
The City of **HARRISON**



Amended & Restated Downtown Development Authority
**DEVELOPMENT PLAN &
TAX INCREMENT FINANCING PLAN**

ADOPTED JUNE 2018

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ACKNOWLEDGMENTS

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INTRODUCTION

BACKGROUND

Act 197 of Public Acts of 1975 of the State of Michigan, commonly referred to as the Downtown Development Authority Act, was created in part to correct and prevent deterioration of business districts; to promote economic growth and revitalization; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation of the authority; and to authorize the levy and collection of taxes, the issuance of bonds, and the use of tax increment financing in the accomplishment of specific downtown development activities contained in locally-adopted development plans.

The Act seeks to attack problems of urban decline, strengthen existing areas, and encourage new private developments in the downtown districts of Michigan communities. It seeks to accomplish this goal by providing communities with the necessary legal, monetary, and organizational tools to revitalize downtown districts either through public-initiated projects or in concert with privately motivated development projects. The manner in which downtown development authorities choose to make use of these tools does, of course, depend on the problems and opportunities facing each particular downtown district and the development priorities sought by the community in the revitalization of its business area.

On August 20, 2007, the Harrison City Council adopted an ordinance establishing the Harrison Downtown Development Authority. Shortly thereafter, the Council appointed a nine-member DDA Board. A copy of this ordinance is included in Appendix A.

DOWNTOWN HARRISON

Harrison was initially settled in the latter half of the 19th century as a central location for logging camps. The forests surrounding the settlement were heavily logged, and the community was the location of the sawmills and the entertainment for the lumberjacks. Harrison's rich history is still evident in its public spaces and commercial business district. The city has preserved many of the historic downtown buildings that contribute to its unique sense of place and small town charm.

As the Downtown Development Authority embarks on this planning effort, the City is experiencing a time of investment and revitalization. The new Harrison Market serves as a community gathering space, farm and artisan market, and retail business incubator for Harrison. Slowly but surely, properties are being redeveloped both in the downtown core and along key commercial corridors.

BASIS FOR THE TAX INCREMENT FINANCE PLAN AND DEVELOPMENT PLAN

For purposes of designating a development plan district and for establishing a tax increment financing plan, the Act refers to a "downtown district" as being in a business



district that is specifically designated by ordinance of the municipality's governing body and a "business district" as being an area in the downtown of a municipality that is zoned and used principally for business. Tax increment financing can be used to provide the necessary funds for project implementation. By definition, a tax increment financing plan seeks to capitalize on and make use of the increased tax base created by economic development within the boundaries of a downtown district. The legal basis of support for the Development and Tax Increment Financing Plan is identified in Act 197.

The need for establishing the Harrison Downtown Development Authority District (referred to as "DDA District") is founded on the basis that the future success of Harrison's efforts to strengthen its commercial area will depend, in large measure, on the readiness and ability of the City to initiate public improvements that strengthen the commercial area, and to encourage and participate where feasible in the development of new private uses that clearly demonstrate the creation of new jobs, the attraction of new business, and the generation of additional tax revenues.

Through a visioning process, the Harrison Downtown Development Authority Board developed the following mission, vision, and goals to guide future projects and investments in the District:

MISSION

The mission of the Harrison DDA is to foster economic growth and prevent deterioration through strategic investments in public infrastructure and programing in the District.

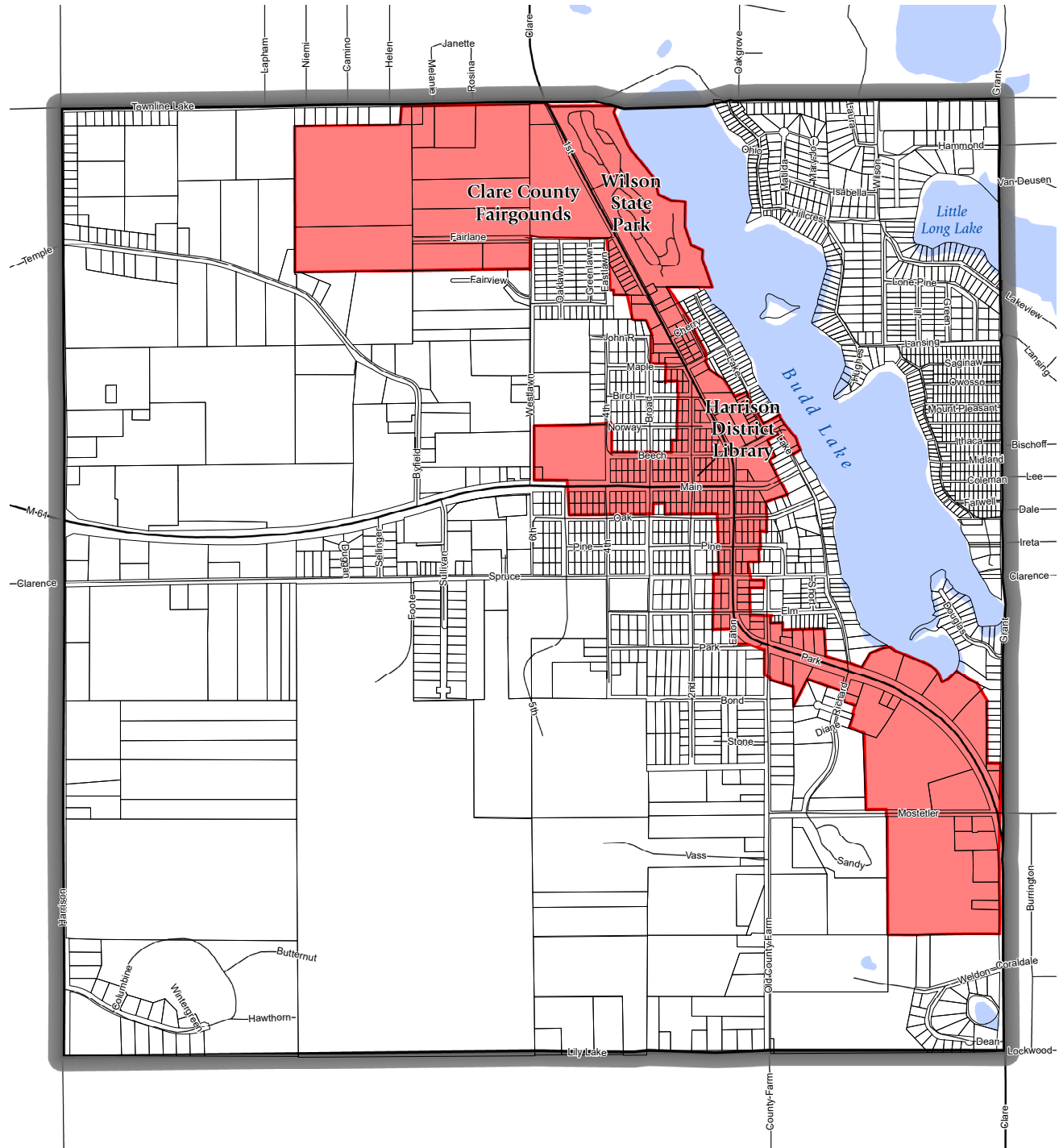
VISION

Downtown Harrison will continue to develop as a bustling, family friendly hub of year-round commercial and civic activity.

GOALS

1. Set the stage for private investment.
2. Establish an identifiable character for the City of Harrison.
3. Support civic investments in the Town Square and other public spaces.
4. Support a connected, accessible, and walkable district.
5. Improve connectivity between Downtown Harrison and Budd Lake.
6. Establish programs to foster economic activity, enhance business development, and recreation downtown.

1: DDA Boundary



CITY OF HARRISON

DDA Boundary

Data Sources: State of Michigan Geographic Data Library, Michigan DNR Open Data Portal, City of Harrison

- City Boundary
- State Roads
- All Roads
- Railroads
- Parcels
- Downtown Development Authority (DDA) Boundary


PUBLIC PROCESS

In order to foster an open and transparent process, diverse members of the Harrison community were engaged throughout the process via a district-wide survey and bi-monthly meetings of the Downtown Development Authority Board. The DDA Board served as a steering committee for the planning process and met monthly to develop a mission and goals, identify and prioritize projects, and refine the Development and TIFA Plan for adoption by the Harrison City Council.

A district-wide survey was distributed to business owners, residents, employees, and patrons to better understand the priorities in Downtown Harrison. In November 2017, an announcement was sent to all mailing addresses in Harrison as a part of the newsletter sent out with winter tax bills. The survey was hosted on the survey platform Survey Monkey, and hard copies of the survey were available at the City Hall. Additionally, a link to the survey was posted on the Harrison Facebook page. A total of 115 surveys were completed. The following summary of survey results was used to prioritize projects and improvements in the district over the next twenty years.



to the right is an image
of the front page of
the survey used to
inform the DDA Plan.



Harrison Downtown Development Authority

The City of Harrison DDA (Downtown Development Authority) is in the process of developing an updated DDA plan which will serve as a guide for future improvements within the DDA boundary over the next 20 years. Your input is needed to determine which of the potential projects are of the highest priority. The questions below refer to possible projects that have been suggested by members of the community and City officials. Not all of the projects will be included in the final plan, but they are represented here for your consideration. The following survey should take about 10 minutes. Refer to the map at the end of this survey for the DDA boundaries. Please complete the survey by January 5, 2018. Thank you for your time and participation!

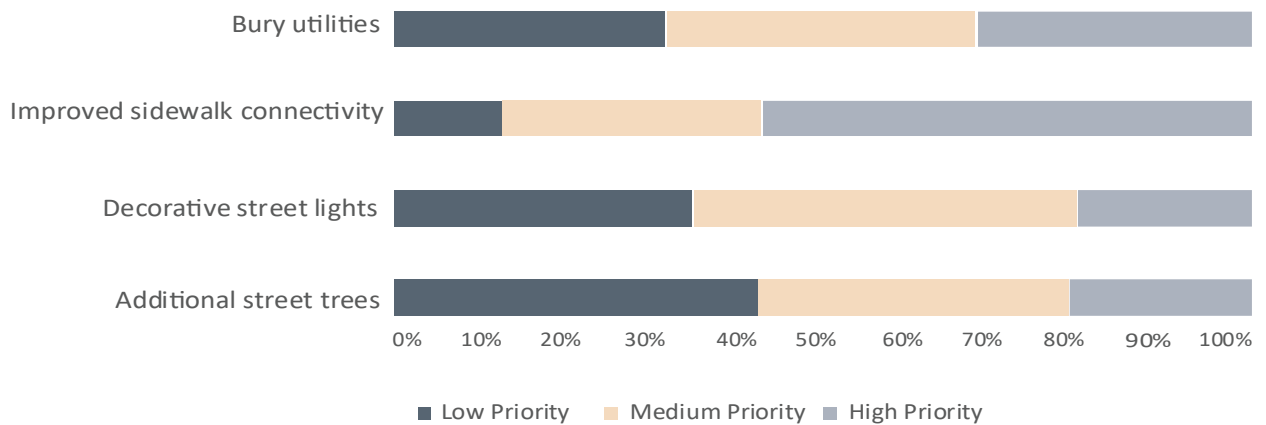
1. Improvements to the "streetscape" are things which make the street friendlier to pedestrians and more aesthetically pleasing. The City is looking to improve the streetscape along the commercial corridors outside of the downtown core. Please rate the importance of the following streetscape improvements.

	Low Priority	Medium Priority	High Priority
Additional street trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Decorative street lights	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved sidewalk connectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bury utilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

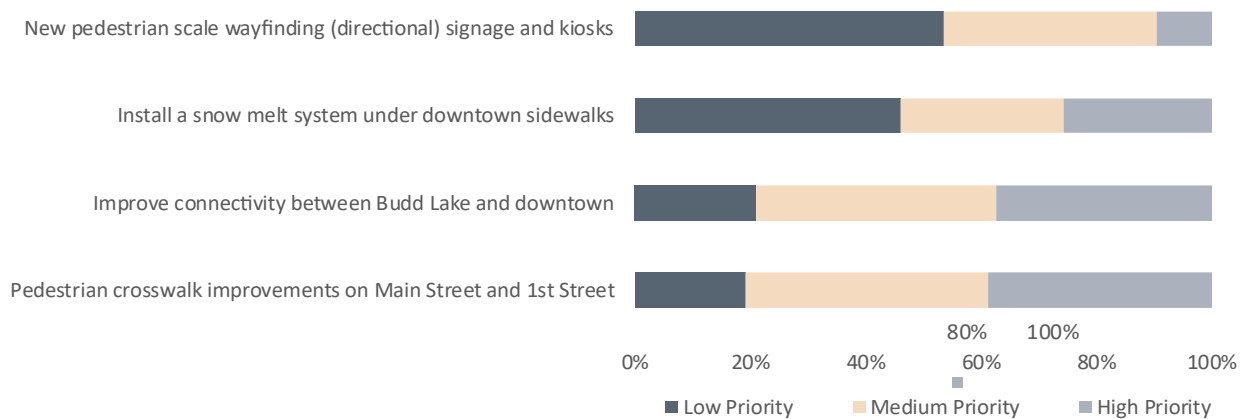
2. Please rate the following potential non-motorized improvements on a scale from low priority to high priority.

	Low Priority	Medium Priority	High Priority
New pedestrian scale wayfinding (directional) signage and kiosks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Install a snow melt system under downtown sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian crosswalk improvements on Main Street and 1st Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve connectivity between Budd Lake and downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

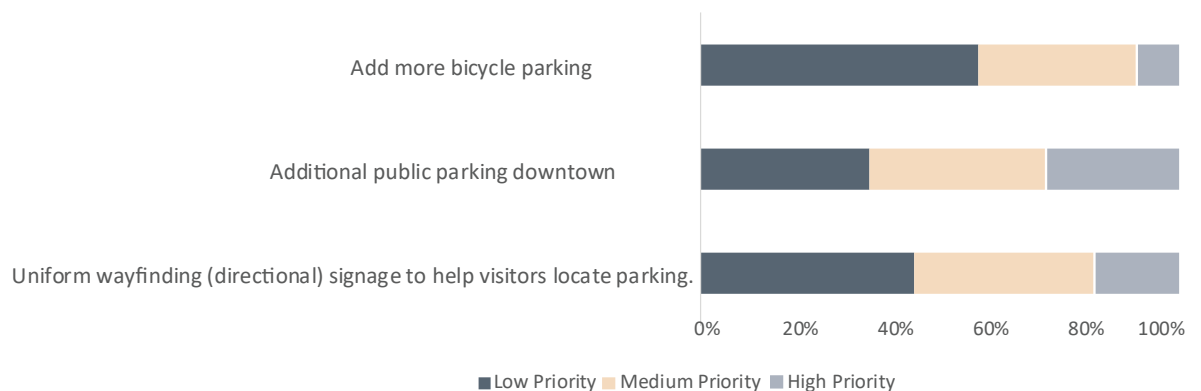
Please rate the following streetscape improvements in the downtown district.



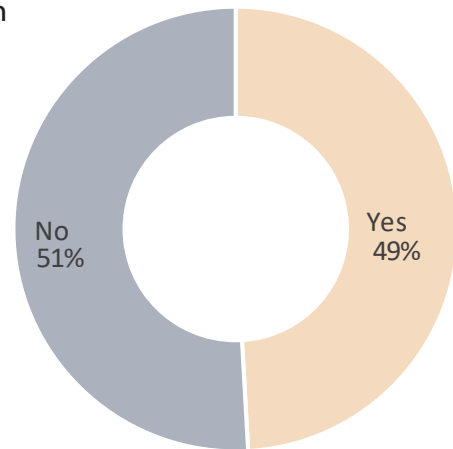
Please rate the priority of the following potential non-motorized improvements.



