within the Development Area

Project	Brief Project Description	Estimated Cost
Phase 1: 2021 – 2025		
District Beautification (\$2,000/year)	Allocation of funds for the beautification and curb appeal enhancements along West Jefferson Avenue.	\$10,000
Community Business Outreach Forums	Host business forums to collaborate with property owners and understand their long-term interests.	\$5,000
US Steel Riverfront Redevelopment Assistance	Assistance to incentivize redevelopment and private reinvestment for the 24-acre waterfront site.	\$10,000
Blight Reduction Initiative (\$5,000/year)	Initiatives to reduce and discourage blight.	\$25,000
Foster Corridor Partnerships	Collaboration with River Rouge and other stakeholders for joint programs, grants, initiatives and public improvements.	\$5,000
Prepare Master Streetscape Design Plan	Prepare a master streetscape design plan for West Jefferson Avenue to guide and coordinate future beautification efforts.	\$50,000
Façade Improvement Program (\$3,000/year)	Program for building façade improvements.	\$15,000
Total Phase 1 Project Costs:		\$120,000
Phase 2: 2026 – 2030		
Streetscape Improvements: Wayfinding, Focal Areas and Gateways	Implement streetscape and wayfinding improvements to focal areas and at gateway entrances along West Jefferson Avenue, as identified on the Master Streetscape Design Plan.	\$500,000
Development and Redevelopment Assistance:	Provide development and redevelopment assistance to stimulate new private investment in the form of public improvements and technical expertise, including, but not limited to the following priority redevelopment opportunity sites, as identified in the West Jefferson Corridor Plan: US Steel Entrance Site; US Steel Riverfront Site; City Hall Commercial Site; Outer Drive Site; and the Detroit River View Site.	\$2,500,000
US Steel Entrance Redevelopment Site		
US Steel Riverfront Redevelopment Site		
City Hall Commercial Redevelopment Site		
Outer Drive Redevelopment Site		
Detroit River View Redevelopment Site		\$2,500,000
Façade Improvement Program (\$10,000/year)	Continue to offer a program for building façade improvements.	\$50,000
Blight Reduction Initiative (\$15,000/year)	Continue to offer the blight reduction initiative program.	\$75,000
Total Phase 2 Project Costs:		\$3,125,000
Phase 3: 2031 – 2041		
Non-Motorized Improvements	Improve access, mobility and safety throughout the Development Area to create a pedestrian friendly environment.	\$1,000,000
Streetscape Improvements: Corridor Refresh	Continue to implement the Master Streetscape Design Plan for all segments of West Jefferson Avenue.	\$2,500,000
Public Parks, Waterfront Access and Gathering Space Improvements	Enhance public waterfront access, open and gathering spaces with the Development Area.	\$2,000,000
Development and Redevelopment Assistance, <i>Continued</i>	As needed, continue assistance to stimulate new private investment in the form of public improvements and technical expertise, including, but not limited to the following priority opportunity sites: US Steel Entrance; US Steel Riverfront; City Hall Commercial; Outer Drive; and the Detroit River View.	\$5,000,000
Façade Improvement Program (\$10,000/year)	Continue to offer a program for building façade improvements.	\$100,000
Blight Reduction Initiative (\$25,000/year)	Continue to offer the blight reduction initiative program.	\$250,000
Public Transit Enhancements	Improvements to existing and planned transit infrastructure and programs.	\$1,000,000
Other Projects Consistent with this Plan	TBD	TBD
Total Phase 3 Project Costs:		\$11,850,000

Ongoing: 2021 – 2041		
Business Retention / Attraction	Community business outreach initiatives, including recruitment and retention activities.	\$300,000
Marketing Programs	Promote and advertise West Jefferson Avenue to encourage revitalization and attract businesses, customers and residents.	\$300,000
Public Road / Infrastructure Improvements	As needed, provide assistance for improvements to public roads, utilities and other infrastructure to further the goals of this Development Plan.	\$5,000,000
Professional, Technical, Administrative and Management Assistance	Ongoing professional assistance costs incurred in accomplishing the projects listed in this Development Plan, as well as annual support for DDA operations.	\$1,000,000
Total Estimated Cost of Improvements / Projects, 2021 - 2041		± \$21,695 million

Footnotes to Table 1:

- Costs estimated for the projects are preliminary and are budget guides only; specific plans and refined cost estimates for Development Area improvements will be completed upon initiation of each project. Funding is expected to come from a combination of sources to be evaluated and optimized by the DDA, including but not limited to grants, loans, TIF revenues, donations, etc. Expenditures will not exceed available funds. Estimates consider design, construction and associated costs.*
- Other projects that arise and are consistent with the objectives and priorities of the DDA – as outlined in this Plan – may be funded consistent with the financing methods described in the Tax Increment Financing Plan.*

Project Descriptions

The following public improvements, activities, and projects are proposed for implementation in this West Jefferson Avenue Development Plan and TIF Plan through 2041, the life of this Plan.

PHASE 1: 2021 – 2025

The following priority projects are proposed to be implemented over the next five years.

District Beautification. Allocation of funds for beautification and curb appeal enhancements along West Jefferson Avenue, and other streets and alleys within the Development Area. Elements could include banners, litter cans with the City's logo, targeted plantings (trees, shrubs, seasonal flowers), assistance for planter boxes, debris removal, street sweeping (potential partnership with the City or County), hosting clean-up events (similar to the Ecorse Creek Clean-Up event), and similar projects to be determined. These are small, visible enhancements to the corridor that the DDA can immediately focus on.

Community Business Outreach Forums. Host one or more forums, inviting the business community within the Development Area to participate and share their plans and long-term interests for their property, and to share the DDA's goals and plans. These could be structured to also serve as the 2 public information meetings required each year. This is also an opportunity for the DDA to form partnerships with businesses and property owners in the Development Area and raise awareness on current programs and initiatives available.

US Steel Riverfront Redevelopment Assistance. The DDA may assist the City's efforts to acquire by donation from US Steel and to achieve redevelopment of the 24-acre underutilized, waterfront parcel located north of the intersection of West Jefferson Avenue and Southfield Road. The DDA may work with the City to encourage complimentary development that is consistent with the West Jefferson Corridor Plan, which identifies potential mixed-use, commercial, residential, recreational and entertainment uses for the site. If necessary, to stimulate desirable private development, the DDA may support public improvements to incentivize the site, including new roadways, streetscape improvements (i.e., landscaping, sidewalks, etc.), public spaces and/or related utility improvements. While efforts for this redevelopment may commence under Phase 1, it is likely the project will continue during Phase 2.

Blight Reduction Initiative. Create incentives to reduce and discourage blight, recognizing that the corridor is home to several areas of blighted and empty buildings; if these sites were redeveloped or reoccupied, they could support existing and future developments of the district. Blight reduction initiatives may include the physical clean-up, repair, or removal of blight, creating programs to reduce blight and to educate property owners on property maintenance and ordinance compliance. Compliance with land use, health and safety ordinances, and codes is important to keeping the DDA a welcoming, desirable place to live, invest, and do business. The DDA may also coordinate with the City to assist with code enforcement through property maintenance and ordinance compliance. While this initiative would be established in Phase 1, blight reduction efforts are anticipated in subsequent phases.

Foster Corridor Partnerships. This project involves collaboration with the River Rouge DDA and other West Jefferson Avenue stakeholders for the planning, cooperation and implementation of joint programs, grants, initiatives and public improvements. As recommended by the West Jefferson Corridor Plan, in Phase 1 the Ecorse DDA would work specifically with the River Rough DDA to establish the West Jefferson Corridor organization, hold regular joint meetings and develop a cooperative framework. The organization may be expanded to include Wyandotte DDA and/or other partners in this phase, or subsequent phases. Even without participation in the organization, collaboration and communication is planned.

Prepare Master Streetscape Design Plan. A master streetscape design plan for West Jefferson Avenue will ensure beautification efforts to the corridor are coordinated and effective, and that planned enhancements will simplify maintenance, create a uniform corridor appearance (branding), make the streets/alleys more pedestrian friendly, and increase public safety and security. Such a master streetscape design plan will detail improvements to the corridor in feasible segments to implement, with an emphasis on key public sites (City Hall, the Library, parks, etc.) so that grant funding may more easily be

applied for each segment of the streetscape.

The plan will also detail phasing recommendations for each of the streetscape corridor segments, prioritized based on the benefit to the district, considering factors such as: increased tax base created; benefits accruing to multiple properties, significant parcels, or image locations affected; and other criteria to be determined. This plan will be used to guide the practical implementation of streetscape improvements in Phases 2 and 3 described herein.

