

MASTER PLAN

CITY OF ECORSE, MICHIGAN





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Adopted: April 26, 2023



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Acknowledgements

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

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This plan was adopted by the Ecorse Planning Commission on April 26, 2023.



John Skotnicki, Chairman

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01. INTRODUCTION

What is a Master Plan?

The Master Plan is a document that serves as a guideline for Ecorse to ensure that all future policies, programs, and projects are in-line with the community's vision for the next 5-20 years. New buildings, infrastructure, parks, and more are all evaluated against the Master Plan. The State of Michigan requires every city to update their Master Plan every five years to ensure the document accurately reflects community sentiment (required by the Michigan Planning Enabling Act, aka Act 33 of 2008)

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

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

About Ecorse

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

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

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

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

Most recently, Ecorse has become an inner ring suburban community closely connected to Detroit and other "downriver" communities by way of West Jefferson Avenue. Ecorse has not been as successful as other downriver communities in attracting middle- and high-income residents and associated commercial and office development. Although the City is still home to the United States Steel (Great Lakes Works) plant, industry no longer plays such a major role in the daily lives of Ecorse residents. While some residents work in industrial jobs within the City, most do not. The development of the Southfield Freeway (M-39) and Outer Drive as major regional connectors to the U.S. Interstate System (I-75 and I-94) has provided commuter connections for residents to other areas in the Southeast Michigan region. The development and growth of these major transportation routes has had a direct and continuing impact on all land uses in the City.

Regional Location

Ecorse is located in southern Wayne County. The City is approximately 1,819.4 acres (3.7 sq miles) in area. Neighboring communities include River Rouge to the northeast, Detroit to the northwest, Lincoln Park to the west, and Wyandotte to the south. To the east is the Detroit River (See Map 1).



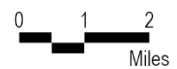
Location

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- Ecorse
- Other Municipalities
- Canada
- Waterbodies



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.



Planning Process

KICK-OFF

The City of Ecorse last updated the Master Plan in 2020, when the newly adopted West Jefferson Corridor Plan was added as an appendix to the Master Plan document. However, the Master Plan itself has not undergone a content update since 2015. Since then, the city has experienced demographic, economic, and climatic changes that warrant a plan update. As such, in spring of 2022, the Ecorse Planning Commission and City Council initiated an update of the City’s Master Plan to guide decisions affecting development and redevelopment in the community. Over the course of 2022 and 2023, staff worked to collect feedback from residents and community stakeholders to help craft the new Master Plan.

The Planning Process generally followed the below schedule from April 2022 to April 2023:

	Project Month												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Kick Off	█												
Create Public Engagement Plan	█												
Gather Background Data	█	█	█	█									
Conduct Public Engagement	█	█	█	█			█	█					
Analyze Engagement Feedback				█	█	█							
Create Vision Statements						█							
Draft Chapters of Plan	█	█	█	█	█	█	█						
Goals, Objectives, and Implementation Plan						█	█						
Internal Plan Review								█					
Draft Plan Review								█	█	█	█	█	
Final Plan Adoption												█	█

PUBLIC ENGAGEMENT

In April 2022, the City of Ecorse authorized McKenna associates (an urban planning consulting firm that provides day-to-day planning services for the city) to undertake the 5-Year Parks and Recreation Plan Update. McKenna had already been contracted to undertake the city’s 5-Year Parks and Recreation Master Plan update, so the City decided to merge the engagement strategies for the two projects to make the best use of the funding available.

Website

McKenna designed a public engagement plan that combined events and resources to make the best use of the project budget. The final engagement strategy involved incorporating the Parks and Recreation engagement activities into the existing Master Plan engagement website (hosted on Social Pinpoint).

The website was rebranded the “Ecorse Online Engagement Hub,” and ultimately hosted four (4) components:

- The Parks and Recreation Survey (which included questions relevant to the Master Plan)
- An interactive map where visitors could place comments and ideas on an aerial map of the City
- A calendar of all upcoming public engagement events and feedback opportunities, including Planning Commission and City Council meetings
- A document center, where users could download documents related to the two plans (memos, data summaries, letters, etc.)

The website and online survey were advertised through direct mailings to local agencies and stakeholders (adjacent municipalities, energy providers, transit providers, school districts, nonprofits, etc.).



Welcome to the Online Engagement Hub!

Tell us your likes, dislikes, and ideas on housing, economic development, infrastructure, parks, and more. Your feedback will be used to help update the Master Plan and the Parks and Rec Plan, which are used to guide the future of the city for the next 10 years.



The link was also hosted under the “Quick Links” on the homepage of the City website, advertised at City Council, and posted twice on the City’s Facebook page – once when the survey launched on August 1st and once the day before closing on September 1st, 2022. The survey was also advertised via signs in every City park, explained in detail below.

Pop-Up Event

The pop-up event was held in tandem with the Ecorse Downtown Development Authority’s (DDA) summer event, where they hosted a food truck in Dingell Park every Thursday from May 5th to June 2nd, 2022. The City Planner and Parks and Recreation Director set up a booth at the June 2, 2022, which included interactive boards where residents could give feedback on their ideas or the future. Due to unexpected rain, only two public comments were received:

Question: What 5 words sum up Ecorse today?

- Answer: Rebuilding

Question: What 5 words sum up Ecorse in the future?

- Answer: Destination

Survey

The public survey was designed to include questions that could be used to inform both the Parks and Recreation Plan and the Master Plan. The survey was available online and in paper form at every City park from August 1st to September 1st, 2022. Staff installed a bright yellow sign advertising “What do you think of THIS PARK?” at each park near the most obvious entrance, accompanied by a weather-proof survey box containing approximately 20 paper surveys (larger parks had more surveys available).

The signs included a brief explanation of the project, the deadline for the survey, and a QR code for those who wanted to take the survey online. The signs also had a map of all city parks on the reverse side, which was included to help respondents answer the question “What is your favorite park?” Several parks in the City have multiple informal names, and the map helped clarify which park was being referenced.



The paper survey was one page, double-sided, and included the same questions as the online survey. Instructions for returning the survey were included at the end, and residents were given the option to either return the survey at the drop box in front of the Rec Center, or send a picture of their survey to the City Planner. However, only two (2) paper surveys were returned to the drop box and staff found that the majority of completed paper surveys were being returned to the boxes in the City parks. This trend indicates that a “Take” and “Return” box in each park would have been more effective than a centralized drop box, and that adjustments are needed if a survey is to be launched in the future.

Staff checked the survey boxes once a week to refill those that were empty and replace signs that had been moved for lawn mowing. The box and sign at Ecorse Housing Park went missing entirely after two weeks, presumably removed by property maintenance. However, the absence of surveys should not be mistaken for a dislike of the park itself. It is widely known that Ecorse Housing Park is a well-loved and frequently used park, as evidenced by its daily attendance and continuous use by families and neighbors.

The paper survey uptake is summarized as follows:

- **Surveys Distributed:** 200
- **Surveys Taken:** 154
- **Surveys Returned:** 8
- **Response Rate:** 5% of those who took a paper survey responded

The online survey uptake is summarized as follows:

- **Unique Website Visitors:** 164
- **Survey Responses:** 13
- **Response Rate:** 8% of those who visited the website completed the survey

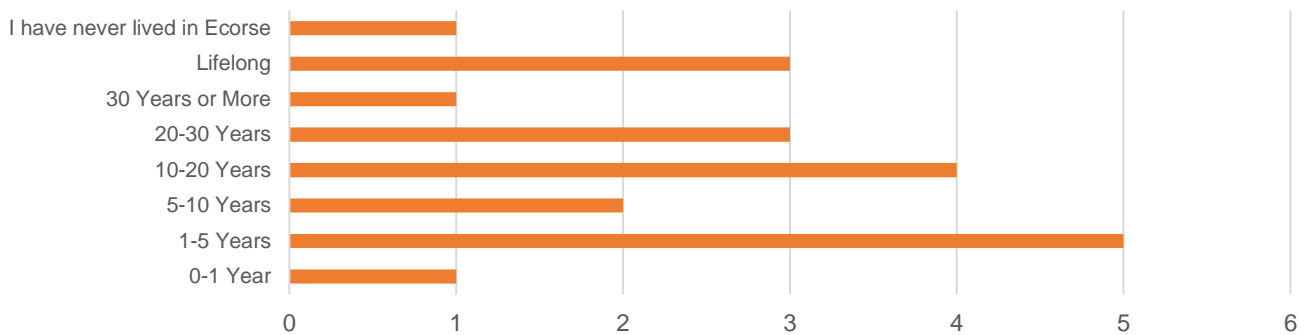
Staff removed the paper survey boxes from every City park on September 2nd, 2022, and left the drop-box up at the Rec Center for any late submission until September 9th, 2022. Ultimately, the public survey received 21 responses over a 1-month period.

Survey Findings

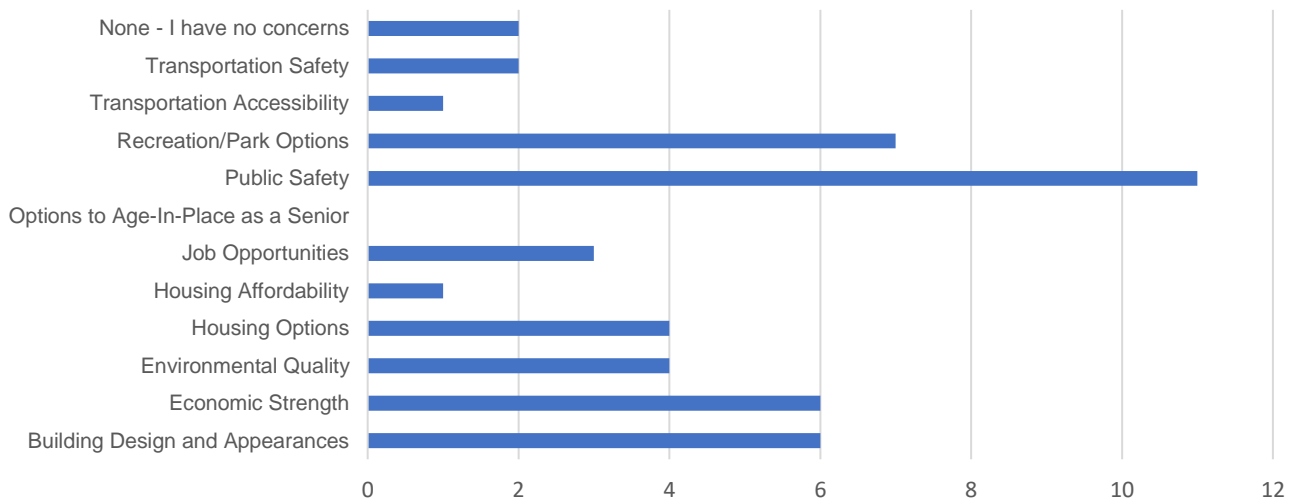
The following key themes and findings were drawn from the survey results:

- Respondents identified the waterfront and river as key opportunities for future recreational development
- Respondents supported the addition of workout equipment in the parks and would like to continue seeing the park equipment diversify to include more options beyond playsets
- Respondents noted that basic maintenance and crime deterrence were the greatest need for the parks in general
- Respondents favored offering more outdoor events and classes/activities in the parks
- Respondents were most in favor of cooking/nutrition, painting, and self-defense classes
- Respondents were most concerned with public safety and parks offerings with regard to the city's future, followed closely by building appearances and economic strength

Question: How long have you lived in Ecorse?



Question: Choose 1-3 options from the list below. Which topics are your biggest concerns for Ecorse in the future?



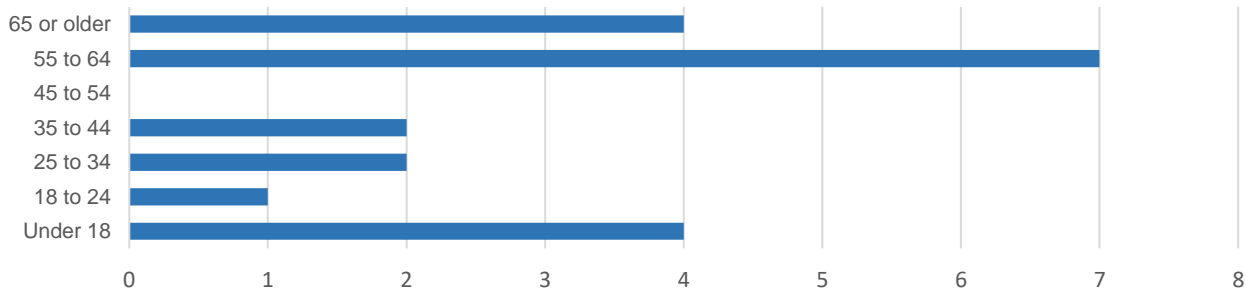
Question: Do you have other concerns that are not listed above?

- Would like to see more events or helpful clinics for seniors to learn the basics of the new technology in today's world.
- Have a recycle bin for paper cardboard and all the other stuff
- Building design and appearances.
- Speed bumps near schools

Question: What is one change, big or small, that you believe would improve the quality of life in Ecorse?

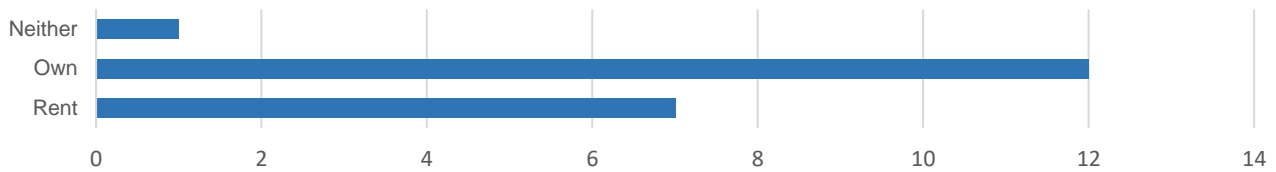
- More programs for kids to get involved in and improve their basic quality of life in the real world that would help them advance their knowledge of understanding real life concerns.
- Speed bumps in school streets let's keep kids safe, making sure garbage cans are available at parks and have cameras for safety
- Have a kindergarten or pre-k
- Would work on the streets from Southfield to Mill
- A new mayor, a gated community around the projects more police patrol and speed bumps
- Change the perception of how people view Ecorse. The city has a negative view to people who pass through or visit a great city with even greater residents who mostly take pride in their city
- Less crime and fine residents from not keeping up the outdoor maintenance on their homes
- Making Jefferson Ecorse's downtown
- A huge business attraction to the waterfront.
- More accessibility to the river
- I don't know
- Funner stuff at all the parks
- Remove gun

Question: What is your age?



Question: What is your housing situation?

Note: respondents were instructed to select "neither" if they were a child living with parents, an elderly relative living with family, a dependent, or living in another housing arrangement that is neither renting nor owning.



Planning Commission Meetings

The Ecorse Planning Commission held four (4) meetings to work on the Master Plan. Every meeting was advertised and open to the public for comments.

- **July 25, 2022:** Commissioners reviewed the Future Land Use map from the previous Master Plan and identified key areas that needed revisions. Staff presented background research and public engagement conducted to-date.
- **January 11, 2023:** Commissioners continued their review of the Future Land Use map and designated “flex areas” which have more than one appropriate zoning designation. Commissioners also reviewed the draft Goals and Objectives, specifically focusing on transportation and neighborhood revitalization.
- **February 8, 2023:** Commissioners held a public hearing to release the draft of the Master Plan for public review.
- **March 23, 2023:** Commissioners reviewed the final draft of the Master Plan and discussed public facilities and services. Commissioners also modified the prioritization table in the Implementation Plan.

PLAN RELEASE AND ADOPTION

On February 8, 2023, the Planning Commission formally recommended that the draft Master Plan be released to the public for a 63-day period of review. Staff sent courtesy notices to all adjacent municipalities, utility agencies, regional planning bodies, and local stakeholders (economic development agencies, senior advocacy groups, etc.). City Council then authorized the release of the draft at their regular meeting on February 21, 2023.

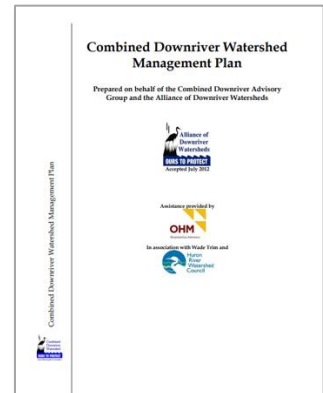
The draft master Plan was available at the Clerk’s office and on the project website from February 21 to April 25, 2023. Only one additional comment was received at this time from Rich Williams, representing Destination Downriver.

On April 26, 2023, the Planning Commission held a public hearing on the final Master Plan. Following the public hearing, the Commission voted to adopt the new Master Plan.

Recent Planning Efforts

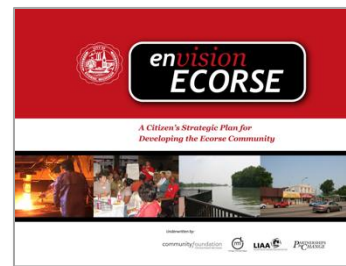
2012 COMBINED DOWNRIVER WATERSHED MANAGEMENT PLAN

Accepted in 2012, the Plan was prepared on behalf of the Combined Downriver Advisory Group and the Alliance of Downriver Watersheds. The Combined Downriver Watershed is a relatively urban group of watersheds within Wayne County in Southeast Michigan. The combined watershed drains an area of approximately 85.9 square miles and has a population of 157,000. Management activities for the Ecorse Creek Watershed include installing green roofs, rain gardens, grow zones, and vegetated stream buffers, as well as increasing public education and land acquisition.



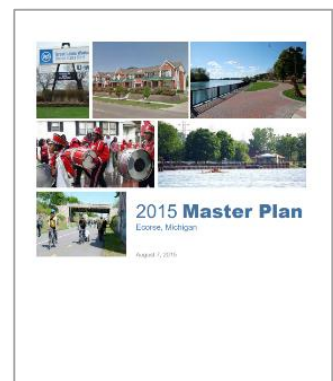
2014 ENVISION ECORSE STRATEGIC PLAN

The Envision Ecorse Plan is a strategic plan led by the citizens of Ecorse for the development of the Ecorse community. After decades of high unemployment, a declining population, increasing poverty rates, and corruption by past city officials, citizens and community leaders came together to put forward their hopes and expectations for the future of Ecorse. The plan was designed as a community-wide conversation about the future of Ecorse. Throughout three community gatherings, citizens worked cooperatively together, shared ideas, and compared experiences. The plan is organized by eight topics, including: government; physical design and walkability; greenways and parks; cultural development; transportation; and neighborhoods. The plan offers a positive and hopeful vision for the future of Ecorse while presenting a realistic guide for achieving that vision.



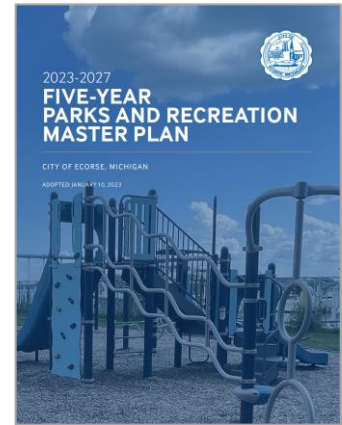
2015 MASTER PLAN

In 2015, the City of Ecorse adopted its most recent master plan. Before 2015, Ecorse had not adopted a master plan since 2002. The 2015 Master Plan incorporates economic and demographic changes, the Great Recession of 2007-2009, and changes to state law governing the planning of communities, including the Michigan Planning Enabling Act of 2008. According to the 2010 Census, Ecorse saw the population of Black residents become the largest racial group in the city. There was also a decrease in the number of households, decrease in income, and increase in rates of poverty. Opportunities of the city included multifamily housing, creating walking and biking connections, and enhancing waterfront access. Goals for the Master Plan include promoting resident pride, supporting job creation, and fostering the creation of a downtown corridor. The Master Plan also had chapters detailing a community facilities plan, future transportation plan, and future land use plan.



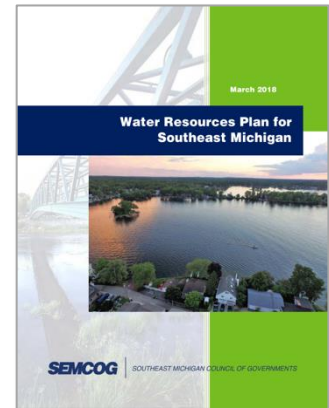
2023 FIVE-YEAR PARKS AND RECREATION MASTER PLAN

Adopted in 2023, the Parks and Recreation Master Plan serves as the guide for all open space and recreation facility management in Ecorse. The city contains about 40 acres of parkland and public school recreational facilities. The Parks and Recreation Master Plan was created to determine the needs and opportunities that exist within the City in consideration of how many people will use recreational amenities, which programs they will participate in, and what type of facilities they want and need. By understanding the existing conditions and past trends, the City can appropriate/anticipate and plan for the community and its future. As a part of the plan, each park was categorized and ranked based on its accessibility to determine areas for improvements. These analyses, combined with a review of recreation facilities, programming and amenities, gave the city a clear picture of where parks and rec is headed in the future.



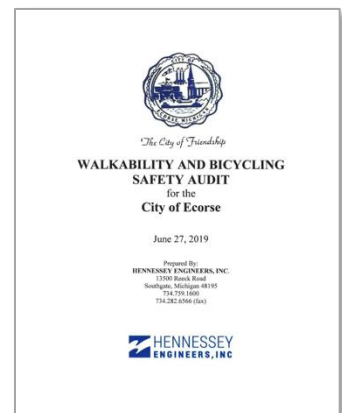
2018 WATER RESOURCES PLAN FOR SOUTHEAST MICHIGAN

The Southeast Michigan Council of Governments is designated as the water quality management agency for Southeast Michigan and is actively involved with water resource planning. The Water Resources Plan for Southeast Michigan focuses on integrated water resources management, including advancing the blue economy, natural resource protection and enhancement, and water infrastructure systems. The plan includes a summary of the Alliance of Downriver Watersheds, comprised of the Ecorse Creek, Combined Downriver Watersheds, and Lower Huron River. Challenges include erratic stream flows, high nutrient runoff, and high pathogen levels. Improvements have been made as a result of efforts within the watershed, and include good oxygen levels, improved aquatic insect diversity, lower erosion, and invasive species removal.



2019 WALKABILITY AND BICYCLING SAFETY AUDIT

Prepared in 2019, the Walkability and Bicycling Safety Audit plan was funded by a planning assistance grant through the Southeast Michigan Council of Governments (SEMCOG). The audit was prompted by the City's 2015 Master Plan goal of improving roads and connections for walking, bicycling, and transit, and cars to create better connections through and between neighborhoods, parks, and community destinations. The audit focuses on four major thoroughfares in Ecorse: Jefferson Avenue, Southfield Road, Outer Drive, and Visger Road. Walkability and bicycling safety were measured through sidewalk evaluations, pedestrian crossing safety evaluations, bicycling feasibility identification, and cost analyses for improvements. The audit also presented several recommendations, including removing and replacing tens of thousands of square feet of sidewalks, removing and replacing ramps to comply with ADA standards, and installing bike lanes within thoroughfares.



2019 WEST JEFFERSON CORRIDOR PLAN

Adopted in 2019, the West Jefferson Corridor Plan outlines strategies to capitalize on the successes and collaboration between the cities of Ecorse and River Rouge. West Jefferson Avenue is a vitally important corridor for the cities of Ecorse and River Rouge. For approximately 3.5 miles, it is the primary north/south commercial route through the two communities, shaping and connecting their centers. West Jefferson Avenue provides regional connections for land uses varying from the more downtown character near Coolidge Highway in River Rouge; to a heavy industrial presence, scattered lower density retail, restaurants, and automotive related uses; to Dingell Park with beautiful passive Detroit River views; and waterfront recreation uses at the south end in Ecorse. The plan includes corridor inventories, goals and objectives, and a development framework strategy. The plan also provides recommendations for corridor typologies, redevelopment opportunity sites, and design guidelines.