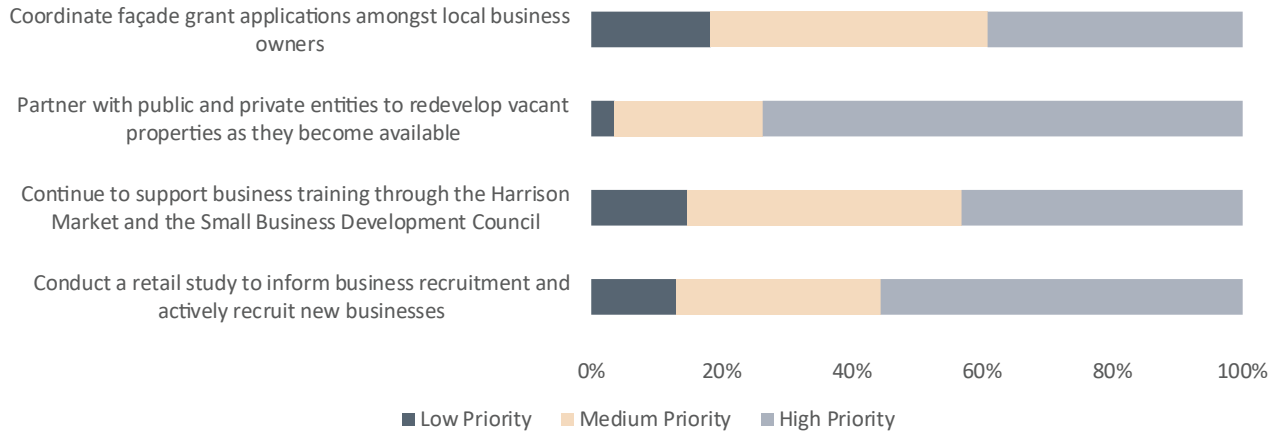
Please rate the priority of the following parking improvements.



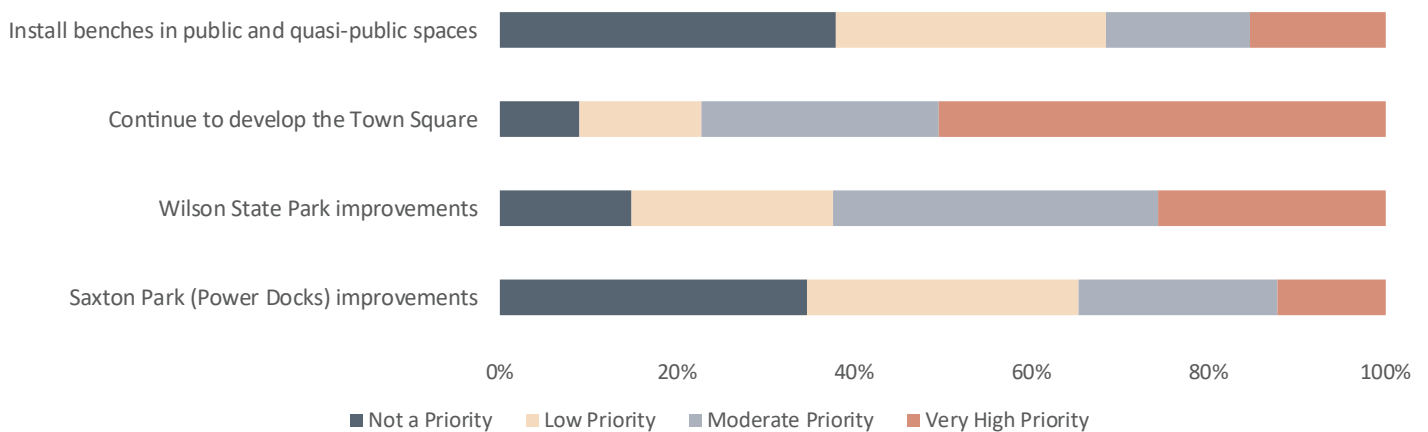
Would you be supportive of a publicly or privately operated seasonal trolley route between downtown and Budd Lake?



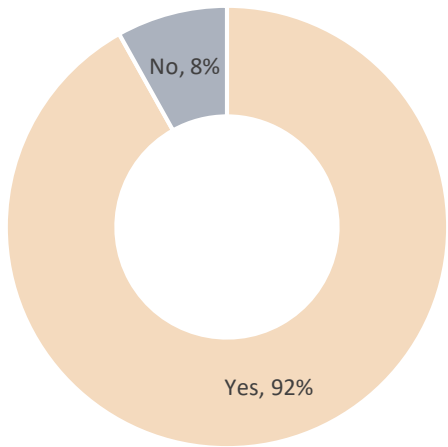
The DDA is considering programs and outreach to foster economic development and improve the business environment in Harrison. Please rate the following actions by priority level.



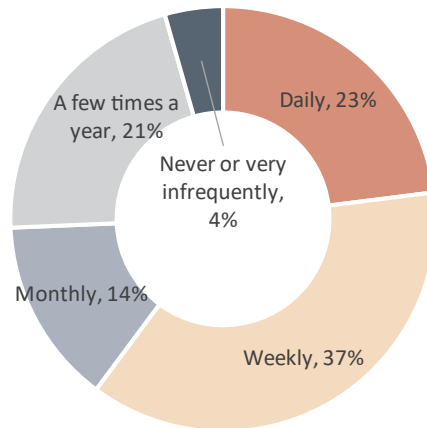
Rate the following recreational-related projects in order of priority.



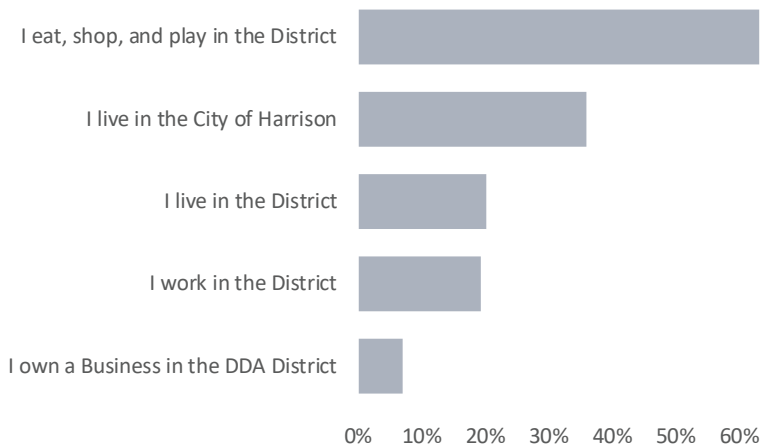
Do you shop in within the Harrison DDA?



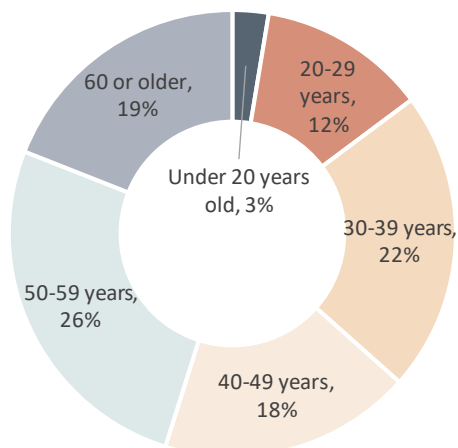
How often do you come to the District to shop?



What best describes your interest in the City and the Harrison Business District? (check all that apply)



What category is your age?



A number of people highlighted the need for safer bicycle and pedestrian facilities. Specifically, there was a desire for better attention to snow removal, improved crosswalks, and more connected sidewalks.

There was widespread support for new and diverse businesses in the City. Some examples include a shoe store, an additional motel or hotel, upscale restaurants, and diners. Respondents wanted the City to foster new start ups, and there was a concern that vacant buildings were detracting from the number of patrons who come downtown. Many people were supportive of the City's Market, although one person expressed concern of funding this through tax dollars.

Pictured above is a graphic depicting key themes from the long-answer responses.



DEVELOPMENT PLAN

1. DEVELOPMENT AREA BOUNDARY

In the City of Harrison, the DDA District incorporates the majority of all commercial properties within the City as well as some residential and public / parkland. The geographic boundary extends generally from the south city limits north along Business US-127 to the north boundary of the City, and west along M-61 through the Central Business District. The DDA Boundary Map shows the geographic limits of the Harrison Downtown Development Authority effective with the publication of Ordinance No. 1 of 2007. The Development Area District, or boundary, must be equal to or less than the geographic limits of the Downtown Development Authority District. Please refer to the DDA Boundary Map for exact boundaries. The Development Area boundary is the same as the DDA Boundary and is illustrated on Map 2.

2A. LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA; LOCATION, CHARACTER AND EXTENT OF EXISTING PUBLIC AND PRIVATE LAND USES.

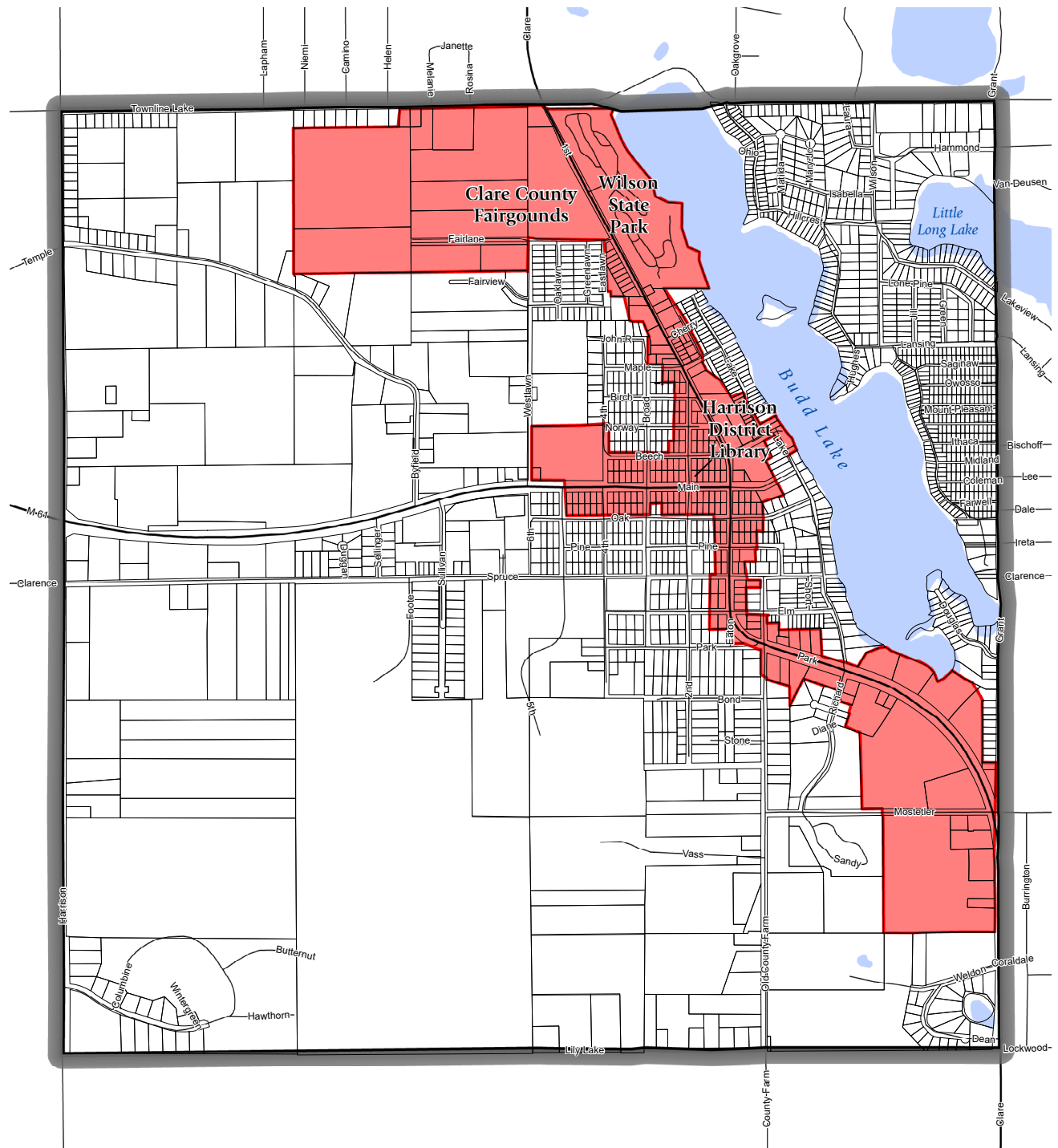
The City of Harrison was developed in the late 19th Century and has a traditional street grid. The development area is fully serviced with municipal water, sanitary sewer and storm sewer facilities, as well as electrical and gas services.

2B. EXISTING PUBLIC AND PRIVATE LAND USES WITHIN THE DEVELOPMENT AREA

Existing land uses within the Development Area are comprised of public and private uses. Collectively, these land uses create a mixed use and walkable downtown district with a more auto-oriented uses along the outer commercial corridors of the District.

- Residential uses within the DDA District are primarily single family homes, with some multi-family apartments.
- Commercial uses make up the majority of property within the DDA District and Development Area, including professional, retail, and service businesses.
- Recreational uses within the Development Area include Saxton Park, Veterans Freedom Park, Wilson State Park, and the Clare County Fairgrounds.
- Public facilities within the District include Hillside Elementary School, and the Clare County District Court and Municipal Building.
- There are a few vacant parcels located within the District. The vacancies are fairly evenly distributed throughout the commercial area.

2: Development Area Boundary



CITY OF HARRISON

Development Area Boundary

Data Sources: State of Michigan Geographic Data Library, Michigan DNR Open Data Portal, City of Harrison

- City Boundary
- State Roads
- All Roads
- Railroads
- Parcels
- Development Area Boundary



3. LOCATION AND EXTENT OF PROPOSED PUBLIC AND PRIVATE LAND USES

Existing land uses within the Development Area conform to current zoning designations and development patterns outlined in the adopted Master Plan. The Harrison Master Plan is a long-range vision for the City and delineates several land use classifications for the Development Area district including Central Business, Mixed Use Neighborhood, Greater Business, and Parkland/Preserve along the Budd Lake waterfront, the State Park, and County Fairgrounds.