Façade Improvement Program. A façade improvement program may be created to encourage owners, developers, and tenants to upgrade their properties, thus adding to the overall value of the area. The DDA may offer small loans or forgivable grants for the architectural design of building façades and for the construction of such improvements, subject to design guidelines and criteria to be adopted by the DDA. Additional activities that could be considered under such a program include parking lot enhancements, replacement of nonconforming signs, and other exterior improvements that impact the public, consistent with the requirements of PA 57 of 2018.

PHASE 2: 2026 – 2030

The projects anticipated for Phase 2 all focus on improving the business climate for the City, public amenities, appearance and tax base to spur reinvestment in Ecorse.

Streetscape Improvements: Wayfinding, Focal Areas and Gateways. At focal areas and at gateway entrances along West Jefferson Avenue (as identified on the Master Streetscape Design Plan) the DDA may plan, design, construct, and install wayfinding and welcome signage, hardscape elements (ex: decorative pavements, low walls or other buffering, gateways elements), softscape elements (ex: landscaping) and other aesthetic improvements determined by the DDA. These improvements intend to give a consistent image to the DDA's entrances, provide clear, attractive wayfinding signage for the community and visitors, and create a greater sense of place. Streetscape elements under this project will be within the public rights-of-way, in publicly controlled easements or otherwise under public control.

Development and Redevelopment Assistance. To encourage the development and redevelopment of sites within the Development Area, the DDA may engage in the following activities to stimulate new private investment and increased tax base. When redevelopment opportunities arise that are consistent with the goals of the City's Master Plan, West Jefferson Corridor Plan and this Development Plan, the DDA may provide assistance in the form of public improvements, as well as funding for technical expertise, including but not limited to:

- Prepare a design plan for potential reuse(s) of the site to optimize its potential with nearby opportunities.
- Assist with the costs of public infrastructure, streetscape and other public improvements.
- Prepare a Request for Development Proposals with the input and advice of the City administration and solicit developers. Alternately, have the City be the lead with DDA assistance on this.
- Commission new or updated market studies to better enable the City to attract appropriate development and redevelopment by identifying current retail, office, commercial and housing opportunities that will enhance and bring additional tax base into the Development Area.
- Any other items that are necessary to the items listed above or as the DDA determines to be desirable in connection with the development and redevelopment in the Development Area, as permitted under PA 57 of 2018.

Descriptions of anticipated assistance for specific site development and redevelopment efforts include the following priority projects. In addition to these specific sites listed below, the DDA may also partner with the City and other key stakeholders to provide assistance with the development or redevelopment efforts for other opportunity sites, as they arise.

The following sites have been identified:

- **US Steel Entrance Redevelopment Site.** Redevelopment of the entrance to the US Steel facility is planned for a mix of uses including commercial / office, residential, a full-service hotel, civic building(s), a branch library, and job incubator, among others, as detailed in the West Jefferson Corridor Plan. This land is owned by US Steel and may be sold or redeveloped by them.

- **US Steel Riverfront Redevelopment Site.** Situated on prime riverfront real estate, this underutilized 24-acre parcel has the potential to become an active mixed-use district with riverfront recreation and upscale housing opportunities; the transformation of this site has considerable potential for increased tax base. Public access to the Detroit River and public gathering spaces are also planned. The DDA may assist in the design and development of improvements to enhance these areas and facilities to be used for public open space, recreation, and gathering.
- **South City Hall Commercial Redevelopment Site.** Redevelopment of this site into a new commercial hub is planned to the south of City Hall, which is currently occupied by an outdated, blighted and underutilized shopping plaza.
- **Outer Drive Redevelopment Site.** Mixed-use or commercial development is planned for this space, as well as public open space.
- **Detroit River View Redevelopment Site.** There is potential for the select redevelopment, infill and revitalization of properties on the west side of West Jefferson, capitalizing on views of the Detroit River. Primarily residential uses are expected with possible incorporation of local commercial and mixed uses. It is anticipated that any land acquisition and assembly that might occur would be done by the private sector. DDA assistance may be provided, consistent with the requirements of PA 57 of 2018 for public infrastructure that assists / incentives the development.

Façade Improvement Program. Continue efforts from Phase 1.

Blight Reduction Initiative. Continue efforts from Phase 1, as needed.

PHASE 3: 2031 – 2041

The following long-term projects are intended to continue reinvestment into West Jefferson Avenue and create a walkability, multi-modal community. However, any of these projects may begin earlier based upon opportunities to partner, strategic timing, availability of funding, or other such determination by the DDA.

Non-Motorized Improvements. The DDA may engage in the repair, replacement, and construction of sidewalks, crosswalks, multi-use pathways, bicycle infrastructure, and ADA improvements for improved access, mobility and safety throughout the district and to create a pedestrian friendly community. A feasibility study for a potential West Jefferson Avenue road diet is one example of a non-motorized project the DDA may wish to consider, as recommended by the West Jefferson Corridor Plan. Assistance with new sidewalks, multi-use pathways and other non-motorized elements may all be needed in conjunction with redevelopment sites and the construction of new streets in the Development Area. This project is a longer-term opportunity and will be pursued primarily during Phase 3.

Elements of non-motorized improvements may include, but are not limited to:

- Acquisition of property, rights-of-way, and easements.
- Removal of plant material, bituminous material, sidewalk, curb, and gutter, and filling, grading, and site preparation.
- Installation of curb, gutter, sidewalks, and other paving.
- Construction of non-motorized, multi-use pathways and bike lanes.
- Landscape improvements and site amenities including, but not limited to grass, trees, other plantings, and other decorative items.
- Installation of pedestrian amenities such as benches, trash receptacles, lighting, signage, banners, tree grates, bike racks, bike repair stations, trail heads, etc.
- Acquisition of equipment and improvements for those with disabilities.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the DDA Board determines to be desirable in connection with this project.

Streetscape Improvements: Corridor Refresh. This project would continue to implement the Master Streetscape Design Plan for the entire length of the corridor. Streetscape elements under this project will be within the public rights-of-way, in publicly controlled easements or otherwise under public control and may include components such as public art, accent lighting, landscape plantings (trees, shrubs, seasonal flowers), decorative paving, low walls or other buffering techniques, crossings, public signage, decorative lighting, street furniture (benches, trash receptacles, etc.), holiday decorations and other design elements.

Public Parks, Waterfront Access and Gathering Space Improvements. The West Jefferson Corridor Plan envisions the creation of new and improved public waterfront access and recreational park space / gathering space, both along the corridor and at specific redevelopment sites. Such spaces have the potential to function as a public amenity that may serve as a location for events, civic activity and district promotions, as well as enhancing the value, appearance and quality of the environment for the public. The DDA may assist with the design, construction and promotion of improvements to enhance areas and facilities in the Development Area to be used for open space, recreation, public events and gatherings.

Development and Redevelopment Assistance (continued). The DDA may need to continue to offer the development and redevelopment assistance described in Phase 2, including activities for the following specific opportunity sites: US Steel Entrance Redevelopment, US Steel Riverfront Redevelopment, South City Hall Commercial Redevelopment, Outer Drive Redevelopment, and the Detroit River View Redevelopment.

Façade Improvement Program. Continue efforts from Phase 2.

Blight Reduction Initiative. Continue efforts from Phase 2, as needed.

Public Transit Enhancements. The DDA may assist with improvements for existing and planned transit infrastructure, including capital improvements such as bus stops and their amenities, but also partnering with the City / County on programs such as a senior rider program. Public transit improvement elements may include, but are not limited to:

- Construction of bus turnout lanes and the associated removal and/or replacement of curbs, gutters, and bituminous paving.
- Autonomous driving technology and improvements.
- Construction of shelters, landing pads, and transit stops and the installation of benches, trash cans, bike racks, pedestrian crossing signals, signs, etc.
- Aesthetic improvements.
- Acquisition of land, easements, and rights-of-way.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the DDA Board determines to be desirable in connection with this project.

Other Projects Consistent with this Plan. The DDA may assist with and engage in other projects consistent with the objectives of the Development Plan. Certain projects described herein may require additional construction, demolition, alteration or other project activities to ensure or expedite completion. Each project listed in this Plan may include such other improvements as the DDA deems to be necessary or incidental to the project components listed. Also, other improvements that further the goals of the Development Plan but are not specifically listed in this Plan or for which costs are not available, may be implemented and/or constructed at such time as there are sufficient TIF funds generated to fund their cost.

