



Thomas Warstler, Chairperson
Patrick Connor, Vice-Chairperson
Roy Webber, Secretary
Brian Black, Commissioner
Todd Milkiewicz, Commissioner

**PLANNING COMMISSION
REGULAR MEETING AGENDA
July 10, 2014, at 6:00 p.m.**

Christine Williams, Commissioner
Kel Smyth, Commissioner
James Hellermann, Commissioner
Steve Buckbee, Commissioner
James V. O'Toole, City Manager
Ronald Beauchamp, City Council Liaison

Escanaba City Hall, Council Chambers, 410 Ludington Street, Escanaba, MI 49829

Thursday, July 10, 2014, at 6:00 p.m.

CALL TO ORDER
ROLL CALL
APPROVAL/CORRECTION(S) TO MINUTES – May 8, 2014
APPROVAL/ADJUSTMENTS TO THE AGENDA
CONFLICT OF INTEREST DECLARATION

UNFINISHED BUSINESS – None.

PUBLIC HEARING

1. Site Plan Review and Request to Vacate Part of Alley – 2223 Ludington Street/109 South Lincoln Road.

Explanation: The City of Escanaba Planning Commission will conduct a public hearing on request from Romps Family LLC (aka The Stonehouse Restaurant) for a proposed paved and landscaped parking lot on property they own at 109 South Lincoln Road. Additionally, the public hearing will include a request to vacate the western portion of the alley located on Block 2 of the City Center Addition for the proposed parking lot development.

NEW BUSINESS

1. Review – Request to Purchase City-Owned Real Estate.

Explanation: Basic Marine, Inc. of Escanaba, Michigan, has submitted a request to purchase City-owned real estate for property located on the end of North 4th Street. The Planning Commission will review the request and forward a recommendation to the Escanaba City Council.

2. Project Updates:

- a. Zoning Board of Appeals Hearings/Decisions.
- b. Delta County Planning Commission Update. The Planning Commission will be updated on the activities at the latest Delta County Planning Commission Meeting.
- c. Zoning/Land Use Permit Update.
- d. Various.

GENERAL PUBLIC COMMENT
COMMISSION/STAFF COMMENT AND ANNOUNCEMENTS
ADJOURNMENT

The City of Escanaba will provide all necessary, reasonable aids and services, such as signers for the hearing impaired and audiotapes of printed materials being considered at the meeting to individuals with disabilities at the meeting/hearing upon five days notice to the City of Escanaba. Individuals with disabilities requiring auxiliary aids or services should contact the City of Escanaba by writing or calling City Hall at (906) 786-9402.

Respectfully Submitted,

Thomas Warstler, Chairperson
Planning Commission

PLANNING COMMISSION MEETING
ESCANABA, MICHIGAN
MAY 8, 2014

DRAFT

A meeting of the Escanaba Planning Commission was held on Thursday, May 8, 2014, at 6:00 p.m. in Room C101 at City Hall, 410 Ludington Street, Escanaba, MI 49829.

PRESENT: Vice Chairperson Patrick Connor, Secretary Roy Webber, Commissioners Todd Milkiewicz, Brian Black, Christine Williams, Kel Smyth and James Hellermann

ALSO PRESENT: City Manager Jim O'Toole, Ron Beauchamp City Council Liaison, DDA Director Ed Legault, City Engineer/Public Works Superintendent Bill Farrell, and Confidential Secretary Amy Peltin

ABSENT: Chairperson Thomas Warstler

Vice-Chairperson Connor called the meeting to order at 6:00 p.m.

Roll Call

Confidential Secretary Peltin conducted the roll call.

Approval/Correction of the March 13, 2014, Planning Commission Meeting Minutes

Commissioner Hellerman asked that a correction be made showing City Council Liaison Ron Beauchamp was present.

A motion was made by Secretary Webber, seconded by Commissioner Smyth, to approve the March 13, 2014, Meeting Minutes with corrections. Ayes were unanimous.

Approval/Adjustments to the Agenda

A motion was made by Commissioner Williams, seconded by Commissioner Black, to approve the meeting agenda. Ayes were unanimous.

Conflict of Interest Declarations

RE: 2E1A: Issuing, deliberating on, voting on, or reviewing a case concerning him or her.

Commissioner Williams and Commissioner Black disclosed they are members of Esky Grow Garden Group, which they have no financial gain. Commissioner Smyth stated he is a volunteer for Esky Grow. City Manager O'Toole and Vice Chairperson Connor stated since there is no direct financial gain there is no conflict of interest.

UNFINISHED BUSINESS

1. **Planning Commission Rules of Procedure Amendment** – City Manager O'Toole stated the Planning Commission has been working on a possible amendment to Section 5, paragraph F, Voting of the Planning Commission Rules of Procedure for some time and met with the City Attorney regarding the recommended changes by Secretary Webber and discussion from Commissioner Hellerman. The City Attorney recommended we leave the language as is. City Manager O'Toole recommended waiting until September when MEDC will be reviewing our

master plan, zoning ordinances, rules of procedure language, and other various policies as part of the Redevelopment Readiness Program and have a third independent look at the policy.

PUBLIC HEARING

1. **Preliminary Site Plan/Project Review- Sheridan Road Reconstruction Project** – City Engineer/Public Works Superintendent Bill Farrell stated the City was able to obtain a Small Urban Grant 2 ½ years ago for \$187,500 and last year another \$187,500 to be able to do more work on Sheridan Road from 10th Avenue North through 17th Avenue North with both of those grants. Proposed work is to pulverize, re-grade, pave, resurface, become ADA compliant on sidewalks and crosswalks with no underground or curb work at this time. The tentative timeline is July 7th to start and the concrete work will take approximately three weeks with paving will take approximately one week. A detour route will be on Sheridan Road between 10th Avenue North and 17th Avenue North. Anticipated duration is 90 days to include clean-up and smaller projects. Vice Chairperson Connor asked if this will solve the flooding problems in that area. City Engineer/Public Works Superintendent Bill Farrell stated this will not address this issue and part of the reason being it doesn't go from 8th Avenue North to 10th Avenue North, which is the area with pipe problems. Commissioner Milkiewicz asked why the 8th Avenue North to 10th Avenue North area is not being addressed at this time. Terry Flower explained they need that area for truck routs and it would be an inconvenience to residents and bottle neck traffic. Commissioner Hellerman asked if Rampart would be in the affected area, City Engineer/Public Works Superintendent Bill Farrell stated they would not be. Commissioner Hellerman was concerned about increased traffic around Rampart. City Engineer/Public Works Superintendent Bill Farrell stated it would be increased for a short duration.