4. LEGAL DESCRIPTION OF DEVELOPMENT AREA

A boundary containing the Downtown Development Authority District in Sections 20, 21 and 28, Town 19 North, Range 4 West, City of Harrison, Clare County, Michigan, described as follows:

Beginning at the Northwest corner of said Section 21; thence Easterly, along the North line of said Section 21 to a point on the Westerly shore of Budd Lake; thence Southeasterly, along said Westerly shore of said Budd Lake to a point on the South line of Parcel No. 070 021 010 02 (State Park); thence Westerly, along the South line of said Parcel No. 070 021 010 02 to the Northeast corner of Parcel No. 070 021 103 13; thence Southeasterly, along the Easterly boundary lines of said Parcel No. 070 021 103 13 and Parcel No. 070 021 103 12 extended to the Northerly line of the Plat of Wilson's Third Addition to the City of Harrison; thence Northeasterly, along said Northerly plat boundary line to the Easterly right-of-way line of Harrison Street; thence Southeasterly, along said Easterly right-of-way line to a point on the North right-of-way line of Maple Street; thence Southwesterly, crossing said Maple Street to the Northeast corner of Parcel No. 070 021 302 22, thence Southeasterly, along the Easterly lines of said Parcel



*Main Street in Downtown
Harrison*

No. 070 021 302 22 and Parcel No. 070 021 302 21 to the Southeast corner thereof; thence continuing Southeasterly, along the Westerly line of the Plat of Wilson's Fourth Addition to the City of Harrison to the Southwest corner of Lot 8 of the Plat of Sam Wilson Addition to the City of Harrison; thence Northeasterly, along the line common to said Lot 8 and Lot 7 of said Plat of Sam Wilson Addition to the City of Harrison to a point on the Easterly right-of-way line of Lake Street; thence Southeasterly, along said Easterly right-of-way line of Lake Street to the Northwest corner of Lot 22 of Lake Street Assessor's Plat No. 1; thence Northeasterly, along the Northerly line of said Lot 22 to a point on the shore of Budd Lake; thence Southeasterly along said shore to the intersection with the extended Southerly line of Lot 20 of said Lake Street Assessor's Plat No. 1; thence Southwesterly along said Southerly line of Lot 20 and said line extended to a point on the Westerly right-of-way line of Lake Street; thence Northwesterly, along said Westerly right-of-way line to the Northeast corner of Block 22 of Wilson's Second Addition to the City of Harrison; thence Southwesterly, along the Northerly line of said Block 22, also being the Southerly right-of-way line of Beech Street, to the Northeast corner of Parcel No. 070 822 002 01; thence Southeasterly along the Easterly boundary line of said Parcel No. 070 822 002 01, described as being the West 56 feet of Lots land 2, Block 22 of the Plat of Wilson's Second Addition to the City of Harrison; thence Northeasterly, along the Northerly line of Parcel No. 070 822 003 02, said parcel described as being the West one-half of Lot 3, Block 22 of said Plat of Wilson's Second Addition to the City of Harrison; thence Southeasterly along the Easterly line of said Parcel No. 070 822 03 02; thence Southwesterly, along the Southerly boundary line of said Lot 3, Block 22 to a point on the West line of said Block 22; thence Southeasterly along said West line extended to cross Main Street to the Northeast corner Parcel No. 070 021 404 01 (United Brethren Church), described as being the Northwest corner of Lot 1, Block 23 of said Plat of Wilson's Second Addition to City of Harrison; thence Southeasterly, along the East line of said Parcel No. 070 021 404 01 to the Southwest corner of said Lot 1, Block 23; thence Southwesterly, along the Southerly line of said Parcel No. 070 021 404 01 extended to the Southeast corner of Lot 1, Block 19 of the Plat of the Wilson's Addition to the City of Harrison; thence Westerly, along the South line of said Lot 1, Block 19 to a point on the line common to Lots 8 and 9 of said Block 19; thence Southerly, along said common lot line to a point on the North right-of-way line of Oak Street; thence Southeasterly, crossing said Oak Street, to the Northeast corner of Lot 3, Block 20 of said Plat of Wilson's Addition to the City of Harrison; thence Southerly, along the East line of said Lot 3, Block 20 to the Southeast corner thereof; thence Westerly, along the line common to said Lot 3 and Lot 12, Block 20 of said plat to a point on the East line of the West 33 feet of said Lot 12; thence Southerly, along said East line to a point on the North right-of-way line of Pine Street; thence Southwesterly, crossing said Pine Street, to the Northeast corner of Parcel No. 070 826 005 03; thence Southerly along the East line of said Parcel No. 070 826 005 03, described as being the East line of the West 54 feet of Lot 5, Block 26 of said Plat of Wilson's Second Additional to the City of Harrison, to a point on the North line of Lot 12, Block 26 of said plat; thence Easterly, to the Northeast corner of said Lot 12, Block 26; thence Southerly, along the East line of said Lot 12, Block 26 to a point on the North right-of-way line of Spruce Street; thence Easterly, along said North right-of-way line of Spruce Street to a point on the East right-of-way line of Old Country Road as extended North; thence Southerly, crossing Spruce Street, to the intersection of the South right-of-way line of Spruce Street with said East right-of-way line of Old Country Farm Street; thence Southerly on said East right-of-way line of Old Country Farm Street to a point on the South line of Lot 1, Block 36 of the Plat of Toman's Addition to the City of Harrison as extended East to said East right-of-way; thence Westerly, along said extended South line to a point on the East line of the West 15 feet of Lots 2, 3 and 4, Block 36 of said Plat of Toman's Addition to the City of Harrison; thence Southerly, along said East line of the West 15 feet of Lots 2, 3 and 4, Block 36 to a point on the North right-of-way line of Elm Street; thence Easterly, along the North right-of-way line of said Elm Street

extended to a point on said East right-of-way line of Old Country Farm Street; thence Southerly, along said East right-of-way line to the Northwest corner of Parcel No. 070 028 201 22, said Northwest parcel corner described as being 525 feet Southerly of the North one-quarter corner of said Section 28; thence Easterly, along the North line of said Parcel No. 070 028 201 22 to the Northeast corner thereof; thence Southerly along the East line of said Parcel No. 070 028 201 22 to a point on the North line of the Plat of Green Oaks Addition to the City of Harrison; thence Easterly, along the North line of said Plat of Green Oaks Addition to the City of Harrison to the Northeast corner of Lot 4 of said plat; thence Southerly, along the East line of said Lot 4, to a point on the Northerly right-of-way line of Highway U.S.- 27 (Park Street); thence Southeasterly, along said Northerly right-of-way line of Highway U.S.-27 to the Southwest corner of Parcel No. 070 028 202 03, said Southwest corner described as lying Southeasterly, 134 feet from the intersection of the East line of Lake Street and the North line of U.S.-27; thence Northeasterly, along the Westerly boundary of said Parcel No. 070 028 202 03 to a point on a traverse line along the shore of Budd Lake; thence Southeasterly and Northeasterly, along said shore of Budd Lake to the Northerly corner of the boundary of Lighthouse Cove Condominium; thence Southeasterly and South along the Northeasterly and Easterly boundary lines of said condominium and the West line of Weatherhead Subdivision to the Northwest corner of Lot 41 of said plat; thence Easterly, along the North line of said Lot 41, to a point on the East line of said Section 28; thence Southerly, along said East line of Section 28 to a point on the centerline of Mostetler Road; thence Westerly, along said centerline of Mostetler Road to a point on the centerline of Highway U.S.-27; thence Southeasterly, along said centerline of Highway U.S.-27 to a point on said East line of Section 28; thence Southerly, along said East line of Section 28, to a point on the South one-eighth line of said Section 28; thence Westerly, along said South one-eighth line, to a point on the East one-eighth line of said Section 28; thence Northerly, along said East one-eighth line, to a point on said centerline of Mostetler Road; thence Westerly, along said centerline of Mostetler Road, to the Southwest corner of Parcel No. 070 028 203 19; thence Northerly, along the West line of said Parcel No. 070 028 203 19 to a point on the Southerly boundary line of Parcel No. 070 028 203 22; thence Northwesterly, along said Southerly boundary line of Parcel No. 070 028 203 22 to the Southeast corner of Lot 49 of the Plat of Weatherhead Subdivision No. 2; thence Northeasterly, along the Easterly boundary line of said plat of Weatherhead Subdivision No. 2 to the Southeast corner of Lot 51 of said Plat; thence Northwesterly, along the South line of said Lot 51 extended to a point on the Westerly right-of-way line of Richard Street; thence Northwesterly, along said Westerly right-of-way line to the Southeast corner of Parcel No. 070 028 204 04; thence Northwesterly, along the South boundary line of said Parcel No. 070 028 204 04, to the Southwester corner of said Parcel and a point on the Easterly boundary line of Parcel No. 070 028 201 18; thence Southwesterly, along said Easterly boundary line of Parcel No. 070 028 210 18 to the Southerly corner thereof; thence Northerly, along the West boundary line of said Parcel No. 070 028 210 18 to the Southeast corner of Lot 2 of Bate's Addition to the City of Harrison; thence Northwesterly, along the South boundary line of said Lot 2 to the Southwest corner thereof; thence Northerly, along the West boundary line of said Lot 2, to the Southeast corner of Parcel No. 070 140 001 00; thence Westerly, along the South boundary line of said Parcel No. 070 140 001 00 extended to the West right-of-way line of Old Country Farm Road; thence Northerly, along said West right-of-way line of Old Country Farm Road to a point on the South right-of-way line of Park Street; thence Westerly, along said South right-of-way line of Park Street to a point on the West right-of-way line of Eaton Street; thence Northerly, along said West right-of-way line of Eaton Street to the Southeast corner of Lot 1, Block 40 of the Plat of Toman's Addition to the City of Harrison; thence Westerly, along the South line of said Lot 1 and Lot 2, Block 40 of said plat to the Southwest corner of said Lot 2; thence Northerly, along the West line of said Lot 2 to the Northwest corner thereof; thence Northerly, crossing Elm Street, to the Southwest corner of Lot 7, Block 37 of said Plat of Toman's Addition to the City of Harrison; thence Northerly, along the West line of said Lot 7 to the Northwest corner



The Harrison Market, photo courtesy of Debby Andrews



*The Surley House in Downtown
Harrison*

thereof; thence East, along the North line of said Lot 7 to a point on the Southwest corner of Parcel No. 070 737 022 01, described as being the East one-half of Lot 2, Block 37 of said plat; thence Northerly, along the West line of said Parcel No. 070 737 022 01 to a point on the South right-of-way line of Spruce Street; thence Northerly, crossing said Spruce Street along said West line of Parcel No. 070 737 022 01 as extended to a point on the North right-of-way line of Spruce Street; thence East, along said North right-of-way line of Spruce Street to the Southwest corner of Lot 8, Block 27 of the Plat of Wilson's Second Addition to the City of Harrison; thence Northerly, along the West line of said Lot 8 and Lot 2, Block 27 of said plat to a point on the South right-of-way line of Pine Street; thence Northerly, crossing said Pine Street, to the Southwest corner of Lot 11, Block 7 of the Original Plat of the City of Harrison; thence North, along the West line of said Lot 11 and Lot 2, Block 7 of said Original Plat of the City of Harrison to a point on the South right-of-way line of Oak Street; thence Westerly, along said South right-of-way line of Oak Street, to a point on the extended West line of Lot 9, Block 5 of said Original Plat of the City of Harrison; thence Northerly, crossing said Oak Street along said extended West line to the Southwest corner of said Lot 9, Block 5; thence Northerly, along said West line of Lot 9, Block 5 to the Northwest corner thereof; thence Westerly, along the South line of Lots 5 and 6, Block 5 of said Original Plat of the City of Harrison, to point on the East right-of-way line of Broad Street; thence Southerly, along said East right-of-way line of Broad Street extended to the Northwest corner of Block 8 of said Original Plat of the City of Harrison; thence Westerly, crossing said Broad Street, to the Northeast corner of Block 9, of said plat; thence Northerly, along the extended East line of said Block 9, to a point on the centerline of Oak Street; thence Westerly, along said centerline of Oak Street, to a point on the East right-of-way line of Fourth Street as extended into road intersection; thence Southerly, along said extended East right-of-way line to the Northwest corner of Block 9 of said Original Plat of the City of Harrison; thence Westerly, along the extended South right-of-way line of said Oak Street, to the Northeast corner of Block 32 of said Original Plat of the City of Harrison; thence Northerly, along the extended East line of Block 32 of said Original Plat of the City of Harrison, also being the West right-of-way line of Fifth Street, to a the Northeast corner of said Block 35; thence Westerly, along the North line of said Block 35, also being the South right-of-way line of Main Street, extended to a point on the West line of said Section 21; thence Northerly, along said West section line to the Northwest corner of Parcel No. 070 021 301 09 (Hayes Agricultural School); thence Easterly, along said North line of Parcel No. 070 021 301 09 extended across Fourth Street to the Southwest corner of Block 15 of the Plat of Wilson's Addition to the City of Harrison; thence Southerly, along the extended West line of Block 10 of said Plat of Wilson's Addition to the City of Harrison crossing Norway Street to the Southwest corner of said Block 10, also being a point on the North right-of-way line of Beech Street; thence Easterly, along said North right-of-way line of Beech Street to the Southwest corner of Parcel No. 070 811 010 05; thence Northerly, along the West line of said Parcel No. 070 811 010 05 and Parcel No. 070 811 010 04, being the West line of the East one-half of Lot 10, Block 11, of said Plat of Wilson's Addition to the City of Harrison, to a point on the North line of said Lot 10, Block 11; thence Easterly, along said North line of Lot 10, Block 11 to the Southwest corner of Lot 2, Block 11 of said plat; thence Northerly, along the West line of said Lot 2, Block 11 extended to cross said Norway Street to the Southwest corner of Lot 11, Block 14, of said plat; thence continuing Northerly, along the West line of said Lot 11 and Lot 2, Block 14 of said plat extended to cross Birch Street, to the Southwest corner of Lot 11, Block 17 of said plat; thence Northerly, along the West line of said Lot 11, Block 17 to the Northwest corner of said Lot 11, Block 17; thence Westerly, along the South line of Lots 3 and 4, Block 17 of said plat; thence Northerly, along the West line of said Lot 4, Block 17, to a point on the South right-of-way line of Maple Street; thence Westerly, along said South right-of-way line of Maple Street extended to cross Broad Street to the Northeast corner of Block 16 of said Plat of Wilson's Addition to the City of Harrison; thence Northerly, crossing said Maple Street along the extended West right-of-way line

of said Broad Street to the Northeast corner of Lot 14 of the Assessor's Plat of Brown's Addition to the City of Harrison; thence Northwesterly, crossing John R. Street to the Southwest corner of Lot 16 of said Assessor's Plat of Brown's Addition to the City of Harrison; thence Northwesterly, along the line common to Lots 15 and 16 of said plat to a point on the South line of Parcel No. 070 021 104 02; thence Westerly to the Southwest corner of said Parcel No. 070 021 104 02, also being the Southeast corner of Lot 12 of the Plat of Park Fair Addition to the City of Harrison; thence Northerly, along the West line of said Parcel No. 070 021 104 02 and Parcel No. 070 021 104 01 to a point on the South line of Parcel No. 070 570 010 00; thence Westerly, along said South line of Parcel No. 070 570 010 00 and South line of Parcel No. 070 570 011 00 extended to the West right-of-way line of Eastlawn Street; thence Northerly, along said West right-of-way line of Eastlawn Street to a point on the South right-of-way line of Fairlane Street; thence Westerly, along said South right-of-way line of Fairlane Street extended to a point on the East line of Parcel No. 070 020 200 27; thence Southerly, along said East line of Parcel No. 070 020 200 07 to the Southeast corner thereof; thence Westerly, along the South lines of said Parcel No. 070 020 200 07, Parcel No. 070 020 200 28 and Parcel No. 070 020 200 20, to a point on the North and South one-quarter line of said Section 20; thence Northerly, along said North and South one-quarter line to a point lying 200 feet South of the North one quarter corner of said Section 20; thence Easterly, 1200 feet along a line lying parallel with the North line of said Section 20; thence Northerly, 200 feet, to a point on said North section line; thence Easterly, along said North section line to the Point of Beginning.

5. EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED OR ALTERED AND TIME REQUIRED FOR COMPLETION.

Depending on infrastructure condition and unrelated activities outside the purview of the DDA there may be an occasion when infrastructure previously installed by the DDA, such as sidewalks, may have to be replaced and repaired.

6. THE LOCATION, EXTENT, CHARACTER AND ESTIMATED COST OF IMPROVEMENTS INCLUDING REHABILITATION FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF TIME REQUIRED FOR COMPLETION.

General Project Descriptions

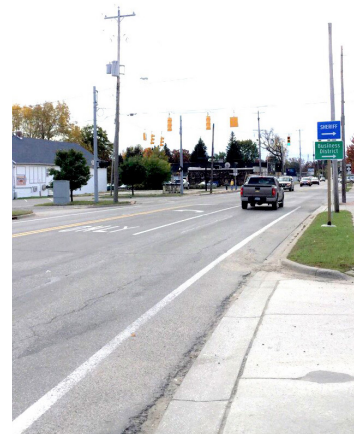
The Harrison Downtown Development Authority covers the area that is traditionally considered to be Downtown Harrison as well as the commercial corridors on Business US-127 and a portion of M-61 within the city limits.

