

WATERFRONT REDEVELOPMENT PLAN

Harrison Charter Township
Macomb County, Michigan

Adopted February 19, 2015



PLANNING COMMISSION RESOLUTION OF ADOPTION
CHARTER TOWNSHIP OF HARRISON
WATERFRONT REDEVELOPMENT PLAN

Resolution Number: _____

The following Resolution was offered by Commissioner TOM EVELLO and seconded by Commissioner BACHA:

WHEREAS, The Charter Township of Harrison has established a Planning Commission under the Planning Enabling Act, State Public Act 33 of 2008, as amended; and,

WHEREAS, The Township Planning Commission has previously prepared an adopted a Master Plan as a guide for the physical development of the township; and,

WHEREAS, The Township Planning Commission may, in accordance with Section 35 of Public Act 33 of 2008, by a majority vote of its members, adopt a subplan for a geographic area less than the entire planning jurisdiction, if, because of the unique physical characteristics of that area, more intensive planning is necessary; and,

WHEREAS, The Township has prepared a draft subplan, entitled the Harrison Township Waterfront Redevelopment Plan, as a guide for the redevelopment of the waterfront district generally surrounding the intersection of Crocker Boulevard and Jefferson Avenue; and,

WHEREAS, The process to prepare the Harrison Township Waterfront Redevelopment Plan included significant public input, as well as investigations and surveys of the existing resources; and,

WHEREAS, The draft Harrison Township Waterfront Redevelopment Plan was presented to the public at a hearing held on February 19, 2015, before the Planning Commission, with notice of the hearing being provided in accordance with Section 43 of Public Act 33 of 2008, as amended;

NOW THEREFORE BE IT RESOLVED THAT, The content of this document, together with all maps attached to and contained herein, is hereby adopted by the Planning Commission as the Harrison Township Waterfront Redevelopment Plan, on this 19th day of FEBRUARY, 2015.

AYES:

NAYS:

ABSENT:

I, CAROL MURRAY, Secretary of the Harrison Township Planning Commission, do hereby certify the foregoing to be a true and correct copy of a resolution that was offered by the Harrison Township Planning Commission at their regular meeting held on FEBRUARY 19, 2015

Carol Murray
Planning Commission Secretary

on behalf of MIKE BLUM

ACKNOWLEDGEMENTS

Harrison Township Waterfront Redevelopment Plan

Adopted by the Charter Township of Harrison Planning Commission on February 19, 2015.



Charter Township of Harrison

38151 L'Anse Creuse
Harrison Township, MI 48045
(586) 466-1400

Board of Trustees:

Kenneth Verkest, Supervisor
Adam Wit, Clerk
Darrin York, Treasurer
Bill Bitonti
David Bratto
Frank Kapral
Lawrence Tomenello

Planning Commission:

Mark Bacha
Bill Fowke
Doug McDougal
Dean Olgiati
Michael Blum
Carol Murray
Lawrence Tomenello

Waterfront Redevelopment Plan

Steering Committee:

David Bratto
Lawrence Tomenello
Kenneth Verkest

Prepared By:



500 Griswold
Suite 2500
Detroit, MI 48226
(313) 961-3650

Project Partner:



Macomb County Department of
Planning and Economic Development
One S. Main Street
7th Floor
Mount Clemens, MI 48043
(586) 469-5285

With Financial Assistance From:



Financial Assistance for this project was provided, in part, by the Michigan Coastal Zone Management Program, Office of the Great Lakes, Department of Environmental Quality, under the National Coastal Zone Management Program, through a grant from the National Oceanic and Atmospheric Administration, U.S. Department of Commerce.

TABLE OF CONTENTS

Harrison Township Waterfront Redevelopment Plan

Section 1: Introduction and Context	1
Introduction	1
Plan Purpose	1
Public Involvement.....	2
Study Area.....	2
Regional Context.....	4
Recent and Ongoing Planning Efforts	5
Section 2: Physical Analysis	13
Land Use	13
Zoning	16
Physical Design	17
Transportation.....	19
Infrastructure and Services.....	23
Section 3: Establishing the Vision	24
Stakeholder Interviews	24
Public Workshop.....	25
Section 4: Strategic Recommendations	28
Vision and Goal Statements	28
Future Land Use Plan	30
Action Strategies	35
Public Investment Prioritization.....	45
Potential Funding Resources.....	47
Section 5: DDA Feasibility Assessment	56
Eligibility and Determination of Need.....	56
Detailed Description of the DDA District.....	60
Projects to be Undertaken	60
Tax Increment Financing	61
Appendix	67
A: Stakeholder Interview Responses	
B: Public Workshop Summary	
C: Proposed DDA District Property List	



1: INTRODUCTION AND CONTEXT

Harrison Township Waterfront Redevelopment Plan

INTRODUCTION

Harrison Township is located within Macomb County on the shoreline of Lake St. Clair. Harrison Township is a place where people have chosen to live, work, and play, and, therefore, is a place where certain services and facilities are required. Police, fire protection, parks, religious institutions, government centers, retail shops, meeting places, and a host of other facilities are woven together by physical infrastructure and communication routes.

In support of these regular operations, the Township has created a number of commissions, including the Planning Commission. As one of its many duties, the Planning Commission has oversight responsibility for the creation and maintenance of the Township Master Plan. The current Harrison Township Master Plan was adopted by the Planning Commission in February of 2010, and establishes a broad vision for the future development of the Township.

The waterfront district surrounding Crocker Boulevard and Jefferson Avenue received special attention in the 2010 Township Master Plan, and was designated as a “village node” with the desire to create a unique character and generate renewed interest in redevelopment. However, the Township has determined it necessary to conduct additional and more detailed study of this waterfront district. This Waterfront Redevelopment Plan is the result of this effort.

The Harrison Township Waterfront Redevelopment Plan has been prepared as a Subplan to the 2010 Township Master Plan in accordance with Section 35 of the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended.



PLAN PURPOSE

The waterfront area generally surrounding the intersection of Crocker Boulevard and Jefferson Avenue within Harrison Township features a dense concentration of marine related uses. Yet, the district lacks a defined sense of place or identity, as well as businesses, services and uses that would contribute to the establishment of a 24-hour waterfront destination. Thus, Harrison Township is undertaking this planning effort to set the foundation for future investments within the district to facilitate the development of a premier waterfront destination. From a regional perspective, the Township sees a significant opportunity to connect its waterfront district to other waterfront destinations, such as Harsen’s Island, the Nautical Mile in St. Clair Shores, and Downtown Detroit, establishing a chain of complementary destinations along the Lake St. Clair shoreline. The primary purpose of this Waterfront Redevelopment Plan is to identify, prioritize and develop a strategic action plan for improvements that will assist in the overall redevelopment of the district.

More specifically, the Waterfront Redevelopment Plan has been prepared to address the following objectives:

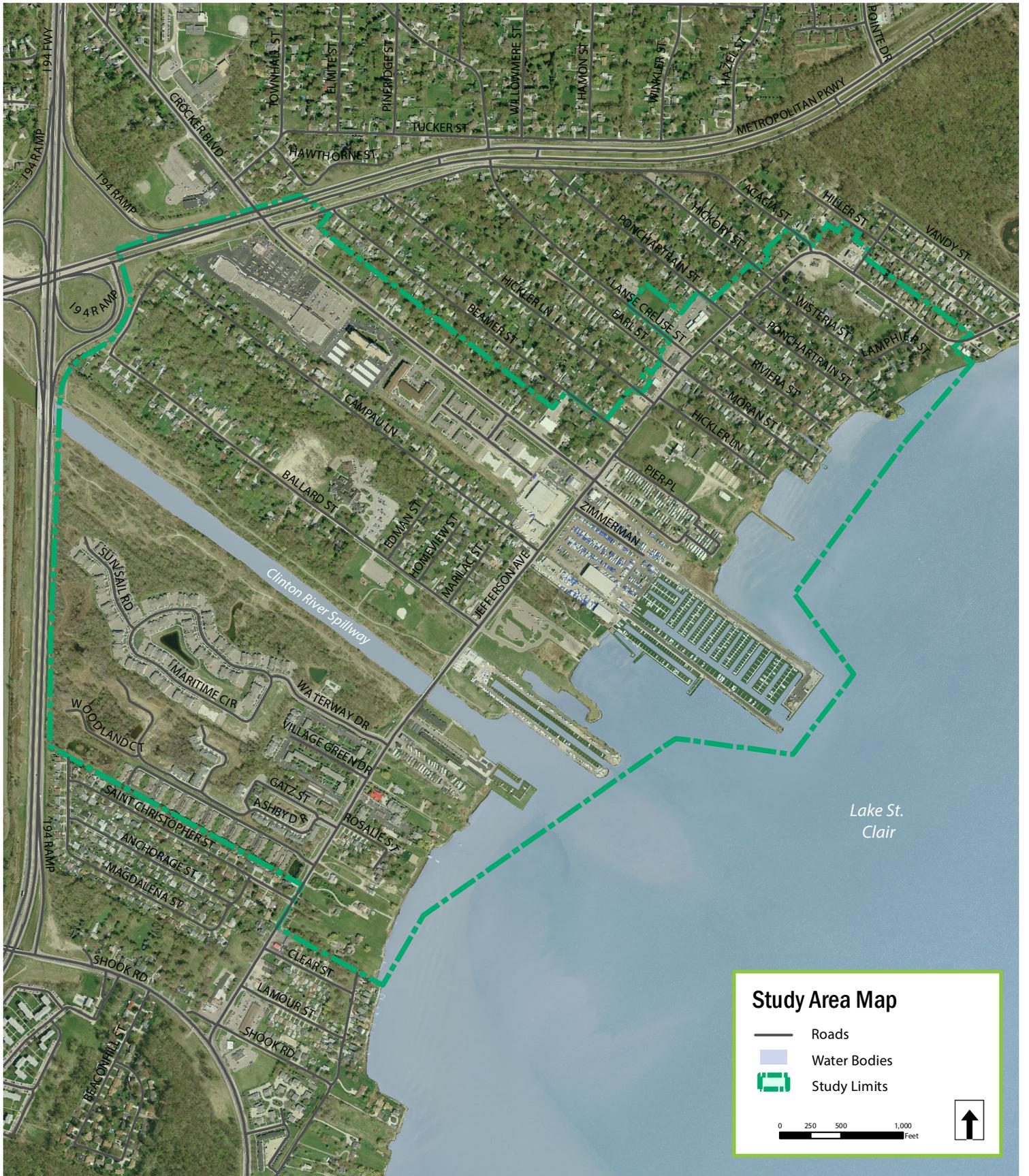
- Create and enhance public access to Lake St. Clair and other coastal resources
- Protect the coastal resources of the district (Lake St. Clair and the Clinton River Spillway)
- Incorporate Low Impact Development and “green” techniques in development activities
- Enhance the aesthetics of the waterfront district
- Establish a sense of arrival to the waterfront district
- Stimulate private investments within the waterfront district
- Establish pedestrian connections to the waterfront, business district, public properties, neighborhoods and emerging regional trail system
- Explore the feasibility of establishing a downtown development authority or other similar authority to generate revenues for district enhancements
- Serve as a marketing tool to attract outside investments to the waterfront district
- Engage and rally support amongst local businesses, citizens and property owners around a clear vision for the waterfront district

PUBLIC INVOLVEMENT

The process of developing a district plan which is both meaningful to the community and feasible in its implementation must enjoy the participation of a larger stakeholder group. In order to garner this needed input, direct communication between Township leaders and district stakeholders and citizens was pursued throughout the plan development process. Knowledge regarding the concerns of the community was gained through stakeholder interviews and a public workshop, as well as a public hearing. This type of direct interaction with stakeholders allows for a more complete framework of the concerns and needs within the district.

STUDY AREA

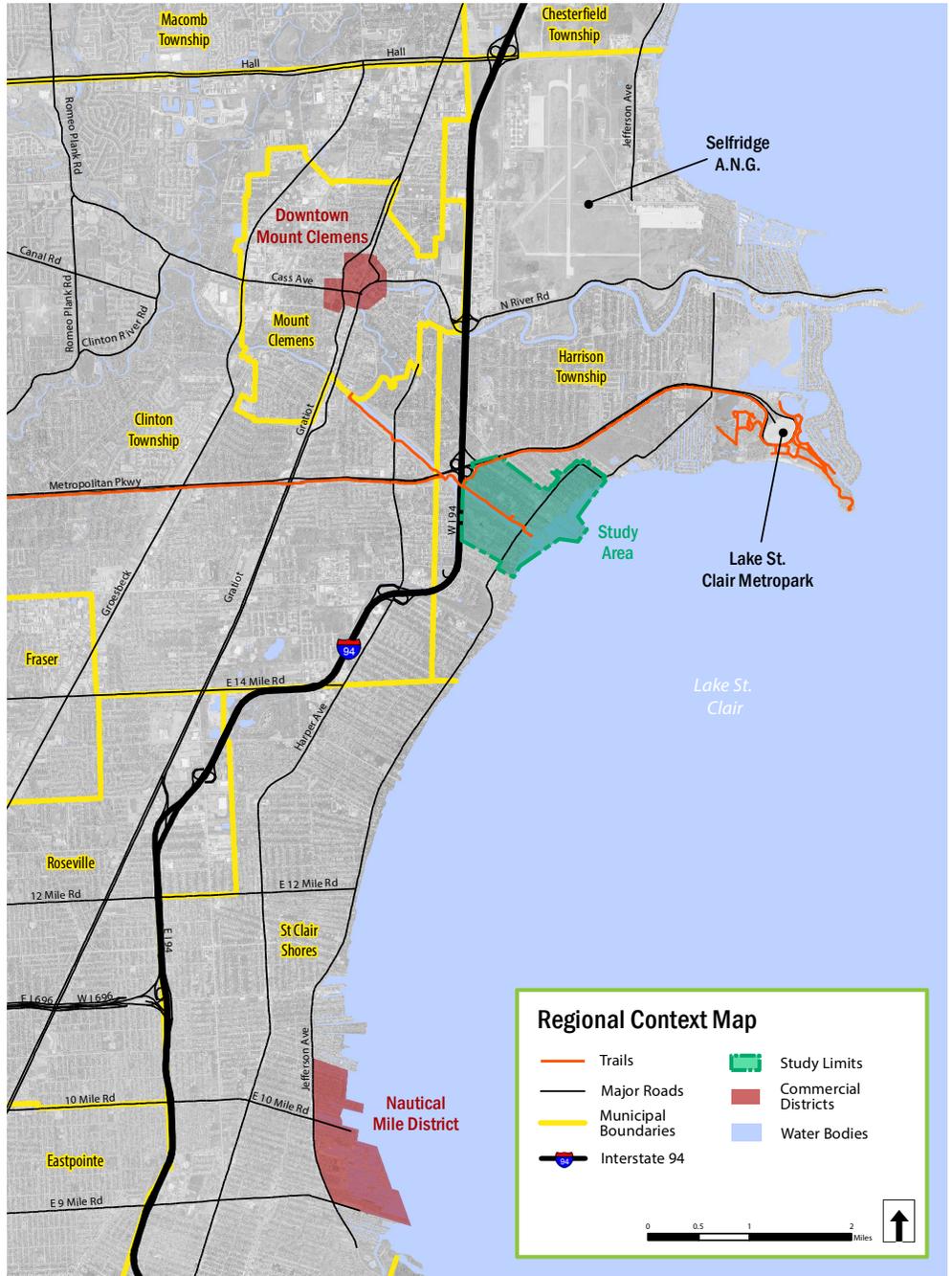
The Waterfront Redevelopment Plan study area is centered around the intersection of Crocker Boulevard and Jefferson Avenue (refer to the Study Area Map on the next page). Sitting at the southern end of Harrison Township, the study area is approximately 660 acres in size (this acreage includes portions of Lake St. Clair beyond the shoreline; the study area is approximately 480 acres not including the Lake). The district study area is a hub of activity within the Township and is dominated by its waterfront character, with numerous marinas, marina-related commercial uses, and other waterfront related uses (residential “resort” developments, parks, restaurants, etc.). Interstate 94 and Metropolitan Parkway form the western and northern border of the study area, respectively.



REGIONAL CONTEXT

Harrison Township is located within Macomb County on the shoreline of Lake St Clair. The Township is essentially a peninsula that juts out into Lake St Clair. The Township includes 13.9 square miles with an estimated population of 24,9996 (2013 SEMCOG). According to the American Community Survey, over the 5 year period from 2007-2012, Harrison Township's population grew 7.3 percent. Macomb County grew by over 15 percent over the same period. Harrison Township is well connected to the greater Detroit metropolitan area, with access primarily provided by Interstate 94, but enjoys a relatively quiet and distinct waterfront and recreational character given its setting as a peninsula extending out into Lake St. Clair.

Harrison Township's extensive water system includes the Clinton River and Clinton River Spillway, the Lake St Clair waterfront, and numerous man-made canals; all of these features are essential to the area's economy and identity. A drive through this mostly residential community features beautiful coastal scenery and displays a nautical lifestyle not typically found within Southeast Michigan. Boating is important to the community, and due to the widespread canal network, many residential areas have water access. In addition, there are ten private marinas covering more than 230 acres within the Township. Lake St. Clair Metropark is a recreation destination with many trails, picnic areas, and a nature center. The non-motorized Freedom Trail follows Metropolitan Parkway and extends to Lake St. Clair Metropark as well as along the Spillway to the waterfront district.



Other hubs of business activity are found within nearby communities, including Downtown Mount Clements and the Nautical Mile of St. Clair Shores. Major employment and recreational destinations are found in close proximity to the waterfront study area, including Lake St. Clair Metropark and the Selfridge Air National Guard. These districts and destinations are assets to the area and continuously draw people to the region (refer to the Regional Context Map).

RECENT & ONGOING PLANNING EFFORTS

Harrison Township has been active in promoting the development of its waterfront district through various planning efforts. This Waterfront Redevelopment Plan is but one component of the larger planning effort. Descriptions of relevant studies and efforts recently completed or currently in progress are provided below.

Harrison Township Master Plan (2010)

The Harrison Township Master Plan, prepared with the assistance of Community Planning & Management, P.C., was adopted by the Township in March of 2010. The Master Plan provides the Township with guidance regarding future growth, land use and overall physical development. It considers the goals and objectives of Harrison Township and presents an ideal picture of the Township's future. The General Vision for the Township is as follows:

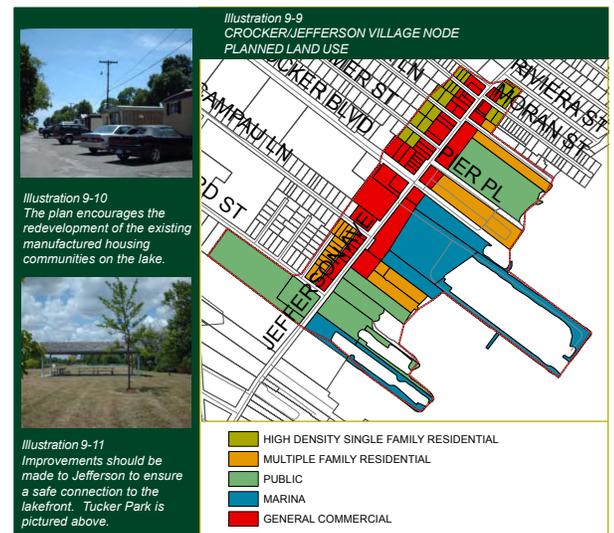
"A safe, walkable, aesthetically pleasing, fully-functional, integrated waterfront community with a nautical theme, harmonious with the natural environment, including several architecturally and functionally defined village mixed-use areas accessible to surrounding neighborhood residential by recreational modes of travel."

The Master Plan identifies "village" oriented commercial nodes to promote a renewed interest in redevelopment. Specific recommendations for the Crocker/Jefferson Village Node are included in the Master Plan. Some of the highlighted recommendations for the area include:

- Preserving the Marinas with phased improvements
- Redeveloping the outdated manufactured housing communities
- Encourage greater commercial development along Jefferson Avenue.
- Provide landscaping and signage to connect the DNR Boat Launch with the Township Park

Harrison Township Park & Recreation Plan (2012)

The Charter Township of Harrison Community Park, Recreation, Open Space & Greenway Plan was prepared by the Harrison Township Parks and Recreation Committee with the help of Community Planning & Management, P.C. Tucker Park, a 28 acre township recreation facility located in the waterfront district study area is reviewed in the Park & Recreation Plan. The plan addresses the desire to acquire a property at the intersection of Jefferson and Ballard to expand and bring continuity to



Crocker/Jefferson Village Node proposed improvements as outlined in the Harrison Township Master Plan (2010)

Tucker Park. Other recommended improvements for Tucker Park as outlined in the Park & Recreation Plan include:

- Developing a picnic area and boardwalk with an overlook along the Clinton River Spillway
- Build an additional ADA compliant Parking Lot and Access Drive
- Expand and modernize playground areas
- Extend the pedestrian trail and install side-walks

Macomb County Blue Economy Strategic Development Plan (2012)

Macomb County has traditionally been a national leader in water related businesses and is known for its nearly 32 miles of Lake St. Clair coastline and the Clinton River with its many tributaries. The County's blue waters provide a unique opportunity to expand its economy and increase its quality of life.



Tucker Spillway Park Site Plan

Source: Harrison Township Park and Recreation Plan (2012)

Under the direction of Macomb County Executive Mark Hackel, a new initiative is underway to celebrate the many aspects that are known as the "Blue Economy". With over 50 active marinas, a world class recreational boating and fishing industry, and numerous public and private access points providing many other ways to enjoy the water, Macomb County has a significant opportunity to harness and leverage the opportunity that is the Blue Economy.

The Macomb County Department of Planning & Economic Development is playing a key role in expanding the understanding of this Blue Economy by developing sensible land and water planning programs and projects to create sustainable outcomes. These programs and projects celebrate freshwater assets and seek to grow them in a manner that can be experienced for generations to come. Recognizing that few places on Earth that have the abundance of these usable water features, the Macomb County Blue Economy initiative is designed around three key initiatives, listed below. These initiatives aim to realize the County's fullest potential and to establish a healthy and sustainable place.

- Economic Development: Capitalize on the County's water assets to create a Targeted Industry Sector that recognizes both current business activities and creates more opportunities that utilize water technology, adaptive, and recreational water uses. This is also a component of a larger strategy to diversify the County's local economy in a post-industrial climate in the Great Lakes Region.



- Environmental Stewardship: Following the progress made through several recent improvements in the local natural environment, the Blue Economy is working to review and implement more substantial environmental initiatives that will assist in the continued improvement and recovery of water-based assets. Clean water initiatives, in particular, are seen as a critical component of this strategy and are key to the County's future success.
- Quality of Life: Macomb County looks to fully embrace its attractive and appealing locales by enhancing the Quality of Life aspects for Macomb County's residents, employers, and visitors. Additionally, the County is engaging in branding efforts and seeks to publicize its many unique water-oriented offerings.



Macomb County Trailways Master Plan (2004)

Funded by Macomb County and MDOT, the Macomb County Trailways Master Plan was completed in 2004 with the assistance of Wade Trim. This plan provided a vision for a County-wide system of trails and outlined a strategic plan for the implementation of the vision. Since its adoption, Macomb County and its local municipal governments have successfully implemented various components of the vision, while further implementation efforts continue.

Anchored by the Macomb Orchard Trail, the Freedom Trail and numerous local connectors, Macomb County's non-motorized trail network is expansive. Working with park stakeholders and transportation service providers, Macomb County can ensure that these pedestrian anchors remain essential to the County's transportation and recreational infrastructure. Macomb County's action program for its non-motorized trail system include:

- Macomb Orchard Trail: The Macomb Orchard Trail is a major non-motorized trail anchor. The long-range viability of this asset hinges on the County's ability to sustain pavement conditions and maintenance. During the tenure of this Master Plan Macomb County must forge strong financial commitments and governmental partnerships to ensure the superior condition of this trail.
- Expand Local Non-Motorized Connectors: Macomb County seeks to work with local communities to plan and invest in local non-motorized trail connectors. These local pedestrian routes will lead users to and from major trail routes to community park areas and business districts. Integrating more community connectors will provide trail users with the ability explore the County on foot or by bike. With the help of transportation service providers, Macomb County can engage local communities to explore where these local connectors best fit the transportation and parks system.
- Expand Urban Non-Motorized Trail Network: Macomb County is committed to developing additional non-motorized trail options in its urban core communities. Working with its southern communities, Macomb County is focused on cultivating plans and capital investment strategies to facilitate the development of non-motorized trails south of 16 Mile Road.

- Cultivate Rural Nature and Interpretive Trails: The County is interested in creating additional nature and interpretive trails in its rural district. Engaging the communities north of 26 Mile Road, Macomb County can begin to invest in low-impact walking and hiking trails that integrate agricultural and environmentally significant areas.

As the County continues to expand its non-motorized trail network, enhanced maintenance and amenities are an added benefit to users. Macomb County seeks to anchor its trail network by investing in additional: trailhead and pocket parks; comfort stations and rest areas; signage; landscaping; public art; and maintenance equipment.

The existing Clinton River Trail (also called “Spillway Trail”) and the Freedom Trail both extend into the Waterfront Redevelopment Plan study area and are identified as Regional Corridors in the Trailways Master Plan. Notably, the Jefferson Avenue corridor is planned to become a Regional Corridor route (south toward St. Clair Shores) and a Local Connector route (north toward Metropolitan Parkway).