ONGOING: 2021 – 2041

The following projects are anticipated to continue throughout the life of this Plan, as funding permits.

Business Retention / Attraction. The DDA may engage in community business outreach to stimulate new economic investment, create an expanded tax base, provide public improvement incentives to attract desirable new business and investment, and to retain existing businesses.

A business recruitment and retention program may involve actions such as hiring staff or consultant(s) to assist, adopting standards for public/private partnerships, identifying financial, infrastructure and other possible incentives, and specifying the criteria for those incentives. A focus will be to ensure that the incentives are only those necessary to make the targeted private investment happen, and to maximize the public return on investment.

One business retention activity the DDA may implement early on is to provide the City with assistance in reviewing procedures to encourage business investment in the Development Area. This will involve a review of current policies for zoning, permitting, and regulatory needs. The intent is to provide the City with assistance in implementing Redevelopment Ready Communities (RRC) user-friendly policies (to the extent not already instituted) to encourage investment. This process will include clarifying application procedures, consolidating approvals, and implementing other efficiencies to simplify and expedite the development process.

Marketing Programs. Promotion and advertising for West Jefferson Avenue is a means of promoting revitalization and attracting businesses, residents and customers. The DDA may engage in marketing and public relations efforts to improve the public's perception of the corridor and reinforce that it is a good place to do business.

Development of a strong online image and presence, including a potential website, marketing collateral such as professionally prepared brochure(s), targeted advertising, marketing of special events, promotion of available business sites and real estate marketing, property tours, use of site consultants, and promotion of the general assets of the Development Area are all possible elements of the marketing program. Collaborative efforts may be pursued with adjacent communities, including the River Rouge DDA, Wayne County, MEDC, and other stakeholders to create specific promotional programs and year-round events.

Public Road / Infrastructure Improvements. The DDA may partner with and assist the City and other jurisdictions with authority on the planning, design, construction, repair, or replacement of roads, alleys, other public rights-of-way, and other public infrastructure. This may include the realignment, modification or improvement of utilities (i.e., water and sewer, storm sewers, and stormwater management facilities) and other improvements that the DDA may determine as necessary to further the goals of this Development Plan and maintain the values of properties in the Development Area.

Public road and infrastructure improvements may include, but are not limited to:

- Acquisition of land, rights-of-way, and easements.
- Studying existing infrastructure.
- Grading, erosion control, drainage, and site preparation.
- Installation of the roadbed and paving.
- Installation of new utility mains and lines, lift stations, and associated infrastructures.
- Related energy management and efficiency improvements.
- Improvements for advanced traffic management and autonomous driving.
- Installation of road lighting, signage and traffic signals and control devices.
- Vacating and closing streets, alleys, and rights-of-way, removal of the street, and remediation and landscaping, the construction of access roads and the elimination of curb cuts.
- Engineering, architectural, legal, and other professional fees.

- Any other items that are necessary or incidental to the items listed above or that the DDA determines to be desirable in connection with this project.

Professional, Technical, Administrative and Management Assistance. The DDA may fund the ongoing professional, technical, administrative and management costs incurred in accomplishing the purposes and undertaking the projects listed in this Development Plan. Costs may include professional fees for consultants, planning, legal, engineering and architect fees, administrative and staff support, supplies, materials, postage, dues, newspaper publications, and similar as permitted under PA 57 of 2018.

There are also various management activities necessary to support ongoing DDA operations, including preparation of annual reports, twice-a-year public informational meetings, website postings and similar as required by PA 57 of 2018. This may also include the facilitation of an annual project prioritization system to guide the DDA's implementation efforts. Such a prioritization system would be based on factors such as the increased tax base created, funding and partnerships available, benefits accruing to multiple properties, significant parcels or image locations affected, ability to maintain the improvement, blight reduction, timing of elements, and other factors.

Parts of the Development Area to be Left as Open Space and Contemplated Future Use

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(F)

Various park and open space improvements will be undertaken pursuant to the DDA's list of Planned Projects within the Development Area (Table 1). These improvements are designed to enhance the walkability and livability of downtown Ecorse, thereby supporting property values within the community. They also support the business environment by strengthening the downtown market.

Public parks located in the Development Area will remain as open space (i.e., Dingell Park, Senior Citizens Park, and the Detroit Riverwalk) and will continue to be used for recreational activity and events as they function as important community gathering spaces and are natural assets. Public access, either physical access or views, to the Detroit Riverfront will be enhanced.

Portions of the Development Area Which the Authority Desires to Sell, Donate, Exchange or Lease to or From the Municipality and the Proposed Terms

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(G)

The DDA owns no portion of the Development Area at this time. Further the DDA has no plans to sell, donate, exchange, or lease to or from the City any land or building in the Development Area. If opportunities arise consistent with the goals and purposes of this Plan, land and/or building purchases may be considered and terms would be determined at that time.

Additional right-of-way and/or easements may be required to accomplish the planned streetscape, connections, utilities, and other public improvements. While it is not the intent of the DDA to purchase either right-of-way or easements since considerable benefits will accrue to the abutting parcels from the public improvements, purchase may be required. Any road right-of-way acquired will be transferred to the road agency with jurisdiction.

Desired Zoning, Streets, Intersections and Utility Changes

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(H)

No zoning changes are currently proposed as part of this Plan. Ecorse recently adopted a new zoning ordinance (effective July 29, 2020). Any zoning changes on parcels in the Development Area will be coordinated between the DDA, the Planning Commission, and the City Council according to State enabling acts and the adopted procedures of the City. Any change will occur in a manner that ensures appropriate future land uses within the district.

Proposed changes in utilities, intersections, and streets are described previously in the West Jefferson Avenue Corridor Plan. These changes may include right-of-way acquisition or vacation, expanding or burying existing utilities, traffic modifications, or access to parcels and related elements. Detailed design plans that may be prepared as part of the implementation of this Plan may specify further utility, intersection, or street changes.

An Estimate of the Cost of the Development, Proposed Method of Financing and Ability of the Authority to Arrange the Financing

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(I)

During the 21-year term of this Development Plan and TIF Plan, the estimated cost of the public improvements to be undertaken by the DDA is approximately \$21,695 million. These costs include the cost of associated administration, engineering, planning, and design.

It is anticipated that the proposed projects will be paid for, in part with tax increment revenues generated by annual increases in property valuations from economic growth and new construction within the Development Area, in accordance with this Development and TIF Plan. Particularly in the early years of this Plan, it is expected that the tax increment revenues will be low, and will have to be supplemented with developer contributions, grant dollars, donations, and other funds as may become available. Projects will not be initiated until such time as sufficient funds have been identified and secured to pay for the project or debt service for project financing. Matching funds, contributions from other funding entities, grants, donations, bonding, special assessments, and other sources available to the DDA pursuant to PA 57 of 2018 may be utilized, consistent with the goals and objectives of this Plan.

It is anticipated that most projects will be financed on a “pay-as-you-go” basis using funds on-hand or accumulated from prior years’ captures. However, the DDA may determine that there is a need to sell bonds, obtain loan funds or grants, or receive contributions from any of the other sources permitted under PA 57 of 2018, to facilitate completion of one or more of the improvement projects. Per PA 57 of 2018, City Council approval is required for bonding and other financings.

Designation of Person or Persons, Natural or Corporate, to Whom All or a Portion of the Development Is to Be Leased, Sold, or Conveyed in Any Manner and for Whose Benefit the Project Is Being Undertaken if That Information Is Available to the Authority

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(J)

All public improvement projects undertaken as part of this plan will remain in public ownership for the public benefit. The DDA does not own any property at this time. If an appropriate opportunity arises, the DDA may participate in and/or facilitate a purchase of other land for use or redevelopment in accordance with the West Jefferson Corridor Plan, the City Master Plan, and the goals of this Development Plan. The Authority may convey any such property to another entity, yet unknown. Further, the Authority may consider other property acquisition, lease, or sale, as appropriate, in furtherance of the goals of this Plan. The person or persons to whom such property may be leased or conveyed is unknown at this time.

The Procedures for Bidding for the Leasing, Purchasing, or Conveying of All or a Portion of the Development Upon Its Completion, if There Is No Express or Implied Agreement Between the Authority and Persons, Natural or Corporate, That All or a Portion of the Development Will Be Leased, Sold, or Conveyed to Those Persons

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(K)

In the event the DDA purchases, receives a donation of, or otherwise comes to own property in the Development Area, it will conform with any bidding or land disposition process adopted by the City or, in the absence of such procedures, the DDA will adopt suitable procedures to govern the management and disposition of property in conformance with all applicable Federal, State, and local regulations. The DDA currently has no express or implied agreement between the DDA and any persons, natural or corporate, that all or a portion of the development area will be leased, sold, or conveyed to those persons.