For project planning purposes the District is segmented into three geographic zones: (1) the Northern District area; (2) M-61 & the Central Business District area; and (3) Southern District area. The District Map identifies the boundaries of each District and the approximate project locations. Please note that numbers found on each map correspond with the numbers associated with each project description below. The following summarizes planned projects in each district:

Northern District Projects

The Northern District serves as a gateway into town from the north. This district extends from Main Street north along Business US-127. Included in this District are the County Fairgrounds, Wilson State Park, and numerous auto-oriented uses such as drive-through restaurants and auto repair.

1. Plant additional street trees along Business US-127. The cost estimate for this project includes 200 street trees to fill gaps along this corridor and make it a more



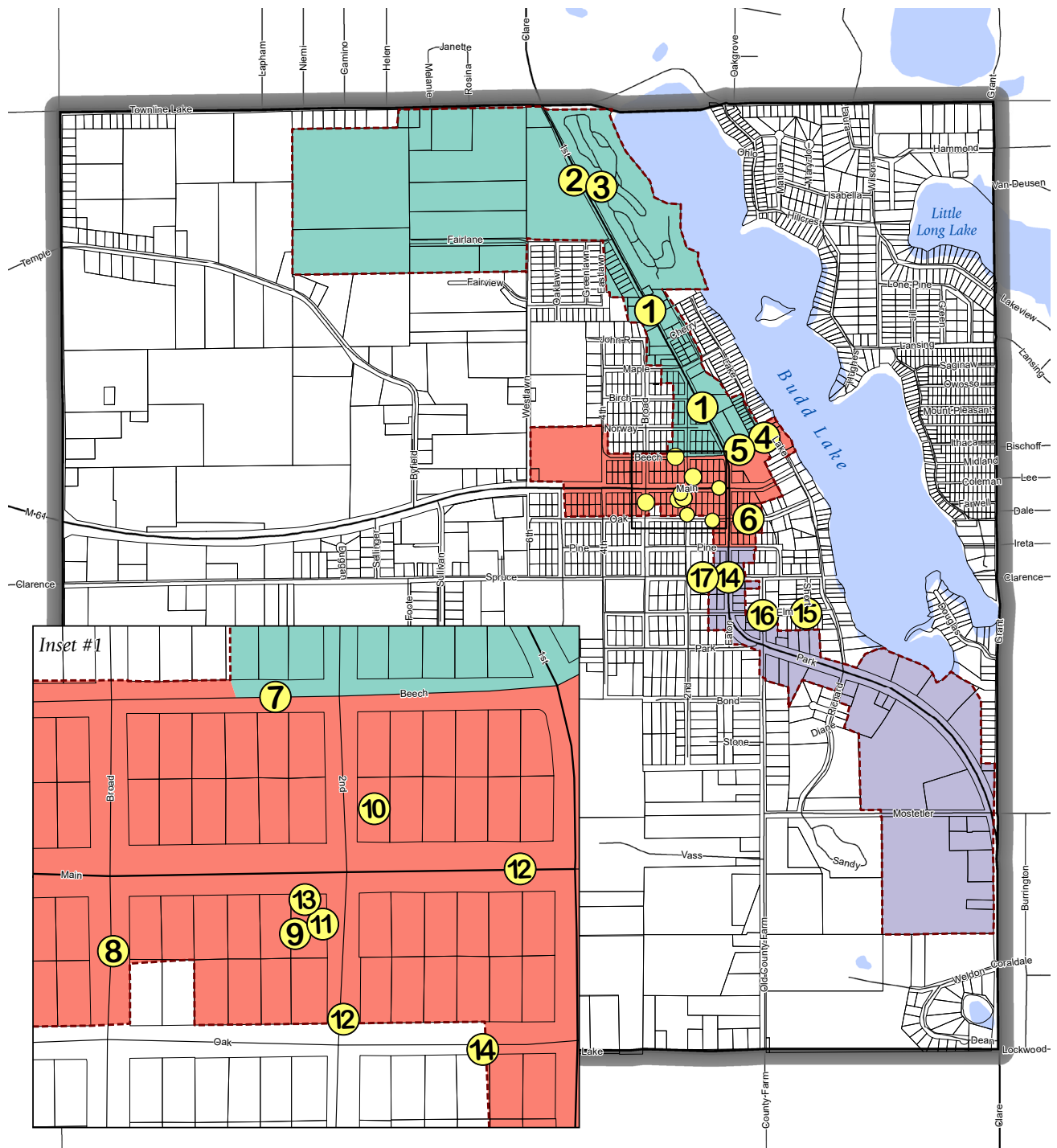
Main Street in Downtown Harrison

3: Summary of Development Projects

Project	Description	Cost	Priority
Northern Business District			
1	Street trees along Business US-127.	\$60,000	Medium
2	Improve the County Fairgrounds frontage along Business US-127, including demolition of the existing fence	\$25,000	High
3	Support Wilson State Park renovations to the beach house/concessions pavilion and beach.	\$40,000	Medium
M-61 & Central Business District			
4	Sidewalk along one block of Beech Street and a cross walk at the corner of North 1st Street and Beech Street.	\$24,000	Medium
5	Explore a seasonal trolley route	\$15,000	Medium
6	Oak Street Improvements for 1 block from First Street east to Lake Street	\$10,000	Medium
7	Road resurfacing from Broad Street from Main Street to Oak Street.	\$10,000	High
8	Resurface Beech Street west .5 block from Second Street.	\$25,000	High
9	Entertainment Pavilion with bathrooms at the Town Square	\$62,500	High
10	Expand utilization of the Market to support local farmers and businesses	\$10,000	High
11	Small splash pad, benches, landscaping, and a town clock at the Town Square.	\$315,500	High
12	Snowmelt under sidewalks in the downtown core	\$400,000	Low
13	Ice skating rink at the Town Square.	\$42,000	High
Southern Business District			
14	Replace water main along 1st Street and Oak Street.	\$365,100	High
15	Resurface Elm Street	\$9,330	Medium
16	Resurface Old County Farm Street	\$10,000	Medium
17	Resurface Spruce Street from First Street to Broad Street.	\$32,500	High
District-wide			
18	Promote private parking opportunities downtown.	\$2,000	High
19	Bicycle parking at local businesses and public spaces	\$2,000	Medium
20	Uniform wayfinding signage, informational kiosks, and maps/brochures that mirror the new Harrison brand.	\$12,000	High
21	Develop and install signage directing visitors to parking	\$10,000	Medium
22	Conduct a retail study to target recruitment of new businesses.	\$15,000	High
23	Continue to support business training and development through the Market and Small Business Development Center.	\$5,000	Medium
24	Coordinate with the Chamber on special events and networking opportunities.	\$15,000	High
25	Support new and existing festivals and special events	\$10,000	High
26	Coordinate facade grant applications amongst local business owners	\$5,000	Medium
27	Support District-wide public fiber optic	\$40,000	High
28	Street lighting along Business US-127 and M-61.	\$60,000	Medium
29	Improve pedestrian crosswalks at key intersections along Business US-127 and the western edge of the District on M-61.	\$250,000	High
TOTAL		\$1,819,430	

Notes: (1) All costs are estimates and will change based on the scope of the project, required utilities, and the date of implementation. The City will develop a more detailed list of components of these projects as a part of the Capital Improvements Program update.

A: DDA Planned Projects



CITY OF HARRISON DDA Planned Projects

Data Sources: State of Michigan Geographic Data Library, Michigan DNR Open Data Portal, City of Harrison

- City Boundary
- DDA Boundary
- Northern Business District
- M-61 and Central Business District
- Southern Business District

- X Planned Projects (please see corresponding table for project number)
- Downtown Core Projects (please see Inset #1 for detail)

desirable destination within the City.

2. Partner with the Fair Board to improve the County Fairgrounds frontage along Business US-127. This project would include demolition of the existing fence and the installation of a new fence.
3. Partner with Michigan Department of Natural Resources to support the Wilson State Park planned renovations to the beach house/concessions pavilion as well as improvements to make beach access safer and more kid-friendly.

M-61 and Central Business District Projects

The M-61 & the Central Business District includes all businesses and institutional uses along the M-61 corridor as well as the area traditionally considered to be downtown Harrison. This District is defined by high quality public spaces including Veterans Freedom Park, the Town Square, the Harrison Market, Harrison District Library, and Clare County administrative buildings and offices. Retail, dining, and services include a higher percentage of locally owned businesses.

4. Improve pedestrian connectivity between Downtown and Saxton Park. Add a sidewalk along one block of Beech Street and a cross walk at the corner of North 1st Street and Beech Street.
5. Explore a publicly or privately operated seasonal trolley route to operate between Saxton Park and the Central Business District.
6. Improvements for 1 block on Oak Street from First Street east to Lake Street. This project was identified in the 2017-2023 Capital Improvements Program. One half of this project is within the DDA boundary, which is reflected in the project cost.
7. Improvements to Beech Street west one half block from Second Street. The road surface will be crushed, reshaped and a 2-inch Hot Mix Asphalt (HMA) overlay will be placed. This project was identified in the CIP.
8. Improvements to Broad Street from Main Street to Oak Street. The road surface will be crushed, reshaped and a 2-inch Hot Mix Asphalt (HMA) overlay will be placed. This project was identified in the CIP.
9. Build an entertainment pavilion with bathrooms at the Town Square. This project was identified in the CIP.
10. Expand utilization of the Market to support local farmers and businesses. There are numerous outdoor markets in surrounding communities in the summer months, but Harrison would like to attract these local farmers to sell their produce indoors at the Harrison Market in the winter.
11. Build a small splash pad, decorative concrete, benches, landscaping, and a town clock at the Town Square. This project was identified in the CIP.
12. Install snowmelt under sidewalks in the downtown core. The downtown core is considered to be one block along 2nd Street (between Main Street and Beech Street) and 3 blocks along Main Street (between N. 1st Street and 4th Street). The cost estimate included in this plan does not factor in annual maintenance and energy costs.
13. Build a portable ice skating rink at the Town Square. This project was identified in the CIP.

Southern District Projects

The Southern Business District serves as a gateway from the south into Harrison and extends from the south city limits to Pine Street. Within this District is a full service grocery store, pharmacy, and gas station, as well as other auto-oriented services and recreational amenities.

14. A series of water distribution capacity improvements are planned in the business district. Included in this project is replacing the existing old and undersized water main with an 8" water main along 1st Street between Oak and Park Street and on Oak Street between 1st and 2nd Street. Asphalt paving, concrete curbing, concrete sidewalk, and surface restoration are also included in this project, which was identified in the CIP.
15. Improvements to Elm Street for 5 blocks from First Street to Lake Street. Improvements include crushing the existing pavement surface, reshaping the material, and placing a 2 inch HMA overlay. This project was identified in the CIP. One third of this project is within the DDA boundary, which is reflected in the project cost.
16. Improvements to Old County Farm Street for 2 blocks from Spruce Street to Park Street. Improvements include crushing the existing pavement surface, reshaping the material, and placing a 2 inch HMA overlay. This project was identified in the CIP. One half of this project is within the DDA boundary, which is reflected in the project cost.
17. Improvements to Spruce Street from First Street to Broad Street. The road surface will be crushed and reshaped, and a 2.5 inch HMA overlay will be placed. The project will be completed in conjunction with the Clare County Road Commission Road Project. This project was identified in the CIP. One half of this project is within the DDA boundary, which is reflected in the project cost.

District-wide Projects

18. Coordinate with owners of private parking spaces to increase the supply and visibility of parking opportunities downtown. This project would include adding directional signage, developing parking maps, and formalizing agreements with private property owners.
19. Increase the supply of bicycle parking at local businesses and public spaces. This cost estimate is for 20 individual bicycle racks, primarily concentrated in the downtown core.
20. Develop uniform wayfinding signage, informational kiosks, and maps/brochures that mirror the new Harrison brand. This cost estimate is for the design and installation of 15 signs and 1,000 brochures.
21. Develop and install signage directing visitors to parking locations. This cost estimate is for the design and installation of 15 signs.
22. Conduct a retail study of potential market opportunities in Harrison and use it to target recruitment of new businesses.
23. Continue to support business training and development through the Harrison Market and Small Business Development Center.
24. Coordinate with the Harrison Chamber of Commerce and the Clare County Chamber of Commerce to support and organize special events and networking opportunities.
25. Support new and existing festivals and special events. The DDA would like to see regular weekend activities at the new Town Square and Harrison Market. The DDA also hopes to re-institute the Christmas Parade.
26. Coordinate facade grant applications amongst local business owners. The Michigan



*An ADA crosswalk in
Downtown Harrison.*

Economic Development Corporation's façade program is designed to help owners of downtown buildings restore the facades, particularly to their historic look.

27. Support District-wide public fiber optic by working with private contractors and convening forums for discussion amongst business owners and stakeholders.
28. Add additional street lighting along Business US-127 as well as the western edge of the District on M-61. This estimate is for the design and installation of 15 new LED street lights.
29. Improve pedestrian crosswalks at key intersections along Business US-127 as well as the western edge of the District on M-61. This estimate is for re-striping and in some cases new striping at 18 intersections and basic sidewalk improvements as needed.

Longer-term Horizon

There are a number of projects that have not been included in the official project list because the costs are unknown and the City hopes to complete these in an incremental manner as opportunities arise.

One area of interest is access management. The City hopes to consolidate driveways on key commercial corridors to reduce potential points of conflict, improve safety, and improve traffic flow for automobiles, bicycles, and pedestrians.

In the downtown core, the DDA plans to explore the opportunity of burying utilities. The highest priority location is within the Central Business District along Main Street and Second Street.

Finally, redevelopment currently is and will continue to be a high priority for the City. The DDA hopes to continue to partner with public and private entities to redevelop vacant properties as they become available. The "Four Corners" intersection (Main Street and First Street) is a high priority for redevelopment. In addition to the gas station redevelopment, there is also opportunity for the lumber company to redevelop at the site of the old city hall, expanding its existing site.

5: Estimated Time of Completion by Project Table

Project Number	Short Term (1-5 yrs.)	Mid Term (6-10 yrs.)	Long Term (10+ yrs.)
Northern Business District			
1			
2			
3			
M-61 & Central Business District			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
Southern Business District			
14			
15			
16			
17			
District-wide			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			

7. A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION.

The time schedule for construction of the public improvement program for the Development Area is outlined in Table 5 based on a prioritization of projects and programs by the DDA. The completion timeframe will vary depending on the form of capital funding. If the DDA elects a pay-as-you-go approach, then the timeframe to complete the projects identified will be spread out over many fiscal years. On the other hand, if the DDA elects to utilize a limited general obligation bond issued through the City, then the timeframe for several projects will be accelerated.

8. PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND CONTEMPLATED USE.

In reference to the public improvements outlined, open space within the DDA District and Development Area will be confined to right-of-ways, plazas, and parks within the District. Existing park property in the DDA district and Development Area will remain as open space.

9. PORTIONS OF THE DEVELOPMENT AREA WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

There are no parcels at this time that the DDA plans to acquire, sell, donate, exchange, or lease as part of this Development Plan.

10. DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS AND UTILITIES.

Zoning

This Development Plan does not include any changes to the Harrison Zoning Ordinance.

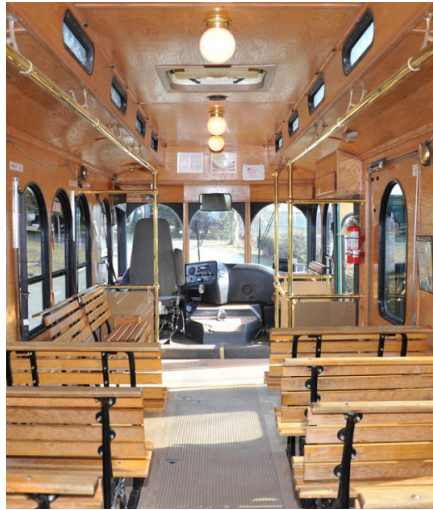
The City amended its Zoning Ordinance in 2017. One key change in the new ordinance as it relates to the DDA District is that now there are separate design standards for the Central Business District and the Greater Business District. Previously, the design standards were the same for the traditional downtown and the commercial corridors. Please refer to the Harrison Zoning Map for the location and extent of each zoning district within the DDA boundary. The Business District Overlays map shows the extent of the Central Business District overlay and the Greater Business District overlay. Below is a list of zoning districts that are within the DDA boundary.