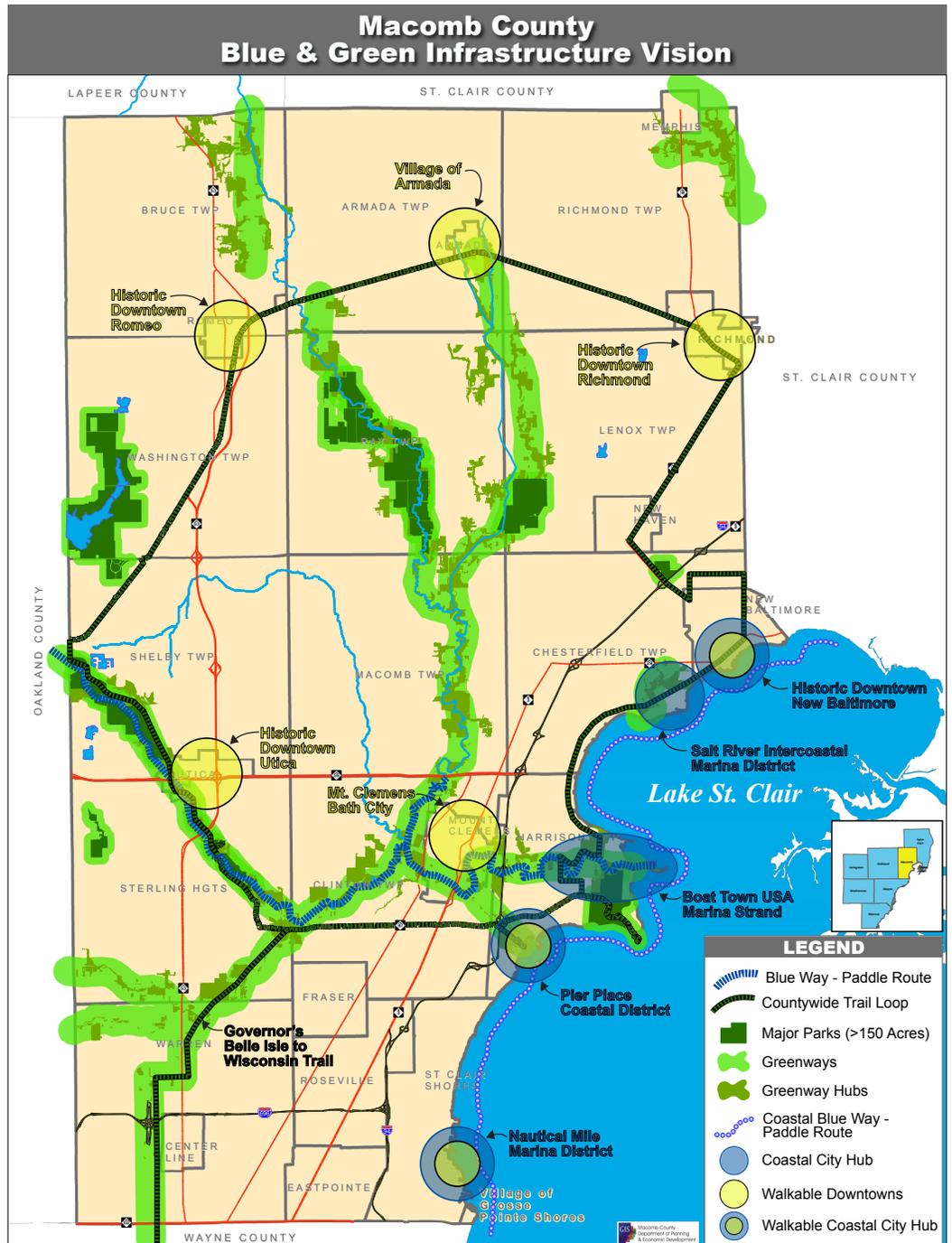
Harrison Township Proposed Routes
Source: Macomb County Trailways Master Plan (2004)

Macomb County Blue & Green Infrastructure Vision (2014)

In creating the Trailways Master Plan and Blue Economy Strategic Development Plan, Macomb County leaders recognized that it possessed a great number of interconnected greenway routes and water resources/routes. From major community parks to Lake St. Clair, these assets have sustained a natural connection. To jointly illustrate these connections, as well as to ensure that these connections remain intact and vibrant, a Blue & Green Infrastructure Vision has been established for the County. This vision is illustrated in the map on this page. The vision aims to establish a sustainable natural environment and thriving economy through the establishment of a series of interconnected linear routes (trails, greenways, waterways, etc.) and hubs (parks, districts, destinations, etc.) throughout the County.

The Harrison Township Waterfront Redevelopment Plan study area is identified in the Blue & Green Infrastructure Vision as a “Walkable Coastal City Hub.” This hub, called the “Pier Place Coastal District,” is one of several coastal city hubs along Lake St. Clair, which include the Nautical Mile Marina District, Boat Town USA Marina Strand, Salt River Intercoastal Marina District, and Historic Downtown New Baltimore. These coastal hubs are linked by a proposed coastal blue way paddle route.

The existing Clinton River Trail, which begins within the Waterfront Redevelopment Plan study area, is identified as a County-wide Trail Loop and links the district to various off-shore hubs and routes, including Mt. Clemens Bath City, Historic Downtown Utica, and the Governor’s Belle Isle to Wisconsin Trail.



Clinton River Spillway Habitat Restoration Project (ongoing)

In 1949, the United States Army Corps of Engineers (USACE) constructed the Clinton River Spillway to alleviate flooding in several communities in the Clinton River Watershed. In 1995, the Clinton River Area of Concern (AOC) was expanded to include the entire Clinton River Watershed and the coastal and near shore areas of Lake St. Clair impacted by the Clinton River and Clinton River Spillway. The Spillway became symbolic of what was wrong in the AOC. Although it was effective at flood control, the spillway presented environmental problems such as fish passage, stream connectivity, sedimentation, invasives and lack of habitat. The changes in hydrology, due to the installation of the weir, led to sediment deposition in the natural channel and down-cutting and erosion in the spillway.



The Clinton River Spillway Habitat Restoration Project is an ongoing planning and design study to restore the habitat within the Clinton River Spillway AOC. The project is being funded, in part, through a Great Lakes Restoration Initiative (GLRI) grant. Habitat restoration efforts along the Clinton River Spillway aim to restore the aquatic habitats in the Clinton River AOC and nearshore area of Lake St. Clair. The project seeks to promote the connection between riverbank stabilization, urban river corridor management, the health of the Clinton River fishery, and economic stimulation. Key project outcomes/recommendations include:

- Over 2 miles of stream/habitat to be restored
- Streambank stabilization
- Improved spillway function
- Riparian vegetation restoration
- Invasive species removal
- Trail and recreation enhancements

A concept plan for the restoration effort (see image below) was recently completed and monitoring and site assessments were completed in the Summer of 2012. A detailed ecosystem and infrastructure design is currently underway. Proposed improvements within the Waterfront Redevelopment Plan study area include native plantings, streambank redesign, channel flow improvements, a pedestrian crossing along Jefferson Avenue, trail head parking, and additional recreational improvements (trail extensions and fishing piers).



Proposed Clinton River Spillway Concept Plan (segment within the Waterfront Redevelopment Plan study area)
Source: Clinton River Spillway Habitat Restoration Website (www.clintonriverspillway.info)

Lake St. Clair Tourism Initiative (ongoing)

The Lake St. Clair Tourism Initiative is a public/private, non-profit association created to increase awareness, protect and develop the rich and diverse assets on and around this fresh water community. The focus of the Initiative is to: educate and connect new and existing visitors about the many experiences offered by Lake St. Clair and the surrounding businesses and communities; provide an umbrella of organizational, communications and advocacy support for existing merchants and business associations, business and civic organizations, municipalities and the individual users of the lake; and, develop and promote a long term vision and plan for the continued and sustainable development of Lake St. Clair and its assets.

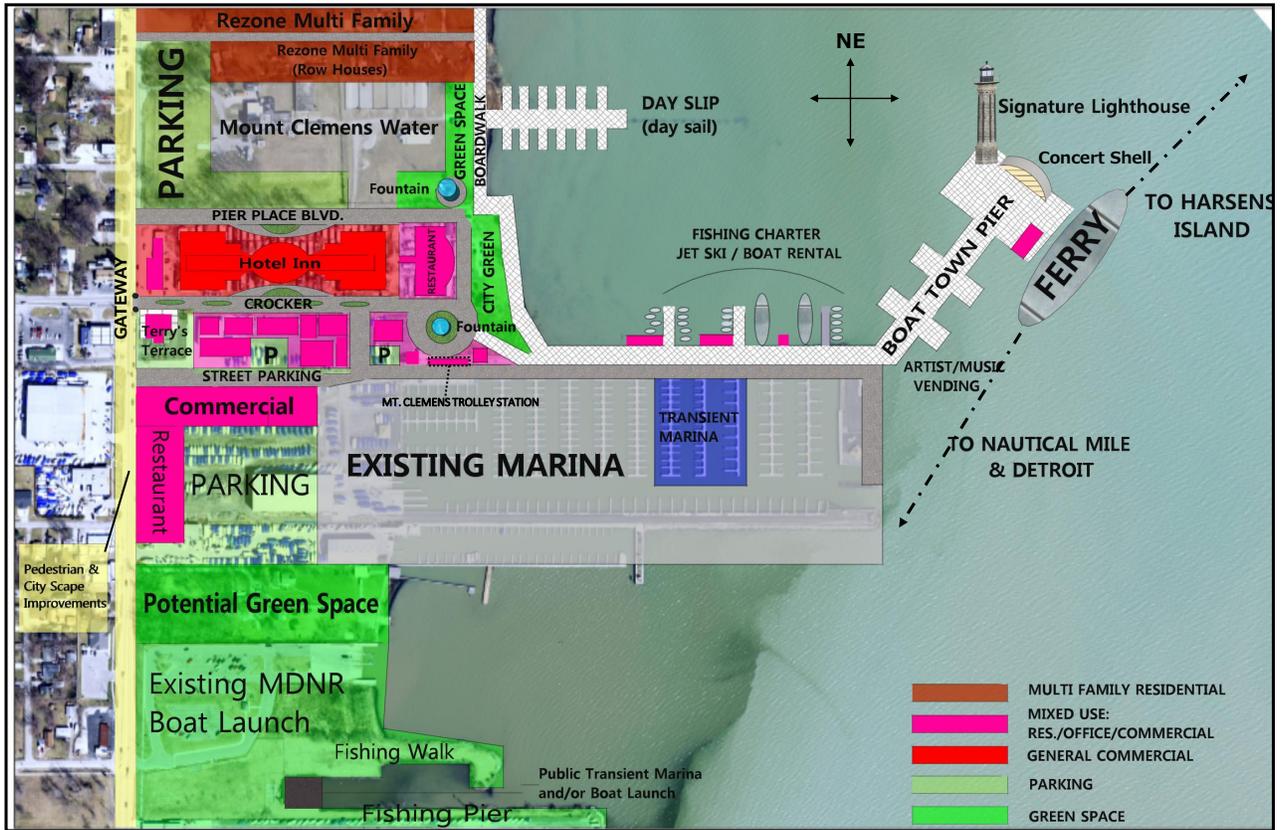
The Lake St Clair Circle Tour is a key component of the initiative. The Circle Tour is a designated and signed road route encircling the entire lake and extending through Wayne, Macomb and St Clair counties within Michigan as well as the province of Ontario, Canada. A map/brochure has been published which highlights the Top 99 destinations and attractions along the route. Several of these destinations and attractions are within the Waterfront Redevelopment Plan study area including Wilson Marine, Terry's Terrace, Land & Lakes Realty, and Luigi's Original Restaurant.

Boat Town USA

Boat Town USA, LLC is a local organization of businesses established to build awareness of the resources, businesses, activities and events within Harrison Township. The Boat Town USA website (experienceboattown.com) includes a business directory, calendar of events, and other information about Harrison Township. Many of the businesses within the Waterfront Redevelopment Plan study area are members of the organization. Additionally, a "Welcome to Harrison Twp Boat Town" sign is located on Crocker Boulevard near Jefferson Avenue.

Macomb County "Pier Village" Planning Efforts (ongoing)

The Macomb County Department of Planning & Economic Development has already conducted preliminary planning for the Waterfront Redevelopment Plan study area. This preliminary planning has resulted in the development of two conceptual plans outlining various opportunities for redevelopment. These conceptual plans are included on the next page.



Pier Village Conceptual Plan
 Source: Macomb County Department of Planning & Economic Development

HARRISON TOWNSHIP ENTERTAINMENT DISTRICT PROPOSAL



Pier Village Entertainment District Proposal
 Source: Macomb County Department of Planning & Economic Development



2: PHYSICAL ANALYSIS

Harrison Township Waterfront Redevelopment Plan

To best understand the Waterfront Redevelopment Plan study area, a physical analysis of the area has been prepared. This will provide a benchmark for future decision making related to revitalizing the district. Various site visits and technical research were instrumental in the preparation of the analysis.

The study area for the Waterfront Redevelopment Plan is centered around the intersection of Crocker Boulevard and Jefferson Avenue and is shown on the maps in this section. The study area extends along both main roads and includes the Clinton River Spillway, a Township Park, and Lake St. Clair shoreline areas.

LAND USE

The analysis of land use is helpful in understanding how an area functions and it explores patterns and groupings of uses. This information can shed light on where visitors and residents may congregate and move through a given area.

Existing Land Use

The Existing Land Use Map on the following page was compiled based on information from the 2010 Harrison Township Master Plan updated through aerial photography and field reconnaissance. The land use distribution within the study area is shown in

Table 1.

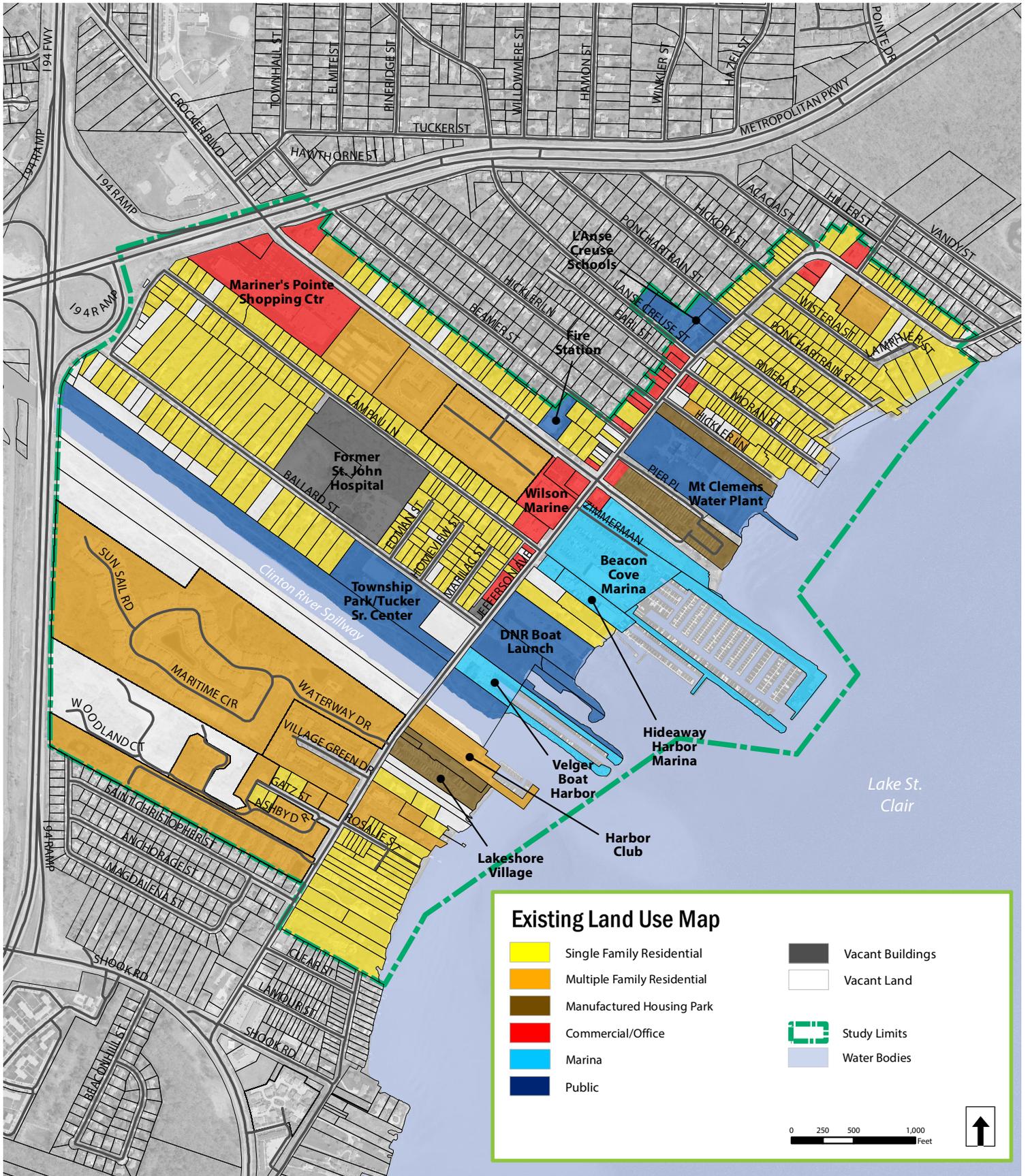
There is a mixture of land uses in the central part of the district around the Crocker Blvd/Jefferson Ave intersection, including commercial, public, and marina uses. The waterfront portion of the study area consists mostly of a mixture of single-family residential uses (south and north ends) and public and marina uses (central portion). Some manufacture housing and multiple-family housing is also found along the waterfront. Single-family residential uses front the residential streets of Ballard, Campau, Edman, Homeview, Marilac, Wisteria, Ponchartrain, Riviera and Moran. Single-family residential uses also front the northeast side of Crocker Boulevard. Multiple-family residential uses are most heavily concentrated along the southwest side of Crocker Boulevard and the northwest side of Jefferson Avenue, south of the Clinton River Spillway. Commercial uses are concentrated at the intersection of Metropolitan Parkway and Crocker Boulevard.

Table 1
Existing Land Use Distribution
Waterfront Redevelopment Plan Study Area

Land Use Category	Acres	% of Total
Single Family Residential	148.00	31.02%
Multiple Family Residential	123.21	25.82%
Manufactured Housing Community	13.29	2.79%
Commercial/Office	27.26	5.71%
Marina	28.24	5.92%
Public	52.80	11.07%
Vacant Building	17.50	3.67%
Vacant Land	66.85	14.01%
Total Acres	477.15	100.00%



Hideaway Harbor Marina along Jefferson Avenue





Mariner's Pointe Shopping Center located at Metropolitan Parkway and Crocker Boulevard. The Metro Tower Apartment building can be seen in the background.



Village Green Apartments along Jefferson Avenue



Former St. John Hospital building on Ballard Street

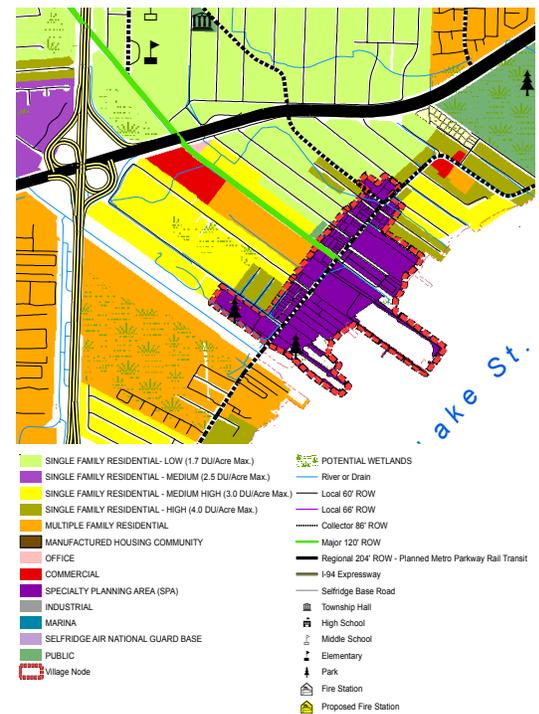


DNR Boat Launch

Major public uses within the study area include the Township Park/Tucker Senior Center, Harrison Township Fire Station, L'Anse Creuse Schools Administration Building, Mt. Clemens Water Plant, and a DNR Boat Launch. Marinas within the district include Beacon Cove, Hideaway Harbor and Velger Boat Harbor. Other key land uses include the Mariner's Pointe Shopping Center and the former St. John Hospital (vacant).

Future Land Use

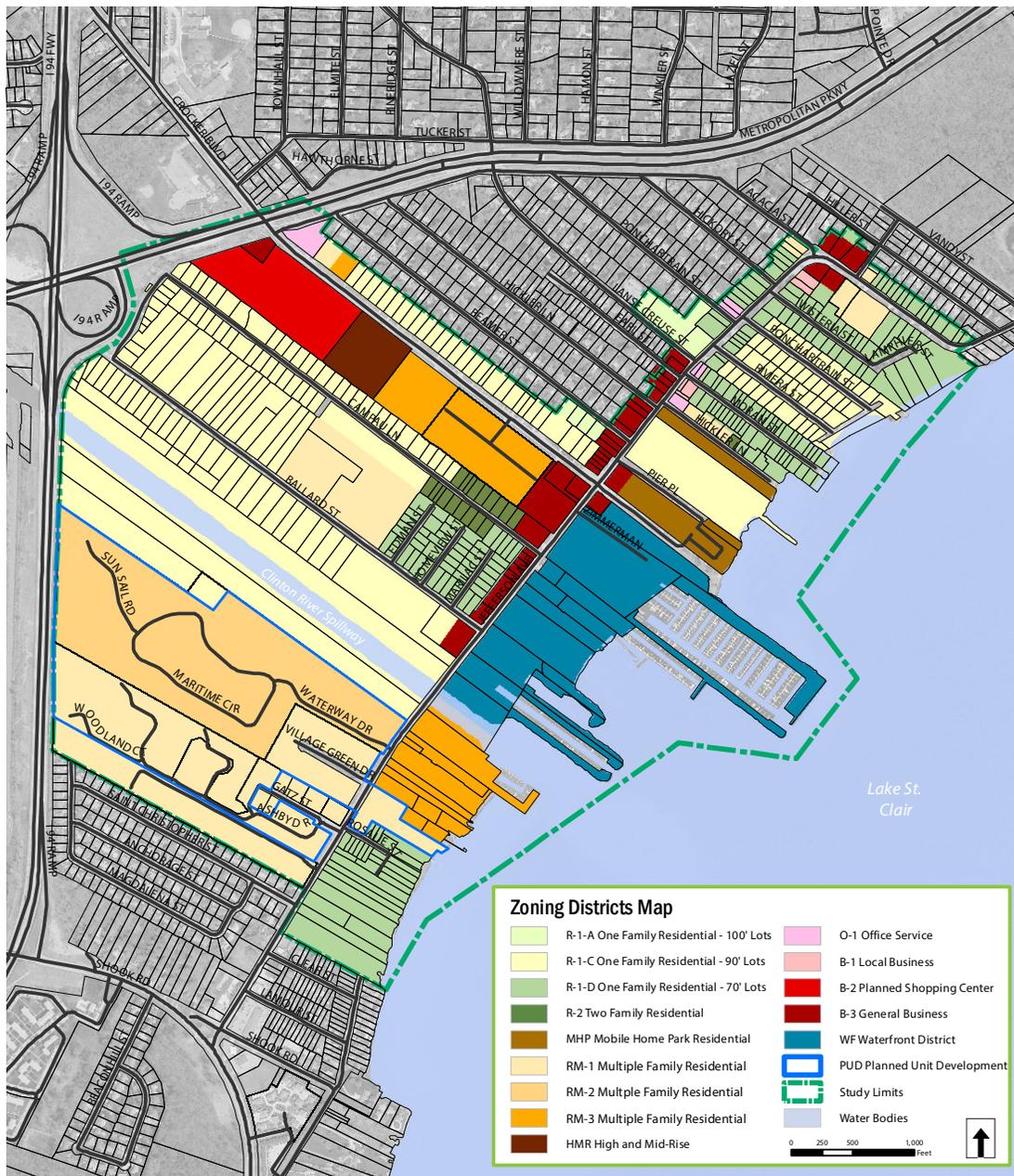
The Harrison Township Future Land Use Map is the result of work done in the 2010 Harrison Township Master Plan. As shown in the graphic to the right, the area immediately surrounding Crocker Blvd/Jefferson Ave has been designated as a Specialty Planning Area (SPA). The SPA is proposed to accommodate high density single family residential, multiple family residential, public, marina, and general commercial uses. In addition to the SPA designation, much of the Waterfront Redevelopment Plan study area is planned as medium-to-high single family residential, and multiple family residential. Commercial nodes are planned at Crocker Blvd/Metropolitan Pkwy as well as at the Jefferson Avenue "bend" in the north portion of the study area.



*Harrison Township Future Land Use Map (cropped to the study area)
Source: Harrison Township Master Plan*

ZONING

Based upon a plan for the future (i.e., a Master Plan), the zoning ordinance establishes the rules and requirements for how private property can be developed today. A zoning ordinance establishes various districts, each with unique characteristics in terms of uses allowed, lot sizes, building setbacks and heights, and other requirements. A zoning ordinance also establishes general standards applicable to all districts, such as parking requirements, landscaping requirements and environmental protection standards. The Harrison Township Zoning Ordinance, Ord. No. 306 was adopted by the Township in 1996. The zoning district designations of the properties within the Waterfront Redevelopment Plan study area are shown in the Zoning Districts Map. As can be seen, a variety of zoning districts are found in the study area. The marina uses along Lake St. Clair are predominantly zoned WF district. Commercial uses along Crocker Boulevard and Jefferson Avenue are zoned a combination of B-1, B-2 and B-3 districts. Higher density residential developments within the study area are zoned a combination of RM-1, RM-2, RM-3 and MHP districts. Lower density residential properties are typically zoned either R-1C or R-1D district.



PHYSICAL DESIGN

The physical design of a site creates a specific atmosphere for people in the area. The type and size of buildings, landscaping, signage, and other elements can all affect whether a person feels overwhelmed or lost; comfortable or welcome in a space. The key physical conditions of the Waterfront Redevelopment Plan study area are described below.

Building Character

The existing buildings and building footprints within the district are illustrated on the Existing Conditions Map on the next page. Generally, building density within the study area is relatively low with no single massing of buildings forming a “core” within the study area. Notable is the lack of building massing at the main intersection of Crocker Blvd/Jefferson Ave. Crocker Boulevard is unique in that it features smaller buildings (single-family homes) on the northeast side and significantly large buildings (commercial and multiple-family residential) on the southwest side. Generous building setbacks ranging from 75 to 150 feet or more are common along Crocker Boulevard with off-street parking located between the road and buildings. Along Jefferson Avenue, building setbacks generally range between 10 and 40 feet, with off-street parking commonly found in side or rear yards.