2019 AND 2021 SEMCOG TRAFFIC REPORTS

The Southeastern Michigan Council of Governments (SEMCOG) issues traffic reports every calendar year. The 2019 and 2021 traffic reports were analyzed as a part of the Master Plan update, while the 2020 report was excluded due to the unusual traffic patterns during the initial year of the COVID-19 Pandemic.

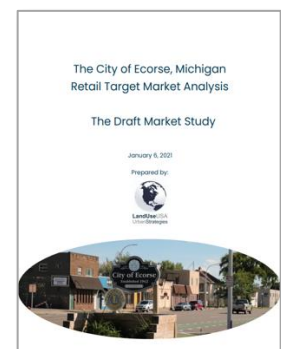
2020 ECORSE CREEK COMMITTEE VISION PLAN

Adopted in 2020, the Ecorse Creek Committee Vision Plan seeks to renew the community's relationship with its natural resource assets and its neighboring communities. The purpose of the plan is to communicate the vision of a sustainable future for the lower Ecorse Creek. The City contributes drainage to three watersheds and showcases a waterfront of over 2.5 miles on the Detroit River and over 2.1 miles along Ecorse Creek. The Ecorse Creek Committee sees local waterway improvements as a catalyst to create a new, sustainable vision for the community. The Plan lays out the thoughts, ideas, and organization of the Ecorse Creek Committee, including creating greenway connectors, restoring and naturalizing Ecorse Creek, integrating green stormwater infrastructure, and installing a public paddling launch.



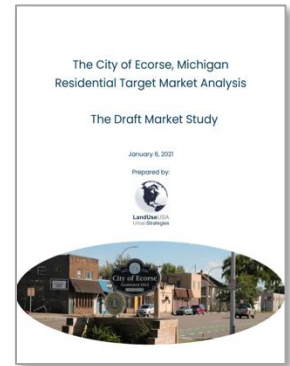
2021 RETAIL TARGET MARKET ANALYSIS

Prepared in 2021, the Retail Target Market Analysis provides an overview of commercial and retail options for the City of Ecorse. The report includes location strategies, retail potential, and import-export analysis. It also lists existing retailers, merchants, and businesses, including automotive, electronic, grocery, and other businesses. The report examines the average daily traffic counts, commuter in-flow, the daytime population, and retail expenditure potential for the City of Ecorse.



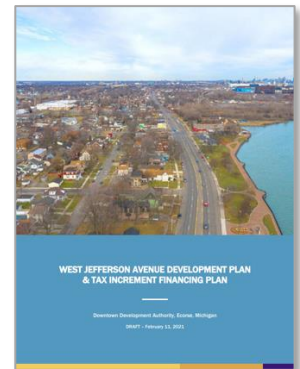
2021 RESIDENTIAL TARGET MARKET ANALYSIS

Prepared in 2021, the Residential Target Market Analysis provides an overview of residential options for the City of Ecorse. The report includes location strategies, movership and migration rates, and housing vacancies. It also lists the value of detached housing units, annual market potential of rentals units, and the annual market potential of new builds. The report examines the movership rates of renters, movership by income and age, and comparative net-in migration for Ecorse and neighboring cities like River Rouge, Detroit, and Wyandotte.



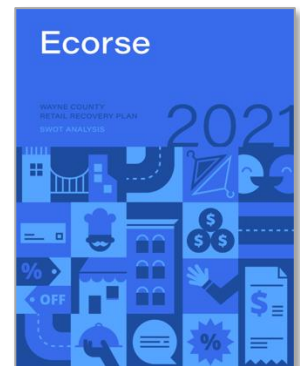
2021 WEST JEFFERSON AVENUE DEVELOPMENT PLAN & TAX INCREMENT FINANCING PLAN

Adopted in 2021, 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 infrastructure and other facilities for the downtown district to carry out the objectives of the Downtown Development Authority (DDA). The plan encourages the 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 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. Goals for the plan include: improving the design and appearance of the corridor; fostering collaboration and promoting the corridor; enhancing greenways, public spaces, and sustainability, protecting existing and expanding new housing options; and improving infrastructure and transportation.



2021 WAYNE COUNTY SWOT ANALYSIS

Prepared in 2021, the Wayne County Retail SWOT Analysis is part of Wayne County Economic Development Corporation's Retail Recovery Plan prompted by the COVID-19 Pandemic. The plan aims to conduct a detailed analysis of market conditions, detail community-level strategies, and identify and categorize commercial corridors in Wayne County to help determine strategies to overcome the pandemic's impact. A SWOT analysis is a planning technique that identifies strengths, weaknesses, opportunities, and threats. This SWOT analysis examines the West Jefferson Avenue and Southfield Road corridors, and considers management and marketing, governmental support, small business viability, and private property conditions. Strengths and opportunities include availability of parking, a diversity of uses that exist along the corridors, and increasing the concentration of retail establishments. Weaknesses and threats include a lack of local place identity, the number of traffic lanes, and absentee property owners.



OTHER PLANS

The following items were reviewed, but did not have relevant information pertaining to Ecorse, the Ecorse Creek, W Jefferson Avenue, or Southfield Road:

- 2019 *Strategy for the Great Lakes-St. Lawrence River Maritime Transportation System*
- 2021 Michigan Department of Transportation *Michigan Mobility 2045*
- EPA Report on Detroit River Area of Concern

Additionally, the 2022 *Southfield Road Corridor Plan* was undertaken at the same time as the writing of this plan. The Plan is a joint effort between the cities of Ecorse and Lincoln Park.



02. DEMOGRAPHIC ANALYSIS

This section of the Master Plan analyzes demographic and housing trends, based primarily on data from the U.S. Census Bureau and the Southeast Michigan Council of Governments (SEMCOG). This analysis provides regional context and comparisons with neighboring communities. 2019 Census American Community Survey (ACS) data was used in the majority of this analysis due to the reliability concerns surrounding the 2020 Census data, which was collected during the height of the COVID-19 Pandemic. The 2020 Census was only used to analyze the change in the city's total population and racial composition.

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

POPULATION

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

Like most inner-ring suburban communities in southeast Michigan, Ecorse has declined in population over the past forty years. From a high of 17,515 persons in 1970, the population has steadily decreased over the decades to 9,508 persons in 2010 and to an estimated 9,305 in 2020. Table 1 summarizes the loss of population and indicates that the trend will likely continue in the future.

Table 1: Population Change and Projection

Population and Households	2020 Census	Change 2010-2020	% Change 2010-2020	SEMCOG Estimate 2021	SEMCOG 2045
Total Population	9,305	-203	-2.2%	9,269	8,690
Group quarters population*	76	52	216.7%	76	31
Household Population	9,229	-255	-2.7%	9,193	8,659
Housing Units*	4,122	-421	-9.3%	4,122	-
Households (occupied units)*	3,604	-41	-1.1%	3,597	3,766
Residency Vacancy rates	12.6%	-7.2%	-	12.7%	-
Avg. household size	2.56	-0.04	-	2.56	2.30

SEMCOG: Southeast Michigan Council of Governments

Table 2: Components of Population Change

Components of Population Change	Annual Average (SEMCOG)	
	2006-2010	2011-2018
Natural Increase (births-deaths)	34	17
Births	160	139
Deaths	126	122
Net Migration (Movement In-Movement out)	-224	-141
Population Change (Natural Increase + Net Migration)	-190	-124

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

A review of regional population trends shows that between 2014 and 2020, Ecorse had a population loss of 1.02%, which is less than the loss of all surrounding communities - River Rouge (6.92% loss), Detroit (8.1% loss), and Wyandotte (1.37% loss). The only nearby community to see an increase was Lincoln Park, which gained population by 6.9%. The overall the change in population from 2014 to 2020 is summarized in Table 2.

Table 3: Regional City Populations

Community	Census 2020	ACS 2014
Ecorse	9,305	9,401
Lincoln Park	40,245	37,648
River Rouge	7,224	7,761
Wyandotte	25,058	25,407
Detroit	639,111	695,437

Source: U.S. Census Bureau

Table 3 shows the population broken down by age group. A comparison of the population between the 2010 and 2019 indicates that the number of children, teenagers, young adults and individuals in the City's main working-class population have all decreased, while there has been an increase in the senior/aging population. This may indicate that young families are not staying in the City but are moving elsewhere.

Table 4: Change in Age Groups, 2010-2019

Age Group	Census 2010	ACS 2019	Change 2010-2019
85+	159	320	161
80-84	203	342	139
75-79	233	321	88
70-74	279	458	179
65-69	342	558	216
60-64	453	422	-31
55-59	629	593	-36
50-54	692	796	104
45-49	629	569	-60
40-44	590	463	-127
35-39	589	457	-132
30-34	600	615	15
25-29	574	508	-66
20-24	675	623	-52
15-19	726	435	-291
10-14	704	609	-95
5-9	733	639	-94
Under 5	702	704	2
Total	9,512	9,432	-1,717
Median Age	35.4 years old	42.4 years old	

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

The age of Ecorse's population is projected to continue to increase over the next few decades (see Table 4). The number of individuals in the 65+ age category is expected to dramatically increase (roughly 42%), while the population of school age children (<18 years) is expected to fall significantly (roughly 26%). Lincoln Park and River Rouge are forecast to see a similar increase in the number of individuals in the 65+ age category (more than 75%), and a decrease in the number of individuals in the school age category (more than 40%). In comparison, in Wyandotte, where the aging population is also projected to increase, the loss of school age children is expected to be significantly less (17%).

Table 5: Population Forecast

Age Group	ACS 2015	SEMCOG 2040	Change 2015-2040
85+	279	394	115
65-84	1,179	1,721	542
55-64	1,066	1,044	-22
25-54	3,272	3,224	-48
18-24	916	673	-243
5-17	1,470	1,125	-345
Under 5	695	509	-186
Total	8,877	8,690	-187

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

Households

A “household” is the term for all of the people that share one housing unit. For example, two parents and two children sharing a single house would amount to one household, while one person living alone in an apartment would also amount to one household. Table 5, below, shows the change in the total of households between 2010 and 2019, broken out by household type.

From 2010 to 2019, the number of households in Ecorse increased by 1.6%. Given the overall loss in population and the increase in the population over 65, this trend indicates that more seniors are living alone. The nearby communities of Detroit (19.9%) and River Rouge (20.4%) lost even greater numbers of households, while Lincoln Park (7.9%) and Wyandotte (7%) have lost households to a lesser degree.

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

Table 6: Change in Households

Household Types	Census 2010	ACS 2019	% Change 2010-2019
With Seniors 65+	1,007	1,553	54.2%
Without Seniors	2,639	2,150	-18.5%
Two or More Persons Without Children	1,244	1,182	-5%
Live Alone 65+	430	691	60.7%
Live Alone, under 65	711	800	12.5%
Two or More Persons With Children	1,261	1,030	-18.3%
Total Households	3,646	3,703	1.6%

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

Racial Composition

Table 6 illustrates that the City of Ecorse’s population became more diverse between 2010 and 2020, continuing a trend from the 1990 Census. The percentage of white and black people decreased, while the percentage of multi-racial individuals and persons of Hispanic origin increased. Please note that the US Census considers “Hispanic” as a term used by someone to self-identify their heritage, not their race. People who identify as Hispanic have family heritage in a Spanish-speaking country (such as Spain, Mexico, Argentina, etc.) and may be any race.

Table 7: Racial Composition of Population

Race and Hispanic Origin	Census 2010		Census 2020		% Change 2010-2020
	Persons	% of Total	Persons	% of Total	
Non-Hispanic	8,234	86.6%	7,608	81.8%	-8%
White	3,476	36.5%	2,705	29.1%	-22%
Black	4,375	46.0%	4,253	45.7%	-3%
Asian	27	0.3%	31	0.3%	15%
Multi-Racial	279	2.9%	522	5.6%	87%
Other	77	0.8%	97	1.0%	26%
Hispanic	1,278	13.4%	1,697	18.2%	33%
Total Population	9,512		9,305		

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

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

Educational Attainment

The level of educational attainment by City residents increased between 2010 and 2019, a continuation of the trend seen between 1990 and 2000. The percentage of the population over 18 years old with high school degrees and advanced education steadily increased from 56.5% in 1990, to 64.1% in 2000, 68.1% in 2010, and 73.6% in 2019. The percentage of the population with a bachelor degree or higher also increased from 3.2% in 1990, to 4.7% in 2000, to 7.8% in 2010, and to 10.6% in 2019. However, the educational attainment of Ecorse residents is still considerably lower than Michigan averages for percent of the population with high school degrees and higher (88.9%) and bachelor degrees and higher (25.9%). Table 7 reports the level of education of Ecorse residents.

Table 8: Level of Education

Highest Level of Education*	ACS 2010	ACS 2019	% Change 2010-2019
Bachelor’s Degree or Higher	7.8%	10.6%	2.9%
Some College or Associate’s Degree	21.5%	24.1%	2.6%
High School Graduate	38.9%	38.9%	0.0%
Did Not Graduate High School	28.6%	19.7%	-8.9%

* Population age 18 and over

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

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

Disability

The US Census Bureau collects disability data in three age groups, as shown below in Table 9. Typically, as the population ages, the proportion with one or more disabilities steadily increases. This trend is consistent with the figures for Ecorse. Overall, approximately 25.3% of the city's population is estimated to have one or more disability. More than one third of the population 65 years and older has one or more disability. The City should consider the needs of these residents and continually examine the existing inventory for compliance.

Table 9: Disability in Ecorse, 2020

Age Group	Total People	People With a Disability*	Percent
0 – 17	2,489	185	7.4%
18 – 64	5,233	1,442	27.6%
65 +	1,710	756	44.2%
Total	9,432	2,383	25.3%

Source: U.S. Census ACS 2020 Estimates

*The number of persons with a disability is taken as a sample resulting in a +/- margin of error as high as 15.8%

Forecasts

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

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

Summary

- **Aging Population:** An increase in aging population indicates a demand for strategies that promote Ecorse residents' ability to age in place. Strategies could include permitting smaller houses or accessory units, improving walkability, and incentivizing neighborhood commercial development.
- **Decrease in Households:** A decline in the number of households and a greater number of households with seniors than before indicates a need to provide facilities and services for the changed composition of neighborhoods.
- **Educational Attainment:** Overall increase in the number of individuals graduating from high school and those seeking higher education likely indicates a more skilled workforce. Strategies could include planning for workforce training initiatives and job placement programs.
- **Disability:** The high percentage of residents with a disability (nearly one quarter of the total population) indicate a need for disability-sensitive design when constructing new buildings, sidewalks, roadways, and parks.



03. EXISTING CONDITIONS AND KEY FINDINGS

Existing Land Use Conditions

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

The project consultant conducted a driving survey of all the parcels in the city during June of 2022. Uses were categorized on a parcel-by-parcel basis and then mapped for analysis. The following is a brief description of each of the land use categories identified in this survey and delineated on the Existing Land Use Map (Map 2).

Today, Ecorse has a mixture of land uses. Initially, the City developed with a combination of heavy industrial uses along the Detroit River and the railroads, and single family homes for the workers. Land along the major thoroughfares of Jefferson Avenue and Southfield Road has been developed to provide retail services and other commercial activities. The abandonment of two steel mill sites in the city, including US Steel, is indicative of the redevelopment opportunities facing the community. Dingell Park, a linear park offering views and passive recreation along the Detroit River, is a notable exception to the predominant non-residential appearance of the riverfront in Ecorse.

Industrial uses encompass the highest percentage of the city's land area of any single category at 43.8%, followed by Single Family Residential uses at 29.9%. In addition to these land uses, Vacant parcels decreased from 12.1% of all land uses to 11.88% between 2015 and 2020.

LAND USE CATEGORY OVERVIEW

<p>Single-Family Residential</p>		<p>This classification includes improved single land parcels having one-family detached units.</p>
<p>Two Family Residential</p>		<p>This classification includes improved single land parcels having two-family dwelling units (duplexes).</p>
<p>Multiple Family Residential</p>		<p>This classification includes land areas that are occupied by predominately residential structures containing dwelling units for three or more households. This form of housing includes apartments, townhouses, senior living and similar uses.</p>
<p>Manufactured Home Park</p>		<p>This classification includes land designed and developed to accommodate manufactured homes and regulated by the Michigan Manufactured Housing Commission.</p>
<p>Neighborhood Commercial</p>		<p>This classification includes retail and service uses designed to provide the day-to-day shopping and service needs of the local residents. The category includes uses such as grocery markets, drug stores, liquor stores, salons, barber shops, small restaurants, take-out restaurants, etc.</p>
<p>General Commercial</p>		<p>This classification includes retail and service uses that are directed to a larger market outside of local neighborhoods and may benefit from automotive access and larger parking lots. Uses in this category include larger restaurants, banks, insurance offices, etc.</p>

Auto Commercial



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

Industrial



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

**Public/
Quasi-Public**



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

Recreation



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

Parking

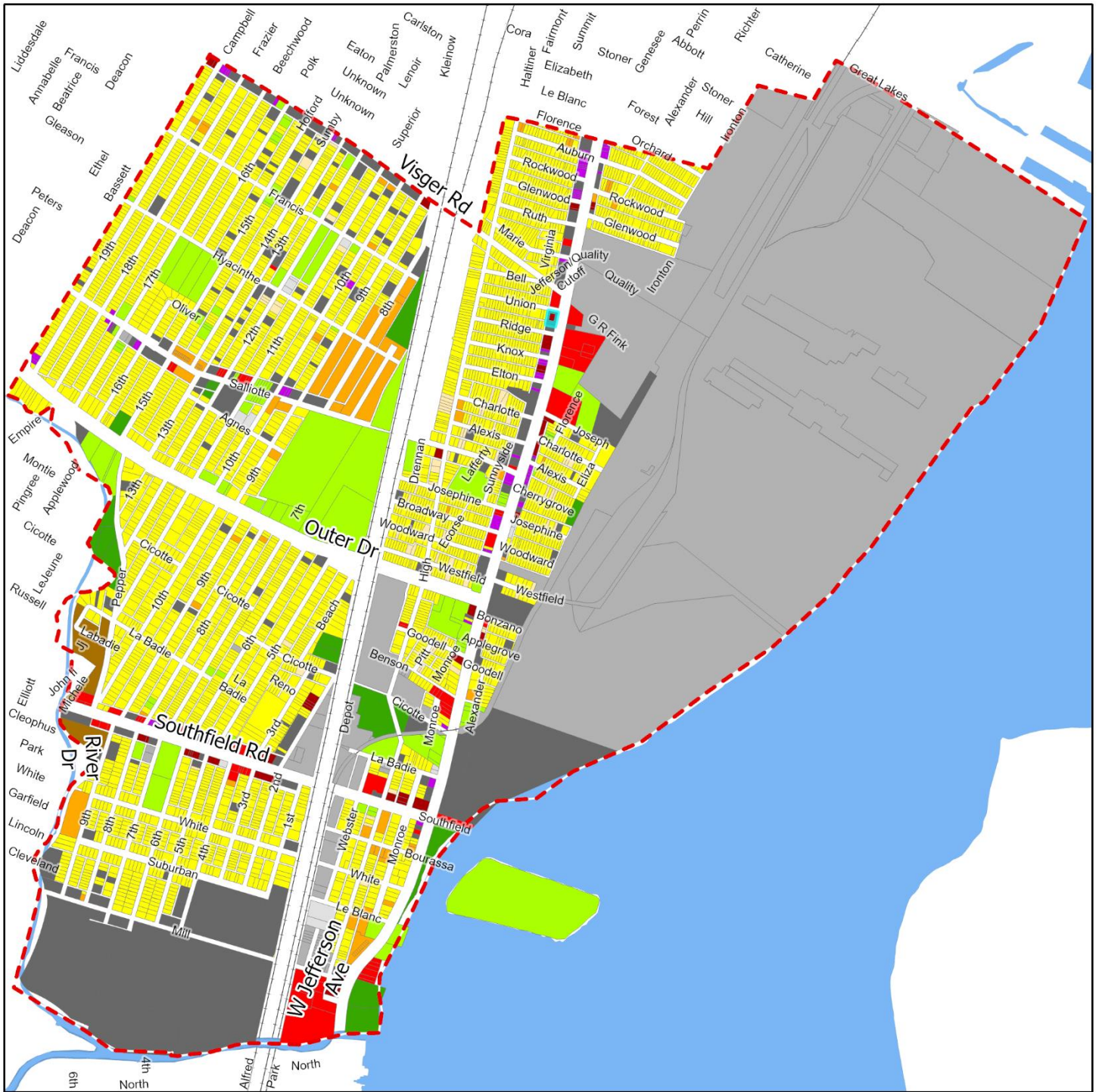


This classification includes parcels that are used exclusively for parking either as a stand-alone use or in association with an abutting parcel.

Vacant



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



Existing Land Use

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- Existing Land Use Categories**
- Single Family Residential
 - Two Family Residential
 - Multiple Family Residential
 - Mobile Home Park
 - Neighborhood Commercial
 - Auto Commercial
 - General Commercial
 - Industrial
 - Parking
 - Public Quasi-Public
 - Recreation
 - Vacant
- Waterbodies
 - City Boundary



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.



Table 10, below, shows how much of the city is dedicated to each land use category. Table 11 shows how the land usage in the city has changed over time from 1967 to present.

Table 10: Existing Land Use Acreage, 2022

Land Use	Acres	Percentage of Total
Single Family Residential	419.96	29.96%
Two Family Residential	7.76	0.55%
Multiple Family Residential	25.59	1.83%
Mobile Home Park	6.84	0.49%
Neighborhood Commercial	5.25	0.37%
General Commercial	6.67	0.48%
Auto Commercial	23.78	1.70%
Industrial	614.04	43.80%
Public Quasi-Public	3.87	0.28%
Recreation	100.29	7.15%
Parking	21.31	1.52%
Vacant	166.48	11.88%
Total	1,394.29	100.00%

Source: McKenna 2022 and Wayne County

Table 11: Historical Existing Land Use Calculations

Ecorse Existing Land Use	1967 ^ψ		1980		2003*		2014*		2022*	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Residential	401	23%	440	25%	457	25%	465	33%	460	33%
Commercial	37	2%	35	2%	51	3%	44	3%	36	3%
Industrial	627	35%	111	6%	807	44%	720	52%	614	44%
Public/Quasi-Public/Recreation	112	6%	111	6%	79	4%	120	9%	104	7%
Total	1,770		1,770		1,394		1,394		1,394	

* 2003, 2014, and 2022 total excludes the land dedicated to roadways, hence the lower total.

^ψ In 1962 Ecorse annexed Mud Island, and the added acreage is included in all the totals in this table. However, Mud Island's size changes as the Detroit River's water level increases and decreases, and these small changes are not reflected in the total acreage.

Source: McKenna 2014, 2022, and Wayne County GIS

1967 and 1980 data from the 1980 City of Ecorse Land Use & Housing Plan.

2003 Survey conducted January, 2003 by McKenna.

Single Family, Two-Family and Multiple Family Residential land uses were recorded as Residential in 1967 and 1980.

RESIDENTIAL

Residential land use accounts for an overwhelming percentage of land in the city. Residential use stands at 460 acres in Ecorse or 33% of total City land area.