- Commercial 1
- Commercial 2
- Commercial / Recreational
- Office Service District
- Residential 1
- Residential 2



GETTING AROUND

SEASONAL TROLLEY

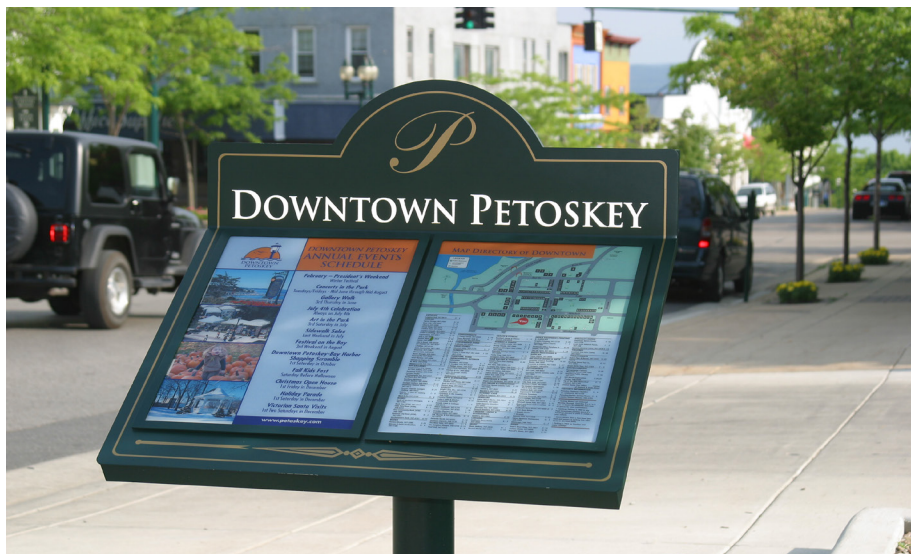


DDA Board members are interested in exploring instituting a seasonal trolley route between Budd Lake and Downtown Harrison, much like the historic trolley in Grand Haven, which operates Memorial Day thru Labor Day, pictured to the left.

WAYFINDING SIGNAGE



DESTINATIONS OF INTEREST

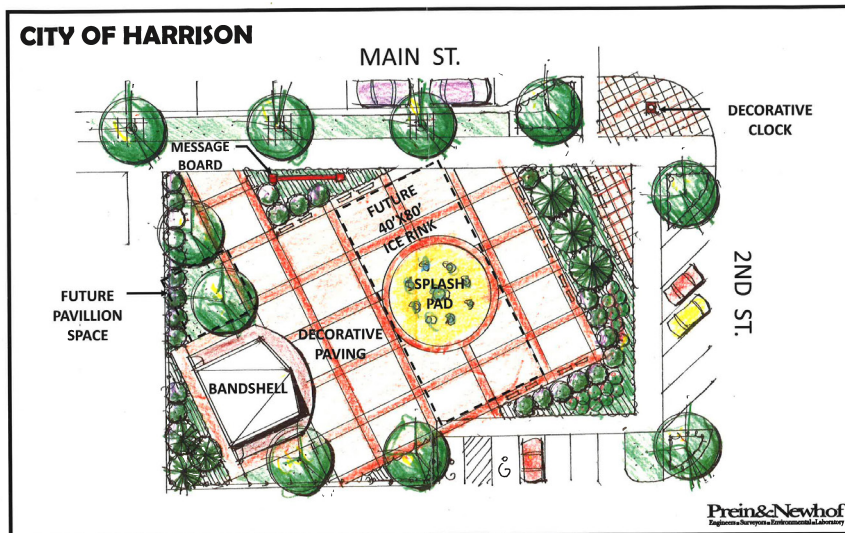


Above are examples of wayfinding signage designed for slow moving vehicles in the Central Business District. Pictured from left: City of Ann Arbor, City of Chelsea, and the City of Northville.

To the left is a sign highlighting locations of key shopping and recreation destinations in Downtown Petoskey.

PUBLIC SPACES & AMENITIES

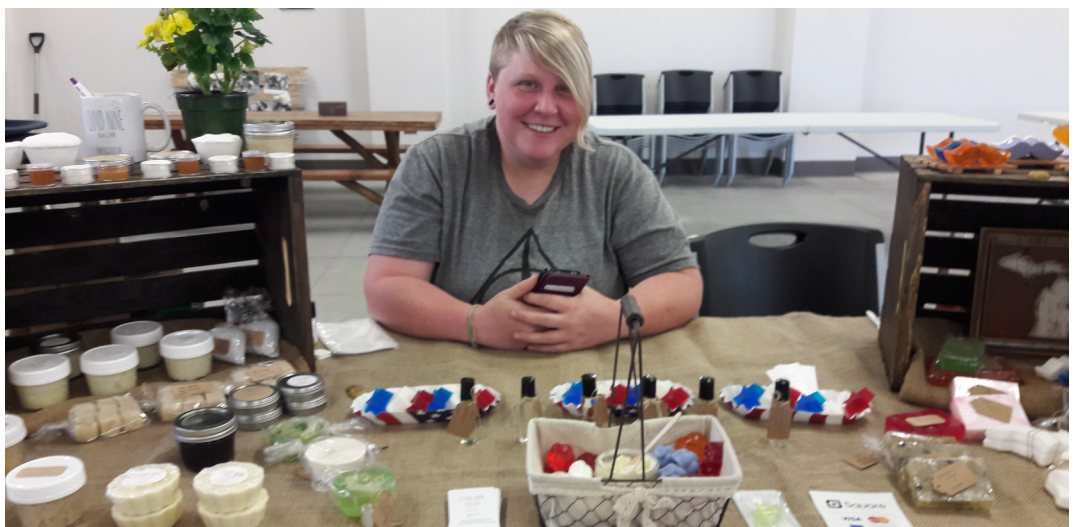
TOWN SQUARE



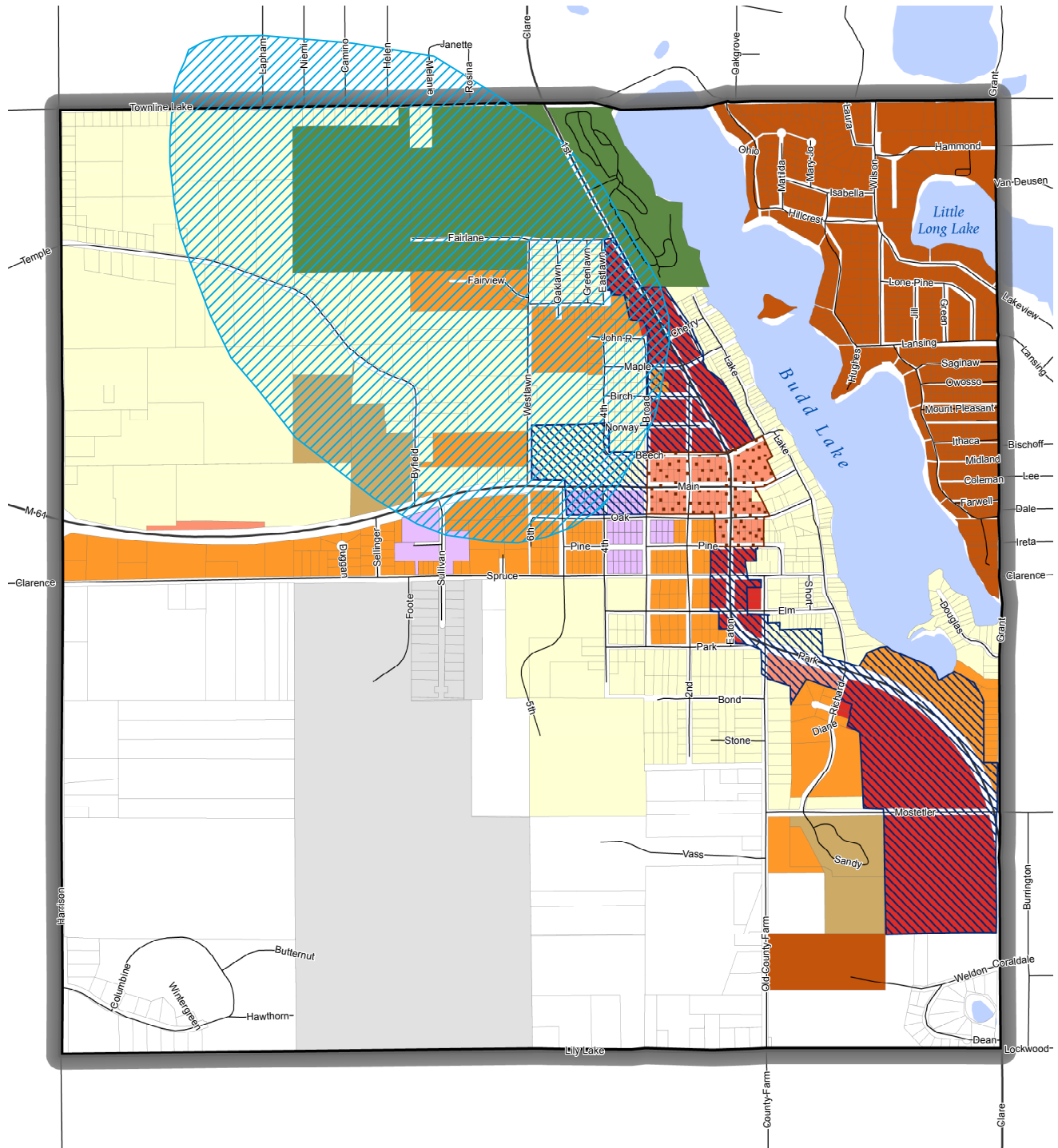
Public spaces are the backbone of a community. They serve as a space for gathering, sharing ideas, and foster civic engagement and social interactions. Once complete, the Harrison Town Square will be transformative for the community. From the splash pad and ice rink to the bandshell and pavilion, there will be something for everyone.

HARRISON MARKET

Funded through a \$250K USDA Rural Business Development Grant, the Harrison Market has the potential to truly transform the City and cultivate economic development from within the community. The Market houses an all season farmers market, a commercial kitchen and retail business incubator.



6: Harrison Zoning Map



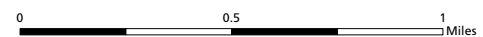
CITY OF HARRISON Zoning Map

Data Sources: State of Michigan Geographic Data Library, Michigan DNR Open Data Portal, City of Harrison

- City Boundary
- State Roads
- All Roads
- Greater Business District Overlay
- Central Business District Overlay
- Wellhead Protection Area

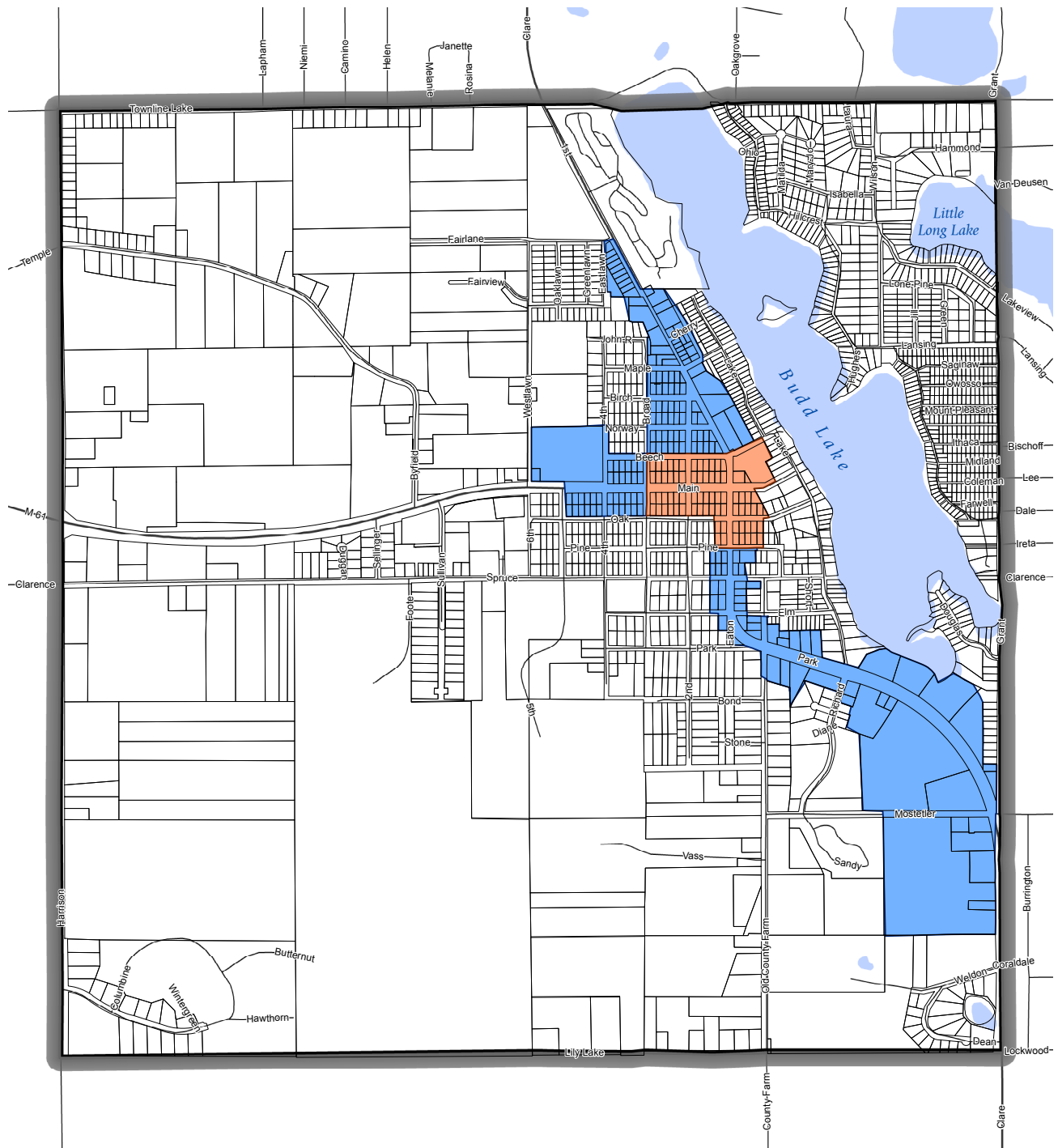
- Residential 1
- Residential 2
- Residential 3
- Commercial 1
- Commercial 2

- Commercial / Recreational
- Agriculture
- Industrial
- Office Service District
- Mobile Home Park



Disclaimer: It is the responsibility of the map viewer to confirm zoning with the City of Harrison.

7: Business District Overlays



CITY OF HARRISON

Business District Overlays

Data Sources: State of Michigan Geographic Data Library, Michigan DNR Open Data Portal, City of Harrison

- City Boundary
- State Roads
- All Roads
- Greater Business District Overlay
- Central Business District Overlay

0 0.5 1 Miles



11. AN ESTIMATE OF THE COST OF THE DEVELOPMENT, PROPOSED METHOD OF FINANCING AND ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

Financing for the public improvement projects outlined in Section 6 would be provided through funds generated by the Tax Increment Financing Plan induced by annual increases in property valuations within the Development Area. The amount of the funding will be predicated on the stability of the taxable valuation base of the downtown area and the extent of new future redevelopment and rehabilitation projects. Sources of funding may include tax increment revenues on a “pay-as-you-go” basis, the issuance of bonds by the DDA or City, and other sources approved by the City in accordance with the Act 197.