PUBLIC COMMENT

Dan Samson, property owner of the former Nelson's Cash Store located at 1300 block of Sheridan Road. He asked if the sidewalks will be addressed at that time. City Engineer/Public Works Superintendent Bill Farrell stated the main sidewalks are the property owner's responsibility. Mr. Samson also questioned when the new street lights were installed why one block of commercial property was not replaced, and are there plans to replace those lights? City Manager O'Toole stated there are no plans as this time to replace those lights. The lights were replaced about five years ago and the decision on where the lights were to go was decided through a community process such as this one.

Lori Rose, lives on the 1200 Block of Sheridan, asked if there are any plans to work on the sewer in that area. City Manager O'Toole stated this project is strictly top work. Ms. Rose also asked on the hours of operation. Terry Flower stated it be 7:00 a.m. to 7:00 p.m. for tentative hours and will vary greatly, more likely it will be from 7:30 a.m. to 6:00 p.m. Ms. Rose also stated a few years ago there was an accident on 12th Avenue North and Sheridan Road and the original green street sign is missing. She further stated she is a member of the Historical Society and they would like to be notified of anything is dug up or found during resurfacing.

2. **Street Resurfacing Priorities – 2014-15 – Citywide** – The upcoming fiscal year budget begins July 1, 2014, and the City has additional funds for streets. There are two types of streets in Escanaba, major and local streets. An example of a major street would be Sheridan Road and a local street would be neighborhood street. This year's budget for paving is \$400,000, which is a significant amount of money given the financial road situation in the State of Michigan right now. The State of Michigan was supposed to vote today for an additional \$450 million dollars to be released through the Act 51 Road Funding Program to local units. City Manager O'Toole stated if that is passed the City will just go down the established list until the funds are depleted.

City Engineer/Public Works Superintendent Bill Farrell is here to discuss the PAZER system and present a slide show on the list of streets on the priority list. City Manager O'Toole stated there is 85 miles of streets and 80% are in poor condition, so the list could be much longer but it addresses the amount of money we have to work with and certain ground conditions.

City Engineer/Public Works Superintendent Bill Farrell explained the PAZER Rating which is a 1-10 scale with 10 being fairly new and 1 being in poor condition. They use the PAZER rating with and drive the streets, compare, contrast, measure, and set limits of the project. Some items they consider are is it a patching project, low PAZER rating, amount of curb repair needed, which is more expensive and their goal is to put down as much as new asphalt as possible. There are approximately 24 projects and priority based on several factors such as condition, money, life left in the road, etc. City Engineer/Public Works Superintendent Bill Farrell also applied for left over Small Urban Grant funding for 5th Avenue South from South Lincoln Road to South 19th Street and has not heard if they will receive funding but have set aside \$35,000 in match funds, which if not approved, will be used for other projects on the list. There is one project on North 16th Street and 15th Avenue North that they are hoping to get done by July 1, 2014. Commissioner Black asked if Public Works has an ability to track usage numbers of streets. City Engineer Farrell/Public Works Superintendent stated they do, but not all streets and this is something they will be looking into and PAZER doesn't take into account sides of street where there is parking.

Major Streets -Priority

5th Avenue South- Alley between 15th, 16th, and 14th Street
12 Avenue North/Lincoln Road at 23rd Street – Fairgrounds Entrance

Local Streets – Priority

7th Avenue South – Lake Shore Drive
20th Street North - 4th Avenue & 5th Avenue
15th Street South – 9th Avenue – 10th Avenue
2nd Avenue North & 12th Street Intersection
14th Avenue South-Willow Creek Road/South 30th Street (apply another coat of chip seal)
16th Street North -11th Avenue North & 12th Avenue North
Ogden & 4th Street Intersection
15th Street South – 6th & 7th Avenue South
10th Avenue South – 14th – 15th Street South

City Manager O'Toole explained there are eight major streets at an estimated cost of \$627,000 and fourteen local streets at an estimated cost of \$627,000. City Manager O'Toole stated Public Works will go down the list until funds run out. Other factors to take into consideration on what projects get completed are weather and Public Works only has a staff of eleven full-time employees down from thirty-three full-time employees at one point. City Manager O'Toole noted there will be in total over the next twelve months, including the Sheridan Road project, and receiving funding for 5th Avenue project will be just under \$1 million of real paving, which is a significant amount. For comparison, the project at Ogden Avenue costs is estimated at \$15,000 and is the least expensive on the list. The average for a standard local city neighborhood block to mill and fill is \$30,000. Commissioner Williams asked if the Ogden Avenue project ends up needing sewer repair work does that monies come out of the road repair budget.

PUBLIC COMMENT

NONE

3. Downtown Market Place Project – North 9th Street and 1st Avenue North – City Manager O'Toole entered into record the site plan review report – see attached. All fee and notification requirements to include letters sent to property owners within 400 feet of the property and also an ad was placed in the Daily Press and through various social media and bulletin boards. All documents are included in the agenda packet and available to the public. Staff recommends approval on the site of the current Farmer's Market. DDA Director Ed Legault addressed the Planning Commission and public with a position paper outlining the history of the Farmer's Market and a DDA Planning Timeline – see attached.