Single Family Residential

Single family residential land use is the largest component of residential land use within the city, accounting for 419.9 acres or 29.9% of the total City area. Single family residential uses are concentrated within the interior of the city and there are limited single family uses along the Detroit River. The character of single family residential dwellings varies within the city. Newer, high-quality, single family homes are near Salliotte Ave. on Seventeenth Street in the northwest quadrant of the city. Some of the neighborhoods bordering Jefferson exhibit disrepair and poor building condition and appear distressed. Additionally, there are pockets of distressed single family neighborhoods that contain lower quality single family homes, vacant land, and interspersed with single family homes converted to multiple family uses. The number of abandoned dwellings is limited, but some are still present. Overall, most of the neighborhoods appear to be well kept with maintained yards.

Two Family Residential

Two family residential land use consists of 7.76 acres or 0.55% of land. These uses are typically single family homes that have been converted into rental units and are randomly located within single family neighborhoods; some are established duplexes. Most of them are located east of the railroad.

Multiple Family Residential

Multiple family residential land use accounts for 25.59 acres, or 1.83% of the total land use in the city. The largest concentration of multiple family housing is located north of Salliotte Avenue between the railroad and Ninth Street, the Ecorse Housing Commission Site. A smaller concentration of multiple family dwellings is located on the southwest side of the city bordering Lincoln Park. Multiple family uses consist primarily of apartment buildings, however, there are several areas in the community where single family homes have been transformed into multiple family units, particularly in the older neighborhoods abutting Jefferson Avenue. Several multiple family uses exist in the middle of single family neighborhoods and appear to be recent conversions, with side lots often being used for parking. In these areas, property maintenance and rental inspection is an important planning concern.

Manufactured Home Park

There are two licensed manufactured home parks registered with the Michigan Manufactured Housing Commission: Potter's Trailer Park and June's Mobile Village. Potter's Trailer Park is located at 2270 9th Street and contains 42 sites. June's Mobile Village is located at 395 Labadie Court and contains 146 sites. Manufactured home parks make up 6.84 acres 0.49% of land within Ecorse.

COMMERCIAL

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

Neighborhood Commercial

Neighborhood commercial uses account for 5.25 acres or 0.37% of the total land use in the city. This category is widespread and includes small restaurants, barber shops, liquor stores, convenience stores and other uses that serve the day to day needs of residents. Concentrations of neighborhood commercial are located along Jefferson Avenue between Outer Drive and Auburn Avenue, in mostly single story buildings. Several of these buildings are from the turn of the century and have historic features still intact. The Jefferson corridor has potential to be redeveloped to enhance walkability and a traditional downtown development pattern. Neighborhood commercial uses are also located within buildings on Visger Road, Salliotte Avenue and Southfield Road, but to a lesser extent.

General Commercial

General commercial uses account for 6.67 acres or 0.48% of the total land in the city and encompass uses that are not considered to be neighborhood or automotive. This includes larger or chain-store retail, grocery stores, restaurants, boat storage and similar uses that may benefit from parking areas. General commercial uses service residents from neighboring communities as well. General commercial uses are predominantly located on Jefferson Avenue, with a concentration at the south end of the City near Mill Street and between Joseph and Visger Road. Some of these uses are also located at the west entrance to the City on Southfield Road. These uses are typically located in newer construction or significantly remodeled/altered buildings.

Auto Commercial

Auto commercial uses account for 23.78 acres or 1.7% of the total land in the city. A survey of the existing land use pattern indicates a large supply of businesses that deal with servicing and repair of automobiles within the city. These include repair shops, tire shops, gas stations, service stations etc. These uses are mostly on Southfield Road, but they are also peppered along Jefferson Avenue and Visger. Many are on small parcels with the buildings built to the front lot line. As a result, vehicles are parked on side lots with outdoor storage in the side and rear yards. Of note is a large outdoor auto storage yard/junk vehicle yard on Second Street, north of Southfield Road, which has no buffer separating it from the neighboring single family dwellings.

INDUSTRIAL

Industrial uses comprise 614.04 acres or 43.8% of total City land. This classification combines all types of industrial uses ranging from light industrial to manufacturing and warehousing uses. A large fluctuation occurred between 2014 and 2022 in the percentage of land categorized as industrial, which dropped from 52% to 43.8%, as shown in Table 10. This is because the Mill Street industrial site, which accounts for 58 acres, was categorized as “vacant” in 2022 but as “industrial” in 2014 (despite being vacant since 2006).

Many industrial parcels are located along the railroad between Mill Street and Outer Drive. The industrial uses near the High Street and Cicotte Street are typically warehousing and other less intense type of manufacturing that have few off-site impacts. However, buffering between such uses and single family neighborhoods should still be a consideration.

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

PUBLIC AND QUASI-PUBLIC

Public and quasi-public uses account for 3.87 acres or 0.28% of total City land. This category includes publicly owned facilities such as the U.S. Post Office, Ecorse High School, Ecorse Public Library, elementary schools, the cemetery on Third Street, and City Hall on Jefferson Avenue. Quasi-public uses include churches that are located in almost every neighborhood within the city. Many neighborhood churches appear to be converted from single family homes with vacant side lots often being used as parking to serve the church’s needs. A large parcel of quasi-public land located between Eleventh Street and Twelfth Street, just south of Francis Avenue, appears to be an abandoned or incomplete church project. The building is constructed of good quality building materials and has the potential to be reused for school, community recreation center, or similar uses.

RECREATION

Recreation land uses are parks and other open spaces that account for 100.29 acres or 7.15% of City land. The city has a several pocket parks spread out through the neighborhoods, but there are a few large recreation areas. Dingell Park along the Detroit River is a wonderful amenity that contributes to the quality of life for City residents. Pepper Park south of Outer Drive also provides play equipment, benches and area for picnicking. Other parks, such as those on Beach Street and Cicotte Street, exhibit worn play equipment and need improvement.



PARKING

This classification includes parcels or lots that are used exclusively for parking. Most of the lots used for parking appear to serve a nearby public/quasi-public use or are surface lots likely used by nearby commercial uses. While most are relatively small, a few notably sized ones are located between Woodward Avenue and Alexis Street, servicing businesses along Jefferson Avenue. Many of the lots observed were fenced, and none of them were landscaped or buffered from the adjacent neighborhoods with landscaping or greenbelts. Protection of single family homes from the impacts of traffic, headlights and other related nuisances should be a consideration. Parking as specified in this classification, accounts for 21.31 acres or 0.2% of the land in the city.

VACANT

Vacant land accounts for 166.48 acres or 11.88% of the total City land. Since 2015, many additional parcels have fallen vacant throughout the city and blighted structures have been demolished. As such, vacant residential lots with grass are scattered across Ecorse; some are privately owned and other are periodically auctioned by the city. These vacant parcels represent redevelopment and infill opportunities. Additionally, the Mill Street site alone accounts for 58 acres, which is almost 19% of all the vacant land in the city.

Existing Land Use Conditions:

Key Findings

- **Neighborhood Infill:** Many of the vacant parcels in the city are scattered throughout neighborhoods. Whether formally or informally, some of these lots have become side yards to adjacent homes without disrupting the neighborhood pattern.
- **Jefferson Corridor:** The Jefferson corridor stands out from other corridors as having the greatest potential for redevelopment to enhance the quality of life and economic value of the city. The city has made strides in improving W Jefferson, but many vacancies still impact the overall fabric, making a patchwork of widely spread businesses.
- **Transitioning Industrial:** The largest single land use category in the City is industrial. While much of this is still functioning, there are some large parcels that are vacant or obsolete. These areas need a vision for a productive and harmonious use to mitigate their potential negative impact on the community. The 2020 W Jefferson Corridor Plan provides a preliminary vision for the parcels that front the corridor, but additional planning is needed for those on the waterfront.
- **Neighborhood Commercial:** The neighborhood commercial corridors along Visger and Salliotte Roads have a high number of vacant parcels, which disrupt the cohesiveness of the business strip. Without commercial clustering, these areas face great challenges for redevelopment. It may be appropriate to consider other compatible non-commercial uses that could be pursued to infill vacant parcels along these corridors, thereby concentrating the commercial uses in a smaller area.
- **River & Railroad Barriers:** The Detroit River is perhaps the greatest natural resource in the City, yet access is severely limited by large tracts of industrial land. The railroad that bisects the City is another barrier that interrupts the neighborhood fabric. Strategies for redevelopment must adequately address these barriers to enhance quality of life.
- **Automotive Uses:** The random location of automotive uses, which are scattered along the City's commercial corridors, disrupts the potential to define districts with a regional or neighborhood focus. Strategies for ongoing commercial development should address locations where automotive uses are encouraged or incorporate design standards to differentiate between neighborhood and general commercial areas.

Existing Environmental Conditions

Ecorse is relatively flat and is located at an elevation of 580 feet, and as such it tends to have a swampier natural environment. Most of Ecorse's natural areas are riverine or wetland ecosystems, and very few woodland areas exist within the city due to its long history of urbanization.

While the city's residential, commercial, and industrial development has altered its physical environment over decades, the city has two significant environmental features: the Detroit River and the Ecorse Creek (also called the Ecorse River). The Detroit River is a major international waterway that is a fundamental component of the Great Lakes water system and its use in commerce and industry has shaped the City of Ecorse. However, its use as a recreational asset has only recently begun to have a greater impact on the community. The Ecorse Creek, acting as the municipal boundary to the south and southwest portion of the city, also has the potential to create new recreational opportunities. The natural environment that remains along the Ecorse Creek is a significant asset that the City can use to greatly improve the connection citizens could have with nature.

TREE COVER AND NATURAL AREAS

The greatest tree coverage in Ecorse occurs along the water at the southern tip of the city, as well as on the east side of the city. The city's tree canopy covers approximately 7 percent of landcover, or just over 100 acres. The Michigan Department of Natural Resources (DNR) recommends urban tree canopy to be 40 percent of landcover. Ecorse would need over 400 acres more of tree canopy cover to meet the DNR's recommendation. Increasing tree canopy cover would improve economic and ecosystem benefits, such as removing air pollutants and absorbing stormwater runoff. Furthermore, the overwhelming majority of the trees in the city are maple trees. In addition to increasing the number of trees, the city should increase the diversity of trees planted, as tree diversity is important for preventing invasive species and improving wildlife habitats.





Tree Cover Map

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

-  City Boundaries
-  Waterways












Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.
MRLC, 2016.



GREEN INFRASTRUCTURE AND GARDENS

Green infrastructure can be defined as any natural feature that captures stormwater and helps it soak into the ground. Green infrastructure is defined in two broad categories in Southeast Michigan. First, it includes ecosystems that are present in the natural, undisturbed environment such as wetlands, woodlands, prairies, and parks. Second, it includes constructed or built infrastructure such as rain gardens, bioswales, or community gardens, all of which capture runoff. Although Ecorse does not have any green infrastructure today, there are numerous public and private locations where it would be suitable throughout the city, such as Pepper Park, the Mill Street Site, and the Civic Center.

Benefits of Green Infrastructure

<i>Water Quality</i>		Green infrastructure reduces the amount of polluted stormwater runoff entering our rivers and lakes. In cities with combined sewer systems, green infrastructure is being used to reduce sewer overflows during storms.
<i>Flooding</i>		Green infrastructure can reduce flood risk by slowing and reducing stormwater runoff into waterways.
<i>Water Supply</i>		Harvesting rainwater is good for outdoor irrigation and some indoor uses. Water infiltrated into the soil recharges groundwater and increases flow into rivers.
<i>Quality of Life</i>		Green infrastructure provides aesthetic benefits to the area by increasing the amount of a community's green space.
<i>Recreation</i>		Green infrastructure can provide recreational and tourism opportunities including increased access to hiking, hunting, fishing, and bird watching.
<i>Economic Growth</i>		Green infrastructure can increase residential property values located near trails, parks, and waterways. In addition, green infrastructure is one way to attract and retain the knowledge-based workforce in our region.
<i>Traffic Calming</i>		Green infrastructure techniques along roads can also be used to slow traffic and provide a buffer between the roadway and pedestrians.
<i>Habitat Connections</i>		Green infrastructure can provide needed links in habitat corridors to strengthen and support rare and important plant and animal areas in the community.
<i>Air Quality</i>		Increased vegetation positively impacts air quality through carbon sequestration, the capture of fugitive dust, and removal of air pollutants.
<i>Individual Health</i>		Green infrastructure encourages outdoor physical activity, which can have a positive impact in fighting obesity and chronic diseases.
<i>Public Finances</i>		Green infrastructure can reduce a community's infrastructure costs by using natural systems rather than built systems, and by avoiding building lengthy new stormwater pipes.
<i>Energy and Climate</i>		Implementing techniques such as green roofs, increased tree plantings around buildings, converting turfgrass to no-mow areas, and reclaiming stormwater for use onsite can reduce energy consumption and save money.

PARKLAND AND RECREATION

City-Owned

The City of Ecorse has eleven (11) municipal parks, one (1) public boat launch, and a combination senior-recreation center (See Map 2). There are also indoor and outdoor recreation facilities located at Grand Port Elementary, Ralph Bunche Elementary and the Kennedy Middle School/Ecorse High School campus.

Dingell Park, a city park, is classified as a regional facility. Dingell Park's river walk, play equipment, picnic pavilion and restroom facilities provide residents in the Downriver community with direct access to the Detroit River. There are also several regional recreational areas within an hour drive of the city. These regional facilities offer a variety of recreational opportunities for all age groups. Public golf courses and inland lakes are also within a short drive of the city. In addition, there are private and commercial recreation facilities that help fulfill certain recreational needs in adjacent communities.

School-Owned

Ecorse owns 19.1 acres of park land, while Ecorse Public Schools owns and operates another 17.9 acres of land as park space. City parks range in size from 0.3 acres to 5 acres. The Michigan Department of Natural Resources utilizes the National Recreation and Parks Association standards to classify recreational facilities into seven different types. The following inventory describes and organizes each municipal facility based on its classification.

Privately Owned

Several privately-owned recreation facilities are located near Ecorse, but only one is located within the city boundary: the River's Edge Marina. The Marina is located at 4700 W Jefferson Ave, on the very south end of the city, and it has 32 lakefront dock wells, 19 creek-facing dock wells, 3 boat ramps, restrooms and showers, a public fuel dock, and a maintenance building. It also has a year-round boat storage facility.

All other private facilities are located outside the city's boundary, with the majority being in nearby Lincoln Park and Wyandotte. Although use of these facilities is limited to those who can afford the fees, they do address certain recreation needs. Private facilities that are available include roller skating rinks, bowling alleys, gymnasiums, racquet clubs, and fitness clubs.

Five-Year Parks and Recreation Master Plan (2023-2027)

As noted in the Introduction, the City's Five-Year Parks and Recreation Master Plan underwent an update in 2022. The Plan contains a comprehensive inventory of parkland deficiencies and opportunities, as well as recommendations for Ecorse recreation facilities. For a detailed dive into recreation in the City of Ecorse, please refer to the subject Plan (adopted in 2023).



Parks, Trails, and Public Facilities Map

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- Municipal Facilities
- City Parks
- School Parks
- City Boundaries
- Waterways
- Future Ecorse Creek Trailway



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018
State of Michigan, 2020.
SEMCOG, 2022
McKenna, 2022.



WATER RESOURCES

Ecological conservation and restoration are key to a successful waterfront; if the waterways are in poor health or dangerous to visitors, less people want to use them and less animals and plants can survive in them. The city is located within Ecorse Creek Watershed and the River Rouge Watershed borders the top of the city. In Ecorse, two methods are being pursued to enhance the local waterways: green infrastructure and public cleanups. Green infrastructure protects large bodies of water by allowing stormwater runoff to go into the ground instead of into lakes, rivers, and streams. Stormwater runoff carries debris from impervious surfaces that can harm the large bodies of water. This would diminish the quality of the stream by bringing pollutants that harm the life in the river. Cleanups along rivers, lakes, and streams can bring awareness to their condition and help improve the quality of the water.

Ecorse has two main water resources: the Detroit River and the Ecorse Creek (sometimes called the Ecorse River). The Detroit River borders Ecorse on the east side and is most visible from Dingell Park, which captures some of the recreational benefits of the Detroit River, such as amazing views and fishing access. Most of the Detroit Riverfront in Ecorse is occupied by U.S. Steel, and as such there is a substantial industrial contribution to the waterfront economy through freight.

To the south along the Detroit River lies Dingell Park, the Ecorse Boat Ramp, and Rivers Edge Marina, which is a privately operated marina facility on the far south end of the city. The Detroit River International Wildlife Refuge Mud Island Unit sits directly across from Dingell Park in the Detroit River, where it offers a year-round wildlife sanctuary around the river. Together, these sites offer recreational and commercial contributions to the waterfront economy.

The Ecorse Creek borders the south end of the city and runs along most of the west side of the city. Most of the creek is bordered by residential uses with one parkland exception: Pepper Park. As such, the land along the Ecorse Creek contributes less to the blue economy than the land along the Detroit River. Additionally, the seasonal flooding of Ecorse Creek negatively impacts many residential homes.

Flood Areas

Bordered by the Detroit River and the Ecorse Creek, there are several areas throughout the city that experience flooding, as shown in Map 5 on the following page. The floodplain runs from large swaths of residential and commercial areas on the northwestern side of the city, southerly down the creek, leading out to the Detroit River on the eastern edge of the city. The entire Detroit River shore in Ecorse is in the floodplain. The western side of the floodplain is mostly single-family residential, as well as some commercial along Salliotte. The two major commercial corridors in Ecorse, West Jefferson and Southfield, do not lie within the floodplain.

When an extreme storm event occurs, the water from the stormwater system overflows into the sewer system. This overflow has hazardous consequences for wastewater treatment. When stormwater overwhelms the sewer capacity, some of the sewage bypasses the primary and secondary treatment and is instead released directly into the Detroit River. Even as FEMA categorizes the floodplain as having a 1% chance of flooding each year, in 2021, the Downriver Utility Wastewater Authority experienced six such overflow events. This flooding causes damage to homes and businesses and pollutes drinking water.

CLIMATIC CHANGES

The climate of the region is typical of other Southeastern Michigan communities. January tends to be the coldest month with an average temperature of 27F, while July tends to be the warmest with an average temperature of 75F. Annual precipitation is approximately 31 inches with the heaviest occurrences during the months of May, June, and July. The area's average annual snowfall is 42 inches. Snowfall is sporadic, which makes it difficult to sustain outdoor winter activities that require adequate snowfall. Prevailing winds are from the southwest, and tornados, while known to occur occasionally, are not frequent in Downriver. The climate in Ecorse is affected by the numerous large bodies of water in the immediate vicinity. Area water resources include Lake St. Clair, the Detroit River and Lake Erie. In addition, there are 40 square miles of inland water areas within Wayne and Oakland Counties.



A cleanup volunteer observes part of Ecorse Creek.








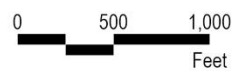
Floodplain Map

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

-  Building Footprints
-  City Boundaries
-  Detroit River
- FEMA Flood Zone Categories**
-  AE (1% chance of flooding each year)
-  AO (1% chance of shallow flooding each year)



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.
FEMA, 2021.



Existing Environmental Conditions:

Key Findings

- **Inland Flooding:** There are several areas throughout the city that experience flooding, including many residential and commercial areas. The largest area that lies in the flood plain is the residential area north of the Ecorse Creek in the northwest corner of the city. While some of these homes are slab built, others have basements that are prone to flooding, and all are vulnerable to exterior footing damage from floods. As extreme weather events are increasing, stormwater systems in Ecorse are overflowing more frequently, including six times in 2021. This indicates that additional flood mitigation tactics are needed, both above and below ground.
- **Valuing Trees and Green Space:** The city has approximately 7% tree canopy cover in the city, which is much lower than the 40% recommendation from the Michigan Department of Natural Resources. Trees and greenspace are important for physical health, mental health, preventing stormwater runoff, and removing air pollutants.
- **Outdoor Recreation Offerings:** The City of Ecorse has eleven (11) municipal parks, one (1) public boat launch, and a combination senior-recreation center. Ecorse Public Schools also owns and operates several acres of park space. The city updated its Five-Year Parks and Recreation Master Plan in 2022, and it should be referenced for the future development of outdoor recreation spaces. The Plan contains a comprehensive inventory of parkland deficiencies and opportunities, as well as recommendations for Ecorse recreation facilities.
- **Waterfront Economy:** Ecorse's location on two bodies of water – the Detroit River and the Ecorse Creek – allows the city to participate in the waterfront economy. Most of the Detroit Riverfront in Ecorse is occupied by U.S. Steel, and as such there is a substantial industrial contribution to the waterfront economy through freight. However, this contribution is expected to decline over the coming decade, and it is essential that the city reconsider the function of this vast stretch of waterfront. Additionally, Dingell Park, which contains a river walk, play equipment, picnic pavilion, and direct access to the Detroit River, is a hub for the waterfront economy due to its location. The convergence of land uses that support the waterfront economy at the southern end of the city indicates that it would be a good area to concentrate further economic efforts in the future.
- **Trails:** Ecorse's plan to establish the Ecorse Creek Trail is inhibited by the private ownership of most of the land in the city. To establish the trail, development agreements will be needed with the future owner of the Mill Street site, the railroad companies, and with the owners of several other small parcels along the creek.

Existing Transportation and Infrastructure Conditions

TRANSPORTATION REGIONAL CONTEXT

The City's transportation network is part of the Metropolitan Detroit region. The city is not directly served by major interstate highways but is crossed by several major thoroughfares, such as Southfield Road and Outer Drive. Southfield Road connects the City to Lincoln Park and north (as the M-39 Freeway) to Oakland County communities. Outer Drive, located in the middle of the city, connects to Detroit and western suburbs. I-75, I-94, and M-85 are quickly accessible in neighboring communities.

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

Jurisdiction

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

Truck Routes

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

Airport

The Detroit Metropolitan Wayne County Airport is in Romulus, Michigan, approximately 12 miles northwest of Ecorse. The airport is the primary international airport for the Metro Detroit area and provides passenger and cargo service to the region.

EXISTING TRANSPORTATION CONDITIONS

Roads

Located in metropolitan Detroit, the city is served by a developed street network. The major thoroughfares of Southfield Road and West Outer Drive travel east to west and begin within the city. Jefferson Avenue is a major north-south route within the region and connects Ecorse to Downtown Detroit on the north and other Downriver communities to the south.

The street network of the city is generally laid out on a grid system which allows efficient access to internal city streets as well as the regional network.

There are no state or interstate highways running through Ecorse. Interstate 75 (I-75) is located approximately two and a half miles to the west, while Fort Street (State Route M-85) is located two miles to the west. Both provide north-south regional access in proximity to the city. The Wayne County Department of Public Services, Division of Roads has administrative jurisdiction over the County primary roads in Ecorse: Jefferson Avenue, West Outer Drive and Southfield Road. The remaining streets are under the jurisdiction of the City of Ecorse.

Buses

The City is served by Suburban Mobility Authority for Regional Transportation (SMART), the metropolitan Detroit regional bus network provider. Route 125 Fort Street/Eureka Road provides service along Jefferson Avenue and Outer Drive, while Route 140 Southshore provides service along Jefferson Avenue and Southfield Road.

Pedestrian and Bicycle Circulation

The city contains a network of sidewalks, but their presence and condition vary. Sidewalks only adequately provide access for pedestrians, not bicyclists, roller blade users, and others. The Downriver Linked Greenways Initiative is an organization of 21 Downriver communities established in 1998 that promotes and facilitates the creation of a system of greenways providing access and physical activity for pedestrians and bicyclists. They have identified the need in the area for a greenway traveling from the City of Detroit, south through Ecorse connecting to communities as far south as the City of Monroe. The city is currently participating in a regional planning effort, led by the State of Michigan and in partnership with Lincoln Park, to improve Southfield Highway.