The majority of buildings in the study area are one-story, with the exception of some multiple-family residential buildings. The Metro Tower Apartment building is prominent in the district and reaches 12 stories in height.



New commercial building on Jefferson Avenue



Terry's Terrace restaurant. Most commercial buildings in the study area are one-story in height.



*Metro Tower Apartments
Source: Google Earth Street View*



Private business signage along Jefferson Avenue



Township entryway sign located in the study area at the Metropolitan Parkway and Crocker Boulevard intersection.

Signage

Private business signage is varied within the study area and uniformity is lacking. Common signage includes freestanding signs (pole and monument), wall signs, portable message signs, window signs and banner signs. Many signs have been designed to reflect a nautical theme.

Public signage within the district is generally limited to standard road and trail signage. A nautical-themed Township entryway sign is located at the southwest corner of Metropolitan Parkway and Crocker Boulevard. A standard green “Welcome to Harrison Twp Boat Town” sign is located along Crocker Boulevard near Jefferson Avenue.



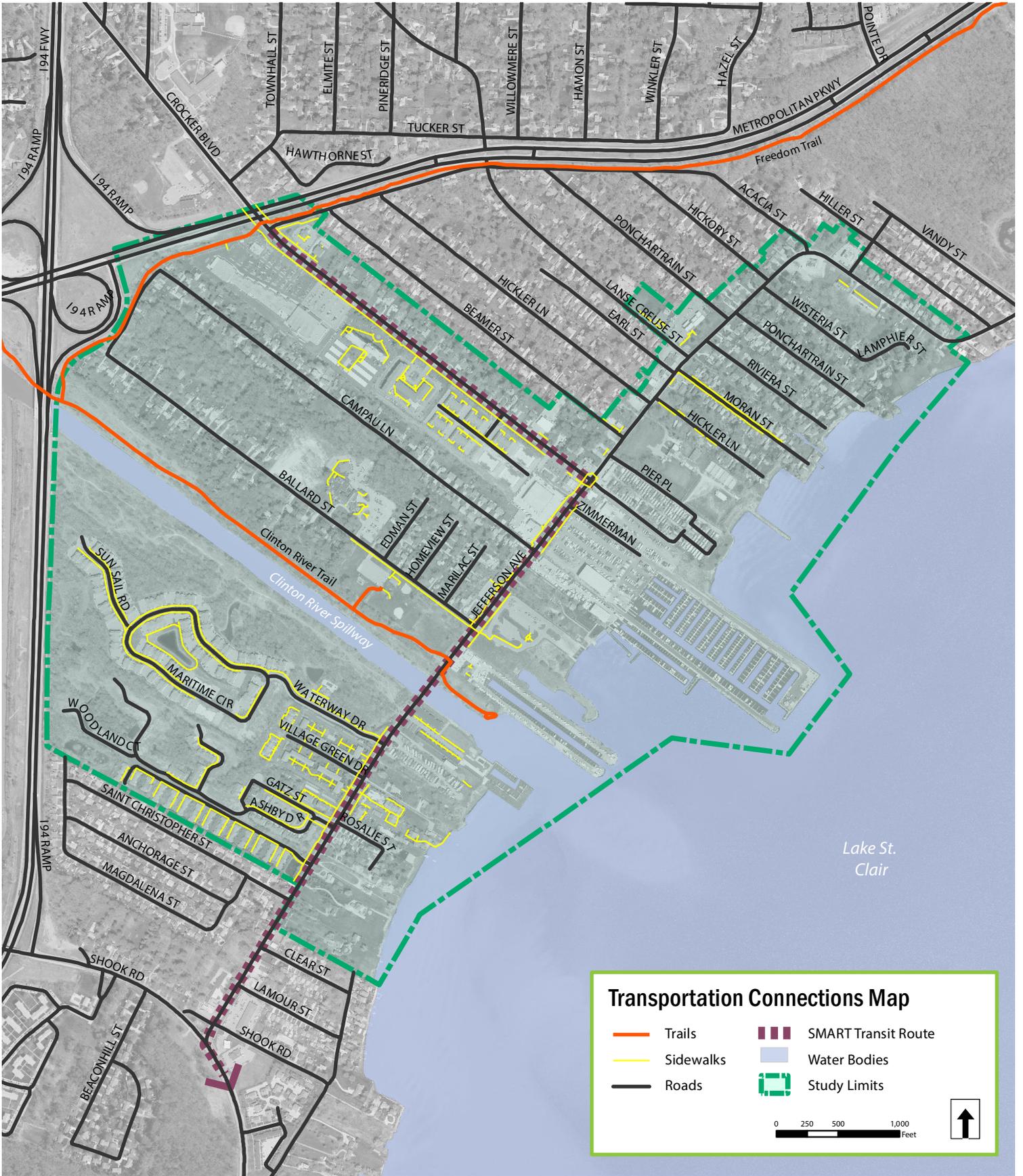
Examples of public signage within the study area.

Streetscape Amenities

Current streetscape amenities are limited within the district. Standard street lighting is present throughout the district; this creates a good sense of safety but the style does not create a sense of place or character. Landscaping is prevalent along Crocker Boulevard with numerous trees bordering the roadside. Jefferson Avenue includes minimal landscaping, and in some cases the greenery has been covered by utility infrastructure. Benches and other pedestrian amenities are not commonly found within the study area.

TRANSPORTATION

An analysis of the vehicular and non-motorized traffic patterns within the Waterfront Redevelopment Plan study area is necessary to understand how people move through the area. Providing efficient, interconnected and diverse transportation options is critical in creating a vibrant district that is attractive to a broad range of residents and visitors. The Transportation Connection Map on the next page displays the various transportation routes within the study area. A description of each mode of transportation is provided below.



Road Network

From the northwest, the main access road to the study area is Crocker Road via Metropolitan Parkway. An interchange at I-94 and Metropolitan Parkway is found just west of Crocker Road. Primary access to the district from the southwest is provided through Jefferson Avenue. Jefferson Avenue is also the primary access from the northeast. Within the waterfront study area, Crocker Boulevard has a right-of way width of approximately 100 feet, while Jefferson Avenue has a right-of way width of approximately 66 feet. Both Crocker and Jefferson are two-lane streets, with a center turn lane at their intersection.

Traffic Volumes

SEMCOG records annual average daily traffic (AADT) volumes for major roads within Harrison Township. The AADT for key routes within the study area are provided below (the year that the count was taken is included in parenthesis).

Crocker Boulevard

- Metropolitan Parkway to Jefferson NB: 6,700 (2007)
- Metropolitan Parkway to Jefferson SB: 5,800 (2007)

Jefferson Avenue

- Shook to Crocker NB: 7,300 (2007)
- Shook to Crocker SB: 7,000 (2007)
- L'Anse Creuse to Prentiss EB: 3,370 (2007)
- L'Anse Creuse to Prentiss WB: 3,880 (2007)

Ballard Street

- West of Jefferson Ave: 430 (2012)

Parking

There are no public on-street parking options in the study area. Public parking is available at the Township Park/Senior Center and at the DNR Boat Launch (Recreation Passport required); however, both of these lots are located two or more blocks away from the primary business area at Crocker Blvd/Jefferson Ave. Thus, the parking within the district is almost exclusively provided through private off-street parking lots.

Transit

Transit service is available within the study area through SMART. A SMART commuter route (#635) extends into the study area from the southwest along Jefferson Avenue, then turns northeast along Crocker Boulevard and ends at Metropolitan Parkway. This route offers an effective transit connection from the waterfront district to the remainder of the Detroit metropolitan area. A bus shelter is located along Jefferson Avenue near Village Green Drive.

Sidewalks

Existing sidewalks within the study area are shown on the Transportation Connections Map. Sidewalks exist on many commercial and some residential streets; however, numerous gaps are apparent in the sidewalk network. Critical sidewalk gaps include:

- Jefferson Avenue (north side), from Waterway Drive to the Clinton River Trail
- Jefferson Avenue (north side), from Ballard Street to the Clinton River Trail
- Jefferson Avenue (south side), between Beacon Cove Marina and the DNR Boat Launch
- Jefferson Avenue (both sides), from the northern study area limits to Crocker Boulevard
- Crocker Boulevard (north side), between Metropolitan Parkway and Jefferson Avenue

Additionally, most residential streets lack sidewalks.

Crosswalks throughout the district vary, but many provide suitable pedestrian access. The crosswalk at Crocker and Jefferson has cohesive sidewalks, crosswalk buttons, and outlined paths on the road. The crossing of the Freedom Trail at Crocker Boulevard is similar in appearance. The intersection of Jefferson and Ballard has crosswalk buttons on all four corners, but the uncompleted sidewalk reduces the ease of travel. A critical crossing is the Clinton River Trail over Jefferson Avenue, which connects the eastern and western sections of the Township Park. This crossing features vehicular signage as well as striped pavement; however, Jefferson Avenue's high traffic volumes and high speeds create a difficult crossing, especially for children, elderly and those with mobility limitations.

Non-Motorized Trails

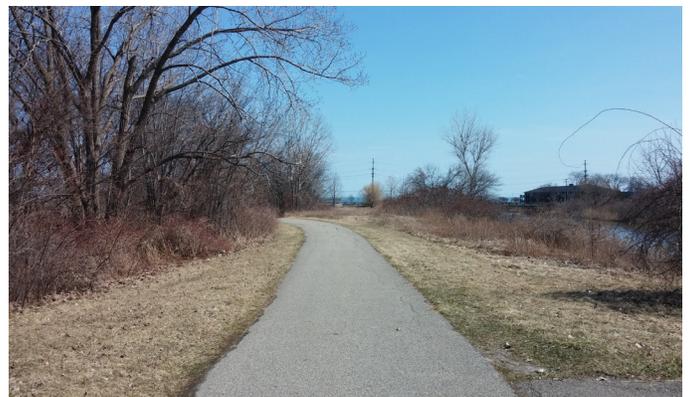
Two regional trail routes extend through the study area. The Freedom Trail is a non-motorized pathway that runs adjacent to Metropolitan Parkway and connects Sterling Heights to Harrison Township. A portion of the Freedom Trail is located on the northern edge of the waterfront district. The Clinton River Trail runs parallel to the Clinton River Spillway and connects the waterfront district to Clinton Township and Mt Clemens. These are highly visible and well-traversed non-motorized routes and offer a significant opportunity to stimulate redevelopment efforts within the study area.



A make-shift path exists along Jefferson between Ballard Street and the Clinton River Trail. This is a critical gap in the sidewalk network.



The Clinton River Trail pedestrian crossing over Jefferson Avenue is striped and signed; however, high traffic volumes and speeds create a difficult crossing.



Clinton River Trail

Public Waterfront Access

Public access to the Lake St. Clair waterfront is available in two locations within the study area. These include the Township Park located where the Clinton River Spillway meets Lake St. Clair and the DNR Boat Launch on the south side of Jefferson Avenue. All other waterfront access is private. The ability to open up additional public access points to the waterfront will be critical to future redevelopment efforts within the district.

INFRASTRUCTURE AND SERVICES

The infrastructure of a place goes largely unseen, however it comprises the backbone of any community and is required for a place to function with ease. Clean and adequate public facilities lend a good impression to an area, and a modern water/sewer system makes it easier for new development to occur.

Harrison Township operates and maintains the water and sewer systems throughout the Township. In total, the systems service over 9,000 customers. Within the Waterfront Redevelopment Plan study area, nearly every property and/or development is serviced by both public water and sewer. The only notable “gap” in the system is Ballard Street, between Edman Street and Malone Street, which features a public water line, but not a sanitary sewer line.



3: ESTABLISHING THE VISION

Harrison Township Waterfront Redevelopment Plan

The recommendations included in this Waterfront Redevelopment Plan have been developed in consideration of previous and ongoing planning efforts, the results and opportunities identified in the existing conditions analysis, as well as direct involvement from citizens, business owners and other stakeholders. Several means of stakeholder involvement were facilitated during the planning process. In particular, these included stakeholder interviews and a visioning workshop. The results of the stakeholder interviews and visioning workshop are summarized below and are reflected in the recommendations provided in Section 4.

STAKEHOLDER INTERVIEWS

Stakeholder interviews were conducted in March and April of 2014. The stakeholders were identified by Harrison Township officials as having a unique interest and/or investment within the Waterfront Redevelopment Plan study area. Those interviewed included residents, business-owners, and public service officials. Interviews were conducted over the phone, and individuals were asked to comment on the waterfront's strengths, weaknesses, opportunities, and threats. They were presented the following five questions:

- What are the strengths/assets of the area that need to be protected and/or preserved? What do you think makes this part of Harrison Township unique from other waterfront districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?
- What are the weaknesses of the area? What is missing from the area that would help it to become a vibrant waterfront district?
- What amenities or improvements would you like to see take place in the area? What have you experienced in other waterfront districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?
- What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination waterfront district?
- Are there any other ideas or comments you would like to add that would help us in our planning process?

In general, stakeholders recognized the waterfront as the area's greatest asset, and the marinas and restaurants are what draw people to the area. Many stakeholders commented on the accessibility of the area and its close proximity to the I-94 freeway. In general, stakeholders agreed that the area is in need of improve-



Stakeholders agreed that the district's greatest assets are the waterfront, marinas and business/entertainment opportunities.

ments, but the waterfront does hold a lot of potential. The weaknesses most recognized included poor walkability and traffic patterns, inaccessible waterfront, and an unfavorable appearance. Many stakeholders also commented on the lack of retail and recreation options.

Multiple ideas were presented on how to improve the area. There was support for improved street infrastructure; nautical-themed streetscape amenities, specifically lighting; better sidewalk connectivity; and more places to eat on the water, preferably with boat dockage. There was a consensus that there should be more public accessibility to the waterfront, and many stakeholders commented on the need for a centralized public space, whether that is a public marina, recreation facility, boardwalk, or welcome center. Stakeholders concluded that they would like to see the area be known as a tourist destination.

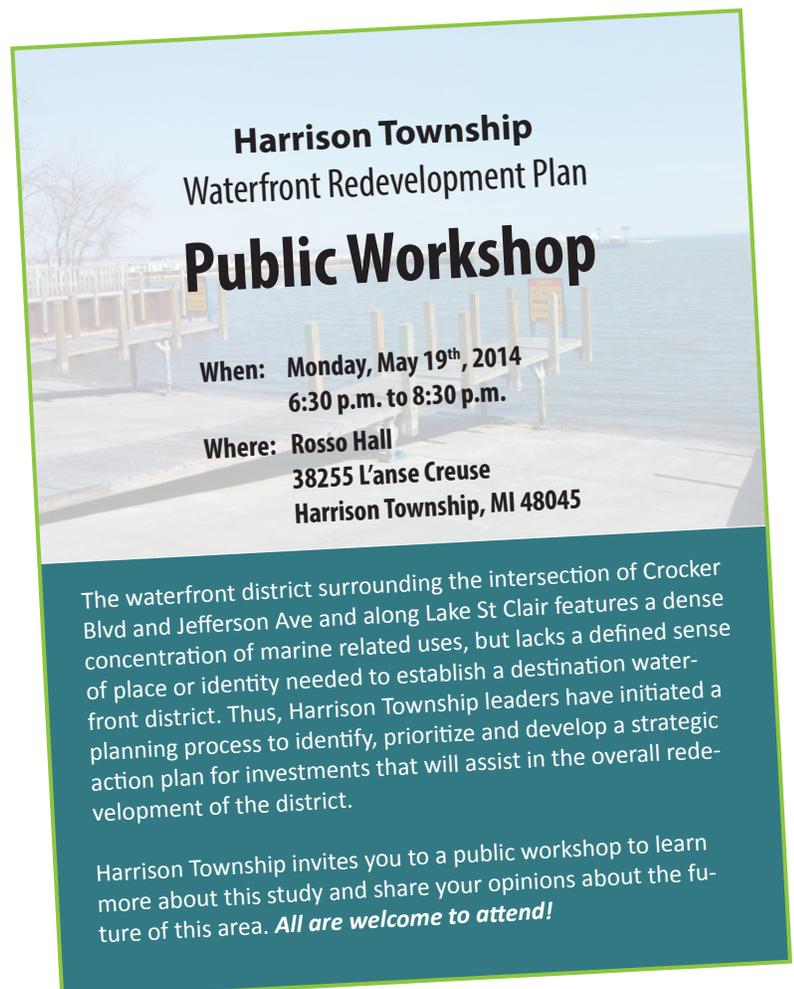
Stakeholders provided their perspective on potential barriers to redevelopment. Some believed that zoning has prevented development, including the large amount of residentially zoned area on the waterfront. Parking and traffic maneuverability may also be strained with more development. Many stakeholders also commented that historically, the Township has been reluctant to change, and this attitude will hinder positive development. Overall, many comments were made that this area is ready for improvement and citizens will welcome and support the waterfront's development.

The full results of the stakeholder interviews are included in Appendix A.

PUBLIC WORKSHOP

A Public Workshop was held on May 19, 2014 from 6:30 to 8:30 pm at Rosso Hall in Harrison Township. The event included the presentation of the district's existing conditions, a "SWOT" questionnaire completed by individuals, and a group visioning exercise. Approximately 50 citizens took part in the workshop and offered their ideas for the future of the waterfront district.

The SWOT questionnaire consisted of five questions regarding the area's strengths, weaknesses, opportunities, and threats. The following is a summary of the most common answers provided by citizens to each question (the number in parentheses represents how many times the comment was made). A complete summary of the results of the "SWOT" questionnaire is included in Appendix B.



Harrison Township
Waterfront Redevelopment Plan
Public Workshop

When: Monday, May 19th, 2014
6:30 p.m. to 8:30 p.m.

Where: Rosso Hall
38255 L'anse Creuse
Harrison Township, MI 48045

The waterfront district surrounding the intersection of Crocker Blvd and Jefferson Ave and along Lake St Clair features a dense concentration of marine related uses, but lacks a defined sense of place or identity needed to establish a destination waterfront district. Thus, Harrison Township leaders have initiated a planning process to identify, prioritize and develop a strategic action plan for investments that will assist in the overall redevelopment of the district.

Harrison Township invites you to a public workshop to learn more about this study and share your opinions about the future of this area. **All are welcome to attend!**

1. Strengths

What are the strengths/assets of the area that need to be protected and/or preserved (i.e., what is good or unique)?

Waterfront (9)

Lake St. Clair (9)

Businesses (7)

Marinas/Boating Facilities (7)

Wetlands (6)

Small-town feel (6)

Lake St. Clair Metro Park/ Beach (5)

Fishing (4)

Water Quality (4)

Wildlife (4)

Water (4)

2. Weaknesses

What are the weaknesses of the area (i.e., what is a detriment or is missing)?

Trailer Park (8)

Lighting (8)

Sidewalks (7)

Road Conditions (7)

Walkability (6)

Drainage/Stormwater (6)

Accessibility (6)

Waterfront Visibility (5)

Narrow Roads (5)

Public Water Access (5)

Crocker and Jefferson (4)

Public Parking (4)

Zoning (4)

3. Opportunities

What opportunities exist which can be capitalized upon to stimulate future improvements?

Pier (7)

Shops (6)

Spillway (4)

Kayak/Canoe Access (4)

Hotel/Motel (4)

Entertainment (3)

School District Administration Building (3)

Boat Town USA theme (3)

Destination (3)

Boardwalk (3)

Accessibility (3)

Recreation Facilities (3)



The public workshop was attended by approximately 50 interested citizens, business owners and stakeholders.



A spokesperson from one of the small groups presents their ideas to the group as a whole.

4. Threats

What are the threats or barriers that stand in the way of creating a vibrant Waterfront District?

Pollution (9)	Lack of Community Ownership/Responsibility (3)
Resistance to Change (7)	Funding (3)
Displaced Residents/Businesses (6)	Traffic (3)
Low-Income Housing (4)	Trailer Park (3)
Already developed/ un-usable land (4)	Crime (2)
Need more Police Enforcement (3)	Existing Infrastructure (2)

5. Additional Comments

Are there any other ideas or comments you would like to add that would help the Township in this planning process?

Too much new development could lower safety and property values; and increase noise and pollution (3)

The group visioning process included an exercise called “Postcards of Tomorrow”. The activity required each group to write a postcard that captured their preferred vision for the Waterfront District in 15 years. Each group also sketched their preferred vision for the Waterfront District using the aerial photograph on the back of the postcard. Groups then presented their ideas to the larger crowd.

A large and creative range of ideas were presented. Some recurring themes from the exercise included:

- A hotel or bed & breakfasts
- New shops and restaurants
- Fishing Pier
- Ice Skating Rink
- Fish Hatchery
- Water sport rentals (kayak, jet ski, paddleboard, etc.)
- Improved infrastructure



4: STRATEGIC RECOMMENDATIONS

Harrison Township Waterfront Redevelopment Plan

This Strategic Recommendations chapter provides a road-map for land use, development and future improvements within the Waterfront Redevelopment Plan study area. To be used by the Township Board, Planning Commission and other Township officials, the Strategic Recommendations section serves as a guide for future decision-making by providing specific, realistic and economically feasible recommendations related to land use, development, programming, policies, and administrative functions. The recommendations and proposals included herein are based on a review of existing conditions, regional context, recent and ongoing planning efforts, as well as the direction received by community leaders and citizens through public workshops and stakeholder interviews.

The section begins with the establishment of Vision and Goal Statements, which will serve as a narrative vision for the study area, and is followed by a Future Land Use Plan, which will outline a land use vision for the study area. The Action Strategies subsection establishes a “strategic plan” for future redevelopment and improvements, while the Implementation and Funding Resources subsection will outline various tools available to assist in the implementation of the vision and strategic plan recommendations.

VISION AND GOAL STATEMENTS

The following vision and goal statements have been established as a foundation for the future redevelopment of the Waterfront Redevelopment Plan study area. Goals are basic statements that set a critical path, provide direction, and describe to the community how the desired outcome should look. Ambitious and general, goals are a critical part of the planning process in that they are flexible, defining for the community, and timeless. Goals address issues and specific needs or problems, but they are grand in scope and speak to fundamental change and directly serve the mission of the district.

Vision Statement

The Harrison Township Master Plan has established a “general vision” for the Township, which is directly relevant to the study area. This Township-wide vision statement is listed below:

Harrison Township Vision Statement:

A safe, walkable, aesthetically pleasing, fully-functional, integrated waterfront community with a nautical theme, harmonious with the natural environment, including several architecturally and functionally defined village mixed-use areas accessible to surrounding neighborhood residential by recreational modes of travel.

The Township-wide vision statement has been adapted and expanded as the vision statement for this Sub-Area Plan:

Waterfront District Vision Statement:

The Harrison Township waterfront will be a mixed-use, safe, walkable, aesthetically pleasing, integrated waterfront district with a nautical theme, harmonious with the natural environment, and connected to surrounding neighborhoods and local and regional hubs through multiple modes of travel. The waterfront district will be a place of four-season activity for persons of all ages and interests, with thriving businesses, varied entertainment opportunities, high quality living environments, an active lakefront, inviting public spaces and varied recreational opportunities.

Goal Statements

A series of goal statements have been established for the Waterfront Redevelopment Plan study area, which are listed below.

Waterfront Heritage:

Capitalize on the waterfront district’s location and heritage on Lake St. Clair to establish a unique destination for commerce, employment, entertainment, waterfront enjoyment, and life-long living.

Environmental Protection:

Strive for the protection of critical environmental resources, including the Lake St. Clair shoreline and adjacent wetlands and habitats, the Clinton River Spillway, and other open spaces, which contribute to the health of natural systems, wildlife habitats, quality of life and district character.

Mixed-Uses:

Encourage a thoughtfully integrated mix of land uses, including water-dependent uses, within the waterfront district to generate vibrancy and a critical mass of activity.

Residential Living:

Promote viable and safe residential living environments that offer a range of housing opportunities and choices that meet the needs of persons of all life-cycles, and both seasonal and permanent residents.

Commerce:

Enhance existing, and facilitate new commercial and office development that creates a stable economic tax base and provides quality shopping and services for residents of the immediate vicinity, township and region.

Activity and Vibrancy:

Establish an active, four-season waterfront district through expanded business hours, a robust calendar of special events, cultural and entertainment activities, and supportive residential living.

Transportation:

Establish a multi-modal transportation network of land- and water-based transportation options, which effectively serves the needs of the district, and provides connections to surrounding neighborhoods, neighboring business districts, regional recreation amenities, and other key destinations.

Walkability and Waterfront Access:

Create a walkable district with physical and visual access to and along the waterfront for public use.

Visual Aesthetics:

Maintain superior site design standards and encourage landscaping and site amenities, consistent with the district's nautical heritage, that enhance architectural and pedestrian appeal and foster a strong sense of place.

Administrative Decisions:

Ensure that land use and development decisions by the Township are predictable, fair, and transparent, while establishing consistent policies and efficient permitting processes.

Public Collaboration:

Encourage community and stakeholder collaboration in development decisions, ensuring that public interests in and rights of access to the waterfront and coastal waters are upheld.



Nautical architectural style of the former Lakeside Hotel at Jefferson and Crocker

Source: Harrison Township, Michigan, Images of America. Marie Ling McDougal.