DDA Director Legault explained this is part of redeveloping downtown and is an important aspect to start moving forward on some of the items discussed in the past. On April 30, 2014, DDA Director Legault had the opportunity to meet for six hours with two representatives from the Michigan Economic Development Corporation (MEDC). He reviewed the Marketplace project, as well as the Façade project, with them. MEDC was very enthusiastic about what the DDA can achieve with the proposed construction. MEDC offered additional feedback that felt would enhance our grant opportunities. DDA Director Legault stated they did look into the Northern Motors building and the bottom line was the utilities on that building would cost roughly \$36,000 and that is over 15% of the budget. It makes more sense as he looks to utilize the dollars he takes in to have a structure that is more of a nine month out of a year structure. DDA Director Legault stated the cost estimate at this time is \$703,000 and feels he should be able to get 50% through a Food to Farm Grant from the MEDC. The MEDC also felt there were other grants that could be utilized to enhance some of the background utilities and would like to see them underground and have pointed him to some grants that may be able to help with those costs. Esky Grow has been onsite for at least four years and were given property to educate students about how to grow food. In meeting with Esky Grow they have worked out a plan where they can enhance their education opportunities, not only for students, but for the public in general. DDA Director Legault would like to also incorporate the students, not only in the growing, but the business administration aspect to further their education.

There is a second phase if the opportunity avails itself. DDA Director Legault stated the Farmer's Market has historically always had a parking problem and the other issue was how to open the Farmer's Market up to Ludington Street. They have looked at a project where the DDA would create a space from Ludington Street to the Marketplace, making it more of a park like setting and making it a conduit from Ludington Street and the Marketplace and open more parking from Ludington Street. City Manager O'Toole stated this would be gated to control night mischief. Secretary Webber feels nine months of operation is not realistic. DDA Director Legault stated the structure is partially enclosed and some open space can be closed off with weather curtains. Secretary Webber asked what type of heating will be used and if radiant heat has been considered. DDA Director Legault hasn't discussed the heating system at this point. City Manager O'Toole did meet with the gas company about a program they offer and discussed the possibility of providing portable heaters and large grill/cook stove with discussions ongoing. Commissioner Hellermann stated he feels the clock tower is excessive and there are a lot of power poles not shown in the drawings and the utility expense would be great. DDA Director Legault has looked into grant opportunities to take a look at burying the utilities around the Marketplace structure. City Manager O'Toole stated MEDC does have an infrastructure program and the Electric Department is working on an estimate. If the utilities are underground, the MEDC would be able to assist with more funding. Commissioner Black commented that it sounds like everything is contingent on receiving grant funding and he asked what are the odds of receiving the funds. DDA Director Legault feels the odds are over 50% and the infrastructure grant is in the 90% range if not more. City Manager O'Toole stated we cannot make an official submission to the MEDC for grant funds until we get site plan approval. DDA Director Legault

explained the structure is not being built just for the Farmer's Market, they will utilize that structure but the Marketplace itself will be utilized by many different venues downtown, as long as working with the schools, family reunions, etc. This is the first step in creating a place where people young and old and create some really good memories at the Marketplace.

Commissioner Milkiewicz asked if providing access from Ludington Street will have to get approval from the Historical Commission. City Manager O'Toole stated that DDA Director Legault is working with a property owner on Ludington Street and will have to apply to the State Historic Preservation Office for significance of that particular building. Once that comes back approved, the next step will be going to the MEDC for their demolition program to buy the building and tear it down. Commissioner Milkiewicz asked if there would be a bond or mileage. DDA Director Legault stated it would be a bond/loan the DDA would pay back. Commissioner Milkiewicz stated some apprehension creating this space for just one entity would not be a good use of funds. DDA Director Legault agreed and stated that is why he felt it has to be multi-use. This space will also create some revenue which currently does not. Commissioner Williams likes the idea of having a green space and would be a nice backdrop for a function.

Commissioner Milkiewicz stated parking is always an issue but likes the Ludington Street access and should alleviate parking issues. Secretary Webber asked what the alcohol policy will be for the site. City Manager O'Toole stated an Alcohol Use Policy for the Marketplace is currently being reviewed.

Commissioner Hellermann asked who would be responsible for maintenance. City Manager O'Toole stated the DDA is a separate authority and maintenance will be the responsibility of the DDA. Commissioner Hellermann also asked if parking meets the parking standard. City Manager O'Toole stated currently it does not meet the parking standard and he has listed long-term parking as a recommended condition of approval.

PUBLIC COMMENT

Glenn Vandewater of Esky Grow stated it really is going to enhance Esky Grow by increasing beds and the appearance. He stated for the past five years Esky Grow has been at that location and has produced thousands of pounds of fresh organic produce to local food pantries.

Barry Polzin, Project Architect, addressed the clock tower stating this facility will become an important public place, which makes this a wonderful project for the MEDC. Secretary Webber asked what the cost of the clock tower is. Mr. Polzin state it is roughly \$60,000. DDA Director Legault wanted to clarify that road funding and project funding are mutually exclusive and explained it is important to keep in mind how we get the funds and we have to play by MEDC rules. The MEDC is going to spend those funds whether it's Marquette, Traverse City, or somewhere else downstate and if the DDA doesn't apply for the funds or show any interest we definitely will not receive the monies. Vice Chairperson Connor has a concern that with 38 stalls it will create huge parking issues if vendors are parking on the outside. DDA Director Legault explained the vendors will have to drop off their items and move their vehicles to allow for customer parking. City Manager O'Toole is looking into a local parking ordinance to include a street barrier and vendor parking outside the lot. Secretary Webber has concerns about a walk through and depriving parking for businesses on Ludington Street. DDA Director Legault stated he spoke with Sue Nyman of Nyman Jewelers and stated she has no problems with the Marketplace utilizing Ludington Street parking, and part of being downtown is at times you may have to park around the corner. He also spoke with the business owners closest to where the walk through will be located and they are ecstatic about the project.

A motion was made by Commissioner Smyth, seconded by Commissioner Milkiewicz, to approve the site plan with the following conditions: 1. All landscaping as shown in the site plan drawing be installed, inspected and approved no later than one year after the Certificate to Occupancy is issued. 2. A long-term parking plan is developed as a result of the expanded use at the facility. Ayes were unanimous.