CRASHES

The Southeastern Michigan Council of Governments (SEMCOG) issues traffic reports every calendar year. The 2019 and 2021 traffic reports were analyzed as a part of the Master Plan update, while the 2020 report was excluded due to the unusual traffic patterns during the initial year of the COVID-19 Pandemic.

Table 12: Summary of Traffic Crashes

Report Key Points		High Frequency Crash Locations	
Total Traffic Crashes:	343	Intersection	Average Annual Crashes 2017-2021
Crash by Severity		W Jefferson/Southfield Rd	8.4
Fatal crashes:	0	Southfield Rd/Pepper Rd	7.2
A-level (serious):	4	W Jefferson/Salliotte Ave	4.8
B-Level (minor):	9	W Jefferson/Outer Dr	3.4
C-level (possible):	46	Outer Dr/High St	2.6
Total (all levels):	59	W Jefferson/Ridge Ave	2.6
Property damage only:	284	Visger Rd/19th St	2.2
Crashes by Type		W Jefferson/Woodward Ave	2.2
Single vehicle:	29	W Jefferson/Visger Rd	2.0
Head on:	13	W Jefferson/Elton Ave	2.0
Rear end:	74		
Side swipe:	74		



Active Transportation Network Map

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- City Boundaries
- Waterways
- SMART Bus Stops
- Sidewalks
- Buffered Bike Lane
- No Bike Improvements



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
Detroit, 2019.
SEMCOG, 2022.
McKenna, 2022.



ABOUT THE FUNCTIONAL CLASSIFICATION SYSTEM

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

Principal Arterials

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

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

Minor Arterials

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

Collector Streets

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

Local Streets

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



National Functional Classification Map

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- City Boundaries
- Waterways
- Private Road
- Local Road
- Principal Arterial
- Major Collector
- Railroad



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.



ABOUT THE JURISDICTIONAL CLASSIFICATION SYSTEM

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

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

Following are the road types present within and around the city. The volume is the number of cars that pass over a single point of the road each day; the traffic volumes in Ecorse are shown on Map 8 on the following page. In general, the highest volume roads tend to be owned by the state and county, while lower volume roads are owned by the city.

State Trunklines (Highest Volume)

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

County Primary Road (High Volume)

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

Local Major Roads (Medium Volume)

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

Local Minor Roads (Low Volume)

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



Traffic Volume Map

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- City Boundaries
- Waterways
- Average Daily Number of Vehicles**
- 5,000 or less
- 5,001 - 10,000
- 15,001 - 20,000
- 20,001 or more



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.



EXISTING INFRASTRUCTURE CONDITIONS (NON-TRANSPORTATION)

Drinking Water

The City of Ecorse purchases water from the provides Great lakes Water Authority (GLWA) water through its distribution system, which covers a total population of 210,000 within a 56 square mile area. GLWA draws from the Detroit River, which is replenished by rivers, lakes, streams, ponds, reservoirs, springs, and underground aquifers.

As water travels over the surface of the land or through the ground, it dissolves and can pick up substances resulting from the presence of animals or from human activity. To ensure that tap water is safe to drink, the Environmental Protection Agency (EPA) limits the number of certain contaminants in water. The Food and Drug Administration (FDA) also limits contaminants in bottled water, which must provide the same protection for public health. EGLE performed a source water assessment in 2004 to determine the contamination level of GLWA's Detroit River water. The report described GLWA's Detroit River intakes as highly susceptible to potential contamination. However, all four GLWA water treatment plants that service the city of Detroit and draw water from the Detroit River have historically provided satisfactory treatment and met EPA drinking water standards.

GLWA Water Residential Assistance Program (WRAP) provides direct assistance to low-income homeowners who have aging plumbing infrastructure, water bills, or other general water needs.

Sewer and Stormwater

Ecorse is served by the Downriver Utility Wastewater Authority (DUWA), which is governed by the 13 communities that make up its membership. Established in 2018, DUWA is the second largest wastewater system in Michigan. DUWA uses a two-stage treatment process to treat wastewater consisting of primary treatment, which uses strainers to filter out solids, and secondary treatment, which uses chemicals and bacteria to break down waste.

When an extreme storm event occurs, the water from the stormwater system overflows into the sewer system. This arrangement is very common in downriver communities and is called a "combined" treatment system. However, this overflow has hazardous consequences for wastewater treatment. When stormwater overwhelms the sewer capacity, some of the sewage bypasses the primary and secondary treatment and is instead released directly into the Detroit River. In 2021, DUWA experienced six such overflow events. Many communities are separating their stormwater and sewer systems to alleviate this problem; although Ecorse it not currently separating the city's sewer and stormwater due to the high cost, it remains a priority in the future.

Internet

As of 2019, roughly 18% of Ecorse households had no computing device (computer, laptop, tablet, or smartphone) and roughly 34% of households had no internet subscription of any type (dial-up, cellular, broadband, or satellite). Overall, a person in Ecorse is twice as likely to be without a computing device and/or without internet than a person living elsewhere in Michigan.

Heat and Electricity

The vast majority of homes in Ecorse (roughly 94%) are heated by natural gas from DTE. Of the remaining homes, 4% use electricity for heating, 1% use wood, 1% use another form of fuel (such as wood pellets), and 1% have no form of home heating at all. These homes without heating are the highest priority, as they present a sever danger to any occupants.

Existing Transportation and Infrastructure Conditions:

Key Findings

- **Intersection Safety:** The city has room for improvement when it comes to traffic crashes and overall roadway safety. The city must focus on improving intersections that are under local jurisdiction by enhancing lighting, pedestrian ramps and signage, and visibility. In particular, the Pepper-Southfield intersection needs improvements for overall safety.
- **Bike and Pedestrian Connections:** The city's sidewalks vary in condition; overall, the sidewalks do not adequately accommodate the diverse needs of pedestrians, cyclists, wheelchair and walker users, and others. Many sidewalks are in disrepair and do not have ADA-accessible ramps, making it difficult for people to reach their destinations safely. The city's bike network has improved substantially since the addition of the W Jefferson bikeway, which has improved both safety and the aesthetics of the road. The use of the W Jefferson bikeway indicates a desire for biking infrastructure along other major roads in the city.
- **Stormwater Runoff:** The city had several stormwater overflow events in 2021 and is susceptible to more in the future. When stormwater overwhelms the sewer capacity, some of the sewage bypasses the sewage treatment facility and is instead released directly into the Detroit River. While separating the city's combined water and sewer system would be costly, it should remain a priority in the future because of the predicted increase in storms over the next decade.
- **Internet:** Ecorse has notably worse internet access than other parts of the Detroit metropolitan area. In some part this is due to the age of the city's population – many older people are choosing not to buy internet services, and do not have a need for a computer at home. However, this does not equate to a lessened desire for high-speed internet services. Many students, at-home workers, and other still need internet access in their home and face affordability as a major obstacle.
- **Jurisdiction:** Transportation in Ecorse is more complicated than transportation in other communities due to the many jurisdictions that have control over different roads. Outer Drive and Southfield Road are both under County jurisdiction, while W Jefferson Avenue is under both County and MDOT jurisdiction, and all local roads are under City jurisdiction. This makes roadway maintenance complicated and competing plans for reconstruction can sometimes conflict.

Existing Community Facility Conditions

An inventory of existing community facilities was conducted by McKenna in 2022 during the development of the 2023-2027 Five-Year Parks and Recreation Master Plan. The physical inventory of local facilities consists of all City parks, recreation sites, and community facilities.

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

COMMUNITY FACILITIES

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

An important consideration of this master plan is the location of community facilities. Facility location affects the efficiency and quality of the essential services provided. Such facilities should be easily accessible to residents and businesses, while accommodating the particular needs of the service provided, such as good road access for police protection. In addition, where practical, community facility buildings and spaces should reinforce the importance of government by being in a central and prominent location. Community facilities can become focal points or landmarks which reinforce the cultural and historic features of the city and provide a backdrop for ceremonial and public events.

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

ALBERT B. BUDAY CIVIC CENTER

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



ECORSE PUBLIC LIBRARY

The Ecorse Public Library is located at 4184 West Jefferson Avenue near the intersection of Outer Drive and West Jefferson Avenue. The library was opened in December 1948. The facilities have not expanded since 1948 (although they were renovated in 2022) and there are no plans for library site expansion. The library is ideally situated along Jefferson Avenue, with adequate parking facilities. The library currently has an underutilized basement that is planned for use as meeting space and program rooms, possibly including an historical documents room. Library staff includes a library assistant and a one full time director.

The library offers a homework center, a parent-teacher collection, and books for the blind. In the summer of 2022, the library also hosted a free book giveaway and a family-friendly dinosaur theme event for kids in Dingell Park, which was a partnership with the Parks and Recreation Department. The library is open Monday, Tuesday, and Thursday and access to the building is compliant with ADA standards.



ECORSE SENIOR CENTER AND REC CENTER SENIOR CENTER

The City of Ecorse Ethel V. Stevenson Senior Center is located at 4072 W. Jefferson Avenue. The Senior Center offers services and activities to the City's older adult population. Services provided include a "Meals on Wheels" program for homebound seniors, lunch at the Center (for a small fee) and a bus service. The Center provides its classes and services Monday through Friday and include craft classes, bingo, a birthday club, needle art, bridge club, and a commodities pick-up. The Senior center interior was renovated in 2022 to include all-new bathrooms and kitchen, as well as office space.

The Recreation Center is located at 4068 W Jefferson Avenue, directly next to the Senior Center – the two share a connecting doorway inside that can be used to transform the two spaces into one for larger events. The Recreation Center mostly consists of an open classroom space with cushioned plastic mat flooring, and it is used for many of the City's classes: yoga, cardio drumming, and more. The building next to the recreation center was demolished in 2022 and the vacant lot is going to be converted into a pickleball flex-court, so the Recreation Center can offer outdoor classes in addition to existing indoor classes.

The parking lot adjacent to the Senior and Recreation Center buildings was newly renovated in 2022 and now includes two ADA-accessible parking spaces, which connect directly to the sidewalk along W Jefferson Avenue. Both buildings have a zero-threshold entry and now feature ADA-compliant bathrooms as a part of the recent renovation. However, the entrance doors both remain manually operated, presenting a challenge for those with limited motor function or other physical impairments.



Existing Community Facility Conditions:

Key Findings

- **Updated Municipal Facilities:** The City is in need of a new or modernized City government building. Albert B. Buday Civic Center has served the community for many years, but is in need of substantial upgrades, such as elevator improvements and additional office space for the city government. The community should not abandon the Civic Center on West Jefferson Avenue because of its prominent location. However, the City should work toward developing a civic center that is more pedestrian friendly and mindful of the civic role of community buildings. Consideration should also be given to ensuring that the police and fire departments are sited at the same location as city government to create substantial savings through a government campus location.
- **Indoor Recreation Offerings:** The Mt Zion building, located at 12th Street and Francis Avenue, has potential to be redeveloped as a community center (offering classes, room rentals, larger indoor sport courts, etc.). The building is currently vacant and in an unfinished stage of construction.
- **Code Enforcement:** Improved code enforcement is needed to ensure the aesthetics and safety of the city are upheld.
- **Staff Capacity:** In order to execute the city's many programs, a staff member is needed to apply to grants. Adding such a staff member would improve overall staff capacity and could help expand the range of programs offered by the city. This staff member could also be used to help advertise the city's services and programs to residents.

Existing Economic Conditions

As an industrial suburb of Detroit, Ecorse has suffered from a pattern of economic decline similar to many other older communities. Since the 1980s, manufacturing demand has declined as production becomes more automated and employers move to southern states, where labor and capital costs are lower. This is reflected in United States Steel's 2020 announcement that the company would be closing the Zug Island processing plant, laying off roughly 1,000 employees as a result. As US Steel (also called Great Lakes Works) continues to shrink its operations in Ecorse, the city is faced with a difficult challenge of rapidly diversifying the economy.

A variety of indicators suggest that Ecorse is challenged economically; the median household income of the City's residents is lower than that of Wayne County and southeast Michigan, and unemployment is higher. However, this does not mean that Ecorse is lacking in opportunity – with a population of passionate and hardworking residents, as well as a prime position on the waterfront, Ecorse has the unique potential to become a regional destination once again.

In 2021, Wayne County conducted an analysis of the Ecorse economy and found that the city's main strengths are its availability of parking and vacant land for redevelopment and suggested that the city promote a diversity of uses that exist along the corridors and increase the concentration of retail establishments. The report found that the city's main weaknesses and threats include a lack of local place identity due to the absence of a "core" downtown, the number of traffic lanes, and absentee property owners. This information, combined with the below analysis regarding jobs, employment, and housing, can help guide the community toward a more economically sustainable future.

EMPLOYMENT

As of 2023, US Steel and Pak-Rite remain the two largest employers in the city. The greatest numbers of Ecorse residents are employed in the sectors of wholesale trade, transportation, warehousing and utilities, and education and healthcare.

Table 13: Employment and Job Forecast

Forecasted Jobs by Industry	SEMCOG 2015	SEMCOG 2045	Change 2010-2040
Natural Resources, Mining, & Construction	59	62	3
Manufacturing	1,067	851	-216
Wholesale Trade, Transportation, Warehousing, & Utilities	134	165	31
Retail Trade	124	98	-26
Information & Financial Activities	138	193	55
Professional and Technical Services & Corporate HQ	58	66	8
Administrative, Support, & Waste Services	111	125	14
Education Services	188	193	5
Healthcare Services	60	88	28
Leisure & Hospitality	245	239	-6
Other Services	173	174	1
Public Administration	37	36	-1
Total	2,394	2,290	-104

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

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

Table 14 shows that the largest portion of Ecorse's working population travels to Detroit for daily employment with smaller percentages traveling to other communities in the area. Just 10% of Ecorse residents work inside the city limits.

Table 14: Employee Location

Where Residents Work*		2016 Workers	2016 Percent
1	Detroit	640	25.2%
2	Ecorse	325	12.8%
3	Dearborn	219	8.6%
4	Taylor	168	6.6%
5	Lincoln Park	155	6.1%
6	Allen Park	100	3.9%
7	Romulus	80	3.1%
8	Melvindale	70	2.8%
9	Westland	60	2.4%
10	Plymouth	54	2.1%
-	Elsewhere	671	26.4%
Total		2,542	100.0%

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

INCOME

Median household income is a broad measure of relative economic health. It is defined as the income level where half of all households earn more and half earn less. In 2020, the median household income in Ecorse (\$34,278) was considerably lower than the Wayne County median (\$49,359) and that of Southeast Michigan (\$64,068). According to the 2020 American Community Survey (ACS), 28.8% of the City's households live in poverty.

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

Table 15: Income

Income	ACS 2019	Change 2010-2019	Percent Change 2010-2019
Median Household Income (in 2019 dollars)	\$28,991	-\$4,380	-13.10%
Per Capita Income (in 2019 dollars)	\$18,010	-\$130	-0.7%

Annual Household Income	2019
\$200,000 or more	12
\$150,000 to \$199,999	29
\$125,000 to \$149,999	78
\$100,000 to \$124,999	199
\$75,000 to \$99,999	250
\$60,000 to \$74,999	333
\$50,000 to \$59,999	195
\$45,000 to \$49,999	185
\$40,000 to \$44,999	218
\$35,000 to \$39,999	164

\$30,000 to \$34,999	153
\$25,000 to \$29,999	187
\$20,000 to \$24,999	286
\$15,000 to \$19,999	407
\$10,000 to \$14,999	272
Less than \$10,000	700
Total	3,739

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

BUSINESSES DEMAND AND INCENTIVES

Demand for New Business

Per the 2021 Retail Target Market Analysis, Ecorse is trending away from a manufacturing economy and toward a service economy. The analysis identified 95 new retailers and complementary types of businesses that represent potential opportunities for local entrepreneurs. Most of them are small businesses with no more than 2,000 square feet; and only a few could be medium-sized anchors with 3,000 square feet of space or more.

Recommended small-to-medium anchors include stores in the following retail categories: automotive parts and supplies, pharmacy or drug stores, hardware, lawn and garden supply, and furniture and appliances. Additionally, the analysis recommends a fitness center and a family entertainment center. A cluster of three or more unique restaurants can also serve as an anchor.

Anchor stores are emphasized in the strategy because they are essential for generating the shopper traffic and activity needed to support smaller businesses. Anchor stores can boost retail sales for smaller merchants on the order of 20% or more. This boost could provide the profit margin needed for smaller merchants to be self-sustaining and profitable. Without anchors, smaller businesses will struggle to achieve the sales needed to pay rents and remain profitable.

Retailers within each category should also strive to cluster together rather than choose scattered locations. This especially applies to specialty food stores (which should cluster near grocery stores); home improvement stores and contractors; apparel stores, fashion accessories, and shoe stores; and restaurants and eateries. New retailers should also seek locations proximate to complementary types of establishments and should strive to leverage some benefits of cross-marketing. For example, lifestyle stores like craft, hobby, sporting goods, and pet stores do best when they are clustered together rather than being in isolated or fragmented locations.

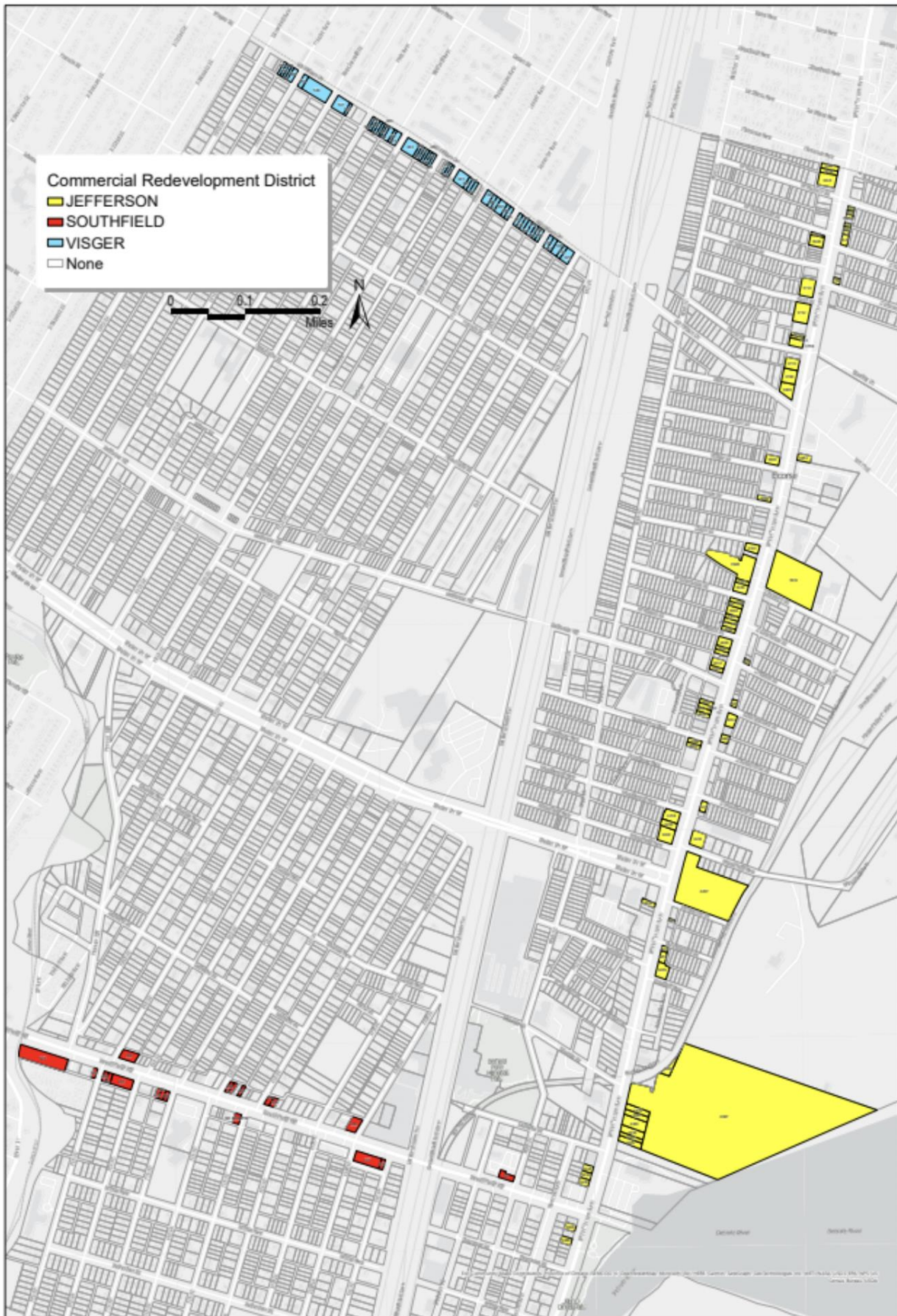
Although 95 retailers and small businesses have been identified as opportunities for Ecorse, it is not expected that all of them would open right away. Assuming that a meaningful retail or mixed-use project is developed in the city over the next few years, then it would be reasonable to plan for a few anchors and a mix of 20 to 30 small merchants. As the community stabilizes and grows, up to 105 new businesses could be realized over the span of five to ten years.

Industrial and Commercial Redevelopment Districts

In 2022, Ecorse established two new tax incentives to encourage redevelopment. The purpose of these incentives is to encourage new development by offering a tax break for the construction of new buildings, and the repair of existing vacant buildings. The goal is to encourage the development of vacant or under-used properties, which in turn strengthens the local economy.

The first tax incentive, called the Industrial Facilities Exemption Certificate, was established exclusively for one district: the Mill Street District (which covers only the vacant Mill Street property). The second tax incentive, called the Commercial Facilities Exemption Certificate, was established for three different districts: Southfield Road, Visser Road, and West Jefferson Avenue.

In both cases, properties within the district that are vacant or obsolete are eligible to apply for a tax break to reduce the ad valorem taxes by 50% for up to 12 years. Ad valorem taxes are taxes generated from building improvements – they do not include the taxes generated by the land itself. The City may add or remove properties from the district as new ones get redeveloped or fall vacant. The current district boundaries can be found in Map 9 on the following page.



Commercial Redevelopment Districts Map

City of Ecorse, MI

December 2, 2022



ELIMINATION OF PARKING MINIMUMS

In 2020, during the most recent update of the Zoning Ordinance, the city eliminated required parking minimums for every land use in the city (except automotive repair shops, which must still have 2 spaces). Eliminating parking minimums, also called parking “right-sizing,” is an increasingly popular tactic that is being used by cities across the nation to encourage redevelopment. Ecorse was the first city in Michigan to eliminate minimums, and it has made it much easier for business to reoccupy existing buildings. The reasons behind the parking modifications are summarized below.

New Business Through Re-Occupancy



In general, re-occupying an existing building is cheaper than building a new one. The City benefits from re-occupancies, which ensure commercial and industrial corridors continue to thrive. By right-sizing parking requirements, **many businesses that were previously going to be pushed out by parking constraints can now re-occupy buildings in Ecorse.**

Lower Costs for Building



Right now, construction and development costs are higher than ever. However, even pre-pandemic, parking has always been one of the costliest parts of development. **One surface parking space costs roughly \$5,000 (and one garage space costs roughly \$21,000) while landscaping the same area cost just \$4,000.** By right-sizing parking requirements, Ecorse substantially shrank developers' costs.

More Green and Open Space



Today, Ecorse is generally lacking in natural space. **Less required parking would directly translate into more green space along commercial corridors, further enhancing the community's character.** Building size and height would still be restricted by the height and setback regulations in the Zoning Ordinance. As such, right-sizing the parking requirements would increase the land available for landscaping when new buildings are constructed.