Estimate of the Number of Person Residing in the Development Area

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(I)

It is estimated that fewer than 100 people reside within the Development Area. No families or individuals are planned to be displaced and no occupied residences are designated for acquisition and clearance by the DDA. If occupied residences are designated for acquisition and clearance by the DDA, the DDA will follow the requirements of the Act for surveying and planning for housing.

Plan for Establishing Priority for the Relocation of Persons Displaced and Provision for Costs of Relocation of Displaced Persons

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(M) AND (N)

Not applicable. The DDA does not intend to acquire any residential property in conjunction with this Plan. Any residential properties that are redeveloped under this Plan are intended to be acquired by the private sector for private development and ownership. However, in the future, if the condemnation of property is necessary to meet the objectives of this Plan and would result in persons being displaced, the DDA will submit to the City Council an acquisition and relocation plan, consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. As dictated by that Act, provision for the costs of relocation of displaced persons, including financial assistance and reimbursement of expenses will be made.

Compliance with 1972 PA 227, MCL 213.321 to 213.332

REFERENCE TO PA 57 OF 2018: SECTION 125.4217(2)(N)

The DDA does not intend to condemn property in conjunction with this plan. However, in the future if the condemnation of property is necessary to meet the objective of this plan, the DDA will submit to the City Council a plan and will comply with Act No. 227 of the Public Acts of 1972, as amended, Sections 213.321 to 213.332 of the Michigan Compiled Laws.

TAX INCREMENT FINANCING (TIF) PLAN

Purpose

The DDA has determined that this Plan for the West Jefferson Avenue corridor is necessary to achieve the purposes of PA 57 of 2018. Further the DDA is authorized to prepare and submit the TIF Plan to the City Council. The TIF Plan includes the preceding Development Plan, along with a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured assessed value to be used by the DDA.

Explanation of the Tax Increment Procedure

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

As provided in Public Act 57 of 2018, tax increment financing is a tool that can be used to assist redevelopment within a DDA Development Area. Tax increment financing is the process of expending new property tax dollars for improvements that generally benefit the parcels that pay the taxes. Tax dollars generated from new private property developments and from improvements to existing private property within a designated Development Area are “captured” and utilized by the DDA to finance public improvements within that Development Area, which supports and encourages continued private investment.

To utilize tax increment financing, the DDA must prepare and adopt a Development Plan and a Tax Increment Financing Plan. Both plans are submitted to the City Council, are subject to public hearing, and City Council must approve the plans by ordinance. The plans specify the initial assessed value, estimate the captured assessed value, and provide for the expenditure of the funds. These plans may be amended in the future to reflect changes desired by the DDA, subject to approval by Council. All amendments must follow the procedures of PA 57 of 2018.

Captured assessed value is defined in PA 57 of 2018 as the amount, in any one year, by which the current assessed value of the Development Area exceeds the initial assessed value. Initial assessed value is defined as the assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time the ordinance establishing the tax increment financing (TIF) plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted. Tax increment revenue is generated when the current assessed value of all properties within a Development Area in each year subsequent to the adoption of the TIF Plan, exceeds the initial assessed value of those properties.

Such funds transmitted to the DDA are termed “tax increment revenues”. Tax increment revenues are the amount of ad valorem and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state education tax, local or intermediate school districts, and several other entities specifically exempted under PA 57 of 2018, upon the captured assessed value of real and personal property in the Development Area.

Initial Assessed Value and Applicable Millage

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The initial assessed value under this 2021 Plan for the West Jefferson area is established as the total taxable value for all real and personal property in the Development Area as of December 31, 2019 and as equalized in May 2020 which is the most recent assessment roll of the City for which equalization has been completed at the time of adoption of this Plan. The initial assessed value of the Development Area is \$9,273,831.

The applicable tax levy for tax increment purposes in the Development Area will be the total millage levied by the eligible taxing jurisdictions, excluding millages levied for debt. A list of the taxing jurisdictions and the current millage subject to capture (rates per \$1,000 of taxable value) is shown below Table 2, and totals 34.2417 mills.

Table 2: Applicable Millage Summary

Taxing Jurisdiction	Projected Captured Millage Rate
City of Ecorse	21.9694
Wayne County	7.8220
WCCCD	3.2408
WCTA	0.9991
HCMA	0.2104
TOTAL APPLICABLE MILLAGE	34.2417

Source: City of Ecorse, November, 2020

Footnotes to Table 2:

- (a) Ecorse Public Schools, State Education Tax, Wayne RESA, Ecorse Library, Art Institute and Zoo Authority millages are not included because they are statutorily exempt from capture.
- (b) The City of Ecorse millage rate includes City Operating, PA 298 Rubbish, PA 345 Pension, and Longevity levies. Bond and Pension debt levies are not included.

Estimate of Tax Increment Revenues

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

Under this TIF Plan, the tax levy on the entire captured assessed valuation is planned to be utilized by the DDA. The tax increment revenues will be expended in the manner set forth in this Plan. Estimates of the projected growth in taxable value and projected captured revenue for the duration of this Plan are in Table 3. Both real and personal property assessments are included in the taxable value projections.

Based on input from the City Assessor, the tax increment projections in this Plan assume slower growth in the early years after plan adoption, followed by more rapid value increases after the DDA's efforts have an impact. Development of the major sites identified in the Development Plan is expected to generate significant property value increases, including spin-off benefits to nearby sites. The projected annual growth in taxable value is estimated at the current equalized value for FY 2020-21, the Assessor's estimated taxable value for FY 2021-22, 0.75% increase in 2022-23, 1.5% increase in 2023-24, and thereafter at 3% increase per year. Over the life of this 21-year Plan, the total tax increment revenue captured is estimated at \$2,158,650.

The actual tax increment revenue to be transmitted to the DDA will likely vary from the estimates herein based upon the actual tax levies of the taxing jurisdictions and the actual taxable value in the Development Area over the duration of the Plan. Additional increases in the assessed valuation for the Development Area and resultant tax increment revenues may occur from new other construction, expansion, rehabilitation, appreciation of property values, or other factors. Such increases are beyond those projected in this Plan, but if increases occur, the tax increment revenues will be spent according to this Plan to accelerate the implementation of the public improvement program. It is the intention of the DDA to use the entire captured assessed value in the Development Area for the purposes defined in the Development Plan and period hereinafter set forth, and to not exclude assessed value growth in property resulting solely from inflation.

Estimated Impact on Taxing Jurisdictions

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The maximum effect of this Plan on the taxing jurisdictions in which the Development Area is located is the taxable value upon which taxes are now levied will remain constant over the life of the Plan. If private development occurs and values increase as anticipated in this Plan, potential taxes captured from each taxing jurisdiction over the duration of the Plan are estimated in Table 4.

It is anticipated that the public improvements proposed for the Development Area in this Plan and the private improvements they induce will provide long-term stability and growth in the Development Area and the City as a whole. This will benefit all taxing jurisdictions. Benefits will result from increases in property values surrounding the Development Area, increased property values in the Development Area at the time the TIF Plan is completed, and from increases in property values throughout the entire community which are, to some degree dependent upon the well-being of the downtown district for stability and growth. All taxing jurisdictions will benefit substantially from a tax base that has been stabilized and enhanced as a result of the public improvement program.