NEW BUSINESS

Project Updates:

- A. Zoning Board of Appeals Hearings/Decisions – No meeting was held.
- B. Delta County Planning Commission Update – No meeting was held.
- C. Zoning/Land Use Permit Update – Since January 9, 2014, zoning permits have been issued with a declared construction value of \$2.6 million. There is a great deal of commercial projects going on.
- D. Various – City Manager O’Toole did tour the Bell’s Upper Hand Brewery last week, which is advancing nicely and completion is delayed until July.

GENERAL PUBLIC COMMENT

None.

COMMISION/STAFF COMMENT AND ANNOUNCEMENTS

City Manager O’Toole announced a Special Joint Meeting of the Planning Commission, City Council, DDA, and Historic District Commission scheduled for May 29, 2014, to go over the National Register inclusion, becoming a Certified Government as part of our Master Plan, discussion about MEDC, and finalization of the Downtown Building Façade Guideline.

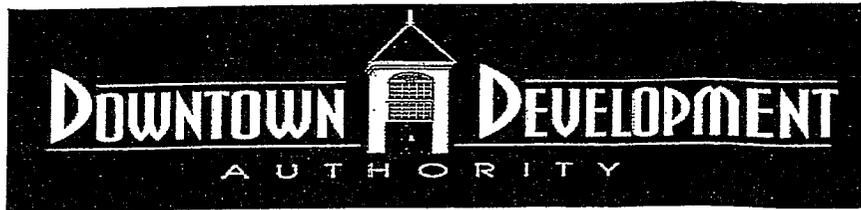
ADJOURNMENT

A motion was made by Secretary Webber, seconded by Commissioner Williams, to adjourn the meeting. The meeting adjourned at 7:23 p.m. Ayes were unanimous.

Patrick Connor, Vice Chairperson
Escanaba Planning Commission

James V. O’Toole, City Manager
City of Escanaba

Roy Webber, Secretary
Escanaba Planning Commission



May 1, 2014

Escanaba Market Place Discussion Topics:

History of the Farmer's Market – The Farmer's Market has taken place on 9th street for over 100 years in Escanaba. According to the "Century Book" published as part of Escanaba's Centennial in 1963, the relationship between the Farmer and the Escanaba businessman has been one of understanding and cooperation. Herman Gessner, merchant and civic leader, encouraged farmers to bring their produce to town once a week in the summertime and display it for sale. Then thru today the Farmer's Market has been an institution that is popular with both the producer and consumer.

DDA Planning Timeline – The DDA has been working through cost/benefit studies of several ways to support the Farmer's Market over the last few years. Prior to the Market being a priority project for the DDA, we conducted the following studies:

1) Summer (May – July) of 2011 Citizen Survey – a random survey was taken asking questions to citizens what they would change downtown. The list and feedback was compiled for review.

2) Project Prioritization for the DDA Development and Tax Increment financing Plan – Several joint special meetings with the City Council, City Administration, Planning Commission, Downtown Development Authority and Business Owners. Projects were identified and a survey was offered to each of the groups for rating and prioritization. 44 members representing the various groups mentioned above responded to the survey coordinated through the City Manager's Office. The results of the prioritization exercise were published in the City of Escanaba Downtown Development Authority: Amended & Restated Development Plan & Tax Increment Financing Plan, published in December 2011 by Beckett & Raeder.

3) Public Prioritization Meeting – September 27th 2011 a special joint meeting of the City Council and DDA took place. The meeting included the following groups: Escanaba City Council, Escanaba Downtown Development Authority, Escanaba Planning Commission, and Delta County Economic Development Alliance. In addition to the board members several interested citizens were in attendance and offered their insight on the proposed plan. The main thrust of the Special Meeting was to collectively identify priorities for the DDA Development Plan. Although the Manager's Survey provided the framework for the development plan and budgets, the DDA Board desired to have other agencies weigh-in on the projects and programs. Prior to voting on the priorities all meeting participants were given an opportunity to discuss projects, add additional projects & programs or consolidate projects & programs. Once completed, each meeting participant (board members and citizens) were given the opportunity to vote for their three most important projects.

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4) Collective Prioritization – Top 3 projects were 1) Downtown Façade Improvement Program, 2) Business Incubator program, 3) Indoor/Outdoor Farmer's Market Building.

After review of the key priorities the group decided to consolidate the Farmer's Market project and the Business Incubator into one project and potentially into one facility. Applying the prioritization, Table 5 in the Restated DDA Planning & Tax Increment Financing Plan (December 2011) included Capital Improvement Projects & DDA initiatives/programs. Capital costs were based on 2011 construction dollars and estimates for similar scope downtown projects. Initiatives classified as "Project Based" are identified DDA priorities that are dependent on private redevelopment projects with the potential for DDA participation. The Farmer's Market Project was viewed as a near-term project (0-5 years). The description was an Indoor/Outdoor Farmer's Market Building (Year round use) constructed on the current Farmer's Market Site. Budget was set at \$2,500,000.

DDA RFP Professional Services Nov. 2012 – RFP for Architectural Services to design a Farmer's Market Structure (indoor/outdoor) on current site.

DDA Award's Professional Services Contract Dec. 2012 – Barry Polzin was awarded the professional services contract for the Farmer's Market Project

DDA Review of Plans for Farmer's Market Feb. 2013 – Barry Polzin created site plans for the Farmer's Market building at both the current site and at the UPCO building at 117 Stephenson for the DDA board to review. Meeting was a public hearing.

Public Hearing for the Farmer's Market on March 2013 – Barry Polzin met with the Board and the public to answer questions regarding the proposal. Vendor feedback was protection from the elements, restrooms, access to drop off merchandise and utility access.

DDA Board made an offer for the UPCO Building April to May 2013 – The DDA Board made an initial offer to purchase the UPCO building. Counter offer was received back. May a final offer from the DDA was made. Offer was declined.

DDA Meeting Jan. 2014 -Indoor/Outdoor Farmer's Market with Retail Incubator space – The group approved a strategy to work with the current Farmer's Market site looking to create a Community Market environment. We showed a pavilion type structure as an example for the structure. DDA Admin will meet with Barry Polzin to get a drawing done. The Board decided to break out the Retail Incubator space initiative from the Farmer's Market project and look to find space that is downtown today.