12. DESIGNATION OF PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

The public improvements undertaken pursuant to this Development Plan will remain in public ownership for the public benefit.

13. THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESSED OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED TO THOSE PERSONS.

At present there are no agreements for property conveyance between the City of Harrison, Harrison DDA, or any person(s), natural or corporation. The Development Plan utilizes a voluntary acquisition strategy to acquire property within the Development Area. Acquisition of such property would be on a negotiated basis between the Downtown Development Authority and the interested party.

Any such sale, lease, or exchange shall be conducted by the DDA pursuant to requirements specified in Act 197 with the consent of the City Council. If needed, more detailed procedures will be developed prior to the transactions, in accordance with applicable city policy and Michigan state law.

14. ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED.

Because the 2007 Development Plan estimates 116 persons live within the District, and very little has changed from a housing perspective, a Citizen’s Council was formed pursuant to Act 197. The Citizen’s Council was invited to bimonthly meetings of the DDA Board. The Citizen’s Council also reviewed and provided feedback on this Development and TIFA Plan. The Development Plan does not require the acquisition and clearance of occupied residential property or the displacement of individuals and families within the DDA District and Development Area.



15. A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

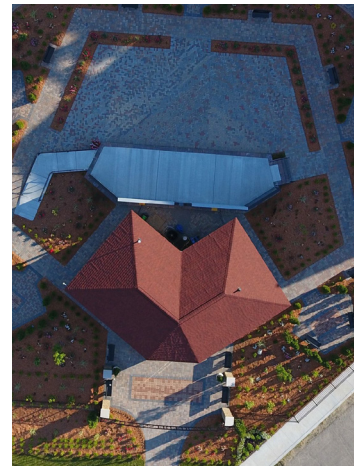
The Development Plan does not require the acquisition and clearance of occupied residential property or the displacement of individuals and families. As a result, a plan for compliance Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 is not addressed.

16. PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT, AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970.

The Development Plan does not require the acquisition and clearance of occupied residential property or the displacement of individuals and families. As a result, a plan for compliance Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 is not addressed.

17. A PLAN FOR COMPLIANCE WITH ACT 227 OF THE PUBLIC ACTS OF 1972.

Act 227 of Public Acts of 1972 is an Act to provide financial assistance; advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property. This Act requires procedures and policies comparable to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Because the Development Plan does not require the acquisition of property and displacement of persons, a plan for compliance with Act 227 is not addressed.



Veterans Freedom Park



TAX INCREMENT FINANCING PLAN

1. DEFINITIONS AS USED IN THIS PLAN

- A. "Captured assessed value" means the amount in any 1 year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes as determined in subdivision C, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.
- B. "Assessed value" means the assessed value, as equalized, as follows:
 - i. For valuations made before January 1, 1995, the state equalized valuation as determined under the general property tax act, 1893 PA 206, MCL 211.1 to 211.155.
 - ii. For valuations made after December 31, 1994, the taxable value as determined under section 27a of the general property tax 15 act, 1893 PA 206, MCL 211.27a.
- C. "Initial assessed value" means the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted. Property exempt from taxation at the time of the determination of the initial assessed value shall be included as zero. For the purpose of determining initial assessed value, property for which a specific local tax is paid in lieu of a property tax shall not be considered to be property that is exempt from taxation. The initial assessed value of property for which a specific local tax was paid in lieu of a property tax shall be determined as provided in subdivision D.
- D. "Specific local tax" means a tax levied under 1974 PA 198, MCL 207.551 to 207.572, the commercial redevelopment act, 1978 PA 255, MCL 207.651 to 207.668, the technology park development act, 1984 PA 385, MCL 207.701 To 207.718, Section 5 of the State Essential Services Assessment Act, 2014 PA 92, MCL 14 211.1055, Section 5 Of The Alternative State Essential Services 15 Assessment Act, 2014 PA 93, MCL 211.1075, and 1953 PA 189, MCL 211.181 to 211.182. The initial assessed value or current assessed value of property subject to a specific local tax shall be the quotient of the specific local tax paid divided by the ad valorem millage rate. However, after 1993, the state tax commission shall prescribe the method for calculating the initial assessed value and current assessed value of property for which a specific local tax was paid in lieu of a property tax.
- E. "Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to the following requirements:
 - i. Tax increment revenues include ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state pursuant to the state education tax act, 1993 PA 331, MCL 211.901 to

211.906, and local or intermediate school districts upon the captured assessed value of real and personal property in the development area for any purpose authorized by this act.

- ii. Tax increment revenues include ad valorem property taxes and specific local taxes attributable to the application of the levy of the state pursuant to the state education tax act, 1993 PA 331, MCL 211.901 to 211.906, and local or intermediate school districts upon the captured assessed value of real and personal property in the development area in an amount equal to the amount necessary, without regard to subparagraph (i), to repay eligible advances, eligible obligations, and other protected obligations.
- iii. Tax increment revenues do not include any of the following:
 - a. Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to such ad valorem property taxes.
 - b. Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to such ad valorem property taxes.
 - c. Ad valorem property taxes exempted from capture under section 3(3) or specific local taxes attributable to such ad valorem property taxes.
 - d. Ad valorem property taxes levied under 1 or more of the following or specific local taxes attributable to those ad valorem property taxes: The zoological authorities act, 2008 PA 49, MCL 123.1161 to 123.1183, and the Art Institute Authorities Act, 2010 PA 296, MCL 123.1201 to 123.1229.
- iv. The amount of tax increment revenues authorized to be included under subparagraph (ii) or (v), and required to be transmitted to the authority under section 14(1), from ad valorem property taxes and specific local taxes attributable to the application of the levy of the state education tax act, 1993 PA 331, MCL 211.901 to 211.906, a local school district or an intermediate school district upon the captured assessed value of real and personal property in a development area shall be determined separately for the levy by the state, each school district, and each intermediate school district as the product of subparagraphs (a) and (b):
 - a. The percentage that the total ad valorem taxes and specific local taxes available for distribution by law to the state, local school district, or intermediate school district, respectively, bears to the aggregate amount of ad valorem millage taxes and specific taxes available for distribution by law to the state, each local school district, and each intermediate school district.
 - b. The maximum amount of ad valorem property taxes and specific local taxes considered tax increment revenues under subparagraph (ii) or (v).



The Easter Bunny visits the Harrison Market, photo courtesy of Debby Andrews

2. PURPOSE OF THE TAX INCREMENT FINANCING PLAN

The City of Harrison Downtown Development Authority District was established in 2007 pursuant to ordinance to improve the public realm, preserve historical structures, support new business growth, and retain existing businesses. In order to halt property tax value deterioration, increase property tax valuations, and facilitate the overall economic growth of its business district, it was deemed to be beneficial and necessary to create and provide for the operation of a Downtown Development Authority in the City under the provisions of Act 197 Public Acts of Michigan, 1975 as amended (the "Act").

The "Downtown Development Authority Act" authorizes the Authority to prepare a Tax Increment Financing Plan (the "Plan"), which includes the Development Plan, a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred or reimbursed, duration of the program, the impact of tax increment financing on the taxable values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured taxable value to be used by the Authority. The benefit of using tax increment financing as a method to finance district improvements is that all local units of government levying taxes within the City of Harrison contribute to the revitalization of the business district. Prior to legislative authorization of tax increment financing only the municipality provided tax revenues for revitalization activities while the other taxing authorities shared in the benefits of the revitalization efforts. Harrison deems it to be in the best interest of the City and the Downtown Development District to develop and adopt a Development Plan and Tax Increment Financing Plan for the Downtown Development District area.

3. EXPLANATION OF THE TAX INCREMENT PROCEDURE

The theory of tax increment financing holds that investment in necessary capital improvements in a designated area within a municipality will result in greater property tax revenues from that area than would otherwise occur if no special development were undertaken. This section is intended to explain the tax increment procedure.

- a. In order to provide a Downtown Development Authority with the means of financing development proposals, the Act affords the opportunity to undertake tax increment financing of development programs. These programs must be identified in a tax increment financing plan, which has been approved by the governing body of a municipality. Tax increment financing permits the Authority to capture incremental tax revenues attributable to increases in value of real and personal property located within an approved development area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions or any other factors that cause growth in value.
- b. At the time the ordinance establishing a tax increment financing plan is adopted, the sum of the most recently taxable values, as equalized, of those taxable properties located within the development area is established as the "Initial Taxable Value" (the "ITV") or base year value. Property exempt from taxation at the time of determination of the Initial Taxable Value is included as zero. In each subsequent year, the total real and personal property within the district, including abated property on separate rolls, is established as the "Current Taxable Value."
- c. The amount by which the total taxable value exceeds the ITV is the Captured Taxable Value (the "CTV"). During the period in which a tax increment financing plan is in effect, local taxing jurisdictions continue to receive ad valorem taxes based on the ITV. Property taxes paid on a predetermined portion of the CTV in years subsequent to the adoption of tax increment financing plan, however, are payable to an authority for the purposes established in the tax increment financing plan.

4. TAXING JURISDICTION AGREEMENTS.

Tax increment revenues for the Downtown Development Authority ("DDA") result from the application of the general tax rates of the incorporated municipalities and all other political subdivisions, which levy taxes in the development area to the captured taxable value. Since the Plan may provide for the use of all or part of the captured tax increment revenue, the DDA may enter into agreements with any of the taxing units to share a portion of the revenue of the District. Because the DDA had no obligated expenditures prior to the change in Michigan property tax law, capture of school district millage by the DDA is not allowed.



Budd Lake Bar at the corner of 1st and Main Street.

The City of Harrison Downtown Development Authority has not entered into any taxing jurisdiction agreements at this time.

5. PROPERTY VALUATIONS AND CAPTURED REVENUE.

The property valuation on which tax increment revenues will be captured is the difference between the Initial Assessed Valuation and the Current Assessed Valuation. The purpose of this section is to set forth the Initial Assessed Valuation, the projected Captured Assessed Valuation and the anticipated increment revenues to be received by the Authority from the local taxing jurisdictions including the City of Harrison, Clare County, Clare County Senior Services, Clare County Transit, Mid-Michigan Community College, Clare-Gladwin RESD (Intermediate School District), Harrison District Library, and any other authorities or special tax districts that may be eligible to levy property taxes within the boundaries of the Downtown Development Authority, herein collectively referred to as the "Local Taxing Jurisdictions."

- a. The Initial Assessed Valuation is established based on the 2017 state taxable valuations on real property and on all non-exempt parcels within that portion of the Development Area as of December 31, 2017. The Initial Assessed Valuation of the Authority is set forth below.



The site of the old City Hall.

8: Base Taxable Real and Personal Property Valuations

2017 Taxable Valuations

\$13,393,156

- b. The anticipated Captured Taxable Value is equivalent to the annual total taxable value within the Development Area boundaries less the Initial Taxable Value as described above. The tax increment revenues are then the product of all millages levied by all taxing units in the Development Area on the CTV. The CTV is projected based on a number of factors including historical growth patterns, recent construction trends, economic indicators, and the impact of certain development projects anticipated to be undertaken by the Downtown Development Authority. For projection purposes, the annual growth rate for years 2017 through 2047 is factored at 1.50% (percent). A more detailed depiction of the Captured Taxable Valuations can be found in Table 9 and Table 10.
- c. The Authority will receive that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Taxable Value of the eligible property included in the Development Area. The Authority may use the revenues for any legal purpose as is established under the Act including the payment of principal and interest on bonds.

The Treasurer will collect the general property taxes from property owners in the development area district. After taxes are collected, the Treasurer will deduct that portion of the total tax revenues that is derived from captured taxable value within the development area and distribute it to the DDA to use for purposes outlined in the development plan. A review of the 2017 millage rates for all Local Taxing Jurisdictions in the development area is as set forth in Table 11.

9: Anticipated Captured Taxable Valuation

Real and Personal Property					
Year	FY Jan - Dec	Tax Role Assessment Date	Initial Base Valuation	Annual Taxable Growth	Annual Captured Valuation
0	2017	12-31-17	\$13,393,156	--	--
1	2018	12-31-18		1.50%	\$200,897
2	2019	12-31-19		1.50%	\$404,808
3	2020	12-31-20		1.50%	\$611,778
4	2021	12-31-21		1.50%	\$821,852
5	2022	12-31-22		1.50%	\$1,035,077
6	2023	12-31-23		1.50%	\$1,251,500
7	2024	12-31-24		1.50%	\$1,471,170
8	2025	12-31-25		1.50%	\$1,694,135
9	2026	12-31-26		1.50%	\$1,920,444
10	2027	12-31-27		1.50%	\$2,150,148
11	2028	12-31-28		1.50%	\$2,383,298
12	2029	12-31-29		1.50%	\$2,619,945
13	2030	12-31-30		1.50%	\$2,860,141
14	2031	12-31-31		1.50%	\$3,103,941
15	2032	12-31-32		1.50%	\$3,351,397
16	2033	12-31-33		1.50%	\$3,602,565
17	2034	12-31-34		1.50%	\$3,857,501
18	2035	12-31-35		1.50%	\$4,116,261
19	2036	12-31-36		1.50%	\$4,378,902
20	2037	12-31-37		1.50%	\$4,645,483
21	2038	12-31-38		1.50%	\$4,916,063
22	2039	12-31-39		1.50%	\$5,190,701
23	2040	12-31-40		1.50%	\$5,469,459
24	2041	12-31-41		1.50%	\$5,752,398
25	2042	12-31-42		1.50%	\$6,039,581
26	2043	12-31-43		1.50%	\$6,331,073
27	2044	12-31-44		1.50%	\$6,626,936
28	2045	12-31-45		1.50%	\$6,927,237
29	2046	12-31-46		1.50%	\$7,232,043
30	2047	12-31-47		1.50%	\$7,541,421
TOTAL					\$108,508,157

10: Anticipated Captured Revenue

FY Jan - Dec	City of Harrison	Clare County	Senior Services	County Transit	MMCC	District Library	RESD	Total Captured Revenue
2018	\$2,964	\$946	\$151	\$60	\$246	\$191	\$610	\$5,167
2019	\$5,972	\$1,906	\$304	\$121	\$495	\$385	\$1,230	\$10,412
2020	\$9,025	\$2,880	\$459	\$184	\$748	\$581	\$1,859	\$15,736
2021	\$12,125	\$3,869	\$616	\$247	\$1,005	\$781	\$2,497	\$21,139
2022	\$15,270	\$4,872	\$776	\$311	\$1,266	\$983	\$3,145	\$26,624
2023	\$18,463	\$5,891	\$939	\$375	\$1,531	\$1,189	\$3,803	\$32,191
2024	\$21,704	\$6,925	\$1,103	\$441	\$1,800	\$1,398	\$4,470	\$37,841
2025	\$24,993	\$7,975	\$1,271	\$508	\$2,072	\$1,609	\$5,148	\$43,576
2026	\$28,332	\$9,040	\$1,440	\$576	\$2,349	\$1,824	\$5,835	\$49,397
2027	\$31,721	\$10,121	\$1,613	\$645	\$2,630	\$2,043	\$6,533	\$55,305
2028	\$35,160	\$11,219	\$1,787	\$715	\$2,915	\$2,264	\$7,242	\$61,302
2029	\$38,652	\$12,333	\$1,965	\$786	\$3,205	\$2,489	\$7,961	\$67,389
2030	\$42,195	\$13,463	\$2,145	\$858	\$3,499	\$2,717	\$8,691	\$73,568
2031	\$45,792	\$14,611	\$2,328	\$931	\$3,797	\$2,949	\$9,431	\$79,839
2032	\$49,443	\$15,776	\$2,514	\$1,005	\$4,099	\$3,184	\$10,183	\$86,204
2033	\$53,148	\$16,958	\$2,702	\$1,081	\$4,407	\$3,422	\$10,946	\$92,664
2034	\$56,909	\$18,158	\$2,893	\$1,157	\$4,718	\$3,665	\$11,721	\$99,222
2035	\$60,726	\$19,376	\$3,087	\$1,235	\$5,035	\$3,910	\$12,507	\$105,877
2036	\$64,601	\$20,612	\$3,284	\$1,314	\$5,356	\$4,160	\$13,305	\$112,633
2037	\$68,534	\$21,867	\$3,484	\$1,394	\$5,682	\$4,413	\$14,115	\$119,490
2038	\$72,526	\$23,141	\$3,687	\$1,475	\$6,013	\$4,670	\$14,937	\$126,450
2039	\$76,577	\$24,434	\$3,893	\$1,557	\$6,349	\$4,931	\$15,772	\$133,514
2040	\$80,690	\$25,746	\$4,102	\$1,641	\$6,690	\$5,196	\$16,619	\$140,684
2041	\$84,864	\$27,078	\$4,314	\$1,726	\$7,036	\$5,465	\$17,479	\$147,962
2042	\$89,101	\$28,430	\$4,530	\$1,812	\$7,388	\$5,738	\$18,351	\$155,348
2043	\$93,401	\$29,802	\$4,748	\$1,899	\$7,744	\$6,015	\$19,237	\$162,846
2044	\$97,766	\$31,194	\$4,970	\$1,988	\$8,106	\$6,296	\$20,136	\$170,456
2045	\$102,196	\$32,608	\$5,195	\$2,078	\$8,473	\$6,581	\$21,048	\$178,180
2046	\$106,693	\$34,043	\$5,424	\$2,170	\$8,846	\$6,870	\$21,975	\$186,021
2047	\$111,257	\$35,499	\$5,656	\$2,262	\$9,225	\$7,164	\$22,915	\$193,978
Total	\$1,600,800	\$510,770	\$81,381	\$32,552	\$132,727	\$103,083	\$329,702	\$2,791,015

6. MAXIMUM INDEBTEDNESS

The maximum amount of indebtedness to be incurred by the DDA will be limited to only those projects and programs identified in the Development Plan and will be limited by the annual revenues available to Downtown Development Authority for bond interest and principal payments. This amount may vary depending on the type and intensity of development and redevelopment, and the balance of indebtedness owed by the DDA on previous bond issues or loans. Revenues captured will be used to accomplish projects in the Development Area outlined in Table 3.