Table 3: Future Capture Projections

Tax Day	Fiscal Year	Total TIF Millage	Total Taxable Value	Total Captured Value	Total Tax Increment Revenue
Base Year 12/31/2019	2020-21		\$9,273,831		
12/31/2020	2021-22	34.2417	\$9,309,150	\$35,319	\$1,209
12/31/2021	2022-23	34.2417	\$9,378,969	\$105,138	\$3,600
12/31/2022	2023-24	34.2417	\$9,519,653	\$245,822	\$8,417
12/31/2023	2024-25	34.2417	\$9,805,243	\$531,412	\$18,196
12/31/2024	2025-26	34.2417	\$10,099,400	\$825,569	\$28,269
12/31/2025	2026-27	34.2417	\$10,402,382	\$1,128,551	\$38,644
12/31/2026	2027-28	34.2417	\$10,714,453	\$1,440,622	\$49,329
12/31/2027	2028-29	34.2417	\$11,035,887	\$1,762,056	\$60,336
12/31/2028	2029-30	34.2417	\$11,366,964	\$2,093,133	\$71,672
12/31/2029	2030-31	34.2417	\$11,707,973	\$2,434,142	\$83,349
12/31/2030	2031-32	34.2417	\$12,059,212	\$2,785,381	\$95,376
12/31/2031	2032-33	34.2417	\$12,420,988	\$3,147,157	\$107,764
12/31/2032	2033-34	34.2417	\$12,793,618	\$3,519,787	\$120,523
12/31/2033	2034-35	34.2417	\$13,177,426	\$3,903,595	\$133,666
12/31/2034	2035-36	34.2417	\$13,572,749	\$4,298,918	\$147,202
12/31/2035	2036-37	34.2417	\$13,979,932	\$4,706,101	\$161,145
12/31/2036	2037-38	34.2417	\$14,399,330	\$5,125,499	\$175,506
12/31/2037	2038-39	34.2417	\$14,831,309	\$5,557,478	\$190,298
12/31/2038	2039-40	34.2417	\$15,276,249	\$6,002,418	\$205,533
12/31/2039	2040-41	34.2417	\$15,734,536	\$6,460,705	\$221,226
12/31/2040	2041-42	34.2417	\$16,206,572	\$6,932,741	\$237,389
Total TIF Revenue Projected for the 21-Year Development Plan:					\$2,158,650

Source: City of Ecorse, January 2021

Footnotes to Table 3:

a. Tax increment projected using combined real and personal property values and current millage rates.

b. 2020-21 DDA base year and first year estimated taxable value per City Assessor, 1/25/21.

c. Annual change in taxable values estimated as follows: FY 2020-21 value is current equalized; 2021-22 is estimated; 2022-23 is 0.75% increase; 2023-24 is 1.5% increase; 2024-25 and thereafter is 3% increase per year.

d. City of Ecorse millage rate includes City Operating, PA 298 Rubbish, PA 345 Pension, and Longevity levies.

Table 4: Estimated Capture by Taxing Jurisdiction

Tax Day	Fiscal Year	Total Taxable Value	Total Captured Value	City of Ecorse 21.9694	Wayne County 7.8220	WCCCD 3.2408	WCTA 0.9991	HCMA 0.2104	Total Tax Increment Revenue 34.2417
Base Year 12/31/2019	2020-21	\$9,273,831							
12/31/2020	2021-22	\$9,309,150	\$35,319	\$776	\$276	\$114	\$35	\$7	\$1,209
12/31/2021	2022-23	\$9,378,969	\$105,138	\$2,310	\$822	\$341	\$105	\$22	\$3,600
12/31/2022	2023-24	\$9,519,653	\$245,822	\$5,401	\$1,923	\$797	\$246	\$52	\$8,417
12/31/2023	2024-25	\$9,805,243	\$531,412	\$11,675	\$4,157	\$1,722	\$531	\$112	\$18,196
12/31/2024	2025-26	\$10,099,400	\$825,569	\$18,137	\$6,458	\$2,676	\$825	\$174	\$28,269
12/31/2025	2026-27	\$10,402,382	\$1,128,551	\$24,794	\$8,828	\$3,657	\$1,128	\$237	\$38,644
12/31/2026	2027-28	\$10,714,453	\$1,440,622	\$31,650	\$11,269	\$4,669	\$1,439	\$303	\$49,329
12/31/2027	2028-29	\$11,035,887	\$1,762,056	\$38,711	\$13,783	\$5,710	\$1,760	\$371	\$60,336
12/31/2028	2029-30	\$11,366,964	\$2,093,133	\$45,985	\$16,372	\$6,783	\$2,091	\$440	\$71,672
12/31/2029	2030-31	\$11,707,973	\$2,434,142	\$53,477	\$19,040	\$7,889	\$2,432	\$512	\$83,349
12/31/2030	2031-32	\$12,059,212	\$2,785,381	\$61,193	\$21,787	\$9,027	\$2,783	\$586	\$95,376
12/31/2031	2032-33	\$12,420,988	\$3,147,157	\$69,141	\$24,617	\$10,199	\$3,144	\$662	\$107,764
12/31/2032	2033-34	\$12,793,618	\$3,519,787	\$77,328	\$27,532	\$11,407	\$3,517	\$741	\$120,523
12/31/2033	2034-35	\$13,177,426	\$3,903,595	\$85,760	\$30,534	\$12,651	\$3,900	\$821	\$133,666
12/31/2034	2035-36	\$13,572,749	\$4,298,918	\$94,445	\$33,626	\$13,932	\$4,295	\$904	\$147,202
12/31/2035	2036-37	\$13,979,932	\$4,706,101	\$103,390	\$36,811	\$15,252	\$4,702	\$990	\$161,145
12/31/2036	2037-38	\$14,399,330	\$5,125,499	\$112,604	\$40,092	\$16,611	\$5,121	\$1,078	\$175,506
12/31/2037	2038-39	\$14,831,309	\$5,557,478	\$122,094	\$43,471	\$18,011	\$5,552	\$1,169	\$190,298
12/31/2038	2039-40	\$15,276,249	\$6,002,418	\$131,870	\$46,951	\$19,453	\$5,997	\$1,263	\$205,533
12/31/2039	2040-41	\$15,734,536	\$6,460,705	\$141,938	\$50,536	\$20,938	\$6,455	\$1,359	\$221,226
12/31/2040	2041-42	\$16,206,572	\$6,932,741	\$152,308	\$54,228	\$22,468	\$6,927	\$1,459	\$237,389
Total TIF Revenue:				\$1,384,985	\$493,111	\$204,305	\$62,985	\$13,264	\$2,158,650

Source: City of Ecorse, January 2021

Footnotes to Table 4:

- Millages are projected to remain constant for the life of the Plan.
- 2020-21 DDA base year and first year estimated taxable value per City Assessor, 1/25/21.
- Annual change in taxable values estimated at the same rates as Table 3.
- City of Ecorse millage rate includes City Operating, PA 298 Rubbish, PA 345 Pension, and Longevity levies.

Expenditure of Tax Increment Revenues

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The program and schedule for the expenditure of tax increment revenues to accomplish the proposed public improvements for the Development Area is outlined in Table 1 of the Development Plan. As described elsewhere, the cost estimates in Table 1 are approximations and very preliminary. These cost estimates are based solely upon concepts and have not been developed from construction drawings. Specific plans and refined cost estimates for the Development Area improvements will be completed upon initiation of each project.

As can be seen from the projections, the amount of TIF revenues will be very limited until such time as one or more of the larger redevelopments occur. Leveraging of funds will be very important for success. It is intended that outside grants and other sources of funding will be pursued, as permitted under PA 57 of 2018. Other private funds, in kind contributions, public-private partnerships, and non-tax increment sources will also be considered to maximize the success of this Development and TIF Plan.

Any additional tax increment revenues beyond those projected in this Plan will:

- be used to further the implementation of the public improvement program, projects, priorities, and objectives of this Plan,
- be used to expedite any debt service to the extent possible, or
- be returned, pro-rata, to the taxing units as provided by law.

If the tax increment revenues are less than projected, the DDA may choose to:

- Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements.
- Implement public improvement projects based upon the ability to match existing funds with expenditures, while seeking out additional funding sources.
- Amend the development plan and/or tax increment financing plan to allow for alternative projects and funding.

The DDA shall annually review its proposed increment expenditures and revenues to prioritize the use of any additional funds, or to reduce expenditures if necessary. Other projects that arise and are consistent with the objectives and priorities of the Plan may also be funded consistent with the financing methods described in this Plan.

Duration of the Program

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The TIF Plan will remain in effect until December 31, 2041. This term may be modified from time to time by the Ecorse City Council in accordance with the procedures required by PA 57 of 2018. Provided, however that this Plan will not terminate before the principal and interest owing on any bonds which are outstanding has been paid in full, or funds sufficient for such payment have been segregated. Upon completion of the Plan, any “excess” revenues captured will be proportionately distributed to the taxing jurisdictions.

Maximum Amount of Bonded Indebtedness

REFERENCE TO PA 57 OF 2018: SECTION 125.4214(1)

The DDA has no bonded indebtedness. Most of the DDA’s proposed improvements are planned to be implemented on a “pay-as-you-go” basis as tax increment revenues are transmitted to the DDA, or as may be accumulated over more than one year and held in reserve to allocate for projects. However, bonded indebtedness may be undertaken if the DDA determines, subject to City Council approval, that it would be advantageous to completing all or portions of the improvement program.