DDA Meeting March 2014 - Barry Polzin, Architect presented the Preliminary Updated Design Concepts for the "City Market Place Pavilion" to be constructed on the current location of the Farmer's Market. The drawings will included cost projections for the structure and enhancements to the old Farmer's Market site. Topics discussed noted below:

- placement of structure

Creating the Future . . .

. . . Preserving the Past



- floor plans - 8000 square feet
- market space -10x10 - 38 spaces - undercover
- Back in space for vendors- west side
- no permanent counters - tables brought in
- storage, rest rooms and small kitchen in back
- rain gardens
- parking
- historic sense
- venue for social events
- could be preassembled and other options
- flexible lighting
- timetable
- maintenance
- site plan review/public hearing before Planning Commission

An updated drawing of the "City Market Place" will be available for the public after April 16, 2014.

DDA Updates "Escanaba Market Place" Plans April to May – The DDA acted on public feedback and updated plans for the Escanaba Market Place. The revised plans were shared with the public on social media and regular media.

The current plans encompass feedback from the public and stakeholders of the property. We feel the project will enhance the Downtown allowing for the expansion of the Farmer's Market at its current and historical site, while providing more of an event feel for the Market. We also want to be able to utilize the structure for many different events in the downtown area, allowing us to fully utilize our investment.

Sincerely,

Ed Legault
Executive Director
Escanaba Downtown Development Authority

1025 Ludington

Escanaba, MI 49829

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**CITY OF ESCANABA
SITE PLAN REVIEW REPORT
CASE NO. PC-071014-01**

REFERENCE: 2223 Ludington Street/109 South Lincoln Road

DATE: July 2, 2014

PROPERTY OWNER/APPLICANT ADDRESS:

Romps Family LLC (aka The Stonehouse Restaurant)
2223 Ludington Street
Escanaba, MI 49829

TYPE OF REQUEST:

In accordance with Section 1801.3 Site Plan Required of Escanaba's Zoning Ordinance, a site plan review for a Land Use Permit will be conducted prior to the use of permit issuance.

Discussion to vacate the western portion of the alley located on Block 2 of the City Center Addition.

CURRENT ZONING:

Commercial District "E".

ORDINANCE:

Ordinance No.1028 Escanaba Zoning Ordinance

DESCRIPTION OF PROPOSED PROJECT:

The Romps Family LLC submitted an application for Zoning Land Use approval for property they own and/or control at 109 South Lincoln Road, Escanaba, Michigan. In the application, the applicants propose to construct a paved and landscaped parking lot. Additionally, a request is being made to vacate the western portion of the alley located on Block 2 of the City Center Addition.

COMPLIANCE WITH DEVELOPMENT STANDARDS:

1. The proposed construction will be located on property which is zoned Commercial District "E".
2. The proposed construction meets the setback standards of the districts.
3. The proposed construction site plan diagram complies with Chapter 18. Site Plan and Sketch Plan Standards, Section 1802 Site Plan Diagram/Requirements, paragraph 1802.2 Site Plan Diagram Requirements, subparagraphs A - X.

4. In accordance with the requirements found in Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph 1803.1.1.1. Pre-Application Conference, a staff meeting was conducted with City staff, the Michigan Department of Transportation and the developer.
5. In accordance with the requirements found in Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph Section 1803.1.1.2. Application, the applicant applied for site plan consideration as required.
6. In accordance with the requirements found in Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph Section 1803.1.1.3. Official Review, an official City administration preliminary review was conducted for comments as to the proposed development's conformance to all applicable standards and requirements.
7. In accordance with the requirements found in Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph Section 1803.1.1.4. Approval; Referral, City administration has deemed the site diagram to be complete and is referring the plan to the Escanaba Planning Commission for review.
8. All fee and notification requirements of the Ordinance have been accommodated.

DUTIES OF THE PLANNING COMMISSION

In accordance with Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph 1803.2. Public Hearing Requirement, prior to voting on a final site plan, the Planning Commission must hold a Public Hearing so as to facilitate public review and understanding of the proposed development.

In accordance with Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph 1803.3. Planning Commission Review, once a site plan is forwarded to the Planning Commission, the Planning Commission is required to review the site plan according to the standards and requirements of Chapter 18. Site Plan and Sketch Plan Standards. The Planning Commission must approve or deny the site plan according to the standards and requirements of the Zoning Ordinance within 45 days of submission of said plan.

In accordance with Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph 1803.4. Site Plan Approval, should the Planning Commission approve the site plan, the applicant, the owner of record, or the legal representative thereof, the Planning Commission Chairperson and one other member of the Planning Commission shall each sign four copies of the approved site plan. The Planning Commission shall transmit one signed copy of the plan and any conditions attached to the Code Official, and one signed copy each to the office of the City Clerk and the applicant. One signed copy shall be retained in the Planning Commission file.

In accordance with Chapter 18. Site Plan and Sketch Plan Standards, Section 1803 Site Plan Review, paragraph 1803.5.1 Site Plan Rejection, should the Planning Commission reject the site plan, the property owner may appeal the decision to the Zoning Board of Appeals.

SITE PLAN APPROVAL STANDARDS

In accordance with Section 1804. Site Plan Approval Standards of Escanaba's Zoning Ordinance, the proposed site conforms to the following site development standards:

- A. Adequate ingress and egress to the parking lot have been accommodated for.
- B. Access points located on the corner of Ludington Street and Lincoln Road have been eliminated.
- C. Parking facilities have been designed to meet the standards of Section 1706 of the Zoning Ordinance.
- D. The development has legal access to the public streets.
- E. The development provides for vehicular and pedestrian circulation.
- F. All parking areas are designed to facilitate safe and efficient vehicular and pedestrian circulation.
- G. Minimal curb cuts are being proposed.