Lower Infrastructure Costs and Taxes



Stormwater runoff from parking lots has a direct negative impact on public infrastructure systems, particularly stormwater pipes and roads. Increased runoff deteriorates roads and pipes faster, leading to increased maintenance costs which are then passed on to taxpayers. **Right-sizing parking requirements to prevent unused parking space means less runoff, less deterioration of roads and pipes due to floods, and lower costs to taxpayers.**

More Choice in Market



Today, almost all unused parking is the result of governmental regulation through zoning – many businesses do not need the parking they are forced to build. Right-sizing parking requirements **gives business owners the freedom to choose whether or not to build more parking, based on their own market research.** Existing business owners are also now able to rent out their existing parking spaces, helping to create a local sharing economy.

HOUSING

As the highest-taxed community in the state, Ecorse is a uniquely unaffordable housing market. Someone who purchases a \$100,000 home in Ecorse will owe roughly \$5,400 in property taxes each year. Although Ecorse is an affordable place to buy, it can be a difficult place to stay. Additionally, the median rent in Ecorse is \$838 per month, which accounts for 24.4% of the median income of \$34,278.

Ecorse's Housing Department has been actively acquiring vacant or abandoned residential properties across the City. Depending on the condition of the property, the residential structure is either demolished or rehabilitated. In the case of a vacant property, the City either auctions the property or partners with a private or non-profit developer who participates in the program for acquisition and constructs a new home. While residential blight in Ecorse is slowly on the path to be replaced with new development, new construction and development still have a way to go.

Ecorse has tirelessly collaborated with and assisted residential developers to identify funding programs, such as State and Federal grants and incentives to increase quality housing stock. In addition to Ecorse's local partners, the MEDC, Treasury, the Ecorse Housing Authority, MSHDA and HUD continue to support the City's housing goals. Removing blighted structures, beautifying vacant lots and creating homes for new residents will contribute to stabilization, increased property values, and improved quality of life for the Ecorse community.

Value

The average value of an owner-occupied housing unit in Ecorse is \$60,400. 93% of all mortgaged homes are valued under \$99,999, and there are under seventy-five homes that are valued over \$100,000.

Table 16: Housing Value

Value	% of Housing Units
Less than \$50,000	46%
\$50,000 to \$99,999	47%
\$100,000 to \$299,999	5%
\$300,000 to \$499,999	3%

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

Occupancy and Demand

As of 2019, roughly half of all housing units in Ecorse were owner-occupied. Additionally, the vast majority of housing units were 1-unit structures, also known as single-family homes. Roughly five hundred housing units are currently vacant.

Table 17: Housing Types

Rent or Own	% of Housing Units
Owner-occupied housing units	58.8%
Renter-occupied housing units	41.2%
Unit Type	
1-unit structures	84.9%
2-or-more-unit structures	12.3%
Mobile homes and all other types of units	2.9%

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

Prepared in 2021, the Ecorse Residential Target Market Analysis provided an overview of residential options for the City of Ecorse. Based on results of the Analysis, up to 40 new home buyers could migrate into the City of Ecorse each year, and most are expected to seek homes under \$175,000. Additionally, up to 220 new renters could migrate into the city each year, and most are expected to seek rental units under \$700 per month. Land along Ecorse's Detroit Riverfront could be conducive and even ideal for the development of new lofts and townhouses with vista views of the water. However, the analysis recommends that the vast majority of new-builds be designed for the for-lease or rental market, rather than for buyers and homeowners.

Housing Tenure and Unit Age

In Ecorse, there is a very wide range in housing tenure, which is the duration that a householder has lived in their unit. The largest proportion of householders have lived in their unit since at least 1989, if not earlier – roughly 978 (or 29%) of all householders. The second largest proportion of householders (roughly 757 or 22%) moved into their unit between 2015 and 2018.

Additionally, majority of housing units in Ecorse were constructed before 1959, and 91% of all units were built before 1979. As such, the city has a very old housing stock overall and many homes are in need of repair.

Table 18: Housing Tenure

Year Householder Moved in	% of Householders
2019 or later	11%
2015 to 2018	22%
2010 to 2014	15%
2000 to 2009	14%
1990 to 1999	10%
1989 or earlier	29%

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

Table 19: Housing Unit Age

Year Structure was Built	% of Structures
2020 or later	0%
2010 to 2019	1%
2000 to 2009	3%
1980 to 1999	5%
1960 to 1979	26%
1940 to 1959	35%
1939 or earlier	29%

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

Existing Economic Conditions:

Key Findings

- **Employment Field:** Wholesale Trade, Transportation, Warehousing and Utilities, and Private Education and Healthcare are the most dominant employment sectors for residents in Ecorse and abutting communities. Strategies to increase the number of jobs within the city could include creating incentives for new local employers and small business incubators.
- **Educated Workforce:** With an increase in the education level of the population, features that improve the quality of life, help attract new residents, and retain existing residents, will be important in Ecorse over the next 10 to 20 years. This indicates there is a need to support employment closer to home or creation of new job opportunities within the community. Improvements to infrastructure and facilities that will attract and retain younger families is also a consideration.
- **Income:** A significant drop in household income and increase in poverty levels has direct bearing on residents' ability to spend money on property maintenance and other quality of life elements. Neighborhood investment strategies could include funding for property maintenance, façade improvements grants, and neighborhood clean-up days. Façade grants or other support programs for property maintenance on commercial sites may also be considered.
- **Older Housing Units with Older Homeowners:** Most of the housing units in Ecorse were constructed over 40 years ago. As such, very few are suitable to meet the needs of the aging population – most homes do not have entry ramps, railings, accessible bathrooms, and the many other features that make a house age-friendly. This indicates a pressing need for home renovation support.
- **Need for Quality Housing:** Ecorse has both a need for new, high quality, entry-level housing and for improvements to existing houses. Innovative programs that make it cheaper and faster to build new homes – such as pre-approved infill or tiny home programs – are needed, in addition to home renovation support programs.



04. CHALLENGES & OPPORTUNITIES

In every community, there are challenges that must be faced and opportunities that can be seized to make progress toward the future. To achieve the community's vision for the coming decade, it is important to identify these opportunities and challenges and take steps to address them.

Core Neighborhoods / Single Family Residential

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

Multiple Family Housing Opportunities

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

Buffers between Residential Uses and Industrial Uses

In several areas of the City, light and heavy industrial uses exist next to single family and multiple family residential uses without the benefit of walls or landscape screening. This lack of screening for noise and views can lower the value of the homes and negatively impact living conditions in the neighborhood. Additionally, the truck traffic created by industrial uses is generally incompatible with local streets and should be restricted to truck routes. In particular, High Street and nearby neighborhood streets should not be used by trucks. Additionally, significant buffering should be implemented along 1st Street, where the Mill Street truck route is currently underway with funding from the State of Michigan.

Walking and Biking Connections throughout the Community

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

Entrances to the City

There are several key image corners and entrances to the City that have a lasting impression, both on visitors and long-time residents of the City. It is important that entrances be carefully considered and that appropriate signage and wayfinding is developed to direct traffic to the downtown and riverfront. The city currently has signage with plant beds on Southfield and Jefferson at the City's entry points; low-maintenance plants should be considered for these planters in the future.

Additionally, the City could pursue streetscape improvements at entrances to create a standard appearance, including lawn extensions, deciduous trees, sidewalks, and annual plantings.

Neighborhood Commercial Areas

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

Commercial Core along Jefferson

The opportunity exists to enhance the existing historic development pattern and buildings along Jefferson Avenue and create a downtown corridor. The segment of Jefferson Ave. that stretch from the Frenchman's Cove/Dingell Park area to the several blocks of traditional turn-of the century commercial buildings at Salliotte Avenue has the highest potential. A potential mixed use/multi-family development site is located in the center of this core area, at Outer Drive.

On the north end, at Salliotte Avenue, there is a cluster of historic-looking buildings arranged in a street wall that can be the beginning of a functioning, walkable downtown for Ecorse. The key to getting started would be to designate a corridor core area in the future land use plan on which to focus redevelopment, grant monies, and attention. As mentioned above, a downtown neighborhood that supports the downtown commercial uses could be encouraged to the west and east of Jefferson Avenue. These areas would be critical for housing redevelopment and reinvestment.

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

Mixed Industrial Area

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

Industrial Redevelopment / Brownfield Redevelopment Opportunities

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

Grid Expansion – Enhanced Waterfront Access

If the two industrial redevelopment sites mentioned above are redeveloped, an opportunity exists to expand the City street grid to enhance connections to the Detroit River and the Ecorse River. Waterfront access is essential to support a mix of

uses, including new multiple family apartments, townhomes, or condominium units and the redevelopment of the corridor core area along Jefferson Avenue. The waterfront is a valuable community amenity, which if developed properly, could mean the addition of higher income residents and successful businesses to the community.

Historic Tourism

An opportunity exists to develop historic buildings in the city into tourism assets. Neighboring communities, such as River Rouge, have dedicated historical museums to showcase their history. As post-industrial tourism grows, the city could even consider working with US Steel to convert decommissioned sections of the steel plant into tourism attractions, similar to the Völklingen Ironworks in Germany.



05. GOALS AND OBJECTIVES

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

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

Goal 1.

Foster the creation of a downtown corridor with enhanced waterfront access along Jefferson Avenue.

Objectives

- Create a revolving loan program for facade improvements
- Improve maintenance of streets and alleys in the downtown area
- Encourage new retail businesses to locate in existing storefronts
- Focus initial attention on a three areas of activity area to begin improvements: the Dingell Park Area, the Outer Drive intersection, and the historic character building cluster around Salliotte Street
- Continue improvements and maintenance to Dingell Park
- Maintain prominent public or semi-public access to waterfront areas
- Encourage connections from commercial uses to the waterfront
- Provide incentives and opportunities for private investment in the Dingell Park Area
- Seek State and Federal improvement/development grants and consider use of Brownfield and or DDA funding to incentivize private investment
- Encourage increased housing density and new development in the neighborhoods east and west of Jefferson Avenue



Goal 2

Support businesses, job creation, and redevelopment of blighted and vacant property in Ecorse.

Objectives

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



Goal 3

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

Objectives

- Identify key locations for City gateways and public places for banners, identity markers, and community wayfinding signs
- Develop a strong visual statement at key entryways into the City with landscaping, public art, and street treatments
- Pursue revitalization of the City's water tower
- Hire a staff member to work on advertising of city programs and securing grant funding
- Develop a program to identify neighborhoods with signage or street sign toppers to increase interest and participation in neighborhood improvement activities
- Emphasize historic structures and local legends as image builders
- Enhance existing gathering places to serve as settings for community activities (e.g., waterfront, parks, schools, playfields, sidewalks)
- Use social organizations to increase community capacity for leadership through active use of community facilities, creation of block clubs, and other leadership development opportunities
- Coordinate activities between the City and School District to maximize availability of community facilities
- Develop and promote neighborhood beautification programs to improve the desirability and appearance of all residential areas
- Encourage simple low-cost improvements that can be supported through volunteer efforts like flower planters and graffiti clean-up
- Foster resident participation by re-establishing City sponsored events like neighborhood clean-up days, community policing, and public celebrations like July 4 fireworks
- Assess the costs and benefits of implementing a local recycling, e-waste, and toxic chemical disposal programs, as well as any joint municipal opportunities



Goal 4

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

Objectives

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



Goal 5

Improve roads and connections in Ecorse for walking, biking, transit, and cars.

Objectives

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





06. PRIORITY REDEVELOPMENT SITES

Using the existing conditions analysis, public feedback, and existing planning efforts the following priority redevelopment sites were identified. Many of these sites lie within the priority redevelopment areas that were established in the West Jefferson Corridor Plan, although some are also located in other parts of the city. This list is meant to enhance, not replace, any key redevelopment sites that were identified in past planning efforts. These sites are all currently vacant or obsolete, and thus present great opportunity for catalyzing new development in the city.

Industrial

- Mill Street Site
- 2nd Street Industrial Site (4375 2nd St)

Commercial

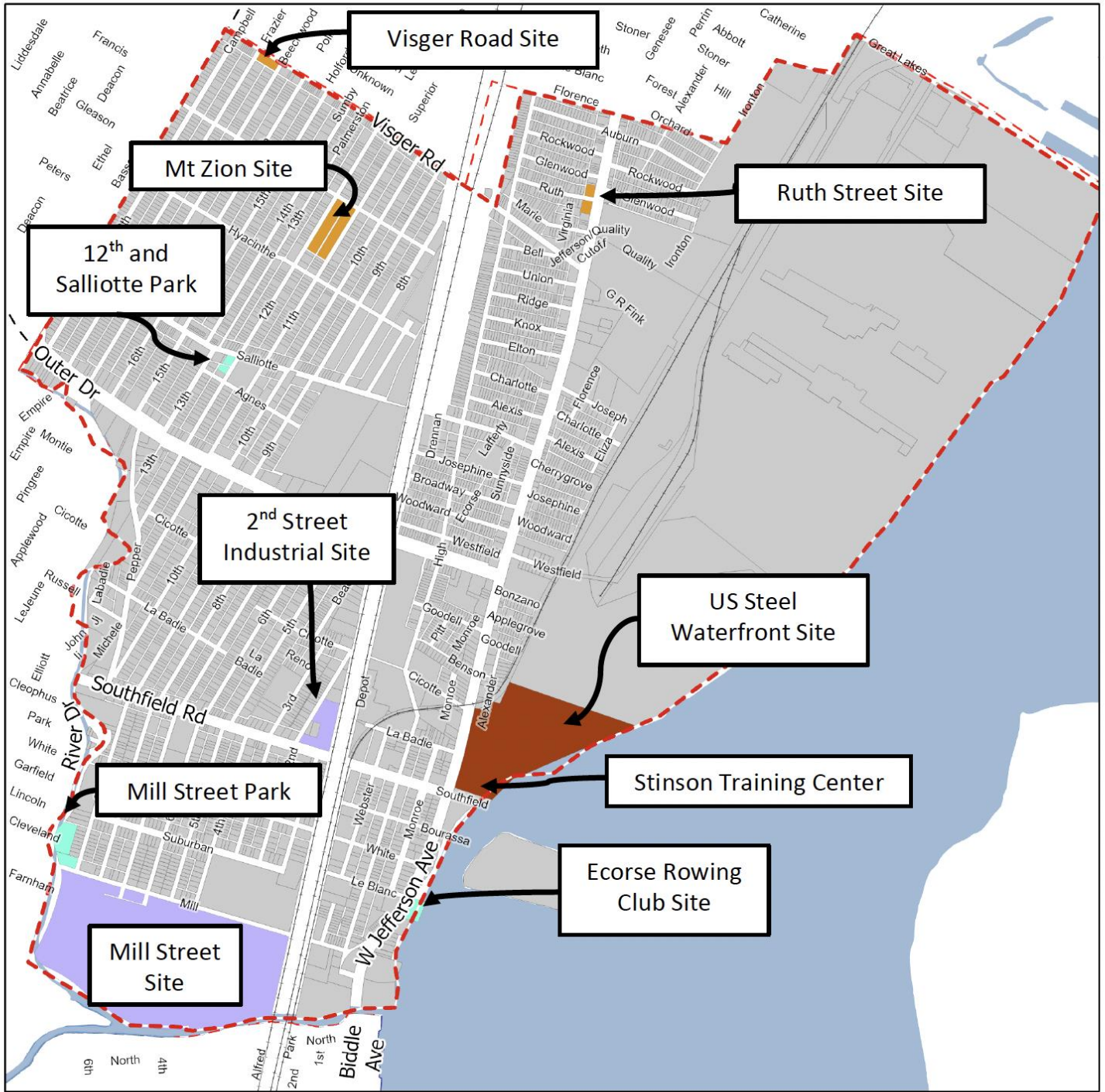
- US Steel Waterfront Site (4381 W Jefferson Ave)
- Stinson Training Center (4425 W Jefferson Ave)

Residential/Mixed-Use

- Ruth Street Site (3732 Ruth St)
- Visger Road Site (549 Visger Rd)
- Mt Zion Site (3833 12th St and 3830 11th St)

Recreation

- Mill Street Park
- 12th and Salliotte Park
- Ecorse Rowing Club Site



Priority Sites

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

- - - City Boundary
- Commercial
- Industrial
- Recreation
- Residential/Mixed-Use
- Waterbodies



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.



INDUSTRIAL

Mill Street Site

The City of Ecorse has a prime development opportunity, one which has the potential to create substantial economic and community benefits for the City, County and State of Michigan—the City-owned Mill Street site, a 63+ acre vacant parcel that was formerly a steel mill. Vacant for over 15 years, this parcel has been unsuccessfully marketed as it faces several challenges, including contamination from the prior steel mill, aged utilities, and road access limitations.

To enhance its marketability as a light industrial development site consistent with the City Master Plan, the Mill Street site requires improved site access suitable for industrial traffic, including right-of-way assembly and road construction. Proper road access is the biggest challenge faced by the Mill Street site and removing this impediment will make the property much more desirable for private investment.

Redevelopment of this key property is a part of the vision of City leadership, one that will result in significant future tax dollars and remove a major blighted parcel and help revitalize the heart of the community. The redevelopment of the Mill Street site is a very high priority as it will provide employment and new tax base, however the City needs funding assistance to help overcome the obstacles of being a disadvantaged community and to help reverse the dramatic decline in tax base the City has suffered in recent years, including the loss of over 1,000 jobs from US Steel, the City's major employer.

Redevelopment of the Mill Street site will provide many direct benefits to Ecorse residents and business owners as it will offer neighborhood protection, the removal of blighted and vacant land, new tax revenue and the creation of new jobs in the community. The City's image and reputation will be enhanced by turning this failure into a success, and lead to greater investment confidence and community desirability. Returning the Mill Street parcel to productive use is a critical step in sustaining and improving the City's finances, services, and overall recovery. Without funding assistance, particularly for road improvements, the City will be unable to continue the progress it has made to date on readying the Mill Street site for development.



2nd Street Industrial Site (4375 2nd St)

The 2nd street industrial site is one of the largest vacant light industrial sites in the city, making it a key target for development. Additionally, the site is currently owned by the City of Ecorse, which gives the community unique control over the future user on the site. This site is also located near existing residential homes, and any future use must be adequately buffered to preserve quality of life for nearby residents.



COMMERCIAL

US Steel Waterfront Site (4381 W Jefferson Ave)

When U.S. Steel reduced its workforce of approximately 200,000 individuals by two-thirds, the loss was felt throughout the community. However, this 24-acre property has one of the highest potentials for transformative development within the City as it occupies prime riverfront real estate.

Located just north of the intersection of West Jefferson Avenue and Southfield Road, this underutilized parcel has the potential to build on the existing riverfront greenspace and increase accessibility to the Detroit River. The larger size of the parcel could be used for a variety of mixed-use, commercial, residential, recreational, and entertainment purposes. This new district would be an attractive place to live, as residents could enjoy proximity to and views of the Detroit River and access to the West Jefferson Avenue business corridor.

With more than 65% of its shore occupied by industrial uses, Ecorse's waterfront provides minimal access to the Detroit River and is significantly underutilized. The transformative nature of this project will position the City to attract private investment and increase the tax base, as well as provide new housing and commercial opportunities for residents.



Stinson Training Center (4425 W Jefferson Ave)

In 2022, U.S. Steel listed the Stinson Training Center for sale. The roughly 20,000 square foot facility holds enormous potential for adaptive re-use, as it is located right on the Detroit River waterfront and at the highest traffic intersection in the city. Alternatively, the site could also be appropriate for a new mixed-use development, as envisioned in the 2020 West Jefferson Corridor Plan.



RESIDENTIAL/MIXED-USE

Ruth Street Site (3732 Ruth St)

Two vacant parcels occupy either side of Ruth Street at the intersection with W Jefferson Avenue. For nearly a decade, the city has been pursuing the development of these parcels with the assistance of non-profit developers. The size of the parcels makes them a unique asset for mixed-use development along Jefferson, and their location near a key development node means they are uniquely positioned to catalyze more development. This site could be used for a multi-family residential development as well but should ideally be developed as mixed-use to encourage activation of the storefronts on Jefferson.



Visger Road Site (549 Visger Rd)

There are many vacant sites along Visger Road, but few are under the same ownership, which makes redeveloping them a challenge. However, there is one block Visger that are owned exclusively by the Wayne Metro Community Agency. This block is an ideal target for redevelopment and could be designed to mirror the successful multi-family building in River Rouge that sits on the opposite side of the road. The development on these parcels would help create a cohesive neighborhood fabric along Visger Road, further strengthening the adjacent residential and commercial areas.



Mt Zion Site (3833 12th St and 3830 11th St)

In 2004, Mt Zion Missionary Baptist Church constructed a new church headquarters on the 1.5-acre block bounded by 11th Street, 12th Street, Francis Avenue, and Hyacinthe Street. The over 20,000 square foot building has since sat vacant, and was never established as the new church headquarters. The building is still in good repair, and the site has potential to be adaptively reused for other uses that are compatible with the neighborhood, such as:

- A community center
- A new public or private school
- An indoor-outdoor recreation center
- A trade training center or trades school

In addition to the education and recreation opportunities for the current building, the site could also be used for a variety of residential uses, such as:

- A multi-family apartment complex
- Cluster housing or cottage-court housing
- Attached townhomes
- Single-family homes

For some of these residential uses, the demolition of the existing building may be required. In any circumstance, future development on the site should be designed to harmonize with the character of the surrounding neighborhood.



RECREATION

Mill Street Park

The City of Ecorse owns the 1.56-acre vacant property located at the intersection of Mill Street and 9th Street, directly across the Ecorse River (Ecorse Creek) from Council Point Park in Lincoln Park. The City plans to develop this parcel as a new park to serve the residents in the southwestern area of the city, which has the least parkland per resident out of all the areas of the city. In the CIP, this parkland will be referred to as “Mill Street Park” because it has not yet received a formal name.



12th and Salliotte Park

This 140-foot x 250-foot park is located on the corner of Salliotte and Twelfth Streets. It consists of two (2) parcels of equal size separated by a vacated alley right-of-way. This City-owned property has been leased to the House of Freedom Church of God in Christ. The parcel located at the southwest corner of the intersection formerly contained a half-size basketball court, two (2) benches, and two (2) picnic tables – today, the basketball hoops and tables have been removed and a chain-link fence has been erected around the park. Although the fence has access doors, it is not immediately clear upon approach that the site is a park. This site is also under a purchase agreement as of 2022, wherein the City sold the land to a local faith-based organization in exchange for its development as a publicly accessible park; no such development has yet occurred.



Ecorse Rowing Club Site

Established in 1837, the Ecorse Rowing Club was the second-oldest rowing club in the U.S. and the oldest on the Detroit River. It occupied one building located right on the Detroit River at the south end of Dingell Park but was demolished in 2021. The site is the future location of the Ecorse Kayak Launch, for which funds were awarded in 2022. The site has not yet been developed post-demolition, and no improvements exist save for a dis-used concrete pad and walkway (formerly the parking lot).

The proximity of the City of Ecorse to the Detroit River presents a wonderful opportunity to increase riverfront access for residents who are interested in water based recreational activities. Silent water activities, such as kayaking, are a fast-growing sector in the local recreation industry for many cities located along the Detroit River. The formerly heavily industrialized Detroit River now sees hundreds of paddlers every weekend but the ability of Ecorse residents to access the river for kayaking is severely limited.