Alternately, or in combination with bond proceeds, with the approval of City Council, the DDA may borrow funds from other sources as permitted under PA 57 of 2018. Loans from other sources may be used, depending upon the favorability of terms, availability of other funds, and suitability for the size and type of project involved.

The maximum amount of bonded indebtedness to be incurred under this TIF Plan shall be \$10 million. Bonds issued under this TIF Plan may be issued in any form authorized under PA 57 of 2018. Bonded indebtedness shall not exceed the amount that can be supported by the tax increment revenues available to pay principal and interest on that indebtedness. Any bonding shall be subject to approval of City Council.

APPENDIX

Appendix A:
Development Area Boundary

The following is a legal description of the Development Area boundary, as provided by AEW Engineering.



Proposed Ecorse Development Area Boundary Description

Located in the City of Ecorse, Wayne County, Michigan. Beginning at the northeast property corner of parcel 34-004-03-0013-001; thence easterly across the abutting north-south alley to the northwest property corner of parcel 34-004-99-0002-000; thence easterly along the property line of parcel 34-004-99-0002-000 and across the right-of-way of W. Jefferson Avenue to a point at the northwest property corner of parcel 50-004-18-0040-001 and the east right-of-way of W. Jefferson Avenue; thence southerly following the east right-of-way of W. Jefferson Avenue to the southwest property corner of parcel 50-004-18-0040-001; thence easterly along the south property lines of parcels 50-004-18-0040-001, 34-004-06-0035-001, and 34-004-06-0034-001 to its southeast property corner;

Thence southwesterly to the northwest property corner of parcel 34-004-07-0011-000, thence southerly along the west property line of parcel 34-004-07-0011-000 to its southwest property corner, extended to the south right-of-way of E. Auburn St.; thence westerly to the northwest property corner of parcel 34-004-07-0025-000; thence southerly and across the intervening generally east-west streets and alleys along the west property line of parcels 34-004-07-0025-000, 34-004-07-0044-000, 34-004-07-0052-000, 34-004-07-0115-000, and 34-004-07-0119-000 to the southwest property corner of parcel 34-004-07-0119-000, continuing southerly to the south right-of-way of the alley abutting the north property line of parcel 34-004-99-0009-701; thence easterly along the southerly right-of-way of said alley to the point where said alley turns northerly; thence continuing northerly along the west property line of parcel 34-004-99-0009-702 to its northwest property corner; thence easterly along the north property line of 34-004-99-0009-702 to its northeast property corner; thence southwesterly along the east property line of parcel 34-004-99-0009-702, thence southwesterly along the east property line of parcel 34-005-07-0015-301 to the point where the property line heads southeasterly, thence southeasterly along this property line to the point where the property line heads southwesterly, thence southwesterly along this property line to the most southeast property corner of parcel 34-005-07-0015-301; thence easterly to the northeast property corner of 34-005-07-0026-000; thence southwesterly along the east property line of 34-005-07-0026-000 to its southeast property corner;

Thence northwesterly to the northwest property corner of parcel 34-005-09-0106-300; thence southerly along the west property line of parcel 34-005-09-0106-300 to the point of intersection of the northwest property corner of parcel 34-005-09-0103-002 extended through the northeast property corner of parcel 34-005-09-0103-002 and projected southeasterly across the right-of-way of Eliza St.; thence northwesterly across the right-of-way of Eliza St. to the northeast property corner of parcel 34-005-09-0103-002 and the western right-of-way of Eliza St., thence northwesterly along the northern property lines of parcels 34-005-09-0103-002, 34-005-09-0102-000, 34-005-09-0098-300, 34-005-09-0096-300, 34-005-09-0094-002, 34-005-09-0093-002, and 34-005-09-0091-000, to the northwest property corner of parcel 34-005-09-0091-000 and the easterly right-of-way of Florence St.; thence southwesterly along the east right-of-way of Florence St. across an intervening



east to west alley along the west property lines of parcels 34-005-09-0091-000 and 34-005-09-0082-000 and the right-of-way of E Charlotte St. to the northeast property corner of parcel 34-005-09-0054-000; thence northwesterly across the northern property lines of 34-005-09-0054-000, 34-005-09-0053-000, and 34-005-09-0051-000 to its northwest property corner;

Thence southerly across intervening streets and alleys along the west property lines of parcels 34-005-09-0051-000, 34-005-09-0050-000, 34-005-09-0017-000, and 34-006-09-0009-000 to its southwest property corner; thence easterly to the southeast property corner of parcel 34-006-09-0009-000; thence southerly across the right-of-way of Cherrygrove St. to the northwest property corner of parcel 34-006-09-0041-000; thence southerly across intervening streets and alleys along the west property lines of parcels 34-006-10-0005-000, 34-006-11-0016-000, 34-006-11-0050-000, and 34-006-11-0051-001 to its southwest property corner; thence easterly along the south property lines of parcels 34-006-11-0051-001, 34-006-11-0052-001, 34-006-11-0053-001, 34-006-11-0054-001, 34-006-11-0055-001, 34-006-11-0056-001, 34-006-11-0057-001, 34-006-11-0058-001, 34-006-11-0059-001, 34-006-11-0060-001, 34-006-11-0061-001, 34-006-11-0062-001, 34-006-11-0063-001, 34-006-11-0064-001, and 34-006-11-0065-001, to its southeast property corner, thence northerly along the east property line of parcel 34-006-11-0065-001 to the southwest property corner of parcel 34-006-11-0066-001; thence along the south property line of parcel 34-006-11-0066-001 continued through its southeast property corner and extended to the east right-of-way of the north-south alley, thence southerly along the east right-of-way of the north-south alley to the northeast property corner of 34-005-07-0005-000; thence southerly to the southeast property corner of parcel 34-005-07-0005-000 and the north right-of-way of E Westfield St.

Thence westerly along the north right-of-way of E Westfield to the southeast property corner of parcel 34-005-07-0003-003, thence northerly along the east property line of parcel 34-005-07-0003-003 to its northeast property corner, thence westerly along the north property lines of parcels, 34-005-07-0003-003, 34-005-07-0003-002, 34-005-07-0003-001, 34-005-07-0002-000, 34-005-07-0001-004, 34-005-07-0001-002, to its northwest property corner, then southerly along the west property line of parcel 34-005-07-0001-002 to its southwest property corner and the north right-of-way line of E Westfield St., thence southerly across the E Westfield St. right-of-way to the northwest property corner of parcel 34-007-14-0063-000, thence southerly along the west property line of 34-007-14-0063-000 to its southwest property corner and the north property line of parcel 34-007-14-0056-301, thence easterly along the north property line of parcel 34-007-14-0056-301 to its northeast property corner, thence southerly along the east property line of parcel 34-007-14-0056-301 to its southeast property corner, continuing along the same bearing to the south right-of-way of Bonzanno St.; thence northwesterly across the north-south alley to the northeast property corner of parcel 34-011-01-0048-000, thence northwesterly along the north property lines of parcels 34-011-01-0048-000, 34-011-01-0047-000, 34-011-01-0046-000, 34-011-01-0044-002, 34-011-01-0043-002, 34-011-01-0042-002, 34-011-01-0041-000, and 34-011-01-0040-000, to the northwest property corner of parcel 34-011-01-0040-000;



Thence southerly across intervening streets and alleys along the west property lines of parcels 34-011-01-0040-000, 34-011-01-0039-000, and 34-011-01-0019-000 to its southwest property corner; thence easterly along the south property lines of parcels 34-011-01-0019-000 and 34-011-01-0020-000 to the point of intersection of a line from the southeast property corner of parcel 34-011-02-0025-003 extended through the northeast property corner of parcel 34-011-02-0025-003 projected northerly across the east-west alley right-of-way; thence southerly across the east-west alley to the northeast property corner of parcel 34-011-02-0025-003; thence southerly along the east property line of parcel 34-011-02-0025-003 to its southeast property corner; thence westerly along the south property line of 4-011-02-0025-003 to its southwest property corner and the east right-of-way of W Jefferson Ave.; thence southerly following the east right-of-way of W Jefferson Ave. across the right-of-way of E Goodell St. to the northwest property corner of parcel 34-011-02-0001-000; thence southerly along the east right-of-way of W Jefferson Ave. and the west property lines of parcels 34-011-02-0001-000; 34-011-02-0002-000, and 34-011-02-0003-000 to its southwest property corner;