STAFF FINDINGS, COMMENT, GENERAL PLAN GOALS AND CONDITIONS OF APPROVAL:

- 1. Staff is recommending approval of the site plan diagram and vacation of the alley for the following reasons:
 - A. The proposed use is consistent with the zoning designation for the district in that the primary use of the facility is a restaurant.
 - B. An alternative alley route exists on this block which will not prohibit neighboring property owners from accessing their property.
 - C. Safer property access from Lincoln Road is being proposed.

FISCAL IMPACT:

The construction value of the parking lot, along with landscaping, is estimated to be \$100,000.

PUBLIC CONTACT:

Notice of Public Hearing was published in the Escanaba Daily Press Newspaper and meeting notices were mailed to the adjacent property owners of the project site.

The meeting agenda was posted on the City's official notice bulletin board and the City of Escanaba's website.

STANDARDS AND QUESTIONS (FINDING OF FACTS):

In accordance with Chapter 18. Site Plan and Sketch Plan Standards, Section 1801 General, paragraph 1801.1. Purpose, the Planning Commission must ensure that the plan outlines the use and development of the property and is designed to provide for the future growth and development of business that seek an aesthetically attractive working environment.

1. Is the development designed to integrate well with adjacent developments?
2. Is the development designed to minimize nuisance impacts on adjoining parcels?
3. Is the development designed to ensure safe and functional traffic access and parking?
4. Is the development designed to minimize impacts on sensitive environmental resources?

ALTERNATIVES:

Not applicable.

ENFORCEMENT HISTORY:

None.

OTHER CONSIDERATIONS:

None.

BACK UP INFORMATION:

1. Application for Zoning Land Use Approval
2. Assessor's Property Information Card
3. 400' radius property owner/tenant notification letter
4. 400' radius labels
5. Daily Press Advertisement

APPLICATION FOR ZONING LAND USE APPROVAL
CITY OF ESCANABA, ESCANABA, MI 49829

Ch # 1005
P# \$200
6/3/14

We, the undersigned, owner(s)/agent(s) of the following described property hereby apply to you for a Zoning Land Use Permit with a sketch drawn to scale, showing actual dimensions and shape of the lot, exact sizes and locations of existing buildings on the lot, and locations and dimensions of the proposed buildings or alterations. The property owner(s) shall verify any existing easement(s) and/or right-of-way(s). The applicant certifies the information submitted is accurate. The applicant states that he/she has the property owner's authority to execute this agreement and permit. Any certificate issued upon a false statement of any fact which is material to the issuance hereof, shall be void. All questions must be answered.

LEGAL DESCRIPTION OF PROPERTY: LOTS 12 & 13 OF BLOCK 2 OF THE CITY CENTER ADDITION ASSESSOR #: 051-120-2930-305-006

LOT INFORMATION:
PROPERTY OWNER(S): ROMPS FAMILY LLC 051-120-2930-305-005
051-120-2930-305-004

PHONE NUMBER: _____ E-MAIL ADDRESS: JSROMPS @ GMAIL.COM

PROPERTY ADDRESS: 109 S. LINCOLN ROAD

TYPE OF LOT: (circle one) Corner Lot Interior Lot Other: _____

*Please note the dimensions on your site plan as well

SIZE OF LOT: 90x140 LENGTH OF LOT: 140 WIDTH OF LOT: 90

IRREGULAR LOT: NO PROPERTY ZONED: _____

BUILDING INFORMATION:

TYPE OF BUILDING: (please check one)

Construction, alteration or addition of/to a single-family, two-family or multiple-family dwelling with three (3) to four (4) residential dwellings or accessory structures

A building addition of 20% or less of an existing building not to exceed 5,000 square feet

A building addition up to 5,000 square feet that does not modify any other site characteristics such as parking, traffic circulation and drainage

A mobile home park A parking lot or addition containing five (5) or more spaces

A garage or accessory structure over 100 square feet in size Other: _____

SIZE OF BUILDING: N/A EXISTING FLOOR AREA: N/A

PROPOSED PERCENTAGE OF LOT COVERED BY STRUCTURE(S) 0%

PROPOSED USE: N/A

OF STORIES: N/A HEIGHT OF BUILDING: (feet and stories) N/A

GARAGE: (circle one) Attached Detached

ROOF TYPE: (circle one) Gambrel Mansard Flat Gable Hip

SETBACKS: (from property line) FRONT: _____ SIDES: _____ and _____ REAR: _____

IS THE PROPERTY IN A 100 YEAR FLOOD PLAIN? NO YES _____ PANEL # _____ PANEL DATE _____

ESTIMATED VALUE OF CONSTRUCTION: \$100,000

APPROVED VARIANCES: _____

*In Residence "A", "B", and "C" no buildings or structures can occupy more than 35% of the area of the lot. *All building lots must be buildable as defined by the State of Michigan Subdivision Control Act and City of Escanaba Zoning Ordinance. *The Escanaba Zoning Code requires a six (6) foot wide public sidewalk be installed along streets/avenues adjacent to the property on which a building is erected or moved. A Certificate of Occupancy will not be issued by the Delta County Building and Zoning Department until sidewalks are installed.

(Please print)
COMPANY NAME/APPLICANT: Romps Family LLC DATE: 6-3-14

SUBMITTED BY: STARR ROMPS

SIGNATURE: Stan Romps PHONE: 786-5003

*****OFFICE

USE ONLY:
DATE RECEIVED: 6/3/14 APPROVED: _____ DISAPPROVED: _____

IF APPLICATION IS DENIED, REASON FOR DENIAL: _____

SPECIAL REQUIREMENTS OF APPROVAL: _____

SIGNATURE OF REVIEWER: _____ DATE: _____

June 3, 2014

City of Escanaba - City Council
410 Ludington Street
Escanaba MI 49829

We would like to request the vacation of the alley between The Stonehouse and the currently empty lot at 109 S. Lincoln Road. Our family has owned the restaurant for 32 years and recently purchased the property to the south which was previously occupied by Photo Offset Printing.

We hope that you agree that The Stonehouse has been a long standing asset to the Escanaba community. We have always tried to keep this corner as asthetically appealing as possible since it sits at the entrance to our downtown.