Established in 1837, the Ecorse Rowing Club was the 2nd oldest rowing club in the U.S. and the oldest on the Detroit River. The Rowing Club Redevelopment will feature a universally accessible site and two canoe/kayak launches among other recreational amenities. This includes features for paddlers and general park visitors such as highly visible site signage at the entrance, bike racks for users of the Iron Belle Trail, benches, spotting scope (nature and wildlife viewing), interpretive signage and kiosks, 6-foot wide surface routes, accessible drinking fountains, accessible parking with maneuvering areas and trailer length spaces, permeable pavement, rain garden, two canoe/kayak launches (a sloped concrete ramp and a floating ADA launch), and landscaping.

The revitalization of this prime location for a public park and water recreation will offer all a chance to experience the Detroit Riverfront and its diverse wildlife and will offer a unique view between Canada and the U.S. territories. Specifically, this will benefit Ecorse residents as it will connect Ecorse's waterfront to regional greenways, trails, parks, and existing launch sites in various communities along the Detroit River.





07. FUTURE TRANSPORTATION PLAN

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

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

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

Complete Streets Policy

According to Smart Growth America, "Complete Streets are streets for everyone." They are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street, especially older adults, people living with disabilities, people who cannot afford or do not have access to a car, and historically underrepresented communities.

Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices. There is no one design for a Complete Street because each one is unique and responds to community context. A complete street may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

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

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

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

Network Improvements

VEHICLE NETWORK

Vehicle circulation, or how people maneuver through the community by car, is an important consideration when developing a plan for the future. Roads and other circulation routes are a means of controlling and organizing land use development within the community. Further, the circulation system must be integrated with all other aspects of the plan. Vehicular traffic should be accommodated but also balanced with other modes, rather than over-prioritized. Additionally, truck traffic should be carefully planned in the City due to the noise and air pollution impacts trucks have on quality of life. Additionally, 2nd Street, Beach Street, and High Street should be better signed and controlled to prevent accidental truck traffic and incidents in residential neighborhoods.

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

PEDESTRIAN NETWORK

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

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

TRANSIT CONNECTIONS

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

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

BICYCLE NETWORK

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

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

SHARED USE PATHS

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



CONVENTIONAL BIKE LANES

Bike lanes create a dedicated space for cyclists on a roadway. They are appropriate on streets with moderate to heavy traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signage. Bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. For safe cycling, bike lanes should be 4 feet to 6 feet wide. Since 2019, bike lanes have been added to West Jefferson Avenue, the busiest commercial corridor in the city. Bike lanes are also recommended on Visger Road.



MARKED SHARED LANES OR SHARROWS

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



SIGNED BIKE ROUTES

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

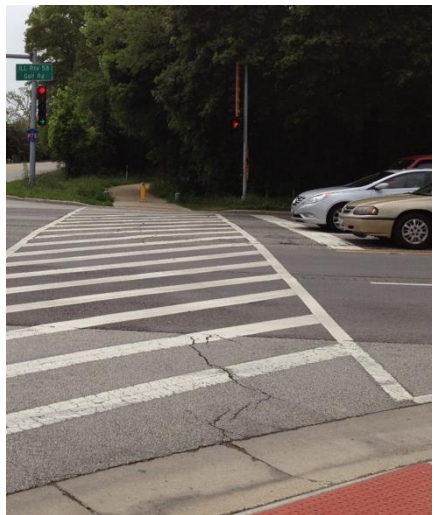


Intersection Treatments and Traffic Calming

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

PEDESTRIAN CROSSING RECOMMENDATIONS

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



ON-STREET PARKING AND LANE NARROWING

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

CORE INTERSECTIONS

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

GATEWAY INTERSECTIONS

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

OFF-STREET BIKE CROSSINGS

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



Future Transportation Plan

City of Ecorse
Wayne County, MI

December 12, 2022

LEGEND

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



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.





08. FUTURE LAND USE PLAN & ZONING PLAN

Future Land Use Plan Summary

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

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

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

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

Table 20: Future Land Use Acreage

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

* excludes right-of-way

Source: McKenna 2014 and Wayne County GIS

Future Land Use Plan

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



SINGLE FAMILY RESIDENTIAL

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

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

Single Family Residential Design Principles

Use. Single family residential areas are limited to single family uses and customary accessory uses.

Lot Size. The lot sizes in this area are generally between 30 feet and 45 feet wide, with most less than 35 feet wide. The City should encourage existing platted lots with existing residential units to be used for single family residential purposes. Lots that are missing residential dwelling units should be divided and combined with adjacent lots to increase lot sizes within the City. The City should also ensure that the minimum lot width equals that of the smallest average lot, to ensure lots do not become nonconforming.

Building Size. The housing stock is characterized by single family residences and accessory structures. The homes are typically one to two stories.

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

Building Placement .Front building setbacks should be similar to the existing patterns in the immediate neighborhood. Buildings facing the street should maintain a public facade that is not dominated by garage doors. Consequently, all attached garages should be recessed at least five feet behind the front facade with the front door and the garage door occupying not more than 50% of the building width at the property line. In the case of small lots, this may require a one car garage, a tandem two car garage, or access to a garage from a rear alley. Garages located on lots within the City's residential areas should be setback a minimum of ten (10) feet from the road, and side loaded if possible.

Character. The character of the single family neighborhood areas is important to maintain. Many of the homes in these areas are historic with Victorian-type architectural finishes and some are more modern post World War II bungalows. The City should ensure that infill development is respectfully and sensitively folded into the existing neighborhood. Other character recommendations include: a.) maintaining the open area between the street/sidewalk and the yard area of houses, b.) ensuring the continuity of sidewalks, c.) maintaining large diameter street trees, and d.) encouraging historic character (Victorian or Post WWII) when building additions or new construction is undertaken.

MULTIPLE FAMILY RESIDENTIAL

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

The existing areas of multiple family housing are well established within the neighborhoods in which they are located.

The areas planned for multiple family dwellings are located on or close to major roads within the City.

The multiple family development serves as a transitional use and a buffer between adjacent single family uses and commercial or other more intensive uses.

Multiple Family Residential Design Principles

Use. The multiple family residential use category includes dwellings of two (2) or more units and townhouse, apartment, and duplex-style residential uses and customary accessory uses. The preferred housing style is high quality townhouses or attached condominiums. Individual condominium ownership is preferred over absentee landlords usually found in apartment buildings.

Density. In large part, the density of multiple family residential areas will be determined by the site plan and the specific conditions contained in the Zoning Ordinance. Generally, the density will be between eight and 15 units per acre. Additional density may be warranted for projects that exhibit exceptional site layout and building design.

Building Size. Because multiple family developments are denser than single family developments, the provision of open space within the development is critical. Multiple family developments should include common open spaces for the residents of the development.

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

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

FLEXIBLE RESIDENTIAL

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

The lots in the flexible residential district are often 30ft wide or narrower. The City should also ensure that the minimum lot width equals that of the smallest average lot, to ensure lots do not become nonconforming.

Flexible Residential Design Principles

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

MANUFACTURED HOUSING PARKS

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

COMMERCIAL

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

Commercial Design Principles

Use. Commercial uses are characterized by automobile-oriented establishments targeting customers that are driving along the road and serve both a local and regional market, such as restaurants (fast food and standard) and strip centers with neighborhood commercial uses. The uses in this category are intended to be accessed by automobile, although pedestrian access should also be encouraged through site design. The area is most closely aligned with the B-3 General Business Zoning District.

Lot Coverage & Building. Some commercial uses occupy smaller buildings with significant impervious surface on the site. The City should consider reducing parking requirements for uses to reduce the amount of pavement on these lots, which would reduce surface runoff and help protect the water quality of the nearby rivers. Building mass should be appropriate to the proposed use with consideration toward the future use of the building. There are a few larger sites, near Jefferson Avenue and Visger Road that could be well suited to support larger scale retail developments like Target or Meijer. Preliminary market analysis indicates a demand for such uses in this location.

Building Placement & Setbacks. Commercial uses should have buildings set close to the road to be consistent with the historical building patterns of Ecorse. It is preferable for these uses to provide parking to the sides and rear, where appropriate.

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

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

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

CORRIDOR CORE

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

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

Jefferson / Salliotte (North Core Intersection)

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

Jefferson / Outer (Central Core Intersection)

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

Jefferson / Southfield (South Core Intersection)

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

Corridor Core Design Principles

Use. A mixture of commercial, office and multiple family residential uses is envisioned for this area. Any new development should fit into the fabric of existing uses in the area. For commercial uses, the corridor core is most closely aligned with the B-1 Local Business and the B-2 Community Business Zoning District.

Lot Coverage & Building Mass. The area is envisioned for traditional downtown commercial development with higher intensity multi-family housing intermixed. Mixed-use buildings are encouraged particularly buildings with upper-story residential uses. Existing residential uses are encouraged to develop first floor retail spaces or professional offices. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. New development could be of slightly taller in scale and massing than the existing development. Three to four story buildings should be encouraged. Planned development (PD) could be permitted to go higher to provide views of the River; however, density premiums should only be provided if durable building materials, public site amenities, landscaping, and traditional architectural details are incorporated into design.

Setbacks and Building Placement. The area is planned to have commercial and residential uses fronting Jefferson Ave. with appropriate screening and transitions to the adjacent residential districts. Streetscape improvements are required along

Jefferson to enhance the visual aesthetics of Jefferson Avenue. Landscape and screening to buffer single family residential uses is also required.

Character. The area is characterized by its close proximity to residential neighborhoods and the necessary connections that must be made to tie the area to the neighborhood. Architecture and design elements of the neighborhood should be incorporated into building design, particularly: rectangular windows (width-to-height ratio of 1:2), building materials, roof lines, and building mass. Off-street parking areas should screen vehicles from residential and public areas.

NEIGHBORHOOD MIXED USE

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

Visger Road Neighborhood Mixed Use

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

Salliotte Avenue Neighborhood Mixed Use

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

Neighborhood Mixed Use Design Principles

Use. A mixture of neighborhood-serving commercial, residential, and multiple family residential uses is envisioned for this area. Any new development should fit into the fabric of existing uses in the area. For commercial uses, Visger Road is most closely aligned with the B-2 Community Business Zoning District, while Salliotte is most closely aligned with the B-1 Local Business Zoning District. Restaurants and convenience uses are appropriate for along Salliotte area only when related through design to residential uses.

Lot Coverage & Building Mass. New development should not overwhelm existing development in scale and mass. Building mass should reflect the character of nearby residential housing and two to three story buildings are encouraged. Less parking will be needed as this area should be serving the residential neighborhoods, not the community or region.

Setbacks and Building Placement. New development should have two equally prominent frontages, the street side and the rear that faces the residential neighborhood. The scale and placement of new structures should be carefully designed so as not to overwhelm existing development. Development in the area should incorporate shared access drives between uses in order to minimize traffic impacts on existing uses. Parking lots should be located where they are not intrusive but properly landscaped and screened to protect the single family neighborhoods. Streetscape improvements are to provide high quality pedestrian access between the area and the surrounding areas.

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

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

PUBLIC

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

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

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

INDUSTRIAL

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

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

Industrial uses are proposed at the following locations:

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

SPECIAL AREAS

Mill Street Area

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

Former Frenchman’s Cove District

The plan for Frenchman’s Cove was completed in 1986 and was translated into the regulations in the City Zoning Ordinance. It is not the intent of this plan to supersede the planning process that occurred for the Frenchman’s Cove district – the Frenchman’s Cove neighborhood remains today, despite the removal of the zoning district of the same name. The former zoning district’s proposed land uses are envisioned to remain as previously determined with the exception of a section of frontage on Jefferson Avenue planned to be incorporated into the corridor core. Much of the development will occur through the use of Planned Developments, to promote design, aesthetics and zoning flexibility.

FLEX AREAS

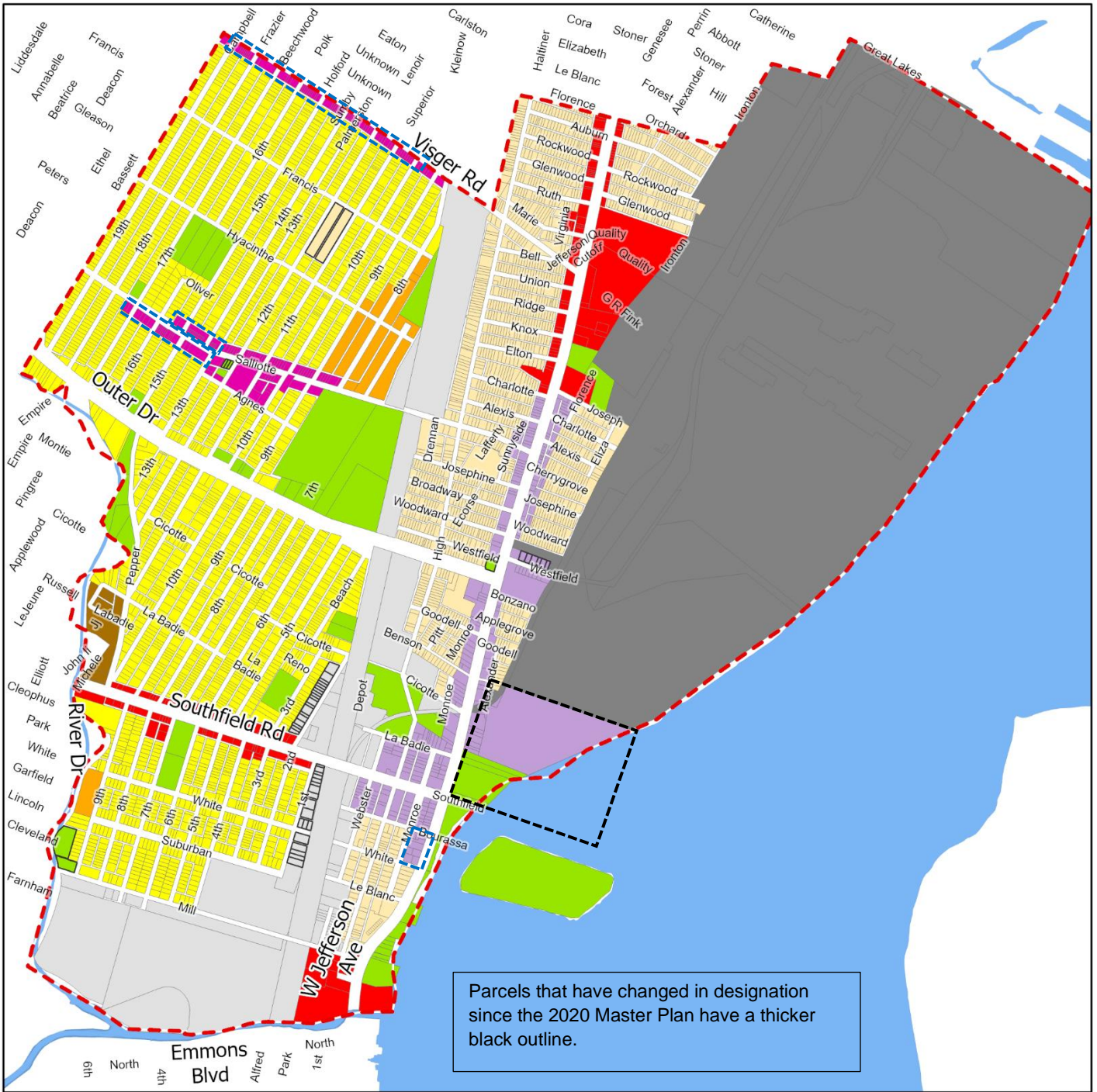
A “flex area” is an area that could have more than one appropriate future land use designation. Please note that a flex area does not mean the same thing as the “flexible residential” future land use category.

Residential-Commercial Flex Areas

These flex areas are locations that lie on the boundary between a commercially-designated area and a residentially-designated area. In these locations, the land is typically designated as “neighborhood mixed use” commercial or “corridor core” commercial. However, a purely residential development could also be compatible in these areas, if it is designed in harmony with the character of the surrounding neighborhood. In particular, multi-family developments and townhomes would be suitable land uses in these locations and could be used to strategically infill vacant lots between commercial businesses.

Commercial-Recreational Flex Areas

These flex areas are locations where commercial businesses or recreational attractions would be well-suited. Ideally, these areas should be developed as a mix of commercial and recreational amenities, to catalyze development in high-traffic areas.





Parcels that have changed in designation since the 2020 Master Plan have a thicker black outline.

Future Land Use

City of Ecorse
Wayne County, MI

December 12, 2022

-  Residential-Commercial Flex Area
-  Commercial-Recreational Flex Area

LEGEND

Future Land Use Categories

-  Single Family Residential
-  Flexible Residential
-  Multiple Family Residential
-  Neighborhood Mixed Use
-  Commercial
-  Corridor Core
-  Light Industrial
-  Industrial
-  Public/Quasi-Public
-  City Boundary
-  Waterbodies



Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Sources:
Wayne County, 2018.
State of Michigan, 2020.
SEMCOG, 2022.
McKenna, 2022.



Zoning Plan

The Zoning Ordinance is the major tool available to local government to implement the land use map of the master plan. In 2020, Ecorse adopted a new Zoning Ordinance in accordance with the 2015 Master Plan’s Future Land Use Map – the entire city was rezoned, and new zoning districts were established that roughly matched the category on the Future Land Use Map. Despite these strides, it is important for a community to review its zoning as it is put into action to see what is working and what is not working. As such, the following Zoning Plan reflects not only the 2023 Master Plan and Future Land Use Map, but also the necessary zoning changes that have been discovered through the use of the current ordinance.

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

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

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

Table 21: Future Land Use and Zoning Map Correlation

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

Source: McKenna 2015

REZONINGS (MAP AMENDMENTS)

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

TEXT AMENDMENTS

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

- Modifications to minimum lot widths, to ensure as many residential lots are conforming as possible. Currently, many lots do not meet the 45ft width required by the zoning ordinance.
- Review and consideration of lower minimum floor area requirements. As tiny homes and other alternative housing types become more popular, the current floor area minimums may no longer be suitable for all building types.
- Modifications to the nonconformities chapter of the zoning ordinance to ensure that existing buildings can be redeveloped and rehabilitated where appropriate.
- Modifications to the permitted uses along Visger Road to better match the uses permitted by River Rouge, on the opposite side of the road.

PLANNED UNIT DEVELOPMENTS

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

Planned unit developments should be considered for the unique larger sites in the city, such as the Mill Street Site and the Mt Zion Site, to allow for greater flexibility and the establishment of public benefits.

INCENTIVE ZONING

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

OVERLAY ZONING

Overlay zoning allows the City to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zone is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Thus, the overlay district regulations supplement the regulations of the underlying zoning district. Overlay zoning has been used in other communities to address special conditions and features, such as historic areas, wetlands, and other environmentally sensitive areas, without disrupting the underlying zoning plan.

Currently, the City has one overlay zones: the West Jefferson Overlay District. This district was created as an opt-in district, which allows a wider variety of uses and higher density in the development node surrounding W Jefferson Avenue and Quality Drive. The district corresponds with the node boundaries identified in the 2020 W Jefferson Overlay Plan. In the future, it may be appropriate to create similar districts that correspond with the other nodes in the 2020 Plan.



09. IMPLEMENTATION PLAN

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

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

The Implementation Table below consolidates all the goals and objectives into a single table. Each objective is assigned a timeline, priority, and a lead agency, department, or public board/commission. The purpose of the Implementation Table is to keep the City of Ecorse accountable for the Master Plan and to ensure the goals are translated into reality.

Boards and Commissions		Departments	
BR	Board of Review	CAD	City Administrator
CC	City Council	AD	Assessor
DBB	Dangerous Building Board	BD	Building
DDA	Downtown Development Authority	CD	Community Development
EBRA	Ecorse Brownfield Redevelopment Authority	ED	Engineering
HC	Historic Commission	FD	Fire Department
LB	Library Board	HD	Housing
PC	Planning Commission	PD	Police Department
RC	Recreation Committee	PR	Parks and Recreation
REC	Real Estate Committee	PS	Public Services
ZBA	Zoning Board of Appeals		

Agencies	
COC	Ecorse Chamber of Commerce
MDOT	Michigan Department of Transportation
WC	Wayne County

TIMELINE KEY	
NT	Near-Term (1-2 years)
MT	Medium-Term (3-5 years)
LT	Long-Term. (5-10 years)

PRIORITY KEY	
H	Higher Priority
M	Medium Priority
L	Lower Priority

Table 22: Implementation Matrix

GOAL 1

Foster the creation of a downtown corridor with enhanced waterfront access along Jefferson Avenue.

Objective	Lead(s)	Timeline	Priority
Create a revolving loan program for facade improvements	AD	NT	M
Improve maintenance of streets and alleys in the downtown area	PS	MT	H
Encourage new retail businesses to locate in existing storefronts	DDA	LT	H
Focus initial attention on a three areas of activity area to begin improvements: the Dingell Park Area, the Outer Drive intersection, and the historic character building cluster around Salliotte Street	CC	LT	L
Continue improvements and maintenance to Dingell Park	RC	NT	M
Maintain prominent public or semi-public access to waterfront areas	PR	NT	M
Encourage connections from commercial uses to the waterfront	DD	LT	L
Provide incentives and opportunities for private investment in the Dingell Park Area	CC	NT	H
Seek State and Federal improvement/development grants and consider use of Brownfield and or DDA funding to incentivize private investment	CAD	MT	H
Encourage increased housing density and new development in the neighborhoods east and west of Jefferson Avenue	REC	LT	H

GOAL 2.

Support businesses, job creation, and redevelopment of blighted and vacant property in Ecorse.

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

GOAL 3.

Promote resident pride in Ecorse through community development and investments in the appearance of neighborhoods and businesses.

Objectives	Lead(s)	Timeline	Priority
Identify key locations for City gateways and public places for banners, identity markers, and community wayfinding signs	PS	NT	H
Develop a strong visual statement at key entryways into the City with landscaping, public art, and street treatments	DDA	MT	M
Pursue revitalization of the City's water tower	CD	LT	L
Hire a staff member to work on advertising of city programs and securing grant funding	CAD	NT	H
Develop a program to identify neighborhoods with signage or street sign toppers to increase interest and participation in neighborhood improvement activities	REC	LT	L
Emphasize historic structures and local legends as image builders	HC	LT	M
Enhance existing gathering places to serve as settings for community activities (e.g., waterfront, parks, schools, playfields, sidewalks)	RC	MT	H
Use social organizations to increase community capacity for leadership through active use of community facilities, creation of block clubs, and other leadership development opportunities	CC	MT	L
Coordinate activities between the City and School District to maximize availability of community facilities	PR	NT	M
Develop and promote neighborhood beautification programs to improve the desirability and appearance of all residential areas	CD	MT	H
Encourage simple low-cost improvements that can be supported through volunteer efforts like flower planters and graffiti clean-up	CD	NT	H
Foster resident participation by re-establishing City sponsored events like neighborhood clean-up days, community policing, and public celebrations like July 4 fireworks	PS	NT	H
Assess the costs and benefits of implementing a local recycling, e-waste, and toxic chemical disposal programs, as well as any joint municipal opportunities	PS	LT	L

GOAL 4.