Thence easterly along the south property line of parcel 34-011-02-0003-000 to its southeast property corner, thence easterly across the right-of-way of Alexander Ct. to the northwest property corner of parcel 34-011-02-0007-000; thence southerly along the west property lines of parcels 34-011-02-0007-000 and 34-011-02-0006-000, to its southwest property corner; thence easterly to the northeast property corner of parcel 34-007-14-0055-000, thence southerly and westerly along the east property line and south property line of parcel 34-007-14-0055-000 to the northeast property corner of parcel 34-007-14-0054-000; thence southwesterly following the southerly property line of parcel 34-007-14-0054-000 to its southwest property corner and the east right-of-way of W Jefferson Ave.;

Thence southerly along the west property line of parcel 34-007-14-0073-000 to its southwest property corner; thence easterly, thence southerly, thence easterly, thence northerly, thence northeasterly, thence easterly, thence northerly, thence easterly along the property line of parcel 34-007-14-0051-000 to its northeast property corner; thence southwesterly along the easterly property lines of parcels 34-007-14-0051-000, 34-007-14-0044-000, 34-007-14-0043-000, 34-007-14-0035-002, 34-007-14-0034-000, to the southeast property corner of 34-007-14-0034-000 and the north right-of-way line of Southfield Rd.; thence southwesterly across Southfield Rd. right-of-way to the northeast property corner of parcel 34-013-01-0001-000; thence southwesterly along the easterly property lines of parcels 34-013-01-0001-000, 34-013-02-0050-000, and 34-013-03-0001-001, to the southeast property corner of parcel 34-013-03-0001-001; thence easterly along the north property line of 34-013-99-0014-000 to its northeast property corner; thence southwesterly to the southeast property corner of parcel 34-013-99-0014-000;

Thence westerly to the northeast property corner of parcel 34-013-04-0071-001; thence southerly, westerly and southerly along the east property line of parcel 34-013-04-0071-001 to its southeast property corner; thence westerly to the northeast property corner of parcel 34-013-04-0069-001; thence southwesterly along the east property lines of parcels



34-013-04-0069-001, 34-013-04-0067-301, 34-013-04-0065-001, 34-013-04-0062-001, 34-013-04-0060-002, 34-013-04-0060-001, to the southeast property corner of parcel 34-013-04-0060-001; thence easterly to the northeast property corner of parcel 34-013-99-0019-000; thence southwesterly along the east property line of parcel 34-013-99-0019-000, to its southeast property corner; thence southerly along the east property line of parcel 34-013-99-0023-000 to its southeast property corner.

Thence westerly along the south property line of parcel 34-013-99-0023-000 to its southwest property corner and east right-of-way of W. Jefferson Ave.; thence westerly across W. Jefferson Ave. to the southeast property corner of parcel 34-013-99-0022-000; thence westerly along the south property line of 34-013-99-0022-000, to its southwest property corner, thence northerly along the west property lines of parcels 34-013-99-0022-000, 34-013-99-0020-706, and 34-013-99-0020-705, to its northwest property corner; thence northerly across the right-of-way of Mill St. to the southwest property corner of parcel 34-013-04-0001-000; thence easterly across intervening streets and alleys along the south property lines of parcels 34-013-04-0001-000, 34-013-04-0027-000, 34-013-04-0028-000, 34-013-04-0029-000, 34-013-04-0030-000, 34-013-04-0031-000, 34-013-04-0032-000, 34-013-04-0033-000, and 34-013-04-0056-000 to its southeast property corner; thence northeasterly along the east property lines of parcels 34-013-04-0056-000, 34-013-04-0054-300, and 34-013-04-0053-000, to its northeast property corner; thence westerly along the north property line of 34-013-04-0053-000 to its northwest property corner;

Thence northerly across an intervening east-west alley and along the east property lines of 34-013-04-0050-000, 34-013-04-0048-002, 34-013-04-0048-001, 34-013-04-0047-000, 34-013-04-0045-000, 34-013-99-0012-000, 34-013-99-0011-000, and 34-013-99-0010-000 to a point of intersection from a line projecting from the southeast property corner of parcel 34-013-99-0008-000 through its southwest property corner projected westerly across the north-south alley right-of-way; thence easterly across the north-south alley right-of-way to the southwest property corner of parcel 34-013-99-0008-000; thence easterly along the south property line of parcel 34-013-99-0008-000 to its southeast property corner;

Thence northerly along the west property line of parcel 34-013-99-0009-000 to its northwest property corner, thence continuing along the same northerly bearing across the right-of-way of Le Blanc St. to a point of intersection of the south property line of parcel 34-013-03-0015-001; thence easterly to the southeast property corner of parcel 34-013-03-0015-001; thence northerly across intervening streets along the east property lines of parcels 34-013-03-0015-001, 34-013-03-0014-001, 34-013-03-0013-001, 34-013-03-0012-001, 34-013-03-0011-001, 34-013-03-0038-000, 34-013-02-0029-000, 34-013-02-0030-000, 34-013-02-0031-000, 34-013-02-0032-002, 34-013-02-0033-001, 34-013-02-0034-001, 34-013-01-0018-000, 34-013-01-0019-000, 34-013-01-0020-000, 34-013-01-0021-000, 34-013-01-0022-000, 34-013-01-0023-000, 34-007-10-0115-001, 34-007-10-0114-000, 34-007-10-0113-000, 34-007-10-0112-000, 34-007-10-0111-000, 34-007-10-0110-000, 34-007-10-0109-000, and 34-007-10-0108-000, to its northeast property corner; thence continuing along the same northerly bearing across the right-of-way of Labadie St. to a point of intersection of the south



property line of parcel 34-007-10-0164-000; thence easterly along the south property lines of parcels 34-007-10-0164-000, 34-007-10-0165-000, and 34-007-10-0166-000, to its southeast property corner; thence northerly along the west property lines of parcels 34-007-10-0090-000 and 34-007-10-0089-000, to its northwest property corner;

Thence northwesterly along the south property lines of parcels 34-007-10-0088-000 and 34-007-10-0083-000, to its southwest property corner and the east right-of-way of High St.; thence northerly to the northwest property corner of parcel 34-007-10-0083-000; thence easterly along the north property lines of parcels 34-007-10-0083-000 and 34-007-10-0168-000 to its northeast property corner; thence southerly along the east property line of 34-007-10-0168-000 to its southeast property corner; thence easterly and northerly to the northeast property corner of parcel 34-007-10-0083-000; thence across the intervening streets and along the west property lines of parcels 34-007-10-0083-000, 34-007-10-0080-300, 34-007-10-0079-300, 34-007-08-0221-002, 34-007-08-0220-000, 34-007-08-0219-000, 34-007-08-0218-000, 34-007-08-0217-000, and 34-007-08-0216-000, to its northwest property corner; thence westerly along the south property line of parcel 34-007-08-0212-000 to its southwest property corner; thence northerly to its northwest property corner and the southerly right-of-way of W Benson St., thence easterly along the north property line of parcel 34-007-08-0212-000 to its northeast property corner; thence northerly across the right-of-way of W. Benson St. to the southeast property corner of parcel 34-007-08-0189-000;

Thence northerly along the east property lines of parcels 34-007-08-0189-000, 34-007-08-0188-000, 34-007-08-0187-000, 34-007-08-0186-000, 34-007-08-0185-000, 34-007-08-0184-000, and 34-007-12-0048-000, to its northeast property corner; thence westerly along the north property line of parcel 34-007-12-0048-000 to its northwest property corner; thence northwesterly across the right-of-way of W. Goodell St. to the southeast property corner of parcel 34-007-12-0001-000, thence northerly along the east property line of parcel 34-007-12-0001-000 to its northeast property corner; thence westerly along the north property lines of parcels 34-007-12-0001-000, 34-007-12-0002-000, 34-007-12-0003-000, 34-007-12-0004-000, 34-007-12-0005-000, 34-007-12-0006-000, 34-007-12-0007-000, 34-007-12-0008-000, 34-007-12-0009-000, 34-007-12-0010-000, 34-007-12-0011-000, and 34-007-12-0012-000, to its northwest property corner; thence continuing along the same westerly bearing across the north-south alley right-of-way to a point of intersection of the east property line of parcel 34-007-09-0010-000;