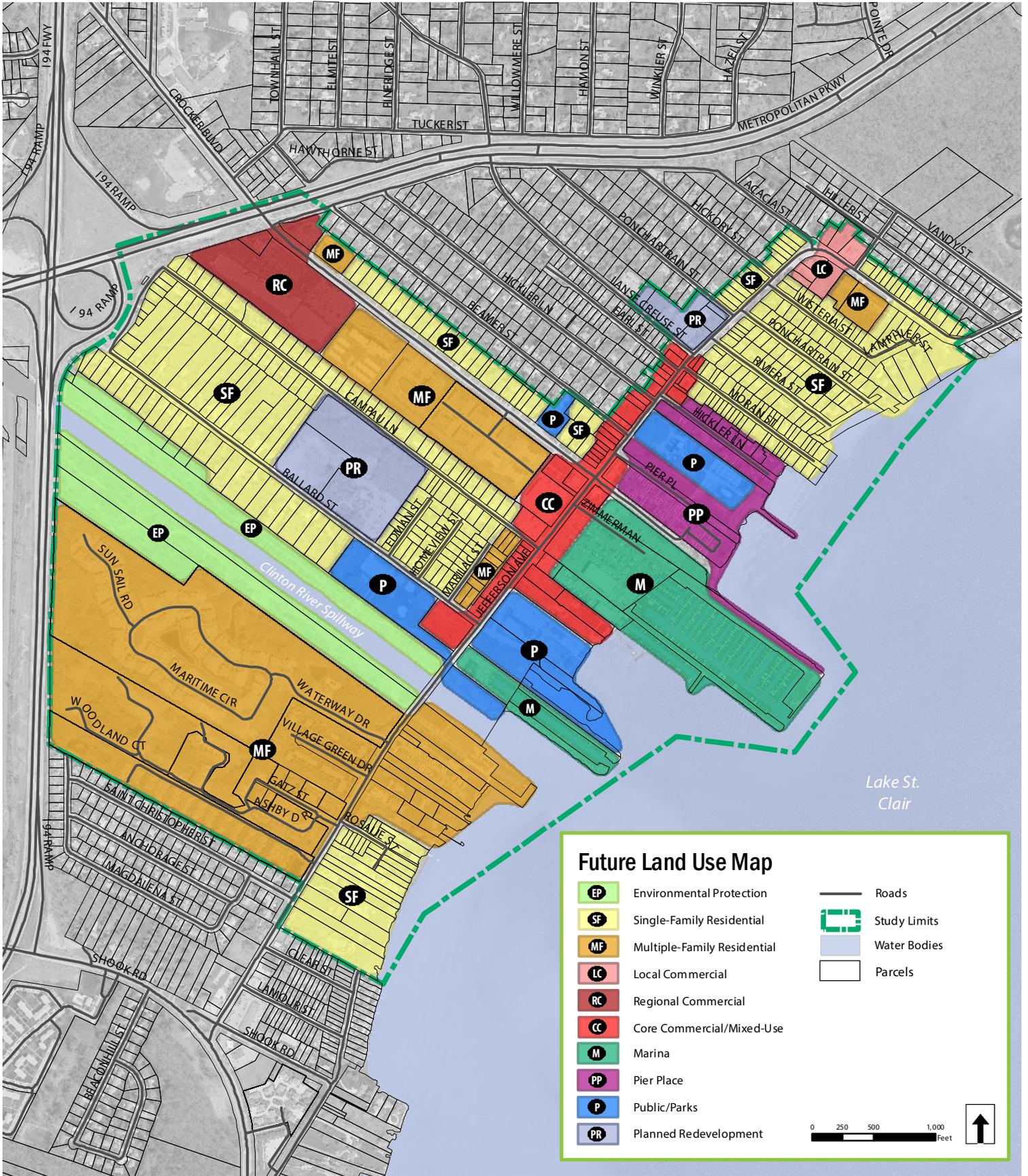
FUTURE LAND USE PLAN

The Future Land Use Plan for the Harrison Township Waterfront Redevelopment Plan study area equips Township officials and community members with a literal depiction of the desired land uses throughout the district. Derived from relevant planning studies (in particular, the Harrison Township Master Plan), the vision and goal statements, existing conditions assessment, and public input received during the planning process, the Plan represents the long-term land use vision that the Township has established for the waterfront district over the next 10 to 15 years. The Future Land Use Plan will be a useful tool on which to base zoning and other development decisions, and will allow for consistent and sound planning within the district.

A total of 10 future land use categories have been established for the study area. The distribution of these categories within the study area is shown in the **Future Land Use Map**. Provided below is a detailed description of each category.

Environmental Protection

Lands along both sides of the Clinton River Spillway have been designated in the Environmental Protection future land use classification. The intent of this classification is to protect and preserve environmentally sensitive lands, allowing only limited recreational development (i.e., trails).



Single-Family Residential

This category primarily supports single-family detached structures including permanent dwellings and accessory structures, such as garages, that are related to these units. The intent of this category is to support and protect existing residential developments and encourage the construction of new, predominantly single-family detached homes in a carefully planned setting. Residentially supportive land uses, such as schools and churches may also be appropriate within this future land use category.

Within the waterfront district, single-family residential lands are concentrated in four locations: on the north side of Crocker; along Campau and Ballard Streets; east of Jefferson Avenue in the northern portion of the district; and, east of Jefferson Avenue in the southern portion of the district.

The 2010 Harrison Township Master Plan has established four density categories for single-family residential development: Low Density; Medium Density; Medium High Density; and High Density. The densities allowed for single-family use within the Waterfront Redevelopment Plan study area should be consistent with the density categories as established in the Township Master Plan and as shown on its Master Plan Summary Map.

Multiple-Family Residential

This future land use category is designed to provide sites for multiple-family dwelling structures, and related uses, which would generally serve as zones of transition between lower density residential uses and more intensive non-residential uses. Examples would include apartment dwellings, attached dwellings and townhouses. This category could also accommodate senior housing, nursing homes and other care facilities. The largest multiple-family areas within the study area are found: east and west of Jefferson Avenue, south of the Clinton River Spillway; and, along the south side of Crocker Boulevard. The Harrison Township Master Plan outlines an expected density of between 5.0 and 10.0 units per acre for multiple-family development.



Local Commercial

Local Commercial activities consist of those uses intended primarily to meet the daily retail and service needs of nearby residential neighborhoods. They may occur as freestanding buildings or be included in a smaller planned center sharing floor space, parking and access with other tenants. This category of commercial development tends to have trade areas located within a five-minute drive of the business. One small area in the waterfront district is planned for local commercial use. This area is located at the “bend” of Jefferson Avenue in the northern portion of the district.

Regional Commercial

The Regional Commercial land use classification includes commercial uses that serve a market area extending several miles beyond the site. Uses in this category will experience more intense auto and truck traffic than in local commercial areas.

Typical uses in this commercial district include shopping centers occupying sites generally exceeding ten acres in size, restaurants (including drive-through), offices, and auto-oriented businesses such as gas stations and car washes. The land at the intersection of Crocker Boulevard and Metropolitan Parkway, which includes the existing Mariner's Pointe Shopping Center, has been classified as Regional Commercial.

Core Commercial/Mixed-Use

The Core Commercial/Mixed-Use future land use classification has been established to accommodate the “core” business concentration of the waterfront district located along Jefferson Avenue generally between Ballard Street and L'anse Creuse Street. This district is designed to accommodate a broad mixture of uses, which may include:

- Marina- and waterfront-related commercial uses (i.e., boat sales and storage, bait and tackle shops)
- Retail/service uses
- Convenience stores and uses
- Restaurants (excluding drive-through)
- Offices
- Bed and breakfast
- Public parking
- Upper story residential above retail storefronts

Many of the properties designated within the Core Commercial/Mixed-Use category include existing establishments, while others are under-utilized or vacant. It is intended for this district to facilitate the expansion of existing establishments as well as the development of new infill commercial and mixed-use buildings. Buildings within this category should be designed and oriented toward the street, with reduced setbacks (“zero” lot-line) in order to create a dense concentration of establishments and a defined street wall. Parking lots should generally be located at the rear of buildings. The appearance of buildings should reflect a nautical theme consistent with the Design Guidelines established in Section 13 of the Harrison Township Master Plan. Buildings within the classification would generally be 1 to 2 stories in height; however, at key sites and/or intersections, buildings of up to 3 stories in height may be allowed.

Marina

The Marina future land use category incorporates several large existing marinas, harbors and related support facilities (marina-related commercial uses, boat storage/repair, etc.). Existing facilities include Beacon Cove Marina, Hideaway Harbor Marina and Velger Boat Harbor. It is the intent of this classification to allow for the continued operation of these marina facilities, allowing for expansion of such facilities in line with market demand.



Pier Place

The Pier Place future land use classification is designed to facilitate the development of a new waterfront mixed-use destination called “Pier Place.” The classification is located east of Jefferson Avenue, along Pier Place and Hickler Lane and the Lake St. Clair waterfront. With its commercial, entertainment, lodging, living, recreation and gathering spaces, Pier Place would become a focal point of the district and would serve to draw visitors from throughout the region.

Potential uses within the classification would include:

- Retail shops
- Transient commercial activity (e.g., food trucks, farmers’ market)
- Entertainment establishments
- Accommodations (lodging)
- Resort style residential uses and upper story residential uses (lofts) above retail storefronts
- Restaurants (excluding drive-through)
- Waterfront-related uses (i.e., bait and tackle, canoe livery, boat/water sports rental)
- Public space
- Recreational facilities
- Piers/docks



Similar to the Core Commercial/Mixed-Use classification, buildings within this category should be oriented to the street and should be designed with a nautical theme. Buildings of up 3 stories in height would generally be allowed within the classification.

Public/Parks

This future land use classification accommodates existing public and semi-public facilities and public parks. Included in this classification are the Township Fire Station, DNR Boat Launch, Mt. Clemens Water Plant, and Township Park/Tucker Senior Center.

Planned Redevelopment

The Planned Redevelopment classification has been established to accommodate two public facility sites which are currently vacant or under-utilized: the former St. John Hospital and the L’Anse Creuse Schools administration building. There exists the potential to repurpose and/or redevelop these relatively large sites for new uses. The former St. John Hospital site has the potential to be redeveloped for several uses, which may include residential (single-family, multiple-family), senior housing or care facilities, a boutique hotel, office, restaurant (excluding drive-through), limited retail, or a combination thereof. The L’Anse Creuse Schools administration building has the potential to be repurposed for public use, such as a community center, library or other Township facility. The site could also accommodate public parking which would serve other uses in the district. In both instances, careful planning and site design treatments must be applied to these redevelopment sites in order to ensure that the new development is appropriately integrated with adjacent lower intensity land uses.

ACTION STRATEGIES

Consistent with the Vision and Goals Statements and Future Land Use Plan, this subsection outlines specific action strategies for enhancement and improvement of the Harrison Township Waterfront Redevelopment Plan study area. These strategies are grouped into the headings of Placemaking, Physical Development Strategies and Improvements, Programming Recommendations and Administrative Recommendations.

Placemaking as Economic Development

The idea of using sense of place as an economic development tool is not unique to Harrison Township. Indeed, the State of Michigan is building the state's economic development model on the idea of placemaking. Simplified, the idea of placemaking is to celebrate those elements that define a community -- the spaces, the culture and the quality of life -- to attract a range of new businesses and investments.

The age of providing tax breaks to lure industrial development and even the age of industrial or manufacturing development as the primary pieces of economic development are over. While this may have hurt Michigan's economy over the last decade, the shifts in the economy have the potential to benefit the long term growth of a sustainable economy in Harrison Township. Instead of trying to fight to attract these types of investments, the Township should be celebrating the best things about itself and using those characteristics to attract new business development. The quality of life offered by Harrison Township can be used to attract smaller-scale, entrepreneurial investment. It is a critical mass of businesses and a community that embraces, nurtures and supports the entrepreneurial spirit that will build a sustainable economy capable of creating jobs and customers.

The Harrison Township Waterfront Redevelopment Plan study area already has a distinct sense of place, formed in large part by its coastal setting on Lake St. Clair and its marinas and harbors. The idea of placemaking is to use these elements (and to enhance or build other elements) that further distinguish the waterfront district and create an experience for people that is both special and unique. While the foundation is in place, there is opportunity to enhance those elements that people love about the waterfront district and to market these to attract new business investment in the community. Moving forward, the Township's economic development strategy is going to be selling its high quality of life, the Lake St. Clair waterfront, the access to recreational and outdoor amenities, the strong schools and sense of community. The programs and projects described in this subsection are all what is technically considered placemaking and will serve to enhance the sense of place in the waterfront district while improving the overall quality of life for all stakeholders.

Physical Development Strategies and Improvements

A conceptual vision of the recommended development scenario and other physical improvements within the study area is provided in the **Conceptual Plan Recommendations Map** on the following page. A more detailed description of the key strategies follows.

developers. The development of a new hotel has the potential to be the first catalyst project to spearhead the Pier Place concept. Taking advantage of its key location and presence on Lake St. Clair, the corner of Crocker Boulevard and Jefferson Avenue was once home to a hotel, the Lakeside Hotel, in the 1890's (refer to the picture on page 30 of this report). In conjunction with the development of a new hotel or other catalyst commercial/entertainment project, public access to the waterfront must be ensured through dedicated public space.

As shown in the conceptual plan, various public space components are proposed as part of Pier Place, including:

- The extension of Crocker Boulevard into the site, providing access for the hotel and culminating with a view to a new Pier Place entry arch and Lake St. Clair.
- A boardwalk system along the waterfront, including a new boardwalk along the northern edge of the Beacon Cove Marina pier.
- A new pier and dock extending east into Lake St. Clair. This dock is proposed be used for various recreational boat excursions and/or water taxi service to other connecting waterfront destinations such as Historic New Baltimore, Lake St. Clair Metropark, St. Clair Shores' Nautical Mile Marina District, and Downtown Detroit.
- A new day use marina providing public, short-term dockage for smaller watercraft. This would provide an opportunity for Pier Place's businesses, as well as all other businesses within the waterfront district, to draw new customers from the thousands of recreational boaters who frequent the waters of Lake St. Clair.
- An active boardwalk/pier, with small retail stands, food stands, souvenir stands, watercraft rentals and bike rentals.
- Multi-functional public gathering space, to serve as a staging ground for public events and other activities such as concerts, boat races, festivals and ice-fishing tournaments. The space would be designed to be enjoyed in all seasons, through amenities such as an amphitheater and ice-skating rink.

Potential Pier Place Components:



© Philip Bird LRPS CPAGB/Shutterstock.com

Waterfront hotel



© Richard Thornton/Shutterstock.com

Dock to allow for recreational boat tours and ferry service to nearby waterfronts



© Tupungato/Shutterstock.com



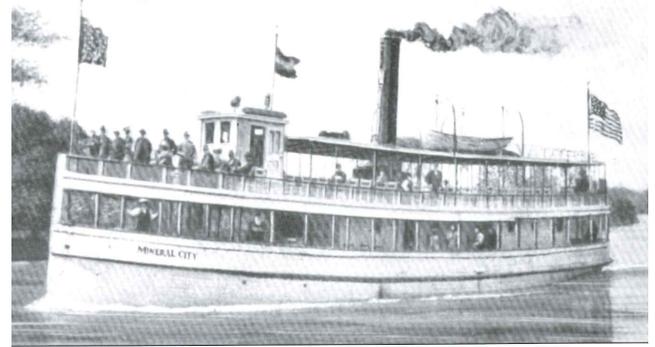
© GVictoria/Shutterstock.com

Gateway arch, boardwalk, and pier with shops.

Pier Place’s public and private realm buildings and amenities must be characterized by exceptional design standards, consistent with the nautical theme of the larger waterfront district. The layout and placement of buildings must relate to a pedestrian scale, to ensure the creation of a successful and enjoyable place for visitors. Vehicular routes and parking areas serving the site must be segregated from the pedestrian experience and located behind buildings and away from the waterfront.

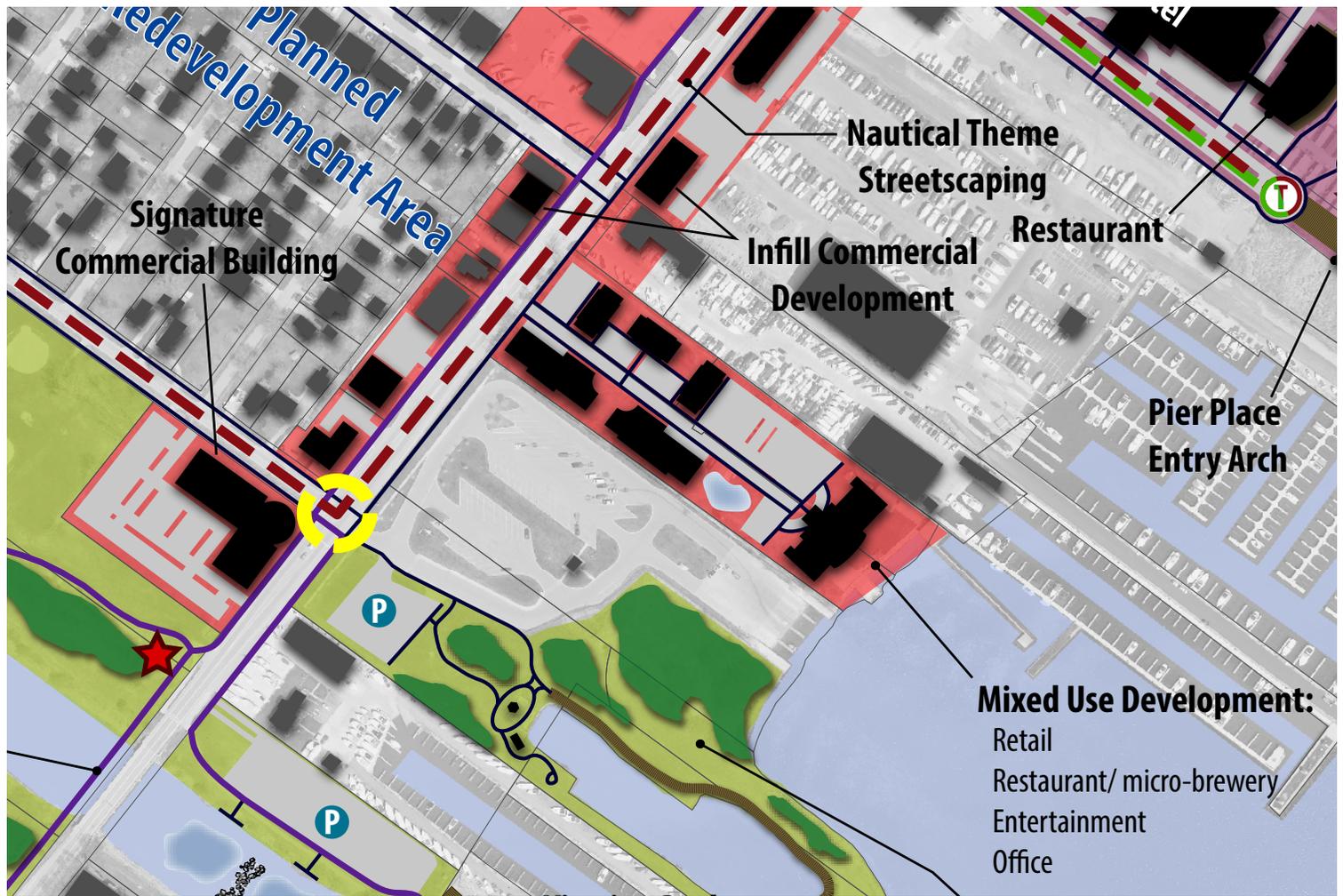
Infill Development Proposals

The Future Land Use Plan has established various land use classifications within the Waterfront Redevelopment Plan study area. Although much of the study area is already built-out, there remain many vacant or under-utilized properties which can accommodate new development in line with the uses established in the Future Land Use Plan. Thus, the Conceptual Plan shows new infill development throughout the district.



The Mineral City, shown above, was one of many excursion boats that ran daily to take visitors from Harrison Township to destinations such as Detroit.

Source: Harrison Township, Michigan, Images of America. Marie Ling McDougal.



Detail of Core Commercial/Mixed-Use infill development concept

Particular focus is given to directing new commercial and mixed-use development into a Core Commercial/Mixed-Use zone, generally extending along Jefferson Avenue from Ballard Street to L'Anse Creuse Street. Anticipated uses would include marina-related commercial, retail/service, restaurants, office and lodging (bed and breakfast). Buildings within this category should be designed and oriented toward the street, with reduced setbacks ("zero" lot-line) in order to create a dense concentration of establishments and a defined street wall. Parking lots should generally be located at the rear of buildings. The appearance of buildings should reflect a nautical theme consistent with the Design Guidelines established in Section 13 of the Harrison Township Master Plan. Buildings within the classification would generally be 1 to 2 stories in height; however, at key sites and/or intersections, buildings of up to 3 stories in height may be allowed.

Two strategic locations to accommodate new commercial and mixed-use development include: a large, vacant property at the southwestern corner of Jefferson and Ballard; and two large and adjacent single-family properties on the waterfront, between the DNR boat launch and Hideaway Harbor Marina. These sites have the potential to accommodate signature commercial and/or mixed-use developments.

Other infill development is shown throughout the Waterfront Redevelopment Plan study area, including new multiple-family development in the southern portion of the study area, the repurposing and expansion of the former St. John Hospital site for mixed-use (residential, senior housing, boutique hotel, office, restaurant and/or limited retail), and the repurposing of the L'Anse Creuse Schools Administration site for public use.

Clinton River Spillway Habitat Restoration Improvements

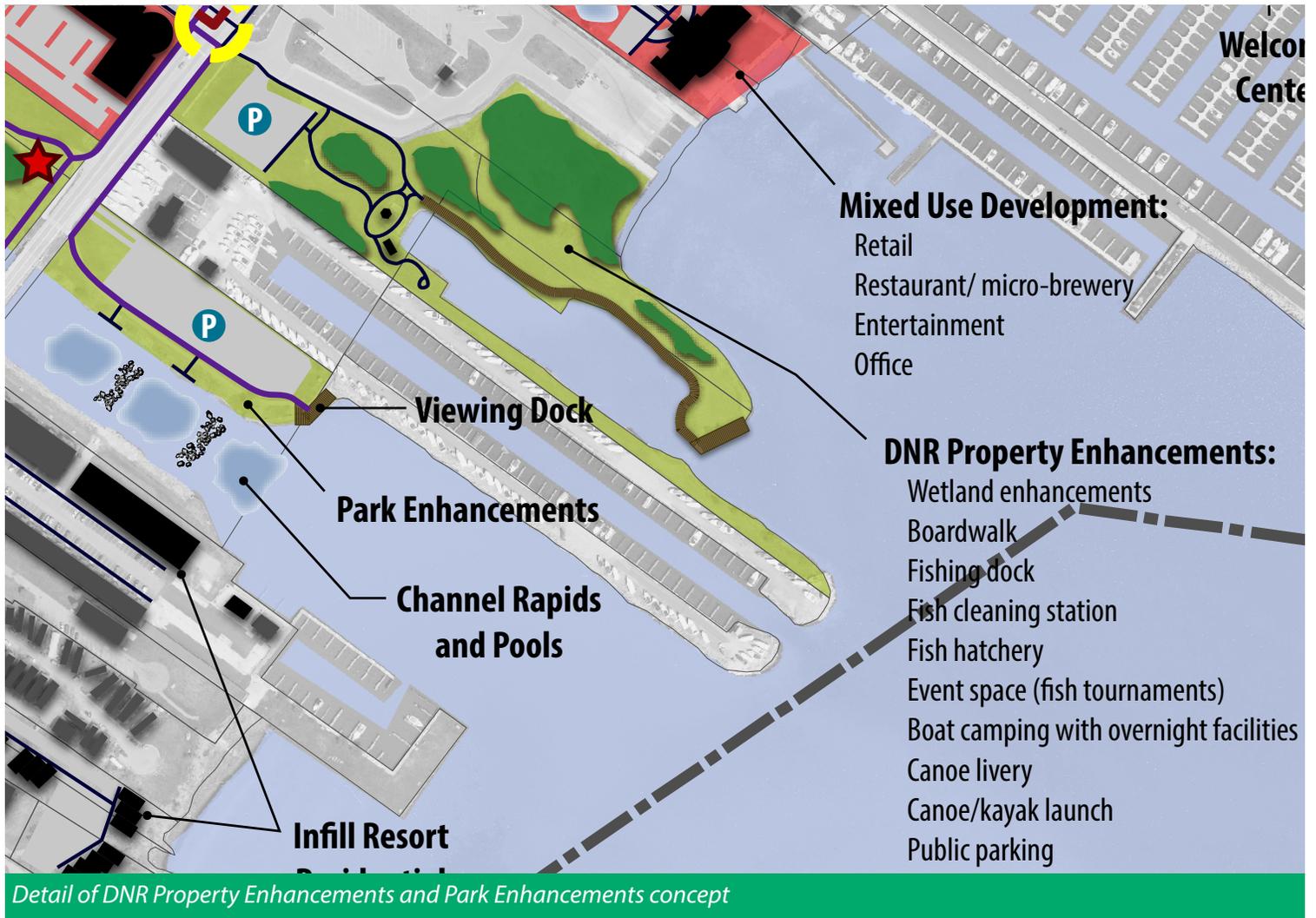
Section 1 of this report highlighted the Clinton River Spillway Habitat Restoration project, an ongoing planning and design study to restore the habitat within the Clinton River Spillway Area of Concern. The key project outcomes and recommendations of the Spillway Habitat Restoration project have been incorporated into the **Conceptual Plan Recommendations Map**. These recommendations include native plantings, streambank redesign, channel flow improvements, a pedestrian crossing along Jefferson Avenue, trail head parking, and additional recreational improvements (trail extensions and fishing piers). The ultimate implementation of the recommended design for the Clinton River Spillway and adjacent lands will result in significant public benefits for the waterfront district and the entire region.

DNR Property Enhancements

The DNR Boat Launch site is a large property along Jefferson Avenue and fronting Lake St. Clair. It currently consists of a large parking lot area and boat launch site; however, the southern approximately one-third of the property consists of open and unused space, some of which may be wetlands. Working in conjunction with the property owner (Michigan DNR), this plan recommends that this presently under-utilized space be reclaimed for enhanced natural habitat and public recreational use and access. Recommended improvements include wetland enhancements, a boardwalk along the water, fishing dock, fish cleaning station, fish hatchery, canoe/kayak launch and public parking.

Trail and Sidewalk Extensions and Connections

Building upon the success and popularity of the existing Clinton River Trail and Freedom Trail, both of which extend into the study area, the **Conceptual Plan Recommendations Map** illustrates additional trail extensions as well as sidewalk connections through the waterfront district. To further the transportation goal statement outlined in this Plan, and consistent with the Macomb County Trailways Master Plan, a new multi-use trail is proposed to extend along the north side of Jefferson



Detail of DNR Property Enhancements and Park Enhancements concept

Avenue through the study area. A critical component of this trail is a new trail bridge over the Clinton River Spillway. To the south, this trail is anticipated to connect to St. Clair Shores; to the north, this trail is proposed to connect with the Freedom Trail and the Lake St. Clair Metropark. In addition to the new trail along Jefferson Avenue, sidewalk connections are proposed throughout the study area.