We have a total of 45 employees. On a typical weekend night we have 20 employees working in our business. We obviously need all of the parking we can possibly get to accomodate both our employees and customers. We are aware that when Walgreens was built across the street from us the City allowed the vacation of that alley for their business. We are asking for the same.

There is still an existing alley between the property we purchased and the homes to the East that will remain. We plan to provide the proper landscaping and shielding to make this property pleasing to the eye and not a detriment to the homes to the east. It does not seem necessary to have alleys on both the North/South line and the East/West line.

The vacation of the alley would allow us to engineer our parking lot for the maximum amount of parking which has always been a problem for our customers. If the alley is vacated we have agreed with MDOT to eliminate the 3 parking spaces on the corner of Lincoln & Ludington and add a green area which would make the corner much more attractive.

Thank you for your consideration. If you have any questions we can be reached at 786-5003.

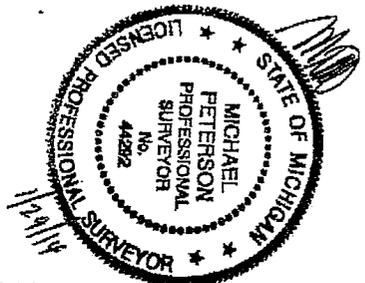


John Romps
President
Romps Family LLC
6523 Park L.7 Lane Escanaba MI 49829



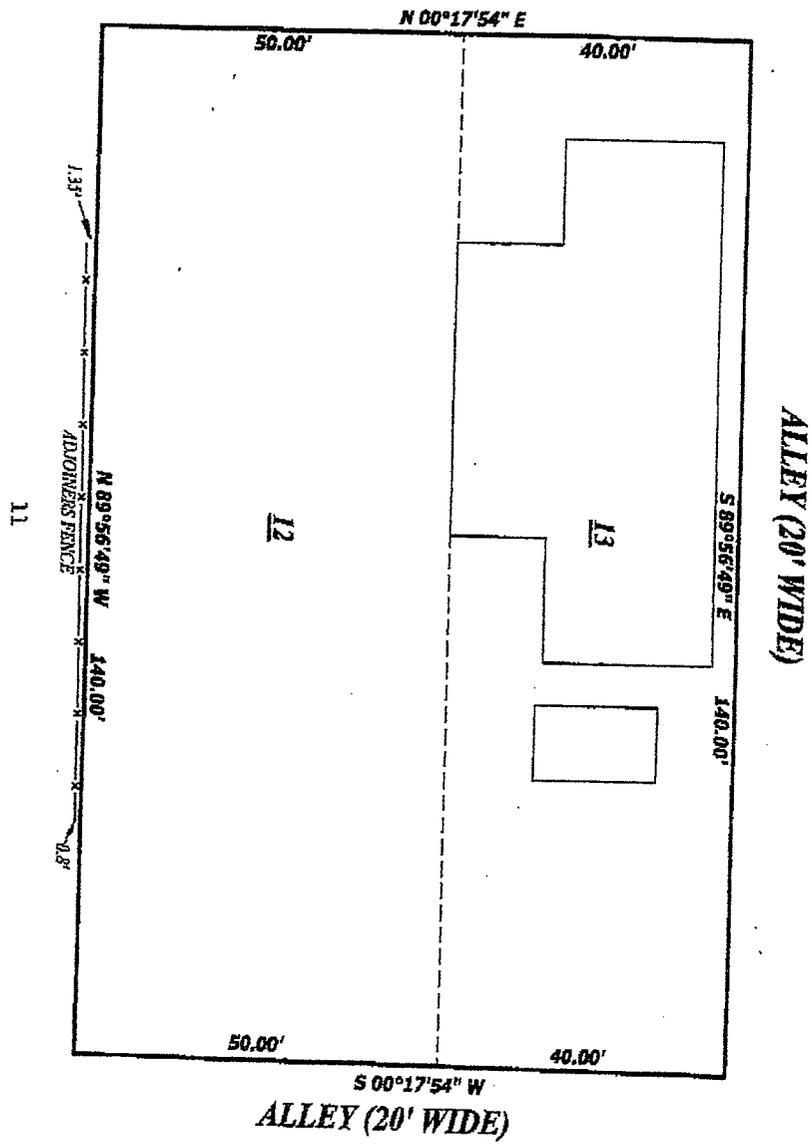
Starr Romps
Vice Pres., Sec., Treasurer
Romps Family LLC

COPY



STATE HWY M-35 & LINCOLN ROAD (100' R/W)

**PLAT OF SURVEY OF
LOTS 12 & 13 OF BLOCK 2 OF
THE CITY CENTER ADDITION TO THE
CITY OF ESCANABA
DELTA COUNTY, MICHIGAN**



ALLEY (20' WIDE)

ALLEY (20' WIDE)

PS Peterson Surveying
1223 N. LINCOLN ROAD
ESCANABA, MI 49829
(906) 789-7878
FAX (906) 789-2729

I, MICHAEL PETERSON, A PROFESSIONAL SURVEYOR IN THE STATE OF MICHIGAN, CERTIFY THAT I HAVE SURVEYED AND MAPPED THE ABOVE PARCEL OF LAND IN ACCORDANCE WITH P.A. 132 OF 1970, THAT THE RATIO OF THE UNADJUSTED FIELD OBSERVATIONS IS WITHIN THE ACCEPTED LIMITS.

JOB NUMBER: 0114003	
SURVEY FOR: FIRST BANK	
DATE: 1/29/14	SCALE: 1"=20'

LEGEND	
(M)	MEASURED
(R)	RECORDED
●	IRONS FOUND
○	IRONS SET
⊙	CONTROL CORNER



June 9, 2014

ESCANABA PLANNING COMMISSION
ESCANABA MICHIGAN 49829

Dear Property Owner/Occupant:

A regular scheduled meeting of the Escanaba Planning Commission has been scheduled for July 10, 2014, at 6:00 p.m. in the Council Chambers of the Escanaba City Hall/Library Complex, 410 Ludington Street. The following item will be on the agenda:

**SITE PLAN REVIEW AND REQUEST TO VACATE PORTION OF
ALLEY – 2223 Ludington Street/109 South Lincoln Road
Stonehouse Restaurant**

Romps Family LLC (aka the Stonehouse Restaurant) is proposing to construct a new parking lot on property they own at 109 South Lincoln Road. Additionally, a request is being made to vacate the western portion of the alley located on Block 2 of the City Center Addition for the proposed parking lot development.