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

Objectives	Lead(s)	Timeline	Priority
Encourage the redevelopment of housing by private entrepreneurs	REC	LT	L
Enforce existing regulations and ordinances directed toward the improvement of environmental conditions in residential areas	EBRA	NT	M
Use code enforcement as a mechanism for maintaining and upgrading housing stock	BD	NT	H
Create opportunities for infill residential development that respects the fabric of the existing neighborhood	CD	MT	H
Continue efforts to demolish and remove abandoned, vacant and dilapidated housing throughout the City	DBB, CD	LT	M
Build staff capacity to implement MSHDA and Federal programs aimed at improving neighborhoods	CD	LT	M
Encourage the development of a housing rehabilitation program focused on providing reinvestment in neighborhoods	CD	LT	H
Work with Community Development Corporations (CDCs) or develop a CDC to target particular neighborhoods for housing improvements and provide home ownership assistance and education	CC	LT	L

Regulate rental housing and enforce rental housing codes through a formal inspection program	BD	NT	H
Create opportunities for affordable, higher density, home ownership projects, such as condominium townhouses, brownstones, and infill apartments/houses	CD	LT	H
Investigate how the City can strengthen home improvements for seniors and disabled residents	BD	NT	H

GOAL 5

Improve roads and connections in Ecorse for walking, biking, transit, and cars.

Objectives	Lead(s)	Timeline	Priority
Require new development and redevelopment to prioritize walking as primary mode of access	PC	LT	M
Create better connections through and between neighborhoods, parks, and community destinations by installing bicycle/wayfinding signs and safe crossing improvements	RC	LT	H
Install bike lanes or marked shared lanes on Southfield Rd, Visger Road, and Salliotte Avenue	MDOT, WC, ENG	MT	L
Install bike parking at key community destinations, like Dingell Park, the high school, and the Visger Road, Salliotte Avenue, and Jefferson Avenue commercial areas	PS	NT	M
Install a shared use path on Outer Drive and Southfield Road	ENG	MT	H
Consider the creation of a "rail-with-trail" from Dingell Park into River Rouge and Detroit along the Detroit River	RC	LT	L
Limit industrial traffic on residential streets	PS	NT	L
Improve safety at railroad crossings and underpasses	MDOT	LT	L
Improve bus access and bus stop amenities along regional transit routes and participate in planning for new transit with RTA and neighboring jurisdictions	WC	LT	M
Add signage to better direct trucks trying to access their shipping destinations to minimize disruptions to neighborhood streets	PS, WC	NT	H

Potential Policies and Programs

FISCAL IMPACT ANALYSIS

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

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

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

DEVELOPMENT AGREEMENTS

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

Funding Mechanisms

CAPITAL IMPROVEMENTS PROGRAM

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

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

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

DEDICATED MILLAGE

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

SPECIAL ASSESSMENTS

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

DDA AND TAX INCREMENT FINANCING

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

MDNR RECREATION GRANT PROGRAMS

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

MAP-21 TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

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

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

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

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

Ongoing Planning and Implementation

PUBLIC INFORMATION AND EDUCATION

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

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

MAINTAINING THE PLAN

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

COOPERATION BETWEEN UNITS OF GOVERNMENT

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

PRE-APPLICATION CONFERENCES

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

STAFF ACKNOWLEDGMENTS



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Carrie Leitner Graphic Design

10. APPENDICES

Complete Public Survey Feedback

Resolution

Sample Public Notices

2020 West Jefferson Corridor Plan

Complete Public Survey Feedback

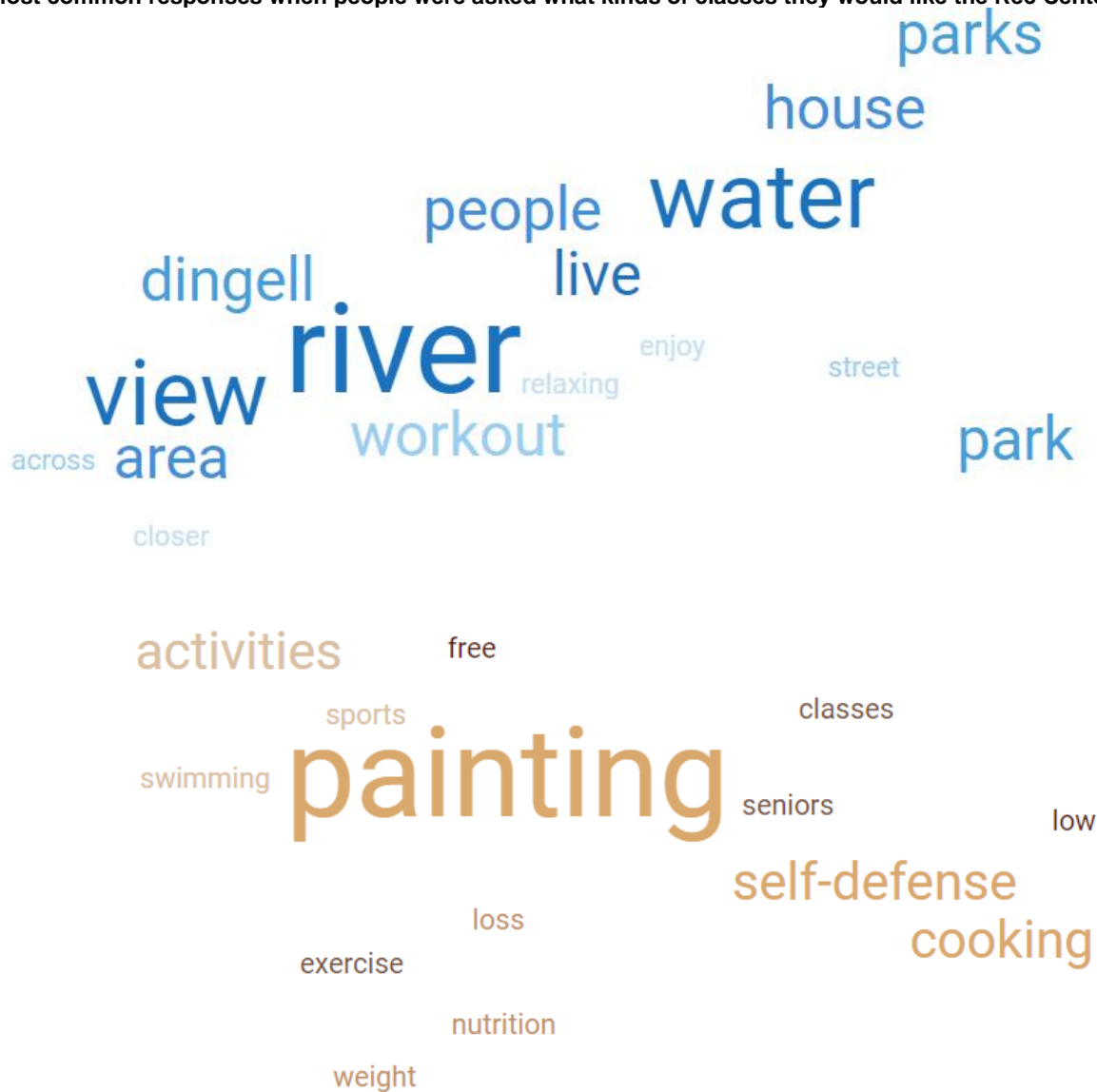
The public survey received 21 responses over a 1-month period. The main themes of several subjects are depicted in the word clouds below, while the individual results for each question can be found on the following pages.

KEY THEMES

The following key themes and findings were drawn from the survey results:

- Respondents identified the waterfront and river as key opportunities for future recreational development
- Respondents supported the addition of workout equipment in the parks and would like to continue seeing the park equipment diversify to include more options beyond playsets
- Respondents noted that basic maintenance and crime deterrence were the greatest need for the parks in general
- Respondents favored offering more outdoor events and classes/activities in the parks
- Respondents were most in favor of cooking/nutrition, painting, and self-defense classes
- Respondents were most concerned with public safety and parks offerings with regard to the city's future, followed closely by building appearances and economic strength

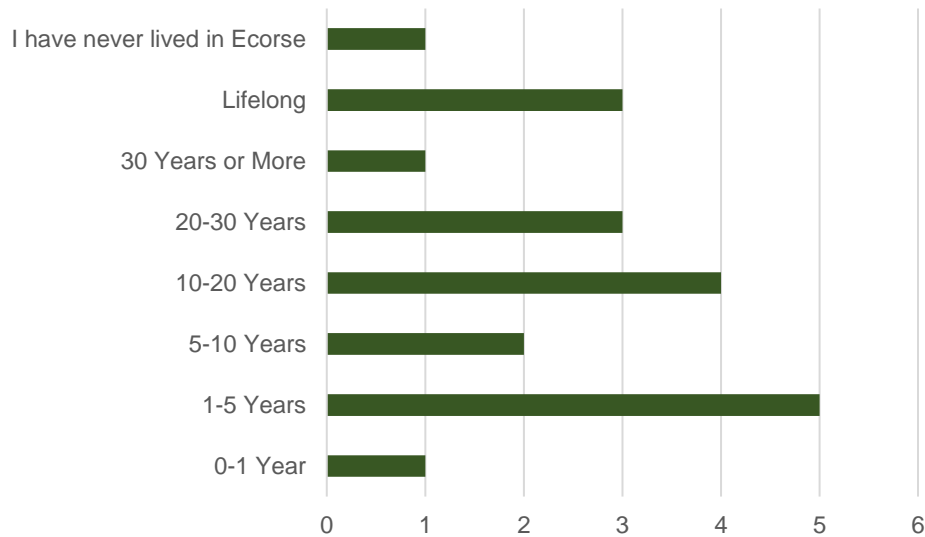
Most common responses when people were asked what kinds of classes they would like the Rec Center to offer.



COMPLETE SURVEY BREAKDOWN

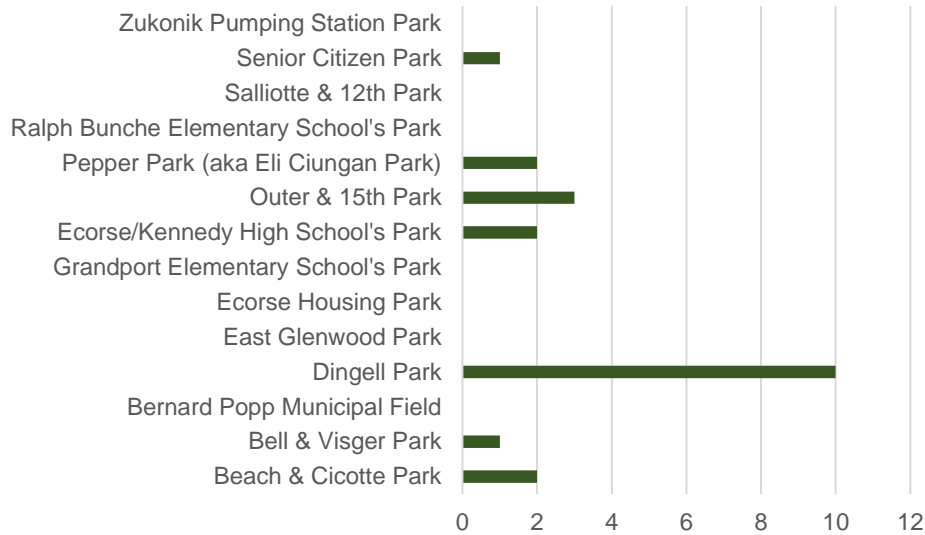
Question 1: How long have you lived in Ecorse?

Choice	Responses	
0-1 Year	1	5.00%
1-5 Years	5	25.00%
5-10 Years	2	10.00%
10-20 Years	4	20.00%
20-30 Years	3	15.00%
30 Years or More	1	5.00%
Lifelong	3	15.00%
I have never lived in Ecorse	1	5.00%



Question 2: What is your favorite park in Ecorse? Chose 1-2 options.

Choice	Responses	
Beach & Cicotte Park	2	9.52%
Bell & Visger Park	1	4.76%
Bernard Popp Municipal Field	0	0.00%
Dingell Park	10	47.62%
East Glenwood Park	0	0.00%
Ecorse Housing Park	0	0.00%
Grandport Elementary School's Park	0	0.00%
Ecorse/Kennedy High School's Park	2	9.52%
Outer & 15th Park	3	14.29%
Pepper Park (aka Eli Ciungan Park)	2	9.52%
Ralph Bunche Elementary School's Park	0	0.00%
Salliotte & 12th Park	0	0.00%
Senior Citizen Park	1	4.76%
Zukonik Pumping Station Park	0	0.00%

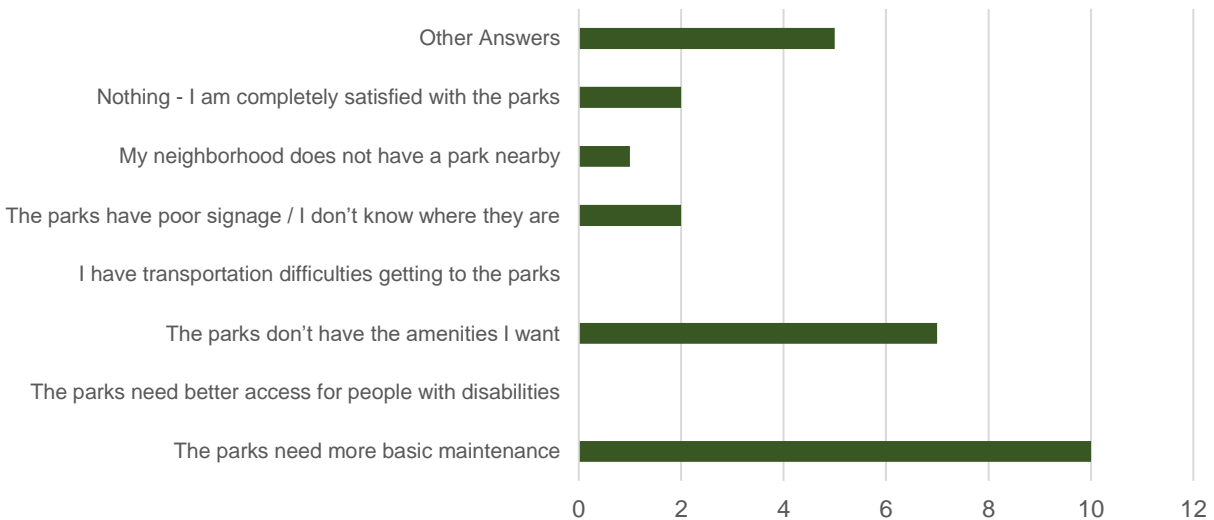


Question 3: Why is it your favorite?

- We live across the street
- Can view the river and the people
- Its Relaxing and you can enjoy
- Closer to my house and the river view
- Because it is the only one in the area that I live. There is no parks between 2nd and 9th and Southfield and Mill Street.
- There the cleanest and have more things for the kids to play on
- Tranquil beauty on the water
- River
- Water view
- Their nice and close to my house
- The water front
- Dingell Beach St
- Because the parks are part of Ecorse they're All my favorite. I'd like to see Dingell park limit the amount of people fishing off the boardwalk. I'd like to see local music acts playing in the park.
- Workout station!
- The river
- The workout area
- Its fun

Question 4: Choose 1-2 options from the list below. What is the biggest issue for you when using our local parks?

Choice	Responses	
The parks need more basic maintenance	10	37.04%
The parks need better access for people with disabilities	0	0.00%
The parks don't have the amenities I want	7	25.93%
I have transportation difficulties getting to the parks	0	0.00%
The parks have poor signage / I don't know where they are	2	7.41%
My neighborhood does not have a park nearby	1	3.70%
Nothing - I am completely satisfied with the parks	2	7.41%
Other Answers	5	18.52%



Question 5: If you chose "Other" on the last question, please explain why in the box below.

- Hello, I live across the street from Bell park. I live in Bell Street. It is a beautiful park. My daughter loves going. But there are teenagers smoking marijuana almost every time we go
- Every time I go is the only thing I don't like the dogs poop all over
- Better management of time and resources
- They are so dirty, no soap etc. DPW needs to take better care

Question 6: If you chose "The parks don't have the amenities I want" on the last question, please explain which amenities are missing below.

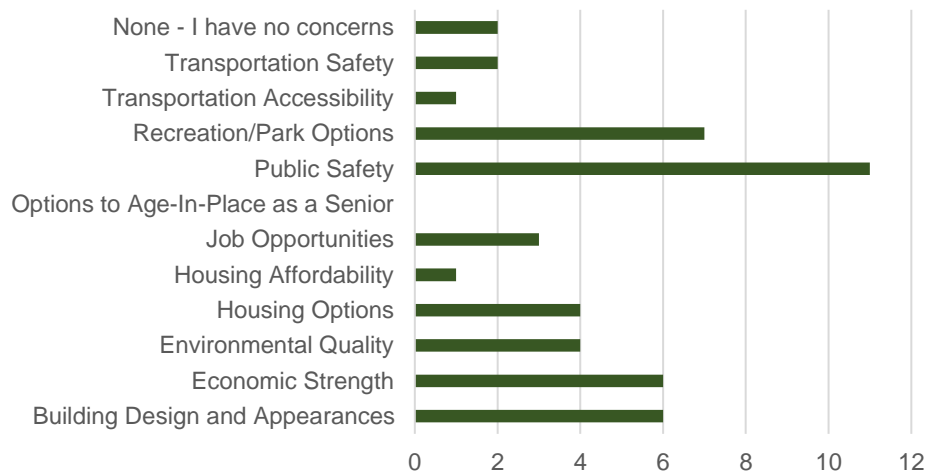
- It needs another pavilion at the new end of the park the first part is filled with drunks
- Exercise equipment and a walking track
- More attractions like art in the park or a car show.
- More river access
- A tire swing
- Tire swings and spin thing
- Spinny thing and more swings
- Zipline, rock climbing, fun stuff

Question 7: The City is renovating the Recreation Center. What types of classes would you take if they were offered (for free or extremely low cost)?

- Painting, self-defense, swimming, sports
- Nutrition, weight loss ,and exercise classes for seniors that are free or low cost.
- Cooking, painting, crafts, clay pottery
- Cooking
- Where is the rec center?
- Soccer volleyball
- After school activities, mentoring, computer training, college prep. Etc.
- Self defense
- Need a plan
- Water aerobics
- Crochet
- Painting & self defense
- I'm open for any helpful resources and fun activities.
- Painting
- Any
- Painting

Question 8: Choose 1-3 options from the list below. Which topics are your biggest concerns for Ecorse in the future?

Choice	Responses	
Building Design and Appearances	6	12.77%
Economic Strength	6	12.77%
Environmental Quality	4	8.51%
Housing Options	4	8.51%
Housing Affordability	1	2.13%
Job Opportunities	3	6.38%
Options to Age-In-Place as a Senior	0	0.00%
Public Safety	11	23.40%
Recreation/Park Options	7	14.89%
Transportation Accessibility	1	2.13%
Transportation Safety	2	4.26%
None - I have no concerns	2	4.26%



Question 9: Do you have other concerns that are not listed above?

- Would like to see more events or helpful clinics for seniors to learn the basics of the new technology in today's world.
- Have a recycle bin for paper cardboard and all the other stuff
- Building design and appearances.
- Speed bumps near schools

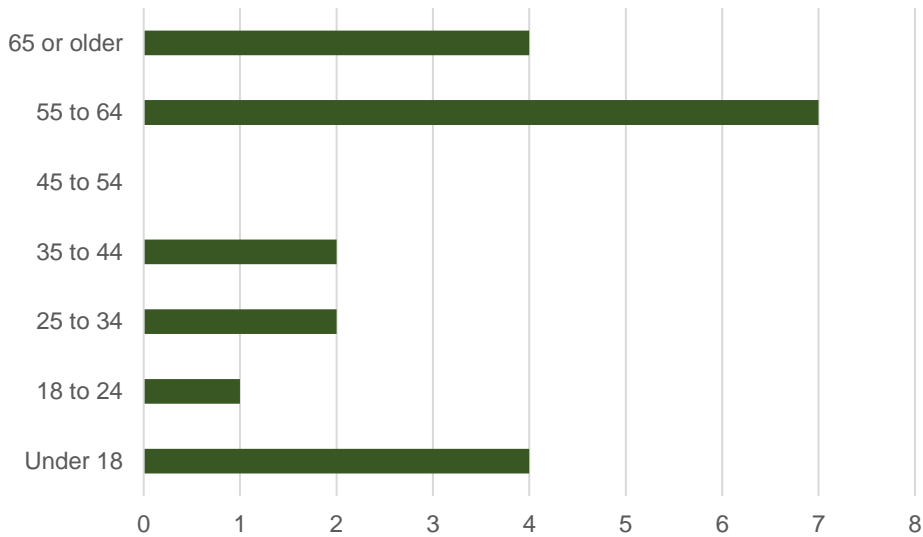
Question 10: What is one change, big or small, that you believe would improve the quality of life in Ecorse?

- More programs for kids to get involved in and improve their basic quality of life in the real world that would help them advance their knowledge of understanding real life concerns.
- Speed bumps in school streets let's keep kids safe, making sure garbage cans are available at parks and have cameras for safety
- Have a kindergarten or pre-k
- Would work on the streets from Southfield to Mill
- A new mayor, a gated community around the projects more police patrol and speed bumps
- Change the perception of how people view Ecorse. The city has a negative view to people who pass through or visit a great city with even greater residents who mostly take pride in their city
- Less crime and fine residents from not keeping up the outdoor maintenance on their homes
- Making Jefferson Ecorse's downtown
- A huge business attraction to the waterfront.
- More accessibility to the river
- I don't know

- Funner stuff at all the parks
- Remove gun

Question 11: What is your age?

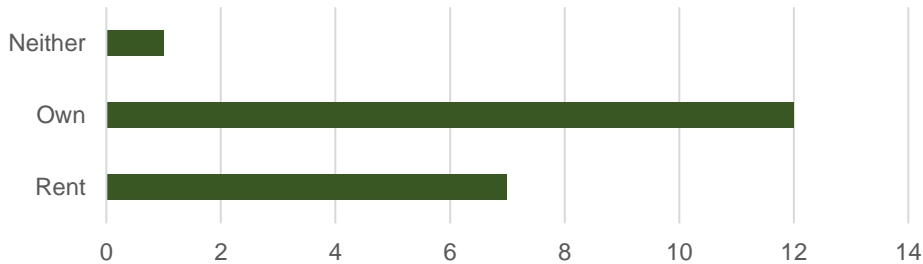
Choice	Responses	
Under 18	4	20.00%
18 to 24	1	5.00%
25 to 34	2	10.00%
35 to 44	2	10.00%
45 to 54	0	0.00%
55 to 64	7	35.00%
65 or older	4	20.00%



Question 12: What is your housing situation?

Note: respondents were instructed to select "neither" if they were a child living with parents, an elderly relative living with family, a dependent, or living in another housing arrangement that is neither renting nor owning.

Choice	Responses	
Rent	7	35.00%
Own	12	60.00%
Neither	1	5.00%



Parks and Recreation Survey



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How long have you lived in Ecorse?

If you have lived in Ecorse multiple times throughout life but have taken breaks to live elsewhere, please add up only your time in Ecorse.

- 0-1 Year
- 1-5 Years
- 5-10 Years
- 10-20 Years
- 20-30 Years
- 30 Years or more (but not lifelong)
- Lifelong
- I have never lived in Ecorse

What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- Bell and Visger Playground
- East Glenwood Park
- Outer Drive and 15th Playground
- Salliotte and 12th Park
- Senior Citizen Park
- Zukonic Pumping Station Park
- Bernard Popp Municipal Field
- Ecorse Housing Park
- Beach and Cicotte Park
- Eli Ciungan Park (aka Pepper Park)
- Dingell Park
- Grand Port Elementary School's Park
- Kennedy/Ecorse High School's Park
- Ralph Bunche Elementary School's Park

Why is it your favorite?

Work out station!