11: Anticipated Millage To Be Captured

Local Unit of Government	Millage Rate
City of Harrison	14.75281
Clare County	4.7072
Clare County Senior Services	0.75
Clare County Transit	0.3
Harrison District Library	1.2232
Mid-Michigan Community College	0.95
Clare-Gladwin RESD (Intermediate School District)	3.0385
Total	25.72171

7. USE OF CAPTURED REVENUES

Revenues captured through this Tax Increment Plan will be used to finance those improvements and projects outlined in Table 3 and Table 6 of the Development Plan in accordance with procedures specified in this Plan.

Further, captured revenues can be used for the following:

- Finance current financial obligations of DDA;
- Maintenance of streetscape, public parking lots, parks, and pedestrian plazas;
- Pay for costs incurred by the City/DDA in implementing both the Development Plan and the Tax Increment Financing Plan;
- Marketing, promotions, and events costs;
- Capital projects located outside the Development Area which, if funded by the DDA, meet the goals and objectives of the Development Plan, provide greater connectivity and activity to the business district, and strengthen the downtown development district;
- Special purpose grant and loan programs; and
- Pay for costs associated with the administration and operation of the Development and Tax Increment Plan and its associated projects and programs.

In addition, the Development Plan encourages the use of Tax Increment Financing Plan revenues to support public improvements associated with private redevelopment and new development projects. Table 12 enumerates the forecasted “uses” of the tax increment revenue and the amount available for capital projects.



12: Revenues available for Capital Projects



Year	FY Jan - Dec	Net Captured Revenue
1	\$5,167	\$5,167
2	\$10,412	\$15,580
3	\$15,736	\$31,316
4	\$21,139	\$52,455
5	\$26,624	\$79,079
6	\$32,191	\$111,270
7	\$37,841	\$149,111
8	\$43,576	\$192,687
9	\$49,397	\$242,084
10	\$55,305	\$297,390
11	\$61,302	\$358,692
12	\$67,389	\$426,081
13	\$73,568	\$499,649
14	\$79,839	\$579,488
15	\$86,204	\$665,692
16	\$92,664	\$758,356
17	\$99,222	\$857,577
18	\$105,877	\$963,454
19	\$112,633	\$1,076,087
20	\$119,490	\$1,195,577
21	\$126,450	\$1,322,027
22	\$133,514	\$1,455,540
23	\$140,684	\$1,596,224
24	\$147,962	\$1,744,186
25	\$155,348	\$1,899,534
26	\$162,846	\$2,062,380
27	\$170,456	\$2,232,836
28	\$178,180	\$2,411,017
29	\$186,021	\$2,597,037
30	\$193,978	\$2,791,015
Total	\$2,791,015	

The amount available for capital improvements will increase as the valuations in the district increase above the forecasted assumptions and with the implementation of new development not incorporated in the forecast. For every \$1,000,000 of added valuation, the tax increment revenues will increase by \$25,721.

8. DURATION OF THE PROGRAM

The 2017 Development Plan and Tax Increment Financing Plan shall extend the Tax Increment Financing Plan until such time that all projects and programs identified in the Development Plan have been implemented but in any event no longer than 30 years (2047) from the effective date of adoption since that is the 30 year life of the City of Harrison DDA Development and TIFA Plan as approved by the Harrison City Council.

9. PLAN IMPACT ON LOCAL TAXING JURISDICTIONS

The Authority recognizes that future development and continued enhancements in the DDA business area will not be likely in the absence of tax increment financing. The Authority also recognizes that enhancement of the value of nearby property will indirectly benefit all local governmental units included in this plan. It is expected that the affected local taxing jurisdictions will experience a gain in property tax revenues from improvement made in the Development Area during the duration of the plan and should realize increased property tax revenues thereafter as a result of activities financed by the plan.

13: Forecasted Revenue by Source

Local Unit of Government	Percent	Revenue
City of Harrison	57.4%	\$1,600,800
Clare County	18.3%	\$510,770
Clare County Senior Services	2.9%	\$81,381
Clare County Transit	1.2%	\$32,552
Harrison District Library	4.8%	\$132,727
Mid-Michigan Community College	3.7%	\$103,083
Clare-Gladwin RESD	11.8%	\$329,702
Net Capture to DDA	100%	\$2,791,015

10. RELEASE OF CAPTURED REVENUES AFTER COMPLETION OF PLAN

When the Development and Financing Plans have been accomplished, the captured revenue is released and the local taxing jurisdictions receive all the taxes levied from that point on.

11. ASSUMPTIONS OF TAX INCREMENT FINANCING PLAN

The following assumptions were considered in the formulation of the Tax Increment Financing Plan:

- Real property is based on a forecasted annual growth rate of 1.50% for years 2017 through 2047.
- Commercial facilities exemptions certificates (CFT) have expired and new certificates have not been issued as of the date of issuance of this plan.
- Costs provided for the various development projects enumerated in Table 3 and Table 6 are estimated costs in 2017 dollars. Final costs are determined after the Authority authorizes the final designs and will vary depending on the year authorized.

12. OPERATING AGREEMENT BETWEEN DOWNTOWN DEVELOPMENT AUTHORITY AND LOCAL UNIT OF GOVERNMENT REGARDING USE OF TAX INCREMENT REVENUES.

The Downtown Development Authority will not spend any funds outside of those annually approved through the budget process and shall not commit to any loans, leases, or purchases without sufficient evidence of an adequate revenue source to support the proposal.



13. AGREEMENTS BETWEEN DOWNTOWN DEVELOPMENT AUTHORITY AND OTHER DEVELOPMENT AUTHORITIES

The Downtown Development Authority has not entered into an agreements with other development authorities at this time.

14. RELATIONSHIP OF THE TAX INCREMENT FINANCING PLAN WITH OTHER FUNDING PROGRAMS.

As discussed in the Development Plan, the revitalization and preservation of the downtown business district will include tax increment financing and other forms of intergovernmental financing such as grants, special assessments, and loans. It is strongly recommended that tax increment financing revenues be used to leverage public funds and private financing in order to implement the planned program.

15. RELATIONSHIP TO COMMUNITY MASTER PLAN

The Development Plan indicates the need to revitalize the business areas of the community and support economic development, which is an integral component of the community's redevelopment program and master plan.

If it is determined that any portions of the Master Plan conflict with the provisions of the Downtown Development Plan, then the Development Plan shall be adopted as a component of the Master Plan pursuant to Section 39 of Act 33 of 2008; the Michigan Planning Enabling Act.

16. SUBMISSION OF AN ANNUAL REPORT TO GOVERNING BODY AND STATE TAX COMMISSION

The Recodified Tax Increment Financing Act, 2018 PA 57 ("Act 57") was signed by Gov. Rick Snyder on March 15, 2018. It consolidates the legislative authority to create and operate tax increment authorities into a single statute and repeals the Downtown Development Authority Act (1975 PA 197). Authorities created under Act 197 before Act 57 goes into effect will not be subject to the new legislation, with the exception of new reporting requirements. The initial reporting requirement occurs within 90 days of Act 57's effective date of Jan. 1, 2019, when each authority must send Treasury a copy of, or an email link to, its currently adopted development plan or its currently adopted tax increment finance plan. Act 57 also requires an authority to submit a comprehensive annual report to Treasury and the governing bodies of its related municipality and of each taxing unit levying taxes subject to capture by the authority. Further, the report shall be published in a newspaper of general circulation.



APPENDIX A: ADOPTED ORDINANCE

ORDINANCE # 1-2007
AN ORDINANCE TO AMEND SECTION 5 DESCRIPTION OF THE
DOWNTOWN DISTRICT OF ORDINANCE #1-2005 OF THE DOWNTOWN
DEVELOPMENT AUTHORITY AND BOUNDARY ORDINANCE

The City of Harrison Ordains:

Section 1.

Section 5. DESCRIPTION OF THE DOWNTOWN DISTRICT. The Downtown District shall consist of the territory in the City described in Exhibit A, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this ordinance and Act 197.

Exhibit A as described above is hereby amended to read as follows:

Boundary Description: A boundary containing the Downtown Development Authority District in Sections 20, 21 and 28, Town 19 North, Range 4 West, City of Harrison, Clare County, Michigan, described as follows:
Beginning at the Northwest corner of said Section 21; thence Easterly, along the North line of said Section 21 to a point on the Westerly shore of Budd Lake; thence Southeasterly, along said Westerly shore of said Budd Lake to a point on the South line of Parcel No. 070 021 010 02 (State Park); thence Westerly, along the South line of said Parcel No. 070 021 010 02 to the Northeast corner of Parcel No. 070 021 103 13; thence Southeasterly, along the Easterly boundary lines of said Parcel No. 070 021 103 13 and Parcel No. 070 021 103 12 extended to the Northerly line of the Plat of Wilson's Third Addition to the City of Harrison; thence Northeasterly, along said Northerly plat boundary line to the Easterly right-of-way line of Harrison Street; thence Southeasterly, along said Easterly right-of-way line to a point on the North right-of-way line of Maple Street; thence Southwesterly, crossing said Maple Street to the Northeast corner of Parcel No. 070 021 302 22, thence Southeasterly, along the Easterly lines of said Parcel No. 070 021 302 22 and Parcel No. 070 021 302 21 to the Southeast corner thereof; thence continuing Southeasterly, along the Westerly line of the Plat of Wilson's Fourth Addition to the City of Harrison to the Southwest corner of Lot 8 of the Plat of Sam Wilson Addition to the City of Harrison; thence Northeasterly, along the line common to said Lot 8 and Lot 7 of said Plat of Sam Wilson Addition to the City of Harrison to a point on the Easterly right-of-way line of Lake Street; thence Southeasterly, along said Easterly right-of-way line of Lake Street to the Northwest corner of Lot 22 of Lake Street Assessor's Plat No. 1; thence Northeasterly, along the Northerly line of said Lot 22 to a point on the shore of Budd Lake; thence Southeasterly along said shore to the intersection with the extended Southerly line of Lot 20 of said Lake Street Assessor's Plat No. 1; thence Southwesterly along said Southerly line of Lot 20 and said line extended to a point on the Westerly right-of-way line of Lake Street; thence Northwesterly, along said Westerly right-of-way line to the Northeast corner of Block 22 of Wilson's Second Addition to the City of Harrison; thence Southwesterly, along the Northerly line of said Block 22, also being the Southerly right-of-way line of Beech Street, to the Northeast

corner of Parcel No. 070 822 002 01; thence Southeasterly along the Easterly boundary line of said Parcel No. 070 822 002 01, described as being the West 56 feet of Lots 1 and 2, Block 22 of the Plat of Wilson's Second Addition to the City of Harrison; thence Northeasterly, along the Northerly line of Parcel No. 070 822 003 02, said parcel described as being the West one-half of Lot 3, Block 22 of said Plat of Wilson's Second Addition to the City of Harrison; thence Southeasterly along the Easterly line of said Parcel No. 070 822 03 02; thence Southwesterly, along the Southerly boundary line of said Lot 3, Block 22 to a point on the West line of said Block 22; thence Southeasterly along said West line extended to cross Main Street to the Northeast corner Parcel No. 070 021 404 01 (United Brethren Church), described as being the Northwest corner of Lot 1, Block 23 of said Plat of Wilson's Second Addition to City of Harrison; thence Southeasterly, along the East line of said Parcel No. 070 021 404 01 to the Southwest corner of said Lot 1, Block 23; thence Southwesterly, along the Southerly line of said Parcel No. 070 021 404 01 extended to the Southeast corner of Lot 1, Block 19 of the Plat of the Wilson's Addition to the City of Harrison; thence Westerly, along the South line of said Lot 1, Block 19 to a point on the line common to Lots 8 and 9 of said Block 19; thence Southerly, along said common lot line to a point on the North right-of-way line of Oak Street; thence Southeasterly, crossing said Oak Street, to the Northeast corner of Lot 3, Block 20 of said Plat of Wilson's Addition to the City of Harrison; thence Southerly, along the East line of said Lot 3, Block 20 to the Southeast corner thereof; thence Westerly, along the line common to said Lot 3 and Lot 12, Block 20 of said plat to a point on the East line of the West 33 feet of said Lot 12; thence Southerly, along said East line to a point on the North right-of-way line of Pine Street; thence Southwesterly, crossing said Pine Street, to the Northeast corner of Parcel No. 070 826 005 03; thence Southerly along the East line of said Parcel No. 070 826 005 03, described as being the East line of the West 54 feet of Lot 5, Block 26 of said Plat of Wilson's Second Addition to the City of Harrison, to a point on the North line of Lot 12, Block 26 of said plat; thence Easterly, to the Northeast corner of said Lot 12, Block 26; thence Southerly, along the East line of said Lot 12, Block 26 to a point on the North right-of-way line of Spruce Street; thence Easterly, along said North right-of-way line of Spruce Street to a point on the East right-of-way line of Old Country Road as extended North; thence Southerly, crossing Spruce Street, to the intersection of the South right-of-way line of Spruce Street with said East right-of-way line of Old Country Farm Street; thence Southerly on said East right-of-way line of Old Country Farm Street to a point on the South line of Lot 1, Block 36 of the Plat of Toman's Addition to the City of Harrison as extended East to said East right-of-way; thence Westerly, along said extended South line to a point on the East line of the West 15 feet of Lots 2, 3 and 4, Block 36 of said Plat of Toman's Addition to the City of Harrison; thence Southerly, along said East line of the West 15 feet of Lots 2, 3 and 4, Block 36 to a point on the North right-of-way line of Elm Street; thence Easterly, along the North right-of-way line of said Elm Street extended to a point on said East right-of-way line of Old Country Farm Street; thence Southerly, along said East right-of-way line to the Northwest corner of Parcel No. 070 028 201 22, said Northwest parcel corner described as being 525 feet Southerly of the North one-quarter corner of said Section 28; thence Easterly, along the North line of said Parcel No. 070 028 201 22 to the Northeast corner thereof; thence Southerly along the East line of said Parcel No. 070 028 201 22 to a point on the North line of the Plat of Green Oaks Addition to the City of