Traffic and Safety Enhancements

To ensure an effective and safe non-motorized and pedestrian system, the above described trail and sidewalk improvements must be coupled with other safety enhancements, such as marked/raised pavement crossings, crossing signs and signals, crosswalks, and design treatments. Two existing locations, in particular, have been identified on the conceptual plan for traffic/safety enhancements.

The first is the Clinton River Trail crossing at Jefferson Avenue. As a long-term solution, it is recommended that this crossing be eliminated; instead, the Clinton River Trail should be diverted to cross Jefferson Avenue at the signalized Ballard Street intersection. Then,



This photo shows crossing treatments, including overhead and roadside signage, pavement markings, and a refuge island for a segment of the Clinton River Trail in Oakland County.

the Trail would run along the south side of Jefferson Avenue and connect to the park. In the short-term while the crossing remains, it should be improved through a combination of treatments, which may include reduced traffic speeds along Jefferson Avenue, additional signage, trail crossing pavement enhancements, and/or a user-activated traffic signal.

The second key traffic/safety enhancement location is the intersection of Crocker Boulevard and Jefferson Avenue. This intersection presently includes marked crosswalks and crossing signals, but high traffic volumes and wide turning radii may cause vehicular and pedestrian conflicts. It is recommended that this intersection be improved through a geometric redesign that would maintain the vehicular turn lanes, but enhance pedestrian safety through improved signalization and raised/textured crosswalks.

Streetscape Improvements

A unified streetscaping theme should be implemented along the district's two primary arteries, Crocker Boulevard and Jefferson Avenue, and other key streets. This streetscaping should be consistent with the nautical theme already established within the study area. Streetscape amenities should include lighting, benches, trash receptacles, bike racks, bollards, and banners.

Gateways and Wayfinding

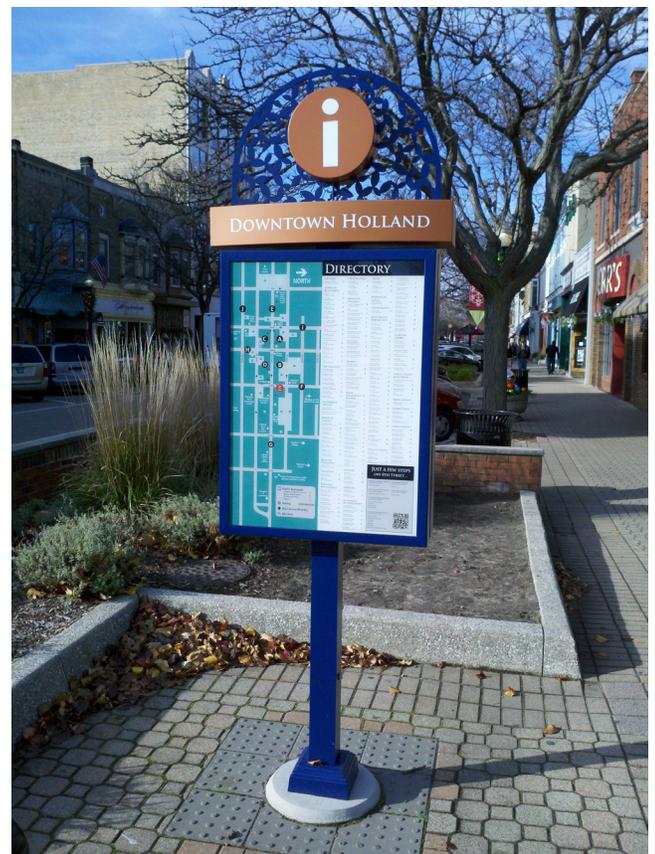
Defined and distinctive entryways should welcome visitors to the waterfront district. These gateways announce their arrival to the district and work to enhance the overall sense of place. Therefore, the conceptual plan proposes the construction of several new gateways at key entry locations: at Crocker and Metropolitan Parkway; at Jefferson near the Clinton River Spillway, at Jefferson near the L'Anse Creuse Schools Administration site, and at the proposed Pier Place to serve as a gateway for visitors arriving by boat. These gateways may consist of a combination of signage, hardscape features, landscaping, public art or other improvements.

Once arrived, visitors could then be directed toward the various localized destinations, such as the Township Park, DNR Boat Launch, Pier Place and public parking lots, through the construction of smaller, vehicular directional (wayfinding) signage. Once visitors have parked their vehicles, strategically located map kiosks and other pedestrian-scale wayfinding signage would direct visitors to individual businesses and other points of interest.



Section 13 of the Harrison Township Master Plan establishes nautical theme design guidelines which should be employed within the waterfront district. Design guidelines and elements are applicable to both the private realm (private buildings, screening, parking lots) and public realm (light poles, benches, etc. within the public right-of-way).

Image Source: Harrison Township Master Plan 2010.



Pedestrian-scale wayfinding signage, such as this business directory map kiosk, should be utilized within the waterfront district to direct visitors to businesses and other points of interest.

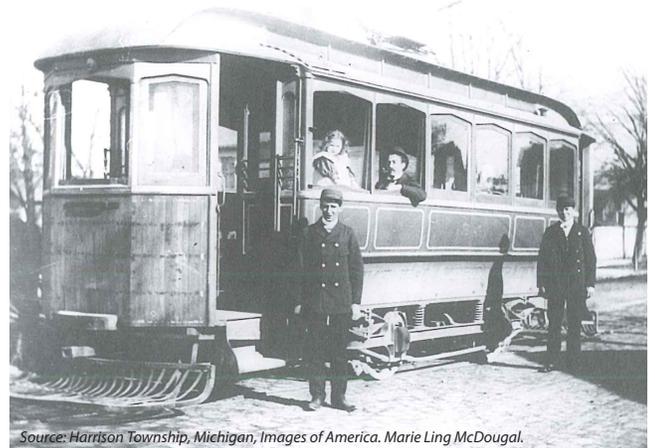
Public Parking

At present, parking within the district is almost exclusively provided through private, off-street parking lots. Few options for public parking exist, which include the parking lot at the Township Park and the parking lot at the DNR Boat Launch. In order to support the new development anticipated in this Plan, new public parking within the district will be required. This new public parking will likely consist of both on-street and off-street parking. Crocker Boulevard, for example, has a sufficient right-of-way width to be able to accommodate some on-street parking near its intersection at Jefferson Avenue. The future proposed extension of Crocker Boulevard toward the lake should also be designed to accommodate on-street parking. New off-street parking lots in strategic locations will also be needed. The **Conceptual Plan Recommendations Map** shows several potential locations for such public off-street parking in the future.

Trolley Route

As the waterfront district builds-out over time consistent with the conceptual plan, the need to ease traffic congestion, enhance pedestrian safety and convenience, and provide public parking will increase. One recommendation to ease such congestion, as well as to contribute to the overall character and sense of place of the district, is to establish trolley routes or similar passenger shuttle service. As shown in the **Conceptual Plan Recommendations Map**, two potential trolley routes are delineated. One trolley route could begin and end at larger public parking lots away from the core of the district, such as at the Township Park and the L'Anse Creuse School site. This trolley service would run continuously on a fixed and signed route along Jefferson Avenue and extending into Pier Place. As a long-term recommendation, this trolley route could extend further north and connect to the Lake St. Clair Metropark. A second trolley route is proposed to connect the waterfront district with Downtown Mt. Clemens.

Funding to initiate and maintain the service could be derived through a combination of sources, including future DDA funds (tax increment revenues), contributions from local businesses, business sponsorships/advertisements, a payment in lieu of parking program, and user-fares. The design of the trolleys could be modeled after the electric cars that ran along Crocker Boulevard between the waterfront district and Mt. Clemens during the late 1800's.



A trolley bus route is proposed to improve mobility within the district and promote a unique sense of place and experience. The trolley design can be modeled after the electric street cars which operated in the district in the late 1800's.

Programming Recommendations

Special Events

The Conceptual Plan proposes enhanced public gathering space within the waterfront district, which would be able to accommodate various special events throughout the year. Special events can be a significant economic engine for a business district. Historically, Harrison Township has invested significantly in special events. Harrison Township officials will be charged with creating or supporting special events with the greatest potential for attracting patrons, generating interest and awareness, and contributing to the overall sense of place within the waterfront district. Such special events may include fishing and ice-fishing tournaments, art fairs, boat races, concert series, pub crawls, and holiday festivals.

Facade Improvement Program

Harrison Township and/or a future DDA Board should develop, implement and fund a façade improvement grant program for existing businesses within the study area. The goal of this program is to strengthen and improve the appearance of existing businesses by offering grant funds to them for exterior building and façade improvements. Program parameters will need to be developed to determine eligibility, selection criteria and match percentages. The grant program should be set up as a reimbursement program. Under this scenario, a maximum grant amount should be established and a minimum match (i.e., 25% or 50%) should be required of the grantee.

Sign Improvement Program

Harrison Township and/or a future DDA Board should develop, implement and fund a sign improvement grant program. The goal of this program is to strengthen existing businesses by offering grant funds for new signage and/or sign improvements while also fostering the development of attractive signage within the waterfront district. Program parameters will need to be developed to determine eligibility, selection criteria and match percentages. The grant program should be set up as a reimbursement program. Under this scenario, a maximum grant amount should be established and a minimum match (i.e., 25% or 50%) should be required of the grantee.

Small Business Incubator Grant Program

Harrison Township and/or a future DDA Board should develop, implement and fund a program to identify available spaces and incentivize the establishment of start-up businesses. This program may take many forms; however, research suggests that affordable (and sometimes free) rents are key elements to starting a successful retail business. This program may provide a rent subsidy, a forgivable loan or an outright grant, for example. Program parameters will need to be developed to determine eligibility, selection criteria and match percentages.

Administrative Recommendations

Establish a Downtown Development Authority

Public Act 197 of 1975 allows local units of government to establish a Downtown Development Authority (DDA) in designated “downtown districts”. Established DDA’s can raise revenue for physical improvements, property acquisition, marketing, and operations by the use of tax increment financing, revenue bonds, tax levy, fee collection and grants. Any expenditures of DDA funds must be used for the benefit of properties within the downtown district.

This Plan recommends that Harrison Township establish a Downtown Development Authority and District encompassing much of the Waterfront Redevelopment Plan study area. Once established, the new DDA would be charged with the responsibility of facilitating improvements within the district, marketing, programming and other economic enhancement activities. The DDA could also establish a tax increment finance revenue stream to assist in funding such programs and improvements. In support of this recommendation, a more detailed DDA Feasibility Assessment is included in Section 5.

Promotions/Marketing Strategy

Harrison Township, led by a future DDA Board, should oversee the development and implementation of a long-term marketing campaign for the purpose of attracting customers, businesses and tourists to the waterfront district. This strategy needs to incorporate a range of elements -- from traditional print and media efforts, to social media and internet promotions. The strategy should be built around a unique theme and/or identity, which may be reflected by a waterfront district logo and/or branding statement. The DDA Board will likely need to work with marketing professionals and graphic designers in this effort.

Zoning Ordinance Amendments

In order to facilitate the type and character of development conceived by this Waterfront Redevelopment Plan, Township zoning regulations and other land development codes must support and encourage such development. In reviewing the currently adopted The Harrison Township Zoning Ordinance, Ord. No. 306, it is recommended that various amendments be implemented in order to effectuate the changes recommended in this Plan. One key need is for the creation of a new zoning district or an overlay zoning district which would encompass the "core" of the district along Jefferson Avenue and the waterfront. Such a district would ensure that the desired mixture of land uses are allowed by-right, and would also require compliance with minimum standards for architectural design, building size and placement, landscaping, parking and other requirements. This proposed district should employ and include form-based regulations and graphics, where desired building form and placement standards are emphasized and mandated for all new development. Other zoning ordinance amendments should be explored in order to implement this Plan, such as the creation of an expedited review process to stimulate new development and the allowance for performance bonuses (i.e., a density bonus) for new developments as an incentive to provide public benefits such as the dedication of public open space.

PUBLIC INVESTMENT PRIORITIZATION

On September 29, 2014, members of the public were invited to participate in a public workshop led by the Waterfront Redevelopment Plan Steering Committee. The strategic recommendations of the plan were discussed, and attendees provided comments on the proposed ideas. Individual exercises and group discussions were used to measure citizen priorities.

Individual Exercise

A Public Investment Prioritization survey was completed by workshop participants. The survey included a listing of all of the public investments proposed as an action strategy in this Plan. Each participant was asked to give a score for each public investment, in order to gauge overall priorities for public investments. The survey used a scoring system of 0 to 3, where 0 indicated "Project is not a Priority" and 3 indicated "Top Priority Project." Survey respondents were asked to consider the following project evaluation considerations as a guide in their scoring:

- Job Creation
- Property Values/Tax Base
- Business Growth
- Implementability
- Project Cost/ Availability of Funding
- Environmental Impact
- Health and Safety Effects
- Long-Term Benefit
- Blight Removal
- Consistency with Master Plan

After completion of the survey, all individual scores were tallied to establish a summary listing of prioritized public investments, as shown in the table below:

Prioritized Listing of Public Investments	Total Score (Higher Scores = Higher Priority)
Zoning Amendments	65
Establish a Downtown Development Authority	63
Property Acquisition and Construction of Boardwalk/Pier at the proposed Pier Place	61
Promotions and Marketing Campaign	54
Expanded Recreation Facilities at DNR Boat Launch Site	53
Pedestrian/Trail Bridge over Spillway near Jefferson	53
Sidewalk Connections within District	53
Jefferson/Crocker Intersection Improvements	53
New Public Parking (Off-Street)	51
Clinton River Spillway Habitat Improvements	49
Park Enhancements at Clinton River Trailhead Site	49
Small Business Incubator Grant Program	49
Façade Improvement Program	48
Crossing Improvements for Clinton River Trail at Jefferson	47
District Gateway Signage	47
Facilitate/Promote Special Events	47
Streetscape Enhancements	46
Multi-Use Trail Along Jefferson Avenue	44
Sign Improvement Program	43
District Vehicular/Pedestrian Wayfinding Signage	40
New Public Parking (On-Street)	40
Jefferson/Ballard Intersection Improvements	38
Trolley Route	34

Group Discussion

A group discussion followed the individual exercise, which asked participants to work in groups to determine a consensus list of the Top 3 Public Investments. Participants were asked to refer to the same project evaluation considerations that were used in the individual exercise. The following public investments were identified as a Top 3 Priority by one or more groups. Public investments that were mentioned by multiple groups are noted in parentheses.

- Property Acquisition and Construction of Boardwalk/Pier at the proposed Pier (5)
- Establish a Downtown Development Authority (3)
- Promotions and Marketing Campaign
- Zoning Amendments
- Sidewalk Connections within District
- Street Widening/ Streetscape Enhancements
- Expanded Recreation Facilities at DNR Boat Launch Site
- Clinton River Spillway Habitat Improvements
- Small Business Incubator Grant Program

POTENTIAL FUNDING RESOURCES

Provided below is a listing and summary of various funding resources available to help implement the recommendations and public investments outlined in this Plan. Potential funding sources from outside entities for public improvements change and evolve on a regular basis. Understanding available funding programs, their requirements and deadlines requires continuous monitoring. These funding opportunities are in addition to traditional funding methods such as the general fund, millages, bonds, Community Development Block Grants, Tax Increment Financing, etc. The funding opportunities are organized under the categories of Acquisition, Habitat/Ecosystem Restoration, Stormwater Management/Green Infrastructure, Areas of Concern Contaminant Issues, Recreational Enhancements and Planning Assistance.

Acquisition

Michigan Coastal and Estuarine Land Conservation Program (MDEQ/NOAA)

Protects coastal and estuarine lands that are important for ecological, historic and recreational value.

- Maximum grant amount: \$3,000,000
- Local match: 50 percent in combination of cash or in-kind, land value of donated land.
- Internet link: <http://coast.noaa.gov/czm/landconservation/>

Michigan Department of Natural Resources Trust Fund (MDNR)

Supported by annual revenues from oil and gas resources – the Trust Fund can be used for acquisition of land for recreational and conservation purposes.

- Funding range: No established minimum or maximum amounts
- Local match: 25 percent
- Internet link: http://www.michigan.gov/dnr/0,4570,7-153-58225_58301---,00.html

Recovery Land Acquisition Grant (USFWS)

This program provides funding for acquisition to assist the recovery of endangered species.

- Local match: 25 percent
- Internet link: http://www.fws.gov/midwest/endangered/grants/S6_grants.html

Community Forest and Open Space Conservation Program (USFS)

The Secretary of Agriculture may award this grant to eligible entities (Indian tribe, Local government, nonprofit organization) to acquire private forest land which is threatened by conversion to non-forest uses and would provide public benefits to communities including: economic benefits through sustainable forest management; environmental benefits including clean water and wildlife habitat; forest-based public education programs; and, recreational benefits including hunting and fishing.

- Local match: Cost sharing is required and encouraged at 50 percent
- Internet link: <http://www.fs.fed.us/cooperativeforestry/programs/loa/cfp.shtml>

Michigan Areas of Concern Land Acquisition Grants (MDEQ/NOAA)

The principal purpose of these NOAA Great Lakes Area of Concern Land Acquisition Grants is to provide federal financial and technical assistance to land acquisition projects within the U.S. Great Lakes Areas of Concern and their associated watersheds that meet NOAA's mission to protect and restore coastal habitats and supports the Great Lakes Regional Collaboration Strategy and the Great Lakes Restoration Initiative. The Michigan DEQ reviews and selects projects for final award by NOAA.

- Grant amount range: \$100,000 to \$1 million
- Local match: Match is not required but encouraged.
- Internet link: http://www.michigan.gov/deq/0,4561,7-135-3313_3677_3696-317507--,00.html

Habitat/Ecosystem Restoration

Section 206: Aquatic Ecosystem Restoration (ACOE)

A continuing funding Authority of the Army Corps to preserve, protect and restore aquatic ecosystems – such as restoration or development of fish habitat and wetland creation. The Army Corps does not give out grants. They do the work or bid it out to a contractor.

- Maximum project cost: \$5,000,000
- Local match: 50 percent for feasibility study over \$100,000, 35 percent for planning, design and implementation

North American Wetlands Conservation Act (USFWS)

Competitive grant program through the U.S. Fish and Wildlife Service to fund states and other partner projects for long-term habitat restoration, enhancement or protection, for conservation of native Great Lakes Fish and wildlife populations, particularly migratory birds. Project must be located either in the Upper Mississippi and Great Lakes Region Joint Venture or the Atlantic Coast Joint Venture.

- Grant award range: Between \$50,000 and \$500,000
- Local match: Cost sharing is required and is encouraged at 50 percent
- Internet link: <http://www.fws.gov/birdhabitat/Grants/NAWCA/index.shtm>

Great Lakes Fish and Wildlife Restoration Act (USFWS)

The Great Lakes Fish and Wildlife Restoration Act grant program provides federal grants on a competitive basis to states, tribes and other interested entities to encourage cooperative conservation, restoration, research and management of fish and wildlife resources and their habitat in the Great Lakes basin. The projects are funded under authority of the Great Lakes Fish and Wildlife Restoration Act of 2006.

- Grant award range: Up to \$2,000,000
- Local match: 25 percent of total project cost.
- Internet link: <http://www.fws.gov/midwest/fisheries/glfwra-grants.html>

Michigan Coastal Zone Management Grant (MDEQ/NOAA)

The Michigan Coastal Zone Management (CZM) Program, which is housed in the DEQ Office of the Great lakes, promotes wise management of the cultural and natural resources of Michigan's Great Lakes coastal areas by fostering environmental stewardship through the development and application of tools, science-based policies, and effective regulation. The CZM Program provides grant funds to our coastal communities and partners to assist in the development of vibrant and resilient coastal communities through the protection and restoration of our sensitive coastal resources and biologically diverse ecosystems. The CZM supports efforts that increase resilience to coastal erosion and flood hazards and minimize the loss of life caused by dangerous nearshore currents. It also supports projects that protect, manage and restore sensitive coastal habitats.

- Funding range: \$50,000 maximum
- Local match: Up to 50 percent
- Internet link: http://www.michigan.gov/deq/0,1607,7-135-3313_3677_3696---,00.html

Sustain our Great Lakes

Funded through a public private partnership of USEPA, USFWS, NOAA, Acelor Mittel and administered by the US Fish and Wildlife Foundation – this program funds protection, conservation and restoration of the Great Lakes watershed. In 2011, all GLRI funding for habitat restoration was funneled through this program. There are two funding grant programs – Community Grants and Stewardship Grants.

- Maximum grant award: Up to \$150,000 for Community Grants and up to \$1.5 million for Stewardship grants.
- Local match: Up to \$150,001 for Stewardship grants with maximum grant award of \$1.5 million.
- Internet link: <http://www.sustainourgreatlakes.org/>

Great Lakes Habitat Restoration Program (NOAA)

The Great Lakes face many threats, including invasive species, oil spills and other pollution, overfishing, and habitat degradation. NOAA works with its local partners to address these issues through its Great Lakes Habitat Restoration Program, which plans, implements, and funds coastal habitat restoration projects throughout the region. The purpose of this program is restoration of fish and wildlife habitat and coastal wetlands.

- Maximum grant amount: Approximately \$1 million
- Local match: Cost sharing is required and encouraged at 50 percent
- Internet link: <http://www.habitat.noaa.gov/funding/>

Invasive Species Program (NOAA)

The program operates extensively in the coastal areas of the U.S. The program offers technical assistance to: expand and coordinate prevention, early detection, rapid response, control, and monitoring programs nationwide; expand and support research and monitoring efforts that investigate the impacts of aquatic invasive species (AIS) on ecosystems and socioeconomics; and, assist regions and states by providing technical support and best management practices regarding the prevention and spread of invasive species.

- Local match: Cost sharing is required and encouraged at 50 percent
- Internet link: <http://www.habitat.noaa.gov/restoration/programs/invasivespecies.html>

Open Rivers Initiative (NOAA)

A national competition to fund the removal of obsolete dams and other stream barriers to improve fisheries, enhance public safety and boost local economies through benefits resulting from removal.

- Funding range: \$100,000 - \$3,000,000
- Local match: Cost sharing is required and encouraged at 50 percent
- Internet link: <http://www.habitat.noaa.gov/restoration/programs/ori.html>

American Rivers Program: (NOAA)

National competition to fund dam & barrier removal projects that restore and improve migratory fish habitat.

- Funding range: Feasibility or Design phase: max of \$75,000; Construction phase: max of \$100,000
- Local match: Cost sharing is required and encouraged at 50 percent
- Internet Link: <http://www.americanrivers.org/initiatives/grants/>

Estuary Restoration Act (ERA) of 2000 (USFWS, ACOE, NOAA, USEPA, USDA, DOI)

The Estuary Restoration Act (ERA) promotes restoration of estuary habitat through enhanced coordination of Federal and non-Federal restoration activities and more efficient project financing. Its goals are to restore 1 million acres of estuary habitat. The project must be part of an approved Federal or State estuary habitat restoration plan; be technically feasible; and encourage increased coordination and cooperation among governments.

- Grant award ranges: \$100,000 to \$1,000,000
- Local match: 65 percent federal/35 percent local
- Internet Link: <http://www.era.noaa.gov/information/act.html>

Watershed Forestry Assistance Program (USFS)

This program seeks to build and strengthen watershed partnerships that focus on forested landscapes at the State, regional and local levels, to accomplish critical forest stewardship, watershed protection and restoration needs with a State by demonstrating the value of trees and forests to watershed health and condition. This program supports various project efforts including: the use of trees as solutions to water quality problems in urban and rural areas; community based planning, involvement and action through State, local and nonprofit partnerships; application and dissemination of monitoring information on forestry BMPs relation to watershed health; watershed scale forest management activities and conservation planning; and, restoration of a wetland and stream side forests and the establishment of riparian vegetative buffers.

- Local match: Cost sharing is required and encouraged at 50 percent
- Internet link: <http://www.fs.fed.us/cooperativeforestry/programs/wf/wfa.shtml>

Hazard Mitigation Assistance Funds (FEMA/DHS)

Eligible hazard mitigation activities are intended to reduce or eliminate future property damage and/or loss of life from natural hazards such as floods, tornados, storms and wildfires. Examples of applicable activities include: protective measures for utility infrastructure; storm water management to reduce flood risk; and, vegetation management for dune restoration or wildfire prevention.

- Cost share requirements: In general 75 percent federal and 25 percent local cost share
- Internet link: <http://www.fema.gov/hazard-mitigation-assistance>

Stormwater Management/Green Infrastructure

Great Lakes Restoration Initiative (EPA, USFS, NOAA, USFWS, ACOE)

Presidential budget initiative to spend \$5 billion for restoration of the Great Lakes watershed. \$300 million is requested in the federal budget for Great Lakes restoration in 2011. Beginning in 2011, all funds for habitat protection and restoration was funneled through the Sustain Our Great Lakes Program administered by the US Fish and Wildlife Foundation. Invasive species is still a category address under GLRI. The EPA oversees the program and generally keeps half the money – distributing the remainder to other federal agencies that have a role in Great Lakes restoration.

- Funding range: \$25,000 - \$1,000,000
- Local match: 25 to 50 percent
- Internet link: <http://greatlakesrestoration.us/>

Section 319 Nonpoint Source Funding (MDEQ/EPA)

The priority objective for the use of Section 319 grant funds is to expeditiously achieve the goals of the Clean Water Act, including the restoration and maintenance of the chemical, physical, and biological integrity of the Nation's waters. To achieve this objective, the guidance places top priority on implementing on-the-ground measures and practices that will reduce pollutant loads and contribute to the restoration of impaired waters. Section 319 funds can be used to develop and implement watershed-based plans that are designed to restore waters that have been listed by States as impaired under Section 303(d) of the Clean Water Act.

- Internet link: <http://water.epa.gov/polwaste/nps/cwact.cfm>

Strategic Water Quality Initiatives Fund (MDEQ/EPA)

The Strategic Water Quality Initiatives Fund (SWQIF) is a low 2.5% interest revolving loan program that allows qualified municipalities to access financing for the construction of needed water pollution control facilities that cannot qualify for SRF assistance. Two types of projects can be financed under the SWQIF, the on-site upgrade-replacement of septic systems and the removal of ground water or storm water from sewer leads.