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as: _____
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
- My neighborhood does not have a park nearby
- Other: _____

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- | | |
|--|--|
| <input type="checkbox"/> Job Opportunities | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Economic Strength | <input type="checkbox"/> Recreation/Park Options |
| <input type="checkbox"/> Environmental Quality | <input type="checkbox"/> Building Design and Appearances |
| <input type="checkbox"/> Housing Options | <input type="checkbox"/> Transportation Accessibility |
| <input type="checkbox"/> Housing Affordability | <input type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

Demographic Questions

These are completely anonymous and voluntary. Demographic data helps the City understand which groups of people have special needs, and helps us create more equitable parks in the future.

What is your age?

- | | |
|---|---|
| <input type="checkbox"/> Under 18 years | <input type="checkbox"/> 45 to 54 years |
| <input type="checkbox"/> 18 to 24 years | <input type="checkbox"/> 55 to 64 years |
| <input type="checkbox"/> 25 to 34 years | <input type="checkbox"/> 65 years or more |
| <input type="checkbox"/> 35 to 44 years | |

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- | | | |
|-------------------------------|------------------------------|----------------------------------|
| <input type="checkbox"/> Rent | <input type="checkbox"/> Own | <input type="checkbox"/> Neither |
|-------------------------------|------------------------------|----------------------------------|

Thank you for completing the survey! Please return it to the drop box outside the Recreation Center, on W Jefferson Ave next to the Senior Center.

You may also email a photo or scan of your completed survey to nwolf@mcka.com.

Parks and Recreation Survey



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- | | |
|---|--|
| <input type="checkbox"/> 0-1 Year | <input type="checkbox"/> 20-30 Years |
| <input checked="" type="checkbox"/> 1-5 Years | <input type="checkbox"/> 30 Years or more (but not lifelong) |
| <input type="checkbox"/> 5-10 Years | <input type="checkbox"/> Lifelong |
| <input type="checkbox"/> 10-20 Years | <input type="checkbox"/> I have never lived in Ecorse |

What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- | | |
|--|--|
| <input type="checkbox"/> Bell and Visger Playground | <input type="checkbox"/> Ecorse Housing Park |
| <input type="checkbox"/> East Glenwood Park | <input type="checkbox"/> Beach and Cicotte Park |
| <input type="checkbox"/> Outer Drive and 15th Playground | <input type="checkbox"/> Eli Ciungan Park (aka Pepper Park) |
| <input type="checkbox"/> Salliotte and 12th Park | <input checked="" type="checkbox"/> Dingell Park |
| <input type="checkbox"/> Senior Citizen Park | <input type="checkbox"/> Grand Port Elementary School's Park |
| <input type="checkbox"/> Zukonic Pumping Station Park | <input type="checkbox"/> Kennedy/Ecorse High School's Park |
| <input type="checkbox"/> Bernard Popp Municipal Field | <input type="checkbox"/> Ralph Bunche Elementary School's Park |

Why is it your favorite?

the river

What is the biggest issue for you when using our local parks?

- | |
|---|
| <input type="checkbox"/> The parks need more basic maintenance |
| <input type="checkbox"/> The parks need better access for people with disabilities |
| <input type="checkbox"/> The parks don't have the amenities I want, such as: <u>More river access</u> |
| <input type="checkbox"/> I have transportation difficulties getting to the parks |
| <input type="checkbox"/> The parks have poor signage/I don't know where they are |
| <input type="checkbox"/> My neighborhood does not have a park nearby |
| <input type="checkbox"/> Other: _____ |

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

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|--|---|
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| <input type="checkbox"/> Economic Strength | <input checked="" type="checkbox"/> Recreation/Park Options |
| <input type="checkbox"/> Environmental Quality | <input type="checkbox"/> Building Design and Appearances |
| <input type="checkbox"/> Housing Options | <input type="checkbox"/> Transportation Accessibility |
| <input type="checkbox"/> Housing Affordability | <input checked="" type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

Speed Bumps Near schools

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

MORE Accessibility to the river

Demographic Questions

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- | | |
|---|--|
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| <input type="checkbox"/> 25 to 34 years | <input type="checkbox"/> 65 years or more |
| <input type="checkbox"/> 35 to 44 years | |

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- Rent Own Neither

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| <input type="checkbox"/> 5-10 Years | <input type="checkbox"/> Lifelong |
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Why is it your favorite?

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as: A TIRE SWING
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
- My neighborhood does not have a park nearby
- Other: _____

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- | | |
|--|---|
| <input type="checkbox"/> Job Opportunities | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Economic Strength | <input checked="" type="checkbox"/> Recreation/Park Options |
| <input checked="" type="checkbox"/> Environmental Quality | <input type="checkbox"/> Building Design and Appearances |
| <input checked="" type="checkbox"/> Housing Options | <input type="checkbox"/> Transportation Accessibility |
| <input type="checkbox"/> Housing Affordability | <input type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

Demographic Questions

These are completely anonymous and voluntary. Demographic data helps the City understand which groups of people have special needs, and helps us create more equitable parks in the future.

What is your age?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Under 18 years | <input type="checkbox"/> 45 to 54 years |
| <input type="checkbox"/> 18 to 24 years | <input type="checkbox"/> 55 to 64 years |
| <input type="checkbox"/> 25 to 34 years | <input type="checkbox"/> 65 years or more |
| <input type="checkbox"/> 35 to 44 years | |

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- | | | |
|--|------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Rent | <input type="checkbox"/> Own | <input type="checkbox"/> Neither |
|--|------------------------------|----------------------------------|

Thank you for completing the survey! Please return it to the drop box outside the Recreation Center, on W Jefferson Ave next to the Senior Center.

You may also email a photo or scan of your completed survey to nwolf@mcka.com.

Parks and Recreation Survey



Welcome! Thank you for choosing to contribute to the Ecorse Parks and Rec Plan. This brief survey is being conducted by the City of Ecorse to help improve our parks. All responses are anonymous, and no personal information will be shared with the public.

How long have you lived in Ecorse?

If you have lived in Ecorse multiple times throughout life but have taken breaks to live elsewhere, please add up only your time in Ecorse.

- 0-1 Year
- 1-5 Years
- 5-10 Years
- 10-20 Years
- 20-30 Years
- 30 Years or more (but not lifelong)
- Lifelong
- I have never lived in Ecorse

What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- Bell and Visger Playground
- East Glenwood Park
- Outer Drive and 15th Playground
- Salliotte and 12th Park
- Senior Citizen Park
- Zukonic Pumping Station Park
- Bernard Popp Municipal Field
- Ecorse Housing Park
- Beach and Cicotte Park
- Eli Ciungan Park (aka Pepper Park)
- Dingell Park
- Grand Port Elementary School's Park
- Kennedy/Ecorse High School's Park
- Ralph Bunche Elementary School's Park

Why is it your favorite?

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as:
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
- My neighborhood does not have a park nearby
- Other: _____

More swings and spin things

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- | | |
|--|---|
| <input type="checkbox"/> Job Opportunities | <input checked="" type="checkbox"/> Public Safety |
| <input type="checkbox"/> Economic Strength | <input type="checkbox"/> Recreation/Park Options |
| <input type="checkbox"/> Environmental Quality | <input checked="" type="checkbox"/> Building Design and Appearances |
| <input type="checkbox"/> Housing Options | <input type="checkbox"/> Transportation Accessibility |
| <input type="checkbox"/> Housing Affordability | <input checked="" type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

Demographic Questions

These are completely anonymous and voluntary. Demographic data helps the City understand which groups of people have special needs, and helps us create more equitable parks in the future.

What is your age?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Under 18 years | <input type="checkbox"/> 45 to 54 years |
| <input type="checkbox"/> 18 to 24 years | <input type="checkbox"/> 55 to 64 years |
| <input type="checkbox"/> 25 to 34 years | <input type="checkbox"/> 65 years or more |
| <input type="checkbox"/> 35 to 44 years | |

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- | | | |
|--|------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Rent | <input type="checkbox"/> Own | <input type="checkbox"/> Neither |
|--|------------------------------|----------------------------------|

Thank you for completing the survey! Please return it to the drop box outside the Recreation Center, on W Jefferson Ave next to the Senior Center.

You may also email a photo or scan of your completed survey to nwolf@mcka.com.

Parks and Recreation Survey



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How long have you lived in Ecorse?

If you have lived in Ecorse multiple times throughout life but have taken breaks to live elsewhere, please add up only your time in Ecorse.

- 0-1 Year
- 1-5 Years
- 5-10 Years
- 10-20 Years
- 20-30 Years
- 30 Years or more (but not lifelong)
- Lifelong
- I have never lived in Ecorse

What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- Bell and Visger Playground
- East Glenwood Park
- Outer Drive and 15th Playground
- Salliotte and 12th Park
- Senior Citizen Park
- Zukonic Pumping Station Park
- Bernard Popp Municipal Field
- Ecorse Housing Park
- Beach and Cicotte Park
- Eli Ciungan Park (aka Pepper Park)
- Dingell Park
- Grand Port Elementary School's Park
- Kennedy/Ecorse High School's Park
- Ralph Bunche Elementary School's Park

Why is it your favorite?

The workout area

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as: Spicy thing/More swings
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
- My neighborhood does not have a park nearby
- Other: _____

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

Painting

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- | | |
|--|---|
| <input type="checkbox"/> Job Opportunities | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Economic Strength | <input checked="" type="checkbox"/> Recreation/Park Options |
| <input type="checkbox"/> Environmental Quality | <input checked="" type="checkbox"/> Building Design and Appearances |
| <input type="checkbox"/> Housing Options | <input type="checkbox"/> Transportation Accessibility |
| <input type="checkbox"/> Housing Affordability | <input type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.



What is one change, big or small, that you believe would improve the quality of life in Ecorse?

I Don't know

Demographic Questions

These are completely anonymous and voluntary. Demographic data helps the City understand which groups of people have special needs, and helps us create more equitable parks in the future.

What is your age?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Under 18 years | <input type="checkbox"/> 45 to 54 years |
| <input type="checkbox"/> 18 to 24 years | <input type="checkbox"/> 55 to 64 years |
| <input type="checkbox"/> 25 to 34 years | <input type="checkbox"/> 65 years or more |
| <input type="checkbox"/> 35 to 44 years | |

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- | | | |
|--|------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Rent | <input type="checkbox"/> Own | <input type="checkbox"/> Neither |
|--|------------------------------|----------------------------------|

Thank you for completing the survey! Please return it to the drop box outside the Recreation Center, on W Jefferson Ave next to the Senior Center.

You may also email a photo or scan of your completed survey to nwolf@mcka.com.

Parks and Recreation Survey



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- 0-1 Year
- 1-5 Years
- 5-10 Years
- 10-20 Years
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- Lifelong
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What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- Bell and Visger Playground
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- Ecorse Housing Park
- Beach and Cicotte Park
- Eli Ciungan Park (aka Pepper Park)
- Dingell Park
- Grand Port Elementary School's Park
- Kennedy/Ecorse High School's Park
- Ralph Bunche Elementary School's Park

Why is it your favorite?

ITS fun

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as: Zipline, Rock climbing, Fun stuff
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
- My neighborhood does not have a park nearby
- Other: _____

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

golf

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- Job Opportunities
- Economic Strength
- Environmental Quality
- Housing Options
- Housing Affordability
- Options to Age-In-Place as a Senior
- Public Safety
- Recreation/Park Options
- Building Design and Appearances
- Transportation Accessibility
- Transportation Safety

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

Funner stuff at the parks

Demographic Questions

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What is your age?

- Under 18 years
- 18 to 24 years
- 25 to 34 years
- 35 to 44 years
- 45 to 54 years
- 55 to 64 years
- 65 years or more

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- Rent
- Own
- Neither

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| <input type="checkbox"/> 5-10 Years | <input checked="" type="checkbox"/> Lifelong |
| <input type="checkbox"/> 10-20 Years | <input type="checkbox"/> I have never lived in Ecorse |

What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- | | |
|--|--|
| <input type="checkbox"/> Bell and Visger Playground | <input type="checkbox"/> Ecorse Housing Park |
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| <input type="checkbox"/> Bernard Popp Municipal Field | <input type="checkbox"/> Ralph Bunche Elementary School's Park |

Why is it your favorite?

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as: _____
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
- My neighborhood does not have a park nearby
- Other: _____

The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- | | |
|--|--|
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| <input type="checkbox"/> Economic Strength | <input type="checkbox"/> Recreation/Park Options |
| <input type="checkbox"/> Environmental Quality | <input type="checkbox"/> Building Design and Appearances |
| <input type="checkbox"/> Housing Options | <input checked="" type="checkbox"/> Transportation Accessibility |
| <input checked="" type="checkbox"/> Housing Affordability | <input type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

Demographic Questions

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What is your age?

- | | |
|---|--|
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- Rent Own Neither

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- | | |
|--------------------------------------|--|
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| <input type="checkbox"/> 1-5 Years | <input type="checkbox"/> 30 Years or more (but not lifelong) |
| <input type="checkbox"/> 5-10 Years | <input type="checkbox"/> Lifelong |
| <input type="checkbox"/> 10-20 Years | <input type="checkbox"/> I have never lived in Ecorse |

What is your favorite park in Ecorse?

Look at the back of the yard sign to see a map of the parks.

- | | |
|--|--|
| <input type="checkbox"/> Bell and Visger Playground | <input type="checkbox"/> Ecorse Housing Park |
| <input type="checkbox"/> East Glenwood Park | <input type="checkbox"/> Beach and Cicotte Park |
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| <input type="checkbox"/> Zukonic Pumping Station Park | <input type="checkbox"/> Kennedy/Ecorse High School's Park |
| <input type="checkbox"/> Bernard Popp Municipal Field | <input type="checkbox"/> Ralph Bunche Elementary School's Park |

Why is it your favorite?

What is the biggest issue for you when using our local parks?

- The parks need more basic maintenance
- The parks need better access for people with disabilities
- The parks don't have the amenities I want, such as: _____
- I have transportation difficulties getting to the parks
- The parks have poor signage/I don't know where they are
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The City is renovating the Recreation Center. What types of classes would you take if they were offered? Tennis, yoga, painting, etc.

Which topics are your biggest concerns for Ecorse in the future?

Please read all the options and select your top 3 concerns.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Job Opportunities | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Economic Strength | <input type="checkbox"/> Recreation/Park Options |
| <input type="checkbox"/> Environmental Quality | <input type="checkbox"/> Building Design and Appearances |
| <input type="checkbox"/> Housing Options | <input type="checkbox"/> Transportation Accessibility |
| <input type="checkbox"/> Housing Affordability | <input type="checkbox"/> Transportation Safety |
| <input type="checkbox"/> Options to Age-In-Place as a Senior | |

Do you have other concerns that are not listed above?

If so, please briefly describe them below.

What is one change, big or small, that you believe would improve the quality of life in Ecorse?

REMOVE GUN

Demographic Questions

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What is your age?

- | | |
|---|--|
| <input type="checkbox"/> Under 18 years | <input type="checkbox"/> 45 to 54 years |
| <input type="checkbox"/> 18 to 24 years | <input type="checkbox"/> 55 to 64 years |
| <input type="checkbox"/> 25 to 34 years | <input checked="" type="checkbox"/> 65 years or more |
| <input type="checkbox"/> 35 to 44 years | |

What is your current housing situation?

Please select the status that best fits where you currently live. If you live somewhere that you do not own or rent, please select "Neither" (this applies if you are a child, dependent, elderly relative, etc.).

- | | | |
|--|------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Rent | <input type="checkbox"/> Own | <input type="checkbox"/> Neither |
|--|------------------------------|----------------------------------|

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Resolution

RESOLUTION OF ADOPTION
CITY OF ECORSE 2023 MASTER PLAN
CITY OF ECORSE PLANNING COMMISSION

WHEREAS, the Michigan Planning Enabling Act, Act 33, of the Michigan Public Acts of 2008, as amended, requires the Planning Commission to make and adopt a basic plan or parts of a plan corresponding with major geographic sections or divisions of the city as a guide for the physical development of the municipality; and

WHEREAS, the Planning Commission has prepared such a plan for the City, including maps, figures, and descriptive matter; and

WHEREAS, in the preparation of the Master Plan, the Planning Commission has made careful comprehensive surveys and studies of present conditions, and future needs of the City; and

WHEREAS, in the preparation of the Master Plan, the Planning Commission has also considered the history and heritage that gives Ecorse much of its character and incorporated these lessons into the policies and guidelines contained in the Master Plan; and

WHEREAS, in the preparation of the Master Plan, the Planning Commission has also considered the Community Planning Principles as drafted by the Michigan Association of Planning and incorporated these principles into the policies and guidelines contained in the Master Plan; and

WHEREAS, the Planning Commission, on April 26, 2023 held a public hearing in accordance with the procedures of Act 33, P.A. 2008, as amended; and

WHEREAS, the Planning Commission has recorded and considered all comments and recommendations made at such hearing.

NOW THEREFORE BE IT RESOLVED:

THAT, the Planning Commission for Ecorse, Michigan hereby adopts the Ecorse Master Plan, in its entirety.

CITY OF ECORSE PLANNING COMMISSION ECORSE, MICHIGAN ADOPTED:

Ayes: Comm. O'Connell, Comm. Skotnicki, Comm. Harris

Nays: None

Absent: Comm. Love, Comm. Brazil

Date: April 26, 2023

I hereby certify that this resolution is a true and complete copy of the action taken by the Planning Commission of the City of Ecorse, County of Wayne, State of Michigan, at a meeting held on April 26, 2023, and that public notice of said meeting was given pursuant with Act No. 267, Public Acts of Michigan 1976, and that the minutes of said meeting have been kept and made available to the public as required by said Act.



Hon. City Clerk

Kimberly Whitsett

Sample Public Notices

MCKENNA

Notice of Intent to Plan

Todd Drysdale, City Administrator (tdrysdale@wyandottemi.gov)
City of Wyandotte
Care to: City Planning Commission
2610 Biddle Ave
Wyandotte, MI 48192
The City of Ecorse & McKenna Associates

FROM: The City of Ecorse & McKenna Associates
SUBJECT: City of Ecorse Master Plan Update
DATE: April 11, 2022

To Whom It May Concern:

In accordance with the requirements of Michigan's PA 33 of 2008 and related amendments, this letter is to notify you that the City of Ecorse, Wayne County, Michigan, is initiating the process to complete a Master Plan Update. McKenna Associates will be assisting with the planning process. The City is asking for your cooperation and assistance in this process. Specifically, we would like to hear your thoughts, concerns, and any issues you feel should be addressed in this effort that would allow us to work more cooperatively when planning for our area. Keep up on the process at <https://mcka.mysocialpinpoint.com/ecorse-master-plan-update>

Later in the process this year, the City will be issuing a draft copy of the Plan for public review and comment, as required by the Act. At that time, we will notify you of the draft's publication and would appreciate all comments regarding the Plan's content and how it may affect planning efforts in your jurisdiction.

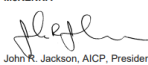
PLEASE BE NOTIFIED that you are invited to send a letter and/or email stating your opinions, position, or questions to Nani Wolf via email (nwolf@mcka.com) or at the following address:

Nani Wolf
McKenna
235 E Main St Ste 105A
Northville, MI 48167

The City of Ecorse thanks you for your cooperation and assistance.

Respectfully Submitted,

McKENNA


John R. Jackson, AICP, President


Nani Wolf, Project Manager

CC: Tim Sadowski, City Administrator
Hon. Lamar Tidwell, Mayor

HEADQUARTERS
235 East Main Street
Suite 105
Northville, Michigan 48167 248.596.0920
248.596.0930
MCKA.COM

Communities for real life.

MCKENNA

Notice of Draft Plan for Review

Todd Drysdale, City Administrator (tdrysdale@wyandottemi.gov)
City of Wyandotte
Care to: City Planning Commission
2610 Biddle Ave
Wyandotte, MI 48192
The City of Ecorse & McKenna Associates

FROM: The City of Ecorse & McKenna Associates
SUBJECT: City of Ecorse Master Plan Update
DATE: March 1, 2023

To Whom It May Concern:

In accordance with the requirements of Michigan's PA 33 of 2008 and related amendments, this letter is to notify you that the City of Ecorse, Wayne County, Michigan, is initiating the process to complete a Master Plan Update. McKenna Associates will be assisting with the planning process. The City is asking for your cooperation and assistance in this process. Specifically, we would like to hear your thoughts, concerns, and any issues you feel should be addressed in this effort that would allow us to work more cooperatively when planning for our area. Keep up on the process at <https://mcka.mysocialpinpoint.com/ecorse-master-plan-update>

The draft Master Plan is now available for review! Please leave us your thoughts and comments using the link above. The draft will be available from February 21 to April 24, 2023.

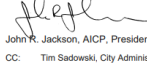
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Nani Wolf
McKenna
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Northville, MI 48167

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Respectfully Submitted,

McKENNA




John R. Jackson, AICP, President


Nani Wolf, Project Manager

CC: Tim Sadowski, City Administrator
Hon. Lamar Tidwell, Mayor

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Suite 105
Northville, Michigan 48167 248.596.0920
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MCKA.COM

Communities for real life.


 **Public Hearing Notice** 
City of Ecorse
WAYNE COUNTY
STATE OF MICHIGAN

NOTICE OF PUBLIC HEARING FOR THE DRAFT 2023 CITY-WIDE MASTER PLAN



The Ecorse Planning Commission will hold a public hearing to hear public comment about the draft **2023 Master Plan** on **FEBRUARY 8, 2023 at 5:30pm** at Albert B. Buday Civic Center (City Hall) in the Second Floor **City Council Chambers**, 3869 W. Jefferson Avenue, Ecorse, MI, 48229.

On Feb 21, City Council will vote on whether to release the draft 2023 Master Plan for public review. If approved, the plan will be available for 63 days for the public to view and comment on. You can view a paper copy at the Clerk's Office or view a digital copy by scanning QR code to the right with your phone's camera, or visiting this website: <https://mcka.mysocialpinpoint.com/ecorse-master-plan-update>.

To request disability accommodations, please contact the Office of the City Clerk at least 3 days prior to the meeting date. The City Clerk is open from 8:30am-4:30pm weekday and may be contacted at (313) 386-2520 Ext. 7021, or on the first floor of City Hall at 3869 W. Jefferson Avenue Ecorse, MI 48229. --- Ecorse City Clerk


SCAN ME!
to get more info on the plan and meeting dates

City Clerk
ECORSE CITY CLERK'S OFFICE


 **Public Hearing Notice** 
City of Ecorse
WAYNE COUNTY
STATE OF MICHIGAN

NOTICE OF PUBLIC HEARING FOR THE FINAL 2023 CITY-WIDE MASTER PLAN

The Ecorse Planning Commission will hold a public hearing to hear public comment about the final **2023 Master Plan** on **APRIL 26, 2023 at 5:30pm** at Albert B. Buday Civic Center (City Hall) in the Second Floor **City Council Chambers**, 3869 W. Jefferson Avenue, Ecorse, MI, 48229. The Commission will also vote on whether to adopt the final Master Plan.

You can view a paper copy at the Clerk's Office or view a digital copy by scanning QR code to the right with your phone's camera, or visiting this website: mcka.mysocialpinpoint.com/ecorse-master-plan-update.

To request disability accommodations, please contact the Office of the City Clerk at least 3 days prior to the meeting date. The City Clerk is open from 8:30am-4:30pm weekday and may be contacted at (313) 386-2520 Ext. 7021, or on the first floor of City Hall at 3869 W. Jefferson Avenue Ecorse, MI 48229. --- Ecorse City Clerk


SCAN ME!
to get more info on the plan and meeting dates

City Clerk
Honorable Kimberly R. Whitsett
ECORSE CITY CLERK'S OFFICE

2020 W Jefferson Corridor Plan

In the print edition of the Master Plan, the 2020 W Jefferson Corridor Plan can be found in a separate document (not included herein).