Harrison; thence Easterly, along the North line of said Plat of Green Oaks Addition to the City of Harrison to the Northeast corner of Lot 4 of said plat; thence Southerly, along the East line of said Lot 4, to a point on the Northerly right-of-way line of Highway U.S.-27 (Park Street); thence Southeasterly, along said Northerly right-of-way line of Highway U.S.-27 to the Southwest corner of Parcel No. 070 028 202 03, said Southwest corner described as lying Southeasterly, 134 feet from the intersection of the East line of Lake Street and the North line of U.S.-27; thence Northeasterly, along the Westerly boundary of said Parcel No. 070 028 202 03 to a point on a traverse line along the shore of Budd Lake; thence Southeasterly and Northeasterly, along said shore of Budd Lake to the Northerly corner of the boundary of Lighthouse Cove Condominium; thence Southeasterly and South along the Northeasterly and Easterly boundary lines of said condominium and the West line of Weatherhead Subdivision to the Northwest corner of Lot 41 of said plat; thence Easterly, along the North line of said Lot 41, to a point on the East line of said Section 28; thence Southerly, along said East line of Section 28 to a point on the centerline of Mostetler Road; thence Westerly, along said centerline of Mostetler Road to a point on the centerline of Highway U.S.-27; thence Southeasterly, along said centerline of Highway U.S.-27 to a point on said East line of Section 28; thence Southerly, along said East line of Section 28, to a point on the South one-eighth line of said Section 28; thence Westerly, along said South one-eighth line, to a point on the East one-eighth line of said Section 28; thence Northerly, along said East one-eighth line, to a point on said centerline of Mostetler Road; thence Westerly, along said centerline of Mostetler Road, to the Southwest corner of Parcel No. 070 028 203 19; thence Northerly, along the West line of said Parcel No. 070 028 203 19 to a point on the Southerly boundary line of Parcel No. 070 028 203 22; thence Northwesterly, along said Southerly boundary line of Parcel No. 070 028 203 22 to the Southeast corner of Lot 49 of the Plat of Weatherhead Subdivision No. 2; thence Northeasterly, along the Easterly boundary line of said plat of Weatherhead Subdivision No. 2 to the Southeast corner of Lot 51 of said Plat; thence Northwesterly, along the South line of said Lot 51 extended to a point on the Westerly right-of-way line of Richard Street; thence Northwesterly, along said Westerly right-of-way line to the Southeast corner of Parcel No. 070 028 204 04; thence Northwesterly, along the South boundary line of said Parcel No. 070 028 204 04, to the Southwester corner of said Parcel and a point on the Easterly boundary line of Parcel No. 070 028 201 18; thence Southwesterly, along said Easterly boundary line of Parcel No. 070 028 210 18 to the Southerly corner thereof; thence Northerly, along the West boundary line of said Parcel No. 070 028 210 18 to the Southeast corner of Lot 2 of Bate's Addition to the City of Harrison; thence Northwesterly, along the South boundary line of said Lot 2 to the Southwest corner thereof; thence Northerly, along the West boundary line of said Lot 2, to the Southeast corner of Parcel No. 070 140 001 00; thence Westerly, along the South boundary line of said Parcel No. 070 140 001 00 extended to the West right-of-way line of Old Country Farm Road; thence Northerly, along said West right-of-way line of Old Country Farm Road to a point on the South right-of-way line of Park Street; thence Westerly, along said South right-of-way line of Park Street to a point on the extended West right-of-way line of Eaton Street; thence Northerly, along said West right-of-way line of Eaton Street to the Southeast corner of Lot 1, Block 40 of the Plat of Toman's Addition to the City of Harrison; thence Westerly, along the South line of said Lot 1 and Lot 2, Block 40 of said plat to the Southwest corner of said Lot 2;

thence Northerly, along the West line of said Lot 2 to the Northwest corner thereof; thence Northerly, crossing Elm Street, to the Southwest corner of Lot 7, Block 37 of said Plat of Toman's Addition to the City of Harrison; thence Northerly, along the West line of said Lot 7 to the Northwest corner thereof; thence East, along the North line of said Lot 7 to a point on the Southwest corner of Parcel No. 070 737 022 01, described as being the East one-half of Lot 2, Block 37 of said plat; thence Northerly, along the West line of said Parcel No. 070 737 022 01 to a point on the South right-of-way line of Spruce Street; thence Northerly, crossing said Spruce Street along said West line of Parcel No. 070 737 022 01 as extended to a point on the North right-of-way line of Spruce Street; thence East, along said North right-of-way line of Spruce Street to the Southwest corner of Lot 8, Block 27 of the Plat of Wilson's Second Addition to the City of Harrison; thence Northerly, along the West line of said Lot 8 and Lot 2, Block 27 of said plat to a point on the South right-of-way line of Pine Street; thence Northerly, crossing said Pine Street, to the Southwest corner of Lot 11, Block 7 of the Original Plat of the City of Harrison; thence North, along the West line of said Lot 11 and Lot 2, Block 7 of said Original Plat of the City of Harrison to a point on the South right-of-way line of Oak Street; thence Westerly, along said South right-of-way line of Oak Street, to a point on the extended West line of Lot 9, Block 5 of said Original Plat of the City of Harrison; thence Northerly, crossing said Oak Street along said extended West line to the Southwest corner of said Lot 9, Block 5; thence Northerly, along said West line of Lot 9, Block 5 to the Northwest corner thereof; thence Westerly, along the South line of Lots 5 and 6, Block 5 of said Original Plat of the City of Harrison, to point on the East right-of-way line of Broad Street; thence Southerly, along said East right-of-way line of Broad Street extended to the Northwest corner of Block 8 of said Original Plat of the City of Harrison; thence Westerly, crossing said Broad Street, to the Northeast corner of Block 9, of said plat; thence Northerly, along the extended East line of said Block 9, to a point on the centerline of Oak Street; thence Westerly, along said centerline of Oak Street, to a point on the East right-of-way line of Fourth Street as extended into road intersection; thence Southerly, along said extended East right-of-way line to the Northwest corner of Block 9 of said Original Plat of the City of Harrison; thence Westerly, along the extended South right-of-way line of said Oak Street, to the Northeast corner of Block 32 of said Original Plat of the City of Harrison; thence Northerly, along the extended East line of Block 32 of said Original Plat of the City of Harrison, also being the West right-of-way line of Fifth Street, to a the Northeast corner of said Block 35; thence Westerly, along the North line of said Block 35, also being the South right-of-way line of Main Street, extended to a point on the West line of said Section 21; thence Northerly, along said West section line to the Northwest corner of Parcel No. 070 021 301 09 (Hayes Agricultural School); thence Easterly, along said North line of Parcel No. 070 021 301 09 extended across Fourth Street to the Southwest corner of Block 15 of the Plat of Wilson's Addition to the City of Harrison; thence Southerly, along the extended West line of Block 10 of said Plat of Wilson's Addition to the City of Harrison crossing Norway Street to the Southwest corner of said Block 10, also being a point on the North right-of-way line of Beech Street; thence Easterly, along said North right-of-way line of Beech Street to the Southwest corner of Parcel No. 070 811 010 05; thence Northerly, along the West line of said Parcel No. 070 811 010 05 and Parcel No. 070 811 010 04, being the West line of the East one-half of Lot 10, Block 11, of said Plat of Wilson's Addition to the City of

Harrison, to a point on the North line of said Lot 10, Block 11; thence Easterly, along said North line of Lot 10, Block 11 to the Southwest corner of Lot 2, Block 11 of said plat; thence Northerly, along the West line of said Lot 2, Block 11 extended to cross said Norway Street to the Southwest corner of Lot 11, Block 14, of said plat; thence continuing Northerly, along the West line of said Lot 11 and Lot 2, Block 14 of said plat extended to cross Birch Street, to the Southwest corner of Lot 11, Block 17 of said plat; thence Northerly, along the West line of said Lot 11, Block 17 to the Northwest corner of said Lot 11, Block 17; thence Westerly, along the South line of Lots 3 and 4, Block 17 of said plat; thence Northerly, along the West line of said Lot 4, Block 17, to a point on the South right-of-way line of Maple Street; thence Westerly, along said South right-of-way line of Maple Street extended to cross Broad Street to the Northeast corner of Block 16 of said Plat of Wilson's Addition to the City of Harrison; thence Northerly, crossing said Maple Street along the extended West right-of-way line of said Broad Street to the Northeast corner of Lot 14 of the Assessor's Plat of Brown's Addition to the City of Harrison; thence Northwesterly, crossing John R. Street to the Southwest corner of Lot 16 of said Assessor's Plat of Brown's Addition to the City of Harrison; thence Northwesterly, along the line common to Lots 15 and 16 of said plat to a point on the South line of Parcel No. 070 021 104 02; thence Westerly to the Southwest corner of said Parcel No. 070 021 104 02, also being the Southeast corner of Lot 12 of the Plat of Park Fair Addition to the City of Harrison; thence Northerly, along the West line of said Parcel No. 070 021 104 02 and Parcel No. 070 021 104 01 to a point on the South line of Parcel No. 070 570 010 00; thence Westerly, along said South line of Parcel No. 070 570 010 00 and South line of Parcel No. 070 570 011 00 extended to the West right-of-way line of Eastlawn Street; thence Northerly, along said West right-of-way line of Eastlawn Street to a point on the South right-of-way line of Fairlane Street; thence Westerly, along said South right-of-way line of Fairlane Street extended to a point on the East line of Parcel No. 070 020 200 27; thence Southerly, along said East line of Parcel No. 070 020 200 07 to the Southeast corner thereof; thence Westerly, along the South lines of said Parcel No. 070 020 200 07, Parcel No. 070 020 200 28 and Parcel No. 070 020 200 20, to a point on the North and South one-quarter line of said Section 20; thence Northerly, along said North and South one-quarter line to a point lying 200 feet South of the North one-quarter corner of said Section 20; thence Easterly, 1200 feet along a line lying parallel with the North line of said Section 20; thence Northerly, 200 feet, to a point on said North section line; thence Easterly, along said North section line to the Point of Beginning.

Section 2.

The provisions of this Ordinance are hereby declared to be severable. If any clause, section, subsection, paragraph or sentence is declared to be void or inoperable for any reason, it shall not effect any other portion thereof.

Section 3.

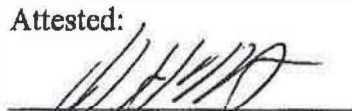
All Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

Section 4.

This Ordinance will take effect and be in force ten (10) days after publication thereof.

Adopted this 20th day of August 2007, by the Harrison City Council.

Attested:



Jack H. McNutt
City Clerk

Approved:



Brook Wood
Mayor

Pub 8-30-07
Eff 9-9-07

APPENDIX B: RESOLUTIONS

RESOLUTION OF THE CITY OF HARRISON COUNCIL APPROVING THE
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

MAY 7, 2018

WHEREAS, the City of Harrison, County of Clare, Michigan (the "City") is authorized by the provisions of Act 197, Public Acts of Michigan, 1975, as amended ("Act 197"), to create a Downtown Development Authority and Downtown Development District, and

WHEREAS, the City Council duly established the City of Harrison Downtown Development Authority (the "Authority") which exercises its powers within the Downtown District designated by the City Council, and

WHEREAS, the Authority proposes to implement certain projects outlined in the Harrison Downtown Development Authority Amended and Restated Development Plan and Tax Increment Financing Plan (the "Plan"), and

WHEREAS, the Authority proposes to finance certain projects specified in the Plan by issuance by the Authority or by the City or bonds or other evidences of indebtedness; and

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL THAT:

1. It is hereby determined that it is in the best interest of the public to approve the Plan as proposed to enable the Authority to carry out its purposes more effectively.
2. The City Council, exercising its authority under Act 197 hereby calls for a public hearing on the Plan to be scheduled.
3. Prior to the public hearing to be held by the City Council with respect to the Plan, all taxing authorities in which any portion of the Development Area described in the Plan is located shall be informed of the fiscal and economic implications of the Plan.
4. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution shall be, and the same hereby are, rescinded, but only to the extent of such conflict.

AYES: 5

NAYS: 0

Resolution Declared Adopted

Mayor

Clerk

Grace Connelly

RESOLUTION OF THE BOARD OF THE CITY OF HARRISON DOWNTOWN DEVELOPMENT
AUTHORITY APPROVING THE DEVELOPMENT PLAN AND TAX INCREMENT FINANCING
PLAN

APRIL 17, 2018

WHEREAS, the City of Harrison, County of Clare, Michigan (the "City") is authorized by the provisions of Act 197, Public Acts of Michigan, 1975, as amended ("Act 197"), to create a downtown development authority and downtown development district, and

WHEREAS, the City Council duly established the City of Harrison Downtown Development Authority (the "Authority") which exercises its powers within the Downtown District designated by the City Council, and

WHEREAS, the Authority proposes to implement certain projects outlined in the Harrison Downtown Development Authority Amended and Restated Development Plan and Tax Increment Financing Plan (the "Plan"), and

WHEREAS, the Authority proposes to finance certain projects specified in the Plan by issuance by the Authority or by the City or bonds or other evidences of indebtedness; and

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF THE AUTHORITY THAT:

1. It is hereby determined that it is in the best interest of the public to approve the Plan as proposed to enable the Authority to carry out its purposes more effectively.
2. The Chair of the Authority is hereby directed to transmit a copy of this resolution to the City Council for further action as contemplated by Act 197 and to request the City Council to call a public hearing on the Plan.
3. Prior to the public hearing to be held by the City Council with respect to the Plan, the Authority shall fully inform all taxing authorities in which any portion of the Development Area described in the Plan is located of the fiscal and economic implications of the Plan.
4. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution shall be, and the same hereby are, rescinded, but only to the extent of such conflict.

AYES: 6

NAYS: 0

Resolution Declared Adopted


Board Chair


Philip R. Pabauer
Vice Chair

RESOLUTION OF THE CITY OF HARRISON COUNCIL APPROVING THE
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

JUNE 18, 2018

WHEREAS, the City of Harrison, County of Clare, Michigan (the "City") is authorized by the provisions of Act 197, Public Acts of Michigan, 1975, as amended ("Act 197"), to create a downtown development authority and downtown development district, and

WHEREAS, the City Council duly established the City of Harrison Downtown Development Authority (the "Authority") which exercises its powers within the Downtown District designated by the City Council, and

WHEREAS, the Authority proposes to implement certain projects outlined in the Harrison Downtown Development Authority Amended and Restated Development Plan and Tax Increment Financing Plan (the "Plan"), and

WHEREAS, the Authority proposes to finance certain projects specified in the Plan by issuance by the Authority or by the City or bonds or other evidences of indebtedness; and

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL THAT:

1. It is hereby determined that it is in the best interest of the public to approve the Plan as proposed to enable the Authority to carry out its purposes more effectively.
2. The City Council, exercising its authority under Act 197 hereby calls for a public hearing on the Plan to be scheduled.
3. Prior to the public hearing to be held by the City Council with respect to the Plan, all taxing authorities in which any portion of the Development Area described in the Plan is located shall be informed of the fiscal and economic implications of the Plan.
4. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution shall be, and the same hereby are, rescinded, but only to the extent of such conflict.


AYES: 6

NAYS: 0

Resolution Declared Adopted



Mayor


Clerk