- Funding range: Low interest loan
- Local match: the sponsor will repay the loan over a 20 year period.
- Internet link: http://michigan.gov/deq/0,1607,7-135-3307_3515_4143---,00.html

Transportation Alternatives Program (MDOT/USDOT)

A federally funded grant program that can be leveraged to match State funds, such as the Michigan Natural Resources Trust Fund. The program funds projects such as trails, pedestrian and bicycle facilities, nonmotorized paths, streetscapes, traffic calming and safety improvements, overlook and viewing areas, and historic preservation of transportation facilities.

- Funding Range: None
- Application Timeline: Quarterly Deadline Schedule
- Match Requirement: 20 percent but can be leveraged to match State funds
- Internet link: http://www.michigan.gov/mdot/0,1607,7-151-9621_17216_18231---,00.html

Community Forestry Grants (MDNR)

A federally funded grant program designed to fund projects that develop or enhance urban and community forestry resources in Michigan. Project categories are: Management and Planning, Education and Training, Library Resources and Tree Planting.

- Funding Range: up to \$20,000
- Application Timeline: Annually each summer
- Match Requirement: 50 percent
- Internet link: http://www.michigan.gov/dnr/0,4570,7-153-30301_40936-125031--,00.html

DTE Energy Foundation Tree Planting Grants (MDNR)

A foundation-funded program to increase the number of properly planted, established and maintained trees within the service territory of DTE Energy. Tree planting projects such as park, right-of-way, city street, nature study areas, school grounds planting and neighborhood revitalization projects are eligible. All trees must be planted on public land or land open to the public.

- Funding Range: up to \$3,000
- Application Timeline: Annually each Fall (November-December)
- Match Requirement: Yes
- Internet link: http://www.michigan.gov/dnr/0,4570,7-153-30301_40936-125033--,00.html

Urban and Community Forestry Assistance (USFS)

This program is being implemented by Congress to improve the health and character of the urban forests in cities, suburbs and towns. The purposes of this program include: improve understanding of benefits for preserving existing tree cover in urban areas; encourage landowners to maintain trees and expand forest cover on their properties; provide education programs and technical assistance to local communities and organization; provide competitive matching grants to local governments and nonprofit organizations for forestation projects; and, implement a tree planting program to complement urban and community tree maintenance programs.

- Local match: Cost sharing is required and encouraged at 50 percent
- Internet link: <http://www.fs.fed.us/ucf/nucfac.shtml>

Hazard Mitigation Assistance Funds (FEMA/DHS)

Eligible hazard mitigation activities are intended to reduce or eliminate future property damage and/or loss of life from natural hazards such as floods, tornados, storms and wildfires. Examples of applicable activities include: protective mea-

asures for utility infrastructure, storm water management to reduce flood risk and vegetation management for dune restoration or wildfire prevention.

- Cost share requirements: in general 75 percent federal and 25 percent local cost share
- Internet link: <http://www.fema.gov/hazard-mitigation-assistance>

Areas of Concern Contaminant Issues

Great Lakes Restoration Initiative (USEPA, NOAA, USFS, USFWS, ACOE)

Presidential budget initiative to spend \$5 billion for restoration of the Great Lakes watershed. \$300 million is requested in the federal budget for Great Lakes restoration in 2011. GLRI funding addresses many issues such toxics, pollution prevention, reducing bacteria, monitoring reducing stormwater pollution, etc. Beginning in 2011, all funds for habitat protection and restoration was funneled through the Sustain Our Great Lakes Program administered by the US Fish and Wildlife Foundation. The EPA oversees the program and generally keeps half the money – distributing the remainder to other federal agencies that have a role in Great Lakes restoration.

- Proposal Submittal Deadline: January - April 2012?
- Funding range: \$25,000 to \$1,000,000
- Local match: 25 to 50 percent
- Internet link: <http://greatlakesrestoration.us/>

Great Lakes Legacy Act Funding (USEPA)

Supports clean-up of contaminated sediments in Great Lakes Areas of Concern. Eligible projects include: Monitor or evaluate contaminated sediments, implement a plan to remediate contaminated sediment, or prevent further or renewed sediment contamination. Priority is give to following types of projects: remedial action of contaminated sediment, projects that have been identified in RAPs, Projects that will use an innovative approach or technology that may provide greater environmental benefits at a reduced cost and projects that are ready to start.

- Local match: 35 percent
- Internet link: <http://www.epa.gov/glla/>

Recreational Enhancement

Michigan Department of Natural Resources Trust Fund (MDNR)

Supported by annual revenues from oil and gas resources – the Trust Fund can be used for development of land and uses for recreational purposes.

- Funding range: \$15,000 to \$300,000
- Local match: 25 percent
- Internet link: http://www.michigan.gov/dnr/0,4570,7-153-58225_58301---,00.html

Land and Water Conservation Fund (MDNR/NPS)

The LWCF Program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high qual-

ity recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States.

- Funding range: \$30,000 to \$100,000
- Local match: Local cost share is required at 50 percent
- Internet link: http://www.michigan.gov/dnr/0,4570,7-153-58225_58672---,00.html

Recreation Passport Program (MDNR)

Public Act 32 of 2010 created the Local Public Recreation Facilities Fund to be used for the development of public recreation facilities for local units of government. Money for this fund is derived from the sale of the Recreation Passport which replaced the resident Motor Vehicle Permit. The grant program is focused on renovating and improving existing parks, however, the development of new parks is eligible.

- Funding range: \$7,500 to \$45,000
- Local match: 25 percent
- Internet link: http://www.michigan.gov/dnr/0,4570,7-153-58225_58701---,00.html

Michigan Coastal Zone Management Grant (MDEQ/NOAA)

The Michigan Coastal Zone Management (CZM) Program, which is housed in the DEQ Office of the Great lakes, promotes wise management of the cultural and natural resources of Michigan's Great Lakes coastal areas by fostering environmental stewardship through the development and application of tools, science-based policies, and effective regulation. The CZM Program provides grant funds to our coastal communities and partners to assist in the development of vibrant and resilient coastal communities through the protection and restoration of our sensitive coastal resources and biologically diverse ecosystems. Eligible recreation-related activities include low-cost construction projects such as non-motorized trails, boardwalks, barrier-free canoe or kayak launches and fishing piers, viewing decks, etc.

- Funding range: \$50,000 maximum
- Local match: up to 50 percent
- Internet link: http://www.michigan.gov/deq/0,1607,7-135-3313_3677_3696---,00.html

Planning Assistance

Planning Assistance to States Authority (ACOE)

Section 22 of the Water Resources Development Act (WRDA) of 1974, as amended, provides authority for the Corps of Engineers to assist the States, local governments, and other non-Federal entities in the preparation of comprehensive plans for the development, utilization, and conservation of water and related land. Typical studies are only planning level of detail; they do not include detailed design for project construction. The studies generally involve the analysis of existing data for planning purposes using standard engineering techniques although some data collection is often necessary. Most studies become the basis for State or Tribal and local planning decisions.

- Funding range: Up to \$500,000 annually
- Local match: 50 percent local cost share in (cash and in-kind)

Remedial Action Planning Authority (ACOE)

Section 401 of WRDA 1990, as amended remedial action/watershed planning within an Area of Concern. The Great Lakes Water Quality Agreement, an international treaty between the United States and Canada, designated 43 Areas of Concern around the Great Lakes where beneficial uses of the lakes and tributaries were impaired. Fourteen use impairments were identified, included restrictions on consumption of fish and wildlife, loss of fish and wildlife habitat, restrictions on dredging activities, and beach closings. RAP support may include a variety of technical services, including: physical and environmental monitoring; remedial planning and design; construction management; development of geographic information systems (GIS); computer modeling and analysis; cost estimating; and, real estate and public outreach support.

- Local match: 35 percent

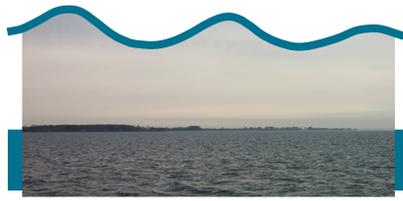
Section 205j of Clean Water Act (MDEQ/EPA)

The federal Clean Water Act Section 205(j) provides funding for water quality management planning, which is then allocated by each state. The program provides for projects that gather and map information on nonpoint and point source water pollution and increase the involvement of environmental and civic organizations in watershed planning and implementation activities.

Michigan Coastal Zone Management Grant (MDEQ/NOAA)

The Michigan Coastal Zone Management (CZM) Program, which is housed in the DEQ Office of the Great lakes, promotes wise management of the cultural and natural resources of Michigan's Great Lakes coastal areas by fostering environmental stewardship through the development and application of tools, science-based policies, and effective regulation. The CZM Program provides grant funds to our coastal communities and partners to assist in the development of vibrant and resilient coastal communities through the protection and restoration of our sensitive coastal resources and biologically diverse ecosystems. Eligible planning related activities such as site design, engineering, feasibility and natural features studies, historic preservation projects, coastal education materials, developing portions of local zoning ordinances, master planning of coastal significance, and waterfront redevelopment studies.

- Funding range: \$50,000 maximum
- Local match: up to 50 percent
- Internet link: http://www.michigan.gov/deq/0,1607,7-135-3313_3677_3696---,00.html



5: DDA FEASIBILITY ASSESSMENT

Harrison Township Waterfront Redevelopment Plan

One of the recommendations of this Plan is to establish a new Downtown Development Authority (DDA) and District within portions of the Waterfront Redevelopment Plan study area. In accordance with the requirements of Public Act 197 of 1975, this section outlines a feasibility assessment for the creation of a Downtown Development Authority and the establishment of tax increment financing to fund public improvements. If a DDA is established by Harrison Township, much of the data included in this Waterfront Redevelopment Plan and DDA Feasibility Assessment chapter can be used by Township officials in the assembly and adoption of a Development Plan and Tax Increment Finance Plan in accordance with the Act.

ELIGIBILITY AND DETERMINATION OF NEED

Section 3,(1) of Public Act 197 of 1975 provides that when the governing body of a municipality determines that it is necessary, for the best interests of the public, to halt property value deterioration and increase property tax valuation where possible in its business district, to eliminate the causes of that deterioration, and to promote economic growth, the governing body may, by resolution, declare its intention to create and provide for the operation of authority.

Community Standing

A municipality, as defined by Section 1,(r) of the Act, means a city, village or township. Harrison Township may, therefore, pursue the establishment of a DDA.

Business District

Although wide discretion is conferred upon municipalities to designate the boundaries of a DDA District, the exercise of that discretion must be within the scope of the legislation. Section 1,(e) and Section 1,(k) of the Act provide direction on the area intended to be classified as a business district through use of the following definitions:

- “Business district” means the area in the downtown of a municipality zoned and used principally for business.
- “Downtown district” means that part of a business district that is specifically designated by ordinance of the governing body of the municipality pursuant to this act.

The Act is silent as to its definition of “business”; however, other state statutes were sought for direction. Section 2, (a) of the Highway Advertising Act (State PA 106 of 1972) defines “business area” to mean, in part.

- “Business area” means an adjacent area which is zoned under authority of state, county, township, or municipal zoning authority for industrial or commercial purposes, customarily referred to as “b” for business, “c” for commercial, “i” for industrial, “m” for manufacturing, “s” for service and all similar classifications.

The potential district may also encompass some vacant land or unimproved land. Such properties may be included within the downtown district, subject to certain limitations. In an Opinion of the state Attorney General (OAG), No. 6212, March 29, 1984, it states:

- “It is noted that real property is not disqualified from development under 1975 PA 197, supra, merely because it is vacant and unimproved, but such vacant property must itself be situated within the confines of the business district.”

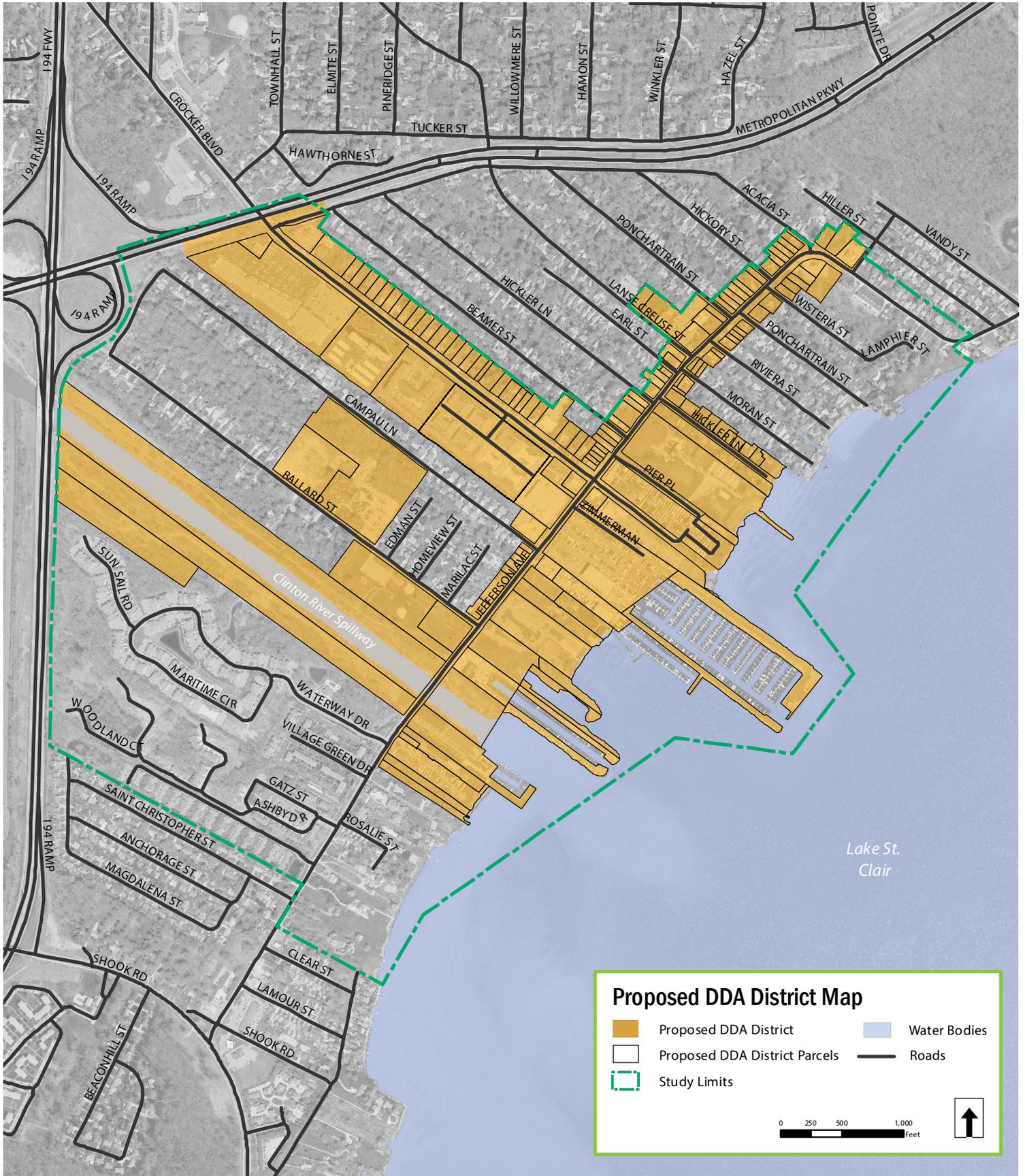
Further direction is provided by the state Attorney General in OAG, No. 6466, September 14, 1987, which states:

- “...a unit of government may not attach to a downtown development district an unimproved and unrelated parcel of land where the latter is not contiguous to the downtown business district, which does not qualify for redevelopment under the direction under the downtown development authority act...”

It is also our opinion that it is permissible for the DDA District to contain residential properties or uses. This inference has been reached by our reading of Section 21 of the Act. This Section requires a development area Citizens Council be established if a development area (the area to which a development plan is applicable) has residing within it 100 or more residents.

In consideration of these parameters, Wade Trim, with the assistance of Township officials, identified the proposed limits of a DDA District. This Proposed DDA District Map is included on the following page. The approximately 275 acre district primarily encompasses those properties fronting Crocker Boulevard and Jefferson Avenue within the Waterfront Redevelopment Plan study area. The proposed DDA district also includes the Township Park/Tucker Senior Center and the former St. John Hospital properties along Ballard Street. This potential downtown district includes the commercial core of businesses located at the intersection of Jefferson/Crocker, the marina related uses along the south side of Jefferson Avenue, the commercial strip center along Crocker Boulevard near Metropolitan Parkway, and general and local commercial uses along both sides of Jefferson Avenue in the northern portion of the study area. The potential district does include some public and semi-public uses, several multiple-family developments and a limited amount of single- and two-family properties.

The properties located in the prospective DDA district are presently zoned a combination of districts, which primarily include WF Waterfront District, B-3 General Business District, B-2 Planned Shopping Center District, B-1 Local Business District, MHP Mobile Home Park District, RM-3 Multiple Family District, and RM-1 Multiple Family District. Some R-1 District zoned properties are scattered along the north side of Crocker Boulevard and Jefferson Avenue, between Lanse Creuse Street and Acacia Street. According to the currently adopted Harrison Township Master Plan, as well as this Waterfront Redevelopment Plan, the majority of properties located in the proposed DDA district are future planned primarily for waterfront/marina use, business use, and multiple-family use.



Property Value Deterioration

As noted above, a municipality may establish a DDA when it determines that it is in the best interests of the public to halt property value deterioration within a downtown district. The state Attorney General in OAG No. 6558, January 18, 1989, indicated that, in the context of the Act, the term property value deterioration means a decline in property values, and concluded by stating:

- “It is my opinion, therefore, that...the downtown development authority act...authorizes a municipality to establish a downtown development authority upon a factual finding of a deterioration in value of a significant number of parcels in the downtown district within which the authority is to exercise its powers. It is further my opinion that a municipality is not authorized by the act to establish a downtown development authority based upon a deterioration of one or two parcels of property within the district.”

To determine the extent of property value deterioration within the proposed DDA district, an analysis of the taxable value trends within the potential DDA district has been conducted. A summary of this analysis is shown in **Table 2**. The analysis concludes that property value (taxable value) deterioration is occurring within the proposed DDA district. Over the last 5-years (2010 to 2014), the total taxable value of the proposed DDA district has declined from approximately \$28.4 million to \$25.0 million, representing a decline of 11.94% over the 5-year span. The taxable values of Harrison Township, as a whole, have also declined; however, the 5-year rate of decline for the Township was at 9.42%. Thus, the taxable value of the proposed DDA district is declining at a higher rate than the Township as a whole.

A total of 225 properties are included within the proposed DDA district. Of the 203 non-exempt parcels within the proposed DDA district, more than 70% (147) have declined in value over the last 5 years (2010 - 2014). Of the 203 non-exempt parcels, more than 20% have declined in taxable value over the past year (2013 - 2014). These figures, for both the proposed DDA district as a whole, as well as the individual properties within the DDA district, clearly demonstrate property value deterioration.

Table 2
5-Year Taxable Value Trends
Harrison Township and Proposed DDA District

Year	Proposed Harrison Twp. DDA/TIF District Properties		Harrison Township	
	Taxable Value (a)	% Change	Taxable Value	% Change
2010	\$28,353,640	--	\$924,317,130	--
2011	\$27,268,240	-3.8%	\$878,798,228	-4.9%
2012	\$25,178,092	-7.7%	\$845,445,383	-3.8%
2013	\$24,511,450	-2.6%	\$826,274,741	-2.3%
2014	\$24,966,820	1.9%	\$837,245,810	1.3%

Notes:

Of the 203 proposed DDA District parcels (excludes 22 "exempt" parcels), 147 (approximately 72%) have declined in value the last 5 years (2010-2014).

Of the 203 proposed DDA District parcels (excludes 22 "exempt" parcels), 46 (approximately 23%) have declined in value in the last year (2013-2014).

Properties split for development with partial construction, zero value first year are not included in the above analysis of ratio of declining properties.

Source: Harrison Township Assessor, July 2014

DETAILED DESCRIPTION OF THE PROPOSED DDA DISTRICT

The proposed DDA district is approximately 275 acres in size and includes 225 total properties. A listing of the 225 properties and their property ID numbers is included in Appendix C. The limits of the proposed DDA district are shown in the Proposed DDA District map.

Streets and Non-Motorized System

The primary streets within the proposed DDA district are Jefferson Avenue and Crocker Boulevard. The primary access to the district is provided by Metropolitan Parkway and its interchange at Interstate 94. The district also includes portions of numerous local streets including Ballard, Campau, Zimmerman, Pier Place, Beamer, Hickler, Earl, Moran, Lanse Creuse, Riviera, Ponchartrain, Wisteria, Hickory, Acacia and Clio. Two regional non-motorized trails extend into the proposed DDA district, including the Clinton River Trail and Freedom Trail. Bus transit is available within the district through SMART. A SMART commuter route (#635) extends into the study area from the southwest along Jefferson Avenue, then turns northeast along Crocker Boulevard and ends at Metropolitan Parkway. (Refer also to the Transportation Connections Map in Section 2).

Existing Land Use and Public Facilities

A mixture of existing land uses are found within the proposed DDA district. However, the district includes a particular concentration of commercial, marina, public and semi-public, and multiple-family residential uses. Major commercial uses include the Mariner's Pointe Shopping Center and the core of general and local commercial businesses along Jefferson Avenue near Crocker Boulevard. Major marina uses include Beacon Cove, Velger Boat Harbor and Hideaway Harbor. Major public uses within the proposed DDA district include the Township Park/Tucker Senior Center, Harrison Township Fire Station, L'Anse Creuse Schools Administration Building, Mt. Clemens Water Plant, and a DNR Boat Launch. The largest vacant property included within the proposed DDA district is the former St. John Hospital site. (Refer also to the Existing Land Use Map included in Section 2.)

PROJECTS TO BE UNDERTAKEN

Section 7 of PA 197 of 1975 gives Downtown Development Authorities the ability to undertake various improvements and initiatives within its downtown district to promote economic development and halt property value deterioration. Among other activities, a DDA may:

- Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the downtown district.
- Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code.
- Develop long-range plans, in cooperation with the agency which is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the downtown district and to promote the economic growth of the downtown district, and take such steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.

- Acquire by purchase or otherwise, on terms and conditions and in a manner the authority considers proper or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in property, which the authority determines is reasonably necessary to achieve the purposes of the Act.
- Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to that property, within the downtown district for the use, in whole or in part, of any public or private person or corporation, or a combination of them.
- Acquire and construct public facilities.
- Create, operate, and fund marketing initiatives that benefit only retail and general marketing of the downtown district.

Consistent with the authority granted by the Act, the Harrison Township Downtown Development Authority, upon creation, would seek to undertake and implement the strategic recommendations as outlined in Section 4 of this Waterfront Redevelopment Plan.

According to the Act, the activities of the DDA and the development of public improvements may be financed from one or more of the following sources:

- Donations to the DDA for the performance of its functions.
- Money borrowed and to be repaid as authorized by Section 13 of PA 197 of 1975.
- Revenues from any property, building, or facility owned, leased, licensed, or operated by the DDA or under its control, subject to the limitations imposed upon the DDA by trusts or other agreements.
- Proceeds of a tax increment financing plan, established under Sections 14 to 16 of PA 197 of 1975.
- Proceeds from a special assessment district created as provided by law.
- Money, including grants, obtained from other sources approved by the governing body of the municipality.

As a primary revenue source for DDA activities, and to facilitate the implementation of this Waterfront Redevelopment Plan, it is recommended that the Harrison Township Downtown Development Authority, upon creation, prepare and adopt a development plan and tax increment financing plan and begin to collect tax increment revenues.

TAX INCREMENT FINANCING

Tax increment financing is a method of funding public investments in an area slated for redevelopment by capturing, for a time, all or a portion of the increased tax revenue that may result if the redevelopment stimulates private investment. The concept of tax increment financing is applied only to a specific district for which a development plan has been prepared by eligible authorities (including a DDA).

The Downtown Development Authority Act treats all increases in valuation resulting from the development plan whether in fact these increases bear any relation to the development or not. Tax increment revenues for the DDA result in the application of general tax rates of the community and all other governmental bodies levying taxes in the downtown district. These include the Township, County, community college, etc. The amount to be transmitted to the DDA is that portion of the tax levy of all of these applicable taxing bodies paid each year on real and personal property. Local school and intermediate

school taxes are exempt from capture. Also exempted from capture are the taxes of zoological authorities and art institute authorities.

“Captured value” means the amount in any one year by which the current taxable value of the district, including the value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial value. “Initial value” means the taxable value, of all the property within the boundaries of the district area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality at the time the ordinance is adopted. Tax dollars accruing from any incremental increase in taxable value above the initial value (base year total) may then be used by the DDA.

Duration of the Program

It is proposed that the Harrison Township DDA capture tax increment revenues for a period of 25 years, beginning in fiscal year 2014 (base year) and extending through 2039.

Estimate of Capture Taxable Value

If a DDA is adopted by Harrison Township and a development plan and tax increment finance plan is adopted prior to March 31 of 2015, the base year for the district would be 2014. The based year 2014 taxable value (as recorded on December 31, 2013, as equalized) of the proposed DDA district would be \$24,966,820.

Working with the Township Assessor, we have prepared an estimate of the growth in taxable value for the district over the next 25 years accounting from renovation of existing structures, demolition and inflation. The short-term growth (5-years) has been estimated at 2.2% for 2014, 2.5% between 2015 and 2017, and 2.7% for 2018. By 2039, it is estimated that the total taxable value of the district will have increased by 50% from the base value of the district, reaching \$37,450,403 for the year 2039. **Table 3** shows the estimated annual capture taxable value of the proposed DDA district.

Estimate of Tax Increment Revenues

Provided below are the millage rates being applied to the proposed DDA district properties as of 2014. The millages which are excluded include the L'Anse Creuse school millage, State Education Tax, Detroit Zoological Authority millage and the Detroit Institute of Arts millage. The total millage available for capture by the proposed DDA is 15.1509 mills.