Thence northerly along the east property lines of parcels 34-007-09-0010-000, 34-007-09-0011-000, 34-007-09-0012-000, 34-007-09-0013-000, 34-007-09-0014-000, 34-007-09-0015-000, 34-007-09-0016-000, 34-007-09-0017-000, and 34-007-09-0018-000, to its northeast property corner; thence easterly across the north-south alley right-of-way to the southwest property corner of parcel 34-007-08-0172-001; thence easterly along the south property line of parcel 34-007-08-0172-001 to its southeast property corner; thence northerly along the east property line of 34-007-08-0172-001 to its northeast property corner; thence northerly across the right-of-way of Outer Drive W. to the southwest



property corner of parcel 34-006-08-0054-000; thence easterly along the south property lines of parcels 34-006-08-0054-000, 34-006-08-0056-000, 34-006-08-0057-000, 34-006-08-0058-000, 34-006-08-0059-000, 34-006-08-0060-002, 34-006-08-0061-002, and 34-006-08-0063-300, to its southeast property corner; thence northerly to the northeast property corner of 34-006-08-0063-300 and the south right-of-way of W Westfield St.,

Thence northerly across intervening streets and alleys along the east property lines of parcels 34-006-08-0064-000, 34-006-07-0028-000, 34-006-07-0054-000, 34-006-07-0055-000, 34-006-07-0077-000, 34-006-07-0078-000, 34-006-07-0094-000, 34-006-07-0095-000, 34-006-07-0096-000, 34-006-07-0097-000, 34-006-07-0098-000, 34-006-07-0099-000, 34-006-07-0100-000, 34-005-08-0061-301, 34-005-08-0060-000, 34-005-08-0038-000, 34-005-08-0037-000, and 34-005-08-0021-000, to its northeast property corner; thence westerly along the north property lines of parcels 34-005-08-0021-000, 34-005-08-0022-000, 34-005-08-0023-000, 34-005-08-0024-000, 34-005-08-0025-000, 34-005-08-0026-000, 34-005-08-0027-002 to its northwest property corner, thence westerly along the north property line of 34-005-06-0054-000 to a point from a line projecting from the northwest property corner of parcel 34-005-99-0008-000 through its southwest property corner projected southwesterly across the east-west alley right-of-way;

Thence northerly across the right-of-way of the east-west alley to the southwest property corner of parcel 34-005-99-0008-000; thence northerly along the west property line of parcel 34-005-99-0008-000 to its northwest property corner; thence easterly along the south property lines of parcel 34-005-99-0013-000, 34-005-99-0012-000, 34-005-99-0011-000 to its southeast property corner, thence southerly along the west property line of 34-005-99-0010-000 to its southwest property corner, thence easterly along the south property lines of parcels 34-005-99-0010-000 and 34-005-99-0009-000 to its southeast property corner;

Thence northerly across intervening streets and alleys along the east property lines of parcels 34-005-99-0009-000, 34-005-03-0222-002, 34-005-03-0175-000, 34-005-03-0174-000, 34-005-03-0125-000, 34-005-03-0124-000, 34-005-03-0076-000, 34-005-03-0075-000, 34-005-03-0028-000, 34-005-03-0268-002, 34-004-09-0016-000, 34-004-09-0034-000, 34-004-09-0035-300, 34-004-08-0186-300, 34-004-08-0185-000, 34-004-08-0178-000, 34-004-08-0176-000, 34-004-04-0059-000, 34-004-04-0026-000, 34-004-04-0015-000, to its northeast property corner and the south right-of-way of W Auburn St., thence northwesterly to the southeast property corner of parcel of 34-004-03-0014-300, thence northerly across an intervening alley and along the east property lines of parcels 34-004-03-0014-300 and 34-004-03-0013-001 to its northeast property corner and the point of beginning.

Appendix B:**List of Parcels within the Downtown Development Area**

The following real properties, are located within the City of Ecorse DDA Development Area, as provided by AEW Engineering.



Parcels in the Proposed Ecorse Development Area

34-004-99-0003-000	34-004-09-0008-000	34-005-08-0017-000	34-006-07-0006-000
34-004-99-0004-000	34-004-09-0009-000	34-005-08-0018-000	34-006-07-0007-000
34-005-09-0016-001	34-005-99-0007-000	34-005-08-0020-001	34-006-07-0008-000
34-004-04-0016-000	34-005-99-0008-000	34-005-03-0268-306	34-006-07-0009-000
34-004-04-0018-000	34-005-03-0001-000	34-005-07-0001-001	34-006-07-0010-000
34-004-04-0020-000	34-005-03-0004-000	34-005-07-0005-000	34-006-07-0012-000
34-004-04-0021-000	34-005-03-0005-000	34-005-07-0008-000	34-006-07-0013-000
34-004-04-0022-301	34-005-03-0007-000	34-005-09-0007-301	34-006-07-0014-000
34-004-07-0013-001	34-005-03-0008-000	34-005-09-0012-001	34-006-08-0001-000
34-004-07-0014-001	34-005-03-0009-000	34-005-09-0013-300	34-006-09-0001-001
34-004-07-0016-001	34-005-03-0010-000	34-005-09-0014-001	34-006-09-0003-001
34-004-07-0017-001	34-005-03-0011-000	34-005-09-0015-001	34-006-09-0004-001
34-004-07-0018-001	34-005-03-0023-000	34-004-99-0005-000	34-006-09-0005-001
34-004-07-0019-001	34-005-07-0010-000	34-007-10-0168-000	34-006-09-0007-001
34-004-07-0020-001	34-005-07-0011-003	34-013-04-0060-001	34-006-11-0001-001
34-004-07-0021-001	34-005-07-0011-004	34-013-04-0060-002	34-006-11-0003-003
34-004-07-0022-001	34-005-07-0011-306	34-013-04-0062-001	34-006-11-0009-001
34-004-07-0023-001	34-005-07-0012-307	34-013-04-0065-001	34-006-11-0014-001
34-004-07-0045-001	34-005-07-0026-000	34-013-04-0067-301	34-006-99-0004-000
34-004-07-0048-001	34-005-07-0027-002	34-013-04-0069-001	34-006-99-0006-000
34-004-07-0050-001	34-005-08-0001-000	34-013-99-0009-000	34-007-08-0173-001
34-004-07-0051-001	34-005-08-0002-000	34-013-99-0017-000	34-007-08-0173-002
34-004-07-0116-001	34-005-08-0003-000	34-013-99-0019-000	34-007-08-0174-000
34-004-08-0158-000	34-005-08-0005-000	34-013-99-0020-704	34-007-08-0175-000
34-004-08-0164-000	34-005-08-0006-000	34-013-99-0020-705	34-007-08-0176-000
34-004-08-0165-000	34-005-08-0007-000	34-013-99-0020-706	34-007-08-0177-000
34-004-08-0168-000	34-005-08-0008-000	34-005-09-0086-000	34-007-08-0181-001
34-004-08-0169-000	34-005-08-0010-000	34-005-09-0087-000	34-007-08-0182-001
34-004-08-0170-000	34-005-08-0011-000	34-005-09-0088-000	34-007-08-0183-001
34-004-08-0171-000	34-005-08-0012-000	34-005-09-0089-001	34-007-14-0034-000
34-004-08-0172-000	34-005-08-0013-000	34-006-07-0001-000	34-007-14-0035-002
34-004-08-0173-000	34-005-08-0014-000	34-006-07-0004-002	34-007-14-0043-000
34-004-09-0007-000	34-005-08-0016-000	34-006-07-0005-002	34-007-14-0044-000



Parcels in the Proposed Ecorse Development Area

34-007-14-0045-000	34-011-01-0001-001	34-004-99-0002-000	34-013-05-0009-000
34-007-14-0046-000	34-011-01-0005-001	34-005-03-0016-000	34-013-05-0008-000
34-007-14-0047-000	34-011-01-0006-001	34-005-03-0018-000	34-013-05-0007-000
34-007-14-0048-000	34-011-01-0008-001	34-005-03-0019-301	34-013-05-0006-000
34-007-14-0049-000	34-011-01-0013-001	34-005-03-0003-000	34-013-05-0005-000
34-007-14-0050-000	34-011-01-0015-001	34-005-03-0002-000	34-013-05-0004-000
34-007-14-0051-000	34-011-02-0004-000	34-005-03-0268-307	34-013-05-0003-000
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34-007-08-0223-000	34-004-08-0153-300	34-013-05-0010-000	

Appendix C:
Adoption Documents

Once complete, will insert > the Development and TIF Resolutions, Notices and Adopting Ordinance

Appendix D: Citations

Ecorse. (2010). Retrieved October 15, 2020, from <https://www.britannica.com/place/Ecorse>

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