Table 3
Estimate of Captured Taxable Value
Proposed Harrison Township DDA District

Year	Taxable Value (a)	Estimated Taxable Value Increase (b)	Total Taxable Value (c)	Captured Taxable Value (d)
Base Value 2014 (e)	\$24,966,820	\$549,270	\$25,516,090	\$549,270
2015	\$25,516,090	\$637,902	\$26,153,992	\$1,187,172
2016	\$26,153,992	\$653,850	\$26,807,842	\$1,841,022
2017	\$26,807,842	\$670,196	\$27,478,038	\$2,511,218
2018	\$27,478,038	\$741,907	\$28,219,945	\$3,253,125
2019	\$28,219,945	\$402,134	\$28,622,079	\$3,655,259
2020	\$28,622,079	\$407,865	\$29,029,944	\$4,063,124
2021	\$29,029,944	\$413,677	\$29,443,621	\$4,476,801
2022	\$29,443,621	\$419,572	\$29,863,192	\$4,896,372
2023	\$29,863,192	\$425,550	\$30,288,743	\$5,321,923
2024	\$30,288,743	\$431,615	\$30,720,357	\$5,753,537
2025	\$30,720,357	\$437,765	\$31,158,122	\$6,191,302
2026	\$31,158,122	\$444,003	\$31,602,126	\$6,635,306
2027	\$31,602,126	\$450,330	\$32,052,456	\$7,085,636
2028	\$32,052,456	\$456,747	\$32,509,204	\$7,542,384
2029	\$32,509,204	\$463,256	\$32,972,460	\$8,005,640
2030	\$32,972,460	\$469,858	\$33,442,317	\$8,475,497
2031	\$33,442,317	\$476,553	\$33,918,870	\$8,952,050
2032	\$33,918,870	\$483,344	\$34,402,214	\$9,435,394
2033	\$34,402,214	\$490,232	\$34,892,446	\$9,925,626
2034	\$34,892,446	\$497,217	\$35,389,663	\$10,422,843
2035	\$35,389,663	\$504,303	\$35,893,966	\$10,927,146
2036	\$35,893,966	\$511,489	\$36,405,455	\$11,438,635
2037	\$36,405,455	\$518,778	\$36,924,233	\$11,957,413
2038	\$36,924,233	\$526,170	\$37,450,403	\$12,483,583
2039	\$37,450,403	\$533,668	\$37,984,071	\$13,017,251

Notes:

- (a) Taxable value estimates for the TIF District, starting in 2015 based on assumptions for growth resulting from new development and inflation.
- (b) Taxable value increase from new construction, renovation of existing structures, demolition and inflation. The short-term growth (5-years) has been estimated at 2.2% for 2014, 2.5% between 2015 and 2017, and 2.7% for 2018. By 2039, it is estimated that the total taxable value of the district will have increased by 50% from the base value of the district. Extrapolated over the 20-year span of 2019 through 2039, this results in an annual increase of 1.425%.
- (c) Figure represents the sum of taxable value and taxable value increase.
- (d) Difference between the total taxable value and the base value.
- (e) This figure is the base year value for the District - the 2014 taxable value (as recorded on December 31, 2013, as equalized).

Base taxable value source and future growth estimates source: Harrison Township Assessor, July 2014.

<u>Millages Subject to Capture</u>	<u>Millage Rate</u>
Macomb Community College	1.4212
Macomb Community College Debt	0.1100
Macomb County	4.5685
Macomb County Drain Debt	0.0050
HCMA	0.2146
SMART	1.0000
Veterans Fund	0.0400
Harrison Township Library Millage	0.5000
Harrison Township Fire Operations	5.0435
Fire Operations - Additional	0.5000
Township Police Operations	1.6265
Township Fire Bond/Building	<u>0.1216</u>
Total Millage Subject to Capture:	15.1509

Data presented in **Table 4** reveal the anticipated revenue stream from tax increment revenues for the proposed DDA district through the Year 2039. The table also outlines the disbursement cycle when the revenues would be available to the DDA. For the first year (disbursement cycle 2015-2016), it is estimated that the DDA would bring in \$8,322 in tax increment revenues. This figure would increase over time, and by the year 2039 (disbursement cycle 2040-2041), it is estimated that the DDA would bring in \$197,223 in tax increment revenues. Over the entire life of the tax increment revenue collection period, it is estimated that approximately \$2.73 million in tax increment revenues would be collected by the DDA and used for public improvements and other eligible activities within the downtown district.

Estimated Impact on All Taxing Jurisdictions

The estimated impact of the reallocation of revenues on all the taxing bodies subject to capture is displayed in **Table 5**.

Table 4
Anticipated Revenue Stream
Proposed Harrison Township DDA District

Year Producing Captured Revenue	Captured Taxable Value (a)	Tax Increment Revenues (b)	Disbursement Cycle (c)
2014	\$549,270	\$8,322	2015-2016
2015	\$1,187,172	\$17,987	2016-2017
2016	\$1,841,022	\$27,893	2017-2018
2017	\$2,511,218	\$38,047	2018-2019
2018	\$3,253,125	\$49,288	2019-2020
2019	\$3,655,259	\$55,380	2020-2021
2020	\$4,063,124	\$61,560	2021-2022
2021	\$4,476,801	\$67,828	2022-2023
2022	\$4,896,372	\$74,184	2023-2024
2023	\$5,321,923	\$80,632	2024-2025
2024	\$5,753,537	\$87,171	2025-2026
2025	\$6,191,302	\$93,804	2026-2027
2026	\$6,635,306	\$100,531	2027-2028
2027	\$7,085,636	\$107,354	2028-2029
2028	\$7,542,384	\$114,274	2029-2030
2029	\$8,005,640	\$121,293	2030-2031
2030	\$8,475,497	\$128,411	2031-2032
2031	\$8,952,050	\$135,632	2032-2033
2032	\$9,435,394	\$142,955	2033-2034
2033	\$9,925,626	\$150,382	2034-2035
2034	\$10,422,843	\$157,915	2035-2036
2035	\$10,927,146	\$165,556	2036-2037
2036	\$11,438,635	\$173,306	2037-2038
2037	\$11,957,413	\$181,166	2038-2039
2038	\$12,483,583	\$189,138	2039-2040
2039	\$13,017,251	\$197,223	2040-2041
Total	-	\$2,727,231	-

Notes:

- (a) Data from Table 3.
- (b) Figure calculated by applying millage rate to the captured assessed values as follows: 14.2409 mills annually.
- (c) This is the fiscal year in which tax increment revenues will be available for expenditure.

Table 5
Estimated Revenue Reallocation by Taxing Jurisdiction

Year	Captured Taxable Value Estimate (a)	Macomb Comm. College	Macomb Comm. College Debt	Macomb County	Macomb County Drain Debt	HCMA	SMART	Veteran's Fund	Harrison Township Library	Harrison Twp. Fire Operations	Fire Operations - Additional	Twp Police Operations	Twp. Fire Bond/Bldg	Total Millage (b)
		1.4212	0.1100	4.5685	0.0050	0.2146	1.0000	0.0400	0.5000	5.0435	0.5000	1.6265	0.1216	15.1509
2014	549,270	781	60	2,509	3	118	549	22	275	2,770	275	893	67	8,322
2015	1,187,172	1,687	131	5,424	6	255	1,187	47	594	5,988	594	1,931	144	17,987
2016	1,841,022	2,616	203	8,411	9	395	1,841	74	921	9,285	921	2,994	224	27,893
2017	2,511,218	3,569	276	11,473	13	539	2,511	100	1,256	12,665	1,256	4,084	305	38,047
2018	3,253,125	4,623	358	14,862	16	698	3,253	130	1,627	16,407	1,627	5,291	396	49,288
2019	3,655,259	5,195	402	16,699	18	784	3,655	146	1,828	18,435	1,828	5,945	444	55,380
2020	4,063,124	5,775	447	18,562	20	872	4,063	163	2,032	20,492	2,032	6,609	494	61,560
2021	4,476,801	6,362	492	20,452	22	961	4,477	179	2,238	22,579	2,238	7,282	544	67,828
2022	4,896,372	6,959	539	22,369	24	1,051	4,896	196	2,448	24,695	2,448	7,964	595	74,184
2023	5,321,923	7,564	585	24,313	27	1,142	5,322	213	2,661	26,841	2,661	8,656	647	80,632
2024	5,753,537	8,177	633	26,285	29	1,235	5,754	230	2,877	29,018	2,877	9,358	700	87,171
2025	6,191,302	8,799	681	28,285	31	1,329	6,191	248	3,096	31,226	3,096	10,070	753	93,804
2026	6,635,306	9,430	730	30,313	33	1,424	6,635	265	3,318	33,465	3,318	10,792	807	100,531
2027	7,085,636	10,070	779	32,371	35	1,521	7,086	283	3,543	35,736	3,543	11,525	862	107,354
2028	7,542,384	10,719	830	34,457	38	1,619	7,542	302	3,771	38,040	3,771	12,268	917	114,274
2029	8,005,640	11,378	881	36,574	40	1,718	8,006	320	4,003	40,376	4,003	13,021	973	121,293
2030	8,475,497	12,045	932	38,720	42	1,819	8,475	339	4,238	42,746	4,238	13,785	1,031	128,411
2031	8,952,050	12,723	985	40,897	45	1,921	8,952	358	4,476	45,150	4,476	14,561	1,089	135,632
2032	9,435,394	13,410	1,038	43,106	47	2,025	9,435	377	4,718	47,587	4,718	15,347	1,147	142,955
2033	9,925,626	14,106	1,092	45,345	50	2,130	9,926	397	4,963	50,060	4,963	16,144	1,207	150,382
2034	10,422,843	14,813	1,147	47,617	52	2,237	10,423	417	5,211	52,568	5,211	16,953	1,267	157,915
2035	10,927,146	15,530	1,202	49,921	55	2,345	10,927	437	5,464	55,111	5,464	17,773	1,329	165,556
2036	11,438,635	16,257	1,258	52,257	57	2,455	11,439	458	5,719	57,691	5,719	18,605	1,391	173,306
2037	11,957,413	16,994	1,315	54,627	60	2,566	11,957	478	5,979	60,307	5,979	19,449	1,454	181,166
2038	12,483,583	17,742	1,373	57,031	62	2,679	12,484	499	6,242	62,961	6,242	20,305	1,518	189,138
2039	13,017,251	18,500	1,432	59,469	65	2,794	13,017	521	6,509	65,653	6,509	21,173	1,583	197,223
Total	-	255,822	19,800	822,351	900	38,629	180,005	7,200	90,002	907,853	90,002	292,777	21,889	2,727,231

Notes:

(a) Data from Table 3.

(b) Total millage, including all reallocations by taxing jurisdictions.

APPENDIX

Harrison Township Waterfront Redevelopment Plan

A: Stakeholder Interview Responses

B: Public Workshop Summary

C: Proposed DDA District Property List

Appendix A

Stakeholder Interview Responses

Stakeholder #1

3/28/2014, 1:00pm

The area needs to be 'touched up'; it isn't being used to its fullest potential. There should specifically be more access to the water. A pier would be a great amenity. The park near the spillway should continue to be promoted. A 'nice motel on the water' would be an improvement. "The sidewalks on Jefferson are terrible". There are nice trails near the Spillway, but these need to be better connected to Crocker. The area could use more downtown shops and local businesses; Terry's Terrace has been a great asset to the area. In terms of barriers, the Township can make it difficult for businesses, especially in the arena of bringing places up to code. The 'Brick or Better' Campaign is not always practical. For example, a recent business owner was required to build a brick enclosure for their dumpster. This money could have been better spent elsewhere. The current traffic lights aren't friendly to pedestrians and are not conducive to traffic flow. For example, a current 'No turn on Red' sign from Crocker turning south on to Jefferson should be moved. As the planning process progresses, it should be promoted to businesses, perhaps by flyers. Business owners should be able to participate in the process. Unity amidst business owners would help to make a new endeavor successful. Citizens are anxious to see something new happen. Neighbors on Crocker have mentioned that they would be willing to move if new development wanted to expand on their property. The area has grown to be increasingly commercial. Overall, there would be a lot of community support from residents.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- Very few assets
- There is a lot of potential

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- The area is not being utilized to its fullest potential
- No public place to be on the water
- Traffic patterns are poor
- Terrible sidewalks on Jefferson
- There are nice trails near the Spillway, this needs to be connected to Crocker
- Traffic lights aren't friendly to pedestrians and aren't conducive to traffic.

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- A nice motel on the water
- More downtown, local shops
- A pier

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- The Township makes it difficult on businesses (e.g. bringing things up to code, the brick or better campaign is not always practical)

Are there any other ideas or comments you would like to add that would help us in our planning process?

- This should be promoted to businesses, use a flyer for participation
- Unity amidst businesses would help in the planning's success
- Neighbors would be willing to move if new business wanted to move in
- People are anxious to see something happen

Stakeholder #2

4/1/2014, 11:15am

The main strength of the area is the high traffic volume that occurs at the intersection of Crocker and Jefferson. This traffic does contribute to keeping some of the local eateries in business, such as Terry's Terrace. The area does offer boat launches to access the water. However, "it is easy to get in the water, but there is nowhere to go once you get into the water. It is called Boat Town, USA, and yet there is nowhere to take your boat". Gino's Surf and Crews Inn Restaurant do have boat docks, but there is a limited amount of dockage. There used to be more restaurants (Oyster Bar, Bumpers, Garwoods), but now there are very few options for places to eat on the water. Overall, the biggest weaknesses are the inaccessibility to waterfront and the general appearance of the area. There is little or no access to the water for the public. The DNR site is mostly a parking lot for people with a boat. The few areas where the public can see the waterfront, the water is typically dirty, and trash tends to congregate - especially near the park. Harrison Township does not have a nice appearance when driving through the area. Dirt curbs and sidewalks that start and stop are part of the problem. Improved curbs would make it look much cleaner. Zoning appears to be the biggest barrier to development. The way it is currently zoned often prevents what type of business can occur on a site, let alone if it can even survive there. The worst case scenario would be for more of the area to be re-zoned residential and continue to limit public accessibility. Two specific events stand out as a detriment to the area. Garwoods was removed, and supposedly re-zoned residential. In another case, the area remained residential, but a trailer park was converted to condos at Felicity Landing and the two story buildings blocked the view of the water even more. The waterfront redevelopment should offer more things to do. Currently there "isn't much to do except get gas, live in a trailer park, or go to Terry's Terrace". An ideal scenario would be a new boardwalk lined with businesses from the spillway to Blue Sky Trailer Park. Put-in Bay is an example of a place with lots of things to do along the water. Harrison Township does not include many brand name

stores. A Starbucks or Tim Horton's would be well received by community members. Overall, there needs to be more options and improved infrastructure.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- Honestly, there are no strengths in the area.
- The high traffic volume at the intersection helps local businesses
- You can easily put your boat in the water with how many marinas there are

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- Inaccessible waterfront
- General appearance is poor
- There is nowhere to take your boat, limited things to do once you get in the water
- Dirt curbs
- Sidewalks that start and stop
- At the few accessible waterfront areas, the water is dirty, and trash collects there
- Can't see the water when driving through
- The DNR site is mostly a parking lot for people with a boat
- Not much to do in the area

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- More places to eat lunch on the water
- Wife would like to see more brand name businesses, such as Starbucks or Tim Horton's
- Tourist destination, like Put-In Bay
- Improved infrastructure, especially streets

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- Zoning seems to be the main issue
- Issue of what type of businesses can go in versus what can actually survive

Are there any other ideas or comments you would like to add that would help us in our planning process?

- The worst case scenario would be for any more land to be zoned residential

Stakeholder #3

4/1/2014, 12:00pm

The strengths of the area are the marinas and restaurants; they are what bring the people in. There are over 1000 boat slips in this part of Harrison Township which allows for a lot of water traffic. Harrison Township also has a strategic location. It is right off I-94 and is easy to access by car. By boat it is 7 miles to St Clair Shores, 7 miles across to a great swimming location, and only 10 miles north to New Baltimore. However, the area is lacking amenities. The trailer parks also create a nuisance. It is located on prime waterfront property, but the park is aesthetically poor. They bring trouble and theft to the area. There is a need for alternative housing, but the placement is not beneficial to the betterment of the community. It would be great to have the feel of a resort-style town. The addition of a waterpark could help the area become a vacation destination. There is also a need for more restaurants in the area. Tucker Park needs more amenities; it gives the impression that it is half built up and still needs to be finished. The spillway and fishing pier should be developed more. The property next to the DNR is state-owned and has been stagnant for many years. It could possibly be used as a Township Marina. One of the residential properties between the marinas and the DNR site has been for sale for 30 years. The Township has turned down deals regarding the site in the past, and now it is an eyesore in the area. The Harrison Township waterfront area would be improved by including better landscaping and berm design. New nautical lighting and other nautical-themed streetscape items, similar to St. Clair Shores, would improve the appearance of the area. [The berms along Metropolitan Parkway need attention. Marinas and other businesses could possibly adopt landscaping along the route and include recognition signage.] Another opportunity that the Township is missing out on is having a winter festival in the area, or something that showcases winter ice activities. Many times, the summer gets all the attention, but a winter festival could assist local businesses. One of the largest barriers to these types of projects is the discontent on the board. There is often arguing, and people are very reluctant to change. Improvement is the result of change and people need to be more welcoming of it. The DNR boat launch is unprotected from wind, water, and other weather elements. This causes the buildup of sediments and it is an unsafe environment for users. If the DNR wanted to work with the marinas on either side to create a pier with protection for the site, they could enhance their fishing pier and possibly offer boat slips to users.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- Marinas and restaurants are what bring people to the area
- Over 1000 boat slips
- Right off I-94, easy to access
- Centrally located along Lake St. Clair (7 miles to St. Clair Shores, 7 miles across the lake to swimming, sand bar, etc., and 10 miles north to New Baltimore)

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- Trailer park is aesthetically poor, and brings trouble and theft to the area. When boats are broken into or stolen, it is always traced back to the trailer park. There is a need for this type of housing, but not on prime waterfront property.
- Residential property that has been sale for 30 years ago looks like a jungle and is an eyesore (the Township turned down a deal a few years ago)

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- A resort-style atmosphere
- Waterpark to be a vacation destination area
- More restaurants
- The spillway/fishing pier should be developed more
- The property next to the DNR that is owned by the State has been stagnant and needs to be developed
- A city marina
- Tucker Park needs more amenities, it seems half-finished
- Better landscaping and berms (especially on 16 Mile)
- Nautical lighting and other Nautical themed material in the area

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- People arguing on the Board
- Improvement comes through change and the Township has historically been against change

Are there any other ideas or comments you would like to add that would help us in our planning process?

- Winter Festival on the ice or something that brings people out in the winter
- The DNR boat launch is unprotected from wind and weather, and is unsafe. The DNR should work with the marinas on both sides of it to make it a protected marina, they could create a pier in the process and attract fishing on the lake

Stakeholder #4

4/1/2014, 2:05pm

The marinas and restaurants are the assets that keep visitors coming back to Harrison Township. The area has a very high density of boat wells that makes it unique from other locations. The proximity to the freeway also makes the area accessible to many people. The nearby St. Clair Metropark also serves

as an asset to capitalize on. The area is in need of more color. Many neighboring communities use flags or banners to enhance their waterfront/commercial districts. Whether the banners say “Welcome to Boat Town” or have bright colors and nautical graphics, they would certainly enhance the area. Nautical-themed lighting or other streetscape amenities would improve the aesthetic appeal. Walkability and better public waterfront access should be part of the new plan. A pier for people to walk along would be welcomed by the community. A program to encourage restaurants to develop their patios would lead to more outdoor restaurant seating, which is important for any waterfront district. One obstacle in developing sidewalks is the area’s commercial buildings. Many buildings are overbuilt and parking can sometimes be obstructive to a cohesive sidewalk system. Overall, the public is ready for something like this. Any new improvements would be well received by the area.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- The marinas and restaurants make it a tourist destination
- Proximity to the freeway, easy access
- Density of boat wells is very high
- Nearby Metroparkway is a good asset

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- It is lacking color
- Walkability is poor
- Aesthetic appeal is weak

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- Encourage restaurants to develop their patios for increased outdoor seating
- Colorful flags/banners like St. Clair Shores. It could say ‘Welcome to Boat Town’ or just provide more color to the area
- Better paths to increase the walkability of the area
- Nautical lighting or other nautical themed amenities to give the area a ‘fun’ feeling
- A pier to provide better waterfront access to the public

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- Buildings are overbuilt which will make it difficult to create a good sidewalk/path system
- Parking needs may cause problems

Are there any other ideas or comments you would like to add that would help us in our planning process?

- The residents are in favor of positive change in this area, any improvements would be well-received by the public

Stakeholder #5

4/2/21014, 8:15am

The waterfront district in Harrison Township has very good restaurants and bars and several marinas. Lake St. Clair is a huge asset to the area. At one point in time, residents were primarily seasonal and were present only in the summer. Over time the area has solidified into a nice neighborhood with residents year-round. Other positive features in the area include the DNR boat launch and the Harrison Township Shuttle that takes people from their boats to local restaurants. Besides its memorable name, 'Boat Town', there currently is nothing that separates Harrison Township as being a unique waterfront district. Lexington, MI is a good example of a vibrant waterfront destination. It is very walkable, easily accessible by bike, includes a central harbor, and has nearly 45 merchants in the downtown square. Harrison Township is really lacking cohesive pedestrian pathways, not only in the waterfront area, but throughout the Township. Better pedestrian amenities would improve foot traffic which would better support businesses. A bike trail through the area would also be a big improvement, especially to connect the bike traffic from 16 Mile to the waterfront. A centrally located destination would also attract more visitors; this could be a park area, a centralized harbor, or welcome center. If possible, incorporating a public beach on the waterfront would draw a lot of people to the area. One of the area's weaknesses is that nothing distinguishes where Harrison Township starts and ends. The visibility of the waterfront is also lacking and there is very little parking in the area, which could prove problematic if the area becomes more built up. Tucker Park could also use some improvements. A new pedestrian crossing at Tucker Park should be constructed, and it is a good location for a welcome center. The senior activities and meals on wheels that take place out of the park could be benefitted by offering additional amenities. The old L'Anse Creuse Administration Building should be redeveloped into something new. A police substation or welcome center would both be great options for converting that property to a viable corner. In addition to parking, dollars is going to be the biggest barrier for the development of this district. Harrison Township has been inundated with millages in recent years, so the area will need to be creative in its funding.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- The water is a huge asset; several marinas
- Very good restaurants and bars
- It used to be filled with primarily summer seasonal restaurants, but it has transitioned to a nice neighborhood with solidified year-round residents
- DNR boat launch is an asset

- The Harrison Township shuttle transports visitors of the marina to local restaurants
- There is currently nothing unique about the area

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- No pedestrian pathways
- No bike trails
- Vision of the waterfront area is poor
- There is nothing that distinguishes where Harrison Township starts and stops
- Very little parking

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- More foot traffic would support businesses
- A pedestrian crossing at Tucker Park
- A Welcome Center- possibly at Tucker Park or the L'Anse Creuse Administration Building
- Better sidewalks in the area and throughout Harrison Township
- Redevelop the L'Anse Creuse Administration Building, possibly a police sub-station
- The waterfront area in Lexington, MI is a good example of a viable waterfront destination. It is easy to walk or bike to, it has a central harbor and nearly 40/45 merchants
- A centralized marina or park to draw people to the area
- Connecting the bike traffic from 16 mile to the waterfront area
- If possible, a beach would be a great draw to the area

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- Number 1 would be parking
- Dollars: Harrison Township has been inundated with millages in recent years, funding for this type of project may be hard to come by
- Maneuverability of the area for traffic and pedestrians

Are there any other ideas or comments you would like to add that would help us in our planning process?

- Be sure to include the businesses on Jefferson, east of Crocker, in your plan

Stakeholder #6
4/2/2014, 4:30pm

Harrison Township is known as the Boat Capital of the World and has the highest number of registered boats for area of water. The current assets of the area are the waterfront and marinas. Dobreff's house is located in the area, and that is a personal asset of his. The restaurants and bars in the area are good, but could be more developed. The DNR boat launch seems to be pretty neutral in what it brings to the area. Similarly, the site of the water plant has potential, but it appears that not much can be done for improvement. In Harrison Township, the water is fairly close to Jefferson, whereas in other places, the road is more set back from the waterfront. This could be better capitalized on. The area is lacking a public recreation facility, and there is no centralized municipal marina like there is in St. Clair Shores. A protected harbor would also be a good contribution to the district. The area needs more restaurants, such as a Hooter's, and more waterfront restaurants with dockage. However, the roads in the area are not set up to handle more traffic. It would be nice to have a walkway that followed the shoreline, and a windmill would be another great addition. The biggest obstacle will be getting everyone to agree on one idea. The Township has not been open to change in the past.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- The Waterfront
- The Marinas
- His house
- The DNR Boat Launch- could give or take
- Restaurants and Bars- but could be more developed
- Unique: Known as the Boat Capital of the World
- Highest number of registered boats for area of water
- The main street's close proximity to the waterfront

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- Roads are not set up to handle more traffic
- Lacking public area for recreation
- No municipal marina like St. Clair Shores

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- More of a marina district with a protected harbor
- Public docking
- A Hooter's and other restaurants

- Waterfront restaurants with dockage
- Public recreation facility
- It would be nice to have a walkway that follows the shoreline
- A windmill would be a nice amenity and could contribute to energy needs
- The water department would be nice to redevelop, but it doesn't seem like much could be done there

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- Getting everyone to agree on one thing
- The Township seems generally not open to change

Are there any other ideas or comments you would like to add that would help us in our planning process?

- None at this time

Stakeholder #7

4/3/2014, 3:00pm

The water frontage is the biggest asset of the area. The DNR boat launch provides water accessibility to a lot of people. It would be great to expand the boat launch to bring even more people into Harrison Township. There is public access at the end of Crocker and there is potential for more. One of the unique aspects of the area is the real estate. There is enough space between the road and the water to allow for ample business, but not so much that the water cannot be seen. Other waterfront districts sometimes have such a built up business district that visitors feel far away from the shoreline. There is currently a diversity of businesses, but there is a need for additional and other businesses to bring people to the area. More retail and shopping options are needed in general, as well as better waterfront accessibility to the general public. The intersection of Jefferson and Crocker is hard to negotiate and the timing of the traffic light is poor. A design for traffic flow and an improved, lighted walkway would make the intersection friendly to motorists and pedestrians. There is a need for businesses on the water that can capitalize on the natural feature. Currently, there is no appeal to the area; nothing draws people to Jefferson when they exit off I-94. The area should be given an identity and advertised as a place to visit. Street lamp improvements, landscaping, and new ornamental amenities would enhance the area. It currently looks like a residential area, not a destination area. More successful waterfront districts have a common theme and a common goal that they work towards. Areas of less success often accept things the way they are. If the Township takes on a business-oriented plan, they may be faced with residential push back. In addition, many people are not keen on change, there may be push back from establishments that are comfortable the way things are. Another concern is that since the district is one section inside the Township, the plan for the area has the potential to get lost in the grand scheme of things. It is important for everyone to be on board for the plan to be successful.

What are the strengths/assets of the area that need to be protected and/or preserved?

What do you think makes this part of Harrison Township unique from other Waterfront Districts such as the Nautical Mile of St Clair Shores or Downtown New Baltimore?

- Water frontage
- Launch capabilities at the DNR and the accessibility that it provides
- There is public access at the end of Crocker, and there is the potential for more public access
- The real estate is unique; there is enough space between the road and the water to allow for ample business, but not so much space that the water cannot be seen.

What are the weaknesses of the area?

What is missing from the area that would help it to become a vibrant Waterfront District?

- The intersection of Crocker and Jefferson is currently hard to negotiate and the timing of the light is poor
- Currently no appeal to the area, nothing draws people to the area and it is currently more of a place to pass through
- Lack of retail and shopping options
- When you get off the highway, there is nothing that signals to drivers that they should go down Crocker to Jefferson, nothing invites them in
- Looks like a residential area, not a destination area

What amenities or improvements would you like to see take place in the area?

What have you experienced in other Waterfront Districts (such as the Nautical Mile of St Clair Shores or Downtown New Baltimore) that you would like to see in this part of Harrison Township?

- DNR launch could possibly be expanded
- More businesses that draw people to the area, such as an ice cream shop
- More access to the water for the general public
- In general, the area needs to be cleaned up
- The area needs to be given an identity and advertised as a place to visit
- Intersection of Jefferson and Crocker should be reviewed and made more friendly to traffic
- Street lamp improvements, themed ornamental improvements, more plants and landscaping
- A lighted walkway
- Expansion of waterfront retail, put more businesses on the water
- Most successful areas have a common theme and a common goal that they work towards, the less successful areas just accept what is present

What are some barriers to redeveloping the district? Do you perceive any future problems that might prevent the creation of a destination Waterfront District?

- There will likely be residential push back if there is a transition to make the area more residential

- This is one section inside the Township, and not an entire municipality, so there is the potential for a plan like this to get lost inside the grand scheme of things.

Are there any other ideas or comments you would like to add that would help us in our planning process?

- The key will be to get everyone on board, change is tough for a lot of people, and there may be push back from establishments
- It will be important for people to see that this type of change is positive and not change for the sake of change.

Appendix B

May 19, 2014 Public Workshop Response Summary

Individual Exercise – “SWOT” Questionnaire

Exercise Instructions

Instructions: Working on your own, please answer the following four questions. Our goal is to create a vibrant Waterfront District. These questions will help the Township better understand what can/should be done to make this happen.

Exercise Summary Responses

Question #1

What are the strengths/assets of the area that need to be protected and/or preserved (i.e., what is good or unique)?

Question #1 Answers:

- Waterfront (9)
- Lake St Clair (9)
- Businesses (7)
- Marinas/Boating Facilities (7)
- Wetlands (6)
- Small-town Feel (6)
- Lake St Clair Metro Park/Beach (5)
- Wildlife (4)
- Water Quality (4)
- Fishing (4)
- Water (4)
- Greenspace (2)
- Safety (2)
- Boating (2)
- Bike Paths (2)
- Township vs. City (2)
- Bike/Hike Trail (2)
- Parks (2)
- Nature (2)
- Residents
- Endangered Species
- Forests
- Natural Vistas
- St Clair Shores Waterfront
- Lake & River Access
- Outdoors

- Lake Views
- Quiet
- Police Force
- Parkway Parcel
- Keep Michigan Beautiful
- Community Activism
- Homeowner Pride
- Clinton River
- Trees
- Lanse Creuse Bay
- Natural Woodland
- Housing

Question #2

What are the weaknesses of the area (i.e., what is a detriment or is missing)?

Question #2 Answers:

- Trailer Park (8)
- Lighting (8)
- Road Conditions (7)
- Sidewalks (7)
- Walkability (6)
- Drainage/Stormwater (6)
- Accessibility (6)
- Waterfront Visibility (5)
- Narrow Roads (5)
- Public Water Access (5)
- Public Parking (4)
- Crocker and Jefferson (4)
- Zoning (4)
- Prohibited Swimming/Restricted Water Access (3)
- Water Treatment Plant (3)
- Vacant Commercial Buildings (3)
- Bridge over Spillway (3)
- Infrastructure (3)
- No Welcome Center/ Gathering Area (3)
- Congestion (2)
- Low-Income Housing (2)
- Crime (2)
- Lack of Boardwalk/Pier (2)
- Code Enforcement (2)
- Weedy Waterfront (2)
- Parks (2)
- Business Appearance (2)
- Streetscaping (2)
- School District Administration Building

- Underused Property
- Maintenance
- Negative Community Attitude
- Parking for Trails
- Restrooms for Trails
- Trail Accessibility
- Inconsistent Parking Regulation
- Blighted Areas
- No Public Marina
- Pollution/Garbage in Water
- Un-unified Business Approach
- Waterfront Restaurants
- Freeway Exchange at Shook & I-94
- Sports Fields
- Benches
- Lack of Community Networking
- Wildlife Habitats
- Township Leadership
- Citizens Lack Vision
- Waterfront Eyesore
- Phragmites/Invasive Species
- Boat Parking/Access to Restaurants
- Defined Downtown District
- Flooding
- Low Water Levels

Question #3

What opportunities exist which can be capitalized upon to stimulate future improvements?

Question #3 Answers:

- Pier (7)
- Shops (6)
- Spillway (4)
- Boardwalk (4)
- Hotel/Motel (4)
- Kayak/Canoe Access (4)
- School District Administration Building (3)
- Entertainment (3)
- Boat Town USA theme (3)
- Destination (3)
- Accessibility (3)
- Recreation Facilities (3)
- Landscaping (2)
- Bike Path on Jefferson (2)
- Restaurants (2)
- Walkable Downtown (2)

- Water Treatment Plant (2)
- Trailer Park (2)
- Private Investors (2)
- Vacant Buildings (2)
- Winter Activities (2)
- Grant Money (2)
- Cooperation with Selfridge National Air National Guard Base (2)
- Park Equipment
- Family Activities
- Digital Entry Sign
- Bed & Breakfast
- Trail Accessibility
- Expand Beach
- Accessible Beach
- Harrison Township Environmental Committee
- Municipal Bonds for Funding
- Unused Waterfront
- Fishing Areas
- Boat Launches
- Jet Ski/Snowmobile Rentals
- Tourism
- Fundraisers
- Metro Park
- Storefront Improvement
- Add Green spaces to Parking Lots
- Jefferson Drive
- Partnership with Pure Michigan
- Marinas
- Ice Fishing
- Boating
- Green Infrastructure
- Promote Responsible Fishing
- Improve Wetlands
- Starbucks
- Small Business
- Lake St Clair
- Memorial for Veterans
- Spillway Restoration Program
- New Development

Question #4

What are the threats or barriers that stand in the way of creating a vibrant Waterfront District?

Question #4 Answers:

- Pollution (9)
- Resistance to Change (7)

- Displaced Residents/Businesses (6)
- Already developed/ un-useable land (4)
- Low-Income Housing (4)
- Trailer Park (3)
- Traffic (3)
- Need more Police Enforcement (3)
- Lack of Community Ownership/Responsibility (3)
- Funding (3)
- Crime (2)
- Existing Infrastructure (2)
- Poor Accommodations
- Over-fishing
- Past Efforts Failed
- Concerns of Noise/Traffic
- Lack of Communication
- Reluctance of Developers
- Low Water Years
- Renter Population
- Millage not likely to pass
- Ice Fisherman
- Boaters
- Over-use of Lake
- Botanic Conservancy
- A Meijer Garden
- Squatters Mentality
- Some Residential Areas
- Too much Sea Wall vs. Natural Shoreline
- Land Acquisition
- Zoning

Question #5

Are there any other ideas or comments you would like to add that would help the Township in this planning process?

Question #5 Answers

- Too much new development could lower safety and property values; and increase noise and pollution (3)
- Petition County, Jefferson Updated
- Petition County, Bridge Repairs
- Study effects of possible contaminants
- Collaboration with Mt Clemens- water improvement
- Quaint but Updated
- Clean & Neat
- Welcoming but Natural
- Use the Township Website to Communicate Project
- DDA Should Expand to Shook Road/ I-94 Entrance/Exit

- Rumor of Low-Income Housing on Jefferson
- Establishing a DDA would be a mistake
- New Chain Business should not Remove Local Business
- Increase District south on Jefferson
- Gambling Facilities Unacceptable
- Hotel/Motel accommodations with boat trailer parking and electrical plug-ins
- Hotel/Motel accommodations: mid-priced for travelling boat owners
- Ice fishing season is longer and more profitable than open water season
- Bus Shelter at Mariner Plaza Bus Stop
- Plant the hill along the north side of the spillway with flowers

Group Visioning Exercise – Postcard of Tomorrow

Exercise Instructions:

What do you want the Waterfront District to be 15 years from now? How should it look and feel? What types of businesses, uses, attractions and activities will be here?

Working in groups, it is your assignment to write a postcard that captures your preferred vision for the Waterfront District 15 years from today. Address the postcard to your long lost relative or someone who is not familiar with Harrison Township. On the front of the postcard, describe for the recipient why they should come to the Waterfront District to shop, work, live and/or visit. Describe the ideal characteristics the Waterfront District will possess in the future. If you want, use the black space to draw an image that represents the Waterfront District.

Using the aerial photograph on the back of the postcard, sketch your preferred vision for the Waterfront District (i.e., land uses, businesses, trails, public amenities, and infrastructure).

Once finished, choose a spokesperson to share your group's postcard with the group as a whole.

Exercise Summary Responses:

Small Group Preferred Vision Ideas (#1)

- Clean: Long pier with shops and restaurants all year round.
- Christmas Wonderland in November and December
- Culverts instead of ditches- control rodents
- Watercraft rentals – Bike rentals
- Birds and Butterflies (flowers and trees to attract) Shrubs in the shape of boats
- Winter- Skating rink, hockey tournaments
- Food court
- Water taxis, Ski-doo rides
- Fish hatchery (State run)
- Dockage
- Water/splash park for kids (Indoor and Outdoor?)
- Turtle hatchery

Small Group Preferred Vision Ideas (#2)

- Historic pier behind water plant
- Bed & Breakfast
- Tour boats/water taxi/shuttles
- Community meeting place/concert area
- Scenic turnoff
- Annex Vineyards/tasting room
- Canoe livery
- Bike paths connected to existing paths, well lit
- Signage (digital)/ Welcome Center
- Space Needle
- Low density/low rises with public access and shopping
- Pave all streets and add sidewalk
- Storefronts with parking in back along paths
- Children's/Family gardens and attractions
- Responsible fishing and Fish Smokehouse
- Boat Town Brewery

Small Group Preferred Vision Ideas (#3)

- Develop Spillway, hotel at St John property
- Bed & Breakfast, and boutiques
- Fishing pier
- We stayed at Hotel St John. We strolled the Jefferson Boulevard to Luigi's at night; we rode the tram back later, beautifully lit area.
- Tomorrow we take the tram to Lake St Clair Metro Park to play golf in the sun. Sunday we hit the pier for a little fishing.

Small Group Preferred Vision Ideas (#4)

- Spillway
- Casino
- Vegas-Water Diversion
- Trail Park Prospects
- Personal- Electric Pole, water drain, pot holes, limbs
- Neighborhood vs. Business
- Police in Park

Small Group Preferred Vision Ideas (#5)

Community focal point could be a pier

- Restaurants

- Food Carts or Food Court
- Gift and Incidentals Shop
- Bike Rental
- Small boat or water sport rental
- Water taxi or boat rides
- Bait Shop
- Fishing Platforms
- **Note: The old Jefferson Beach was located at the end of Crocker Blvd, back in the 1940s when my brothers were young. They rode their bikes down Crocker to swim and fish. Does Harrison Twp. Still own the right of way or easement?

Underneath the Pier

- Water Intake and Treatment Plant
- Fish Hatchery (State Run)
- Indoor Ice Skating Rink

Outlying Area to 300 Yards (Wind Protection)

- Water break for transit boaters
- Dockage for restaurants and bars
- Winter ice skating and hockey Games

Ideas to Create Joint Municipal Interest

- Trade Municipal Properties/ Existing Businesses
- Current Businesses should have first consideration and pick of spots on pier
- Part of mobile home community could move next door to Mt. Clemens Water Treatment Plant if agreed upon by Mt. Clemens.
- The Mount Clemens wide property looks unused closest to the mobile home park but may have pipe and infrastructure underneath.

Any Advantages?

- State of Michigan
- Federal
- County
- Mt. Clemens
- Note: Beacon Cove was filled in and the county had some hand in it. The Macomb Daily, former writer Mitch Kehetian, or their archives could show the precedent set back in the 1970's. Memory, seems to me they never pulled army corp of engineers or DNR permits

Small Group Postcard Narrative (#1)

Come stay at our "New Lakeside Hotel". The view of the water is beautiful. The New Lakeside Hotel was built to resemble the original Lakeside Hotel built in 1895. The surrounding area has a great heritage look with shops and restaurants. It is a great destination for families and small business meetings. Great boutique shops and cafes/coffee shops. The kids enjoyed the waterfront activities. Also it's a safe place to live. Need hotels of quality and integrity- A Tassel Tavern Type that creates memories that last. I loved

the boardwalk I get to see in the morning. You need to visit our Township. It has plenty to offer. The bakery of homemade goods is delicious. The coffee is freshly brewed. The air is clean.

Small Group Postcard Narrative (#2)

Come and Enjoy the Beautiful Harrison Township. Our Boardwalk with fishing pier was fun. A walk along the lighted Jefferson was nice ending at our new community center with Township offices and ice skating center. In the summer we can go on the jet skis and paddle board park area and stay in our boutique hotel in the old hospital.

Appendix C: Harrison Township Proposed DDA District Properties

<u>Property ID Number</u>	<u>Property Address</u>	<u>Property ID Number</u>	<u>Property Address</u>
11-24-479-002	25900 CROCKER BLVD	12-30-130-002	26989 CARRINGTON PL
11-24-479-006	26000 CROCKER BLVD	12-30-130-003	26985 CARRINGTON PL
11-25-228-021	SPILLWAY	12-30-130-004	26961 CARRINGTON PL
11-25-277-001	SPILLWAY	12-30-130-005	26965 CARRINGTON PL
11-25-277-002	SPILLWAY	12-30-130-006	26969 CARRINGTON PL
12-19-353-008	26251 CROCKER BLVD	12-30-130-007	26949 CARRINGTON PL
12-19-353-009	CROCKER BLVD	12-30-130-008	26953 CARRINGTON PL
12-19-353-020	26151 CROCKER BLVD	12-30-130-009	26957 CARRINGTON PL
12-19-353-021	26051 CROCKER BLVD	12-30-130-010	26981 CARRINGTON PL
12-19-476-020	36947 JEFFERSON AVE	12-30-130-011	26977 CARRINGTON PL
12-19-476-021	36961 JEFFERSON AVE	12-30-130-012	26973 CARRINGTON PL
12-19-476-022	36973 JEFFERSON AVE	12-30-130-013	26945 CARRINGTON PL
12-19-476-023	36989 JEFFERSON AVE	12-30-130-014	26941 CARRINGTON PL
12-19-477-017	37025 JEFFERSON AVE	12-30-130-015	26937 CARRINGTON PL
12-19-477-023	37049 JEFFERSON AVE	12-30-130-016	26913 CARRINGTON PL
12-30-128-017	26317 CROCKER BLVD	12-30-130-017	26917 CARRINGTON PL
12-30-128-018	26351 CROCKER BLVD	12-30-130-018	26921 CARRINGTON PL
12-30-128-019	26385 CROCKER BLVD	12-30-130-019	26901 CARRINGTON PL
12-30-128-020	26405 CROCKER BLVD	12-30-130-020	26905 CARRINGTON PL
12-30-128-021	26451 CROCKER BLVD	12-30-130-021	26909 CARRINGTON PL
12-30-128-022	26485 CROCKER BLVD	12-30-130-022	26933 CARRINGTON PL
12-30-128-023	26505 CROCKER BLVD	12-30-130-023	26929 CARRINGTON PL
12-30-128-024	26539 CROCKER BLVD	12-30-130-024	26925 CARRINGTON PL
12-30-128-025	26575 CROCKER BLVD	12-30-130-025	26900 CARRINGTON PL
12-30-128-026	26605 CROCKER BLVD	12-30-130-026	26904 CARRINGTON PL
12-30-128-027	26635 CROCKER BLVD	12-30-130-027	26908 CARRINGTON PL
12-30-128-028	26665 CROCKER BLVD	12-30-130-028	26932 CARRINGTON PL
12-30-128-029	26695 CROCKER BLVD	12-30-130-029	26928 CARRINGTON PL
12-30-128-030	26725 CROCKER BLVD	12-30-130-030	26924 CARRINGTON PL
12-30-128-031	26755 CROCKER BLVD	12-30-130-031	26944 CARRINGTON PL
12-30-128-032	CROCKER BLVD	12-30-130-032	26940 CARRINGTON PL
12-30-128-033	26825 CROCKER BLVD	12-30-130-033	26936 CARRINGTON PL
12-30-128-034	26855 CROCKER BLVD	12-30-130-034	26912 CARRINGTON PL
12-30-128-035	BEAMER ST LAND LOCKED	12-30-130-035	26916 CARRINGTON PL
12-30-128-036	26891 CROCKER BLVD	12-30-130-036	26920 CARRINGTON PL
12-30-128-037	26917 CROCKER BLVD	12-30-130-037	26948 CARRINGTON PL
12-30-128-038	26935 CROCKER BLVD	12-30-130-038	26952 CARRINGTON PL
12-30-128-039	26993 CROCKER BLVD	12-30-130-039	26956 CARRINGTON PL
12-30-128-040	27015 CROCKER BLVD	12-30-130-040	26980 CARRINGTON PL
12-30-129-005	26450 CROCKER BLVD	12-30-130-041	26976 CARRINGTON PL
12-30-129-007	26700 CROCKER BLVD	12-30-130-042	26972 CARRINGTON PL
12-30-129-009	36355 JEFFERSON AVE	12-30-130-043	26992 CARRINGTON PL
12-30-130-001	26993 CARRINGTON PL	12-30-130-044	26988 CARRINGTON PL

<u>Property ID Number</u>	<u>Property Address</u>	<u>Property ID Number</u>	<u>Property Address</u>
12-30-130-045	26984 CARRINGTON PL	12-30-201-012	36727 JEFFERSON AVE
12-30-130-046	26960 CARRINGTON PL	12-30-201-013	36727 JEFFERSON AVE
12-30-130-047	26964 CARRINGTON PL	12-30-201-019	36727 JEFFERSON AVE
12-30-130-048	26968 CARRINGTON PL	12-30-202-020	36673 JEFFERSON AVE
12-30-130-049	26996 CARRINGTON PL	12-30-202-022	36691 JEFFERSON AVE
12-30-130-050	27000 CARRINGTON PL	12-30-203-020	EARL ST
12-30-130-051	27004 CARRINGTON PL	12-30-203-034	36655 JEFFERSON AVE
12-30-130-052	27028 CARRINGTON PL	12-30-203-035	JEFFERSON AVE
12-30-130-053	27024 CARRINGTON PL	12-30-203-036	36643 JEFFERSON AVE
12-30-130-054	27020 CARRINGTON PL	12-30-203-037	36611 JEFFERSON AVE
12-30-130-055	27040 CARRINGTON PL	12-30-204-018	JEFFERSON AVE
12-30-130-056	27036 CARRINGTON PL	12-30-204-019	JEFFERSON AVE
12-30-130-057	27022 CARRINGTON PL	12-30-204-023	36559 JEFFERSON AVE
12-30-130-058	27008 CARRINGTON PL	12-30-204-024	36577 JEFFERSON AVE
12-30-130-059	27021 CARRINGTON PL	12-30-205-011	27177 CROCKER BLVD
12-30-130-060	27016 CARRINGTON PL	12-30-205-012	27217 CROCKER BLVD
12-30-130-085	27041 CARRINGTON PL	12-30-205-013	36549 JEFFERSON AVE
12-30-130-086	27037 CARRINGTON PL	12-30-205-014	36543 JEFFERSON AVE
12-30-130-087	27033 CARRINGTON PL	12-30-205-015	JEFFERSON AVE
12-30-130-088	27009 CARRINGTON PL	12-30-205-016	36531 JEFFERSON AVE
12-30-130-089	27013 CARRINGTON PL	12-30-205-017	JEFFERSON AVE
12-30-130-090	27017 CARRINGTON PL	12-30-205-020	36509 JEFFERSON AVE
12-30-130-091	26997 CARRINGTON PL	12-30-205-021	27147 CROCKER BLVD
12-30-130-092	27001 CARRINGTON PL	12-30-205-022	27061 CROCKER BLVD
12-30-130-093	27005 CARRINGTON PL	12-30-205-024	JEFFERSON AVE
12-30-130-094	27029 CARRINGTON PL	12-30-205-025	36517 JEFFERSON AVE
12-30-130-095	27025 CARRINGTON PL	12-30-226-003	36935 JEFFERSON AVE
12-30-130-096	27021 CARRINGTON PL	12-30-226-005	36923 JEFFERSON AVE
12-30-151-004	26755 BALLARD ST	12-30-227-007	36895 JEFFERSON AVE
12-30-151-005	26755 BALLARD ST	12-30-227-010	36857 JEFFERSON AVE
12-30-152-012	26980 BALLARD ST	12-30-227-011	36845 JEFFERSON AVE
12-30-176-022	36301 JEFFERSON AVE	12-30-227-012	36833 JEFFERSON AVE
12-30-180-015	36283 JEFFERSON AVE	12-30-227-015	36869 JEFFERSON AVE
12-30-180-016	JEFFERSON AVE	12-30-227-022	36821 JEFFERSON AVE
12-30-180-017	36257 JEFFERSON AVE	12-30-227-023	36807 JEFFERSON AVE
12-30-180-018	36245 JEFFERSON AVE	12-30-228-003	37089 JEFFERSON AVE
12-30-180-019	36229 JEFFERSON AVE	12-30-229-012	37030 JEFFERSON AVE
12-30-180-026	36111 JEFFERSON AVE	12-30-229-013	JEFFERSON AVE
12-30-180-027	36211 JEFFERSON AVE	12-30-230-001	36942 JEFFERSON AVE
12-30-181-003	36216 JEFFERSON AVE	12-30-230-002	36928 JEFFERSON AVE
12-30-181-004	JEFFERSON AVE	12-30-230-003	JEFFERSON AVE
12-30-181-005	36262 JEFFERSON AVE	12-30-230-004	36900 JEFFERSON AVE
12-30-201-009	27041 LANSE CREUSE ST	12-30-231-029	36864 JEFFERSON AVE
12-30-201-011	36727 JEFFERSON AVE	12-30-231-033	36830 JEFFERSON AVE

<u>Property ID Number</u>	<u>Property Address</u>	<u>Property ID Number</u>	<u>Property Address</u>
12-30-232-003	36776 JEFFERSON AVE	12-30-328-002	36000 JEFFERSON AVE
12-30-232-004	36766 JEFFERSON AVE	12-30-328-005	35942 JEFFERSON AVE
12-30-232-005	36758 JEFFERSON AVE	12-30-328-007	35896 JEFFERSON AVE
12-30-232-035	36750 JEFFERSON AVE	12-30-328-008	35890 JEFFERSON AVE
12-30-232-038	36784 JEFFERSON AVE	12-30-328-014	35922 JEFFERSON AVE
12-30-233-001	36726 JEFFERSON AVE	12-30-328-015	35950 JEFFERSON AVE
12-30-233-019	MORAN ST	12-30-401-001	36360 JEFFERSON AVE
12-30-233-020	MORAN ST		
12-30-233-021	27535 MORAN ST		
12-30-233-056	36712 JEFFERSON AVE		
12-30-251-001	27200 CROCKER BLVD		
12-30-251-002	36475 JEFFERSON AVE		
12-30-252-001	27860 HICKLER LN		
12-30-252-002	36570 JEFFERSON AVE		
12-30-252-003	JEFFERSON AVE		
12-30-253-001	36510 JEFFERSON AVE		
12-30-254-001	36470 JEFFERSON AVE		
12-30-254-005	36360 JEFFERSON AVE		
12-30-254-006	36360 JEFFERSON AVE		
12-30-254-008	36400 JEFFERSON AVE		
12-30-254-010	36290 JEFFERSON AVE		
12-30-254-011	36280 JEFFERSON AVE		
12-30-276-030	JEFFERSON AVE		
12-30-276-046	27745 HICKLER LN		
12-30-276-047	27775 HICKLER LN		
12-30-276-050	JEFFERSON AVE		
12-30-276-051	27573 HICKLER LN		
12-30-276-052	36650 JEFFERSON AVE		
12-30-276-054	JEFFERSON AVE		
12-30-276-056	27825 HICKLER LN		
12-30-276-057	27855 HICKLER LN		
12-30-276-058	27901 HICKLER LN		
12-30-276-059	HICKLER LN		
12-30-276-060	HICKLER LN		
12-30-276-061	HICKLER LN		
12-30-326-004	JEFFERSON AVE		
12-30-327-006	JEFFERSON AVE		
12-30-327-008	JEFFERSON AVE		
12-30-327-011	JEFFERSON AVE		
12-30-327-012	36070 JEFFERSON AVE		
12-30-327-013	JEFFERSON AVE		
12-30-327-015	36080 JEFFERSON AVE		
12-30-327-016	JEFFERSON AVE		
12-30-328-001	SPILLWAY		



500 Griswold
Suite 2500
Detroit, MI 48226
313.961.3650
www.wadetrिम.com

Florida • Michigan • Pennsylvania
Nebraska • Ohio • Texas