You are cordially invited to attend this meeting should you have any comments concerning this project. If you have comments, but are unable to attend this meeting, please submit your written comments to the City of Escanaba Planning Commission prior to July 10, 2014. All written and signed comments will be read into the public record.

The City of Escanaba will provide all necessary, reasonable aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting to individuals with disabilities at the meeting/hearing upon five (5) days notice to the City of Escanaba. Individuals with disabilities requiring auxiliary aids or services should contact the City of Escanaba by writing or calling the City of Escanaba at (906) 786-9402. A copy of the proposed site plan for the referenced project can be viewed at City Hall, Second Floor, 410 Ludington Street, Escanaba, MI, Monday through Friday, 7:30 a.m. to 4:00 p.m.

Sincerely,

Thomas Warstler, Chairperson
Escanaba Planning Commission

PROOF OF SERVICE - MAILING
This document was enclosed in sealed envelope, first class postage fully prepaid, and deposited in the U.S. Government Mail.
Address to: 400' of 109 South Lincoln Road Escanaba
Mailing Date: 6/10/14
Attached to by: [Signature]

Mission Statement:



PKL LLC
2010 LAKESHORE DRIVE
GLADSTONE, MI 49837

C & L ENTERPRISES
1652 16TH AVENUE SOUTH
ESCANABA, MI 49829

ERICKSON ROBERT C & CAROL J
1164 ONONDAGA ROAD
HOLT, MI 48842

CARNE WILLARD M
2118 20TH AVENUE SOUTH
ESCANABA, MI 49829

BOLLONE KATHY J
W5581 WPA ROAD
VULCAN, MI 49892--867

NORTHERN UNITED FCU
123 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

KOEPP DALE & DECKER MICHAEL J
P O BOX 701
ESCANABA, MI 49829

NORTHSTAR PROFESSIONAL LLC
2636 HWY M-35
BARK RIVER, MI 49807

NORTHERN UNITED FCU
123 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

LUSARDI ENT INC/SUBWAY
1665 STEPHENSON AVE
IRON MOUNTAIN, MI 49801

ROMPS FAMILY LLC
6523 PARK L.7 LANE
ESCANABA, MI 49829

WHALEY KEVIN J
827 DEVEREAUX STREET
IRON MOUNTAIN, MI 49801

WALGREEN CO
REAL ESTATE TAX DEPT
PO BOX 1159
DEERFIELD, IL 60015

ROMPS FAMILY LLC
6523 PARK L.7 LANE
ESCANABA, MI 49829

EKBERG ROBBIE L
117 SOUTH 22ND STREET
ESCANABA, MI 49829

CASEY MICHAEL
2318 1ST AVENUE SOUTH
ESCANABA, MI 49829

ROMPS FAMILY LLC
6523 PARK L.7 LANE
ESCANABA, MI 49829

HEATH DAVE M & KIMBERLY
1410 NORTH 19TH STREET
ESCANABA, MI 49829

BUGAY RICHARD C SR
2316 1ST AVENUE SOUTH
ESCANABA, MI 49829

NORTHERN UNITED FCU
123 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

WILLIAMS DUAINE & DAWN
123 SOUTH 22ND STREET
ESCANABA, MI 49829

KRIST OIL COMPANY
303 SELDEN ROAD
IRON RIVER, MI 49935

NORTHERN UNITED FCU
123 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

PACH STEPHEN T
125 SOUTH 22ND STREET
ESCANABA, MI 49829

ANDERSON ARTHUR G
FUNERAL HOME
2200 LUDINGTON STREET
ESCANABA, MI 49829

DUTTON NICOLE
500 SOUTH 13TH STREET
ESCANABA, MI 49829

PALEQUIN JOHN & SHERRY
129 SOUTH 22ND STREET
ESCANABA, MI 49829

SABUCO ALICE M
4789 18TH ROAD
ESCANABA, MI 49829

SMITH CRAIG L
114 SOUTH 22ND STREET
ESCANABA, MI 49829

ST PETER JAMES SR & GERALD JR
808 NORTH 20TH STREET
ESCANABA, MI 49829

MI CONF ASSOC 7TH DAY ADVENT
2305 1ST AVENUE SOUTH
ESCANABA, MI 49829

GAGNON KAREN
203.5 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

ROMPS FAMILY LLC
2223 LUDINGTON STREET
ESCANABA, MI 49829

LAFAVE THOMAS K & CARRIE B
205 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

ROMPS FAMILY LLC
2223 LUDINGTON STREET
ESCANABA, MI 49829

OMAN LEEANNE M
P O BOX 196
ESCANABA, MI 49829

SMITH CLINTON B & LEONARD C
204 SOUTH 22ND STREET
ESCANABA, MI 49829

SHARP BO WAYNE
208 SOUTH 22ND STREET
ESCANABA, MI 49829

NELSON WANDA L
200 SOUTH 22ND STREET
ESCANABA, MI 49829

MI CONF ASSOC 7TH DAY ADVENT
2307 1ST AVENUE SOUTH
ESCANABA, MI 49829

MI CONF ASSOC 7TH DAY ADVENT
2305 1ST AVENUE SOUTH
ESCANABA, MI 49829

7TH DAY ADVENTIST CHURCH
SOUTH 18TH STREET
ESCANABA, MI 49829

TENANT
2304 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2300 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2317 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2311 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2301 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2120 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2209 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2205 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2201 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
2119 LUDINGTON STREET
ESCANABA, MI 49829

TENANT
102 NORTH LINCOLN ROAD
ESCANABA, MI 49829

TENANT
201 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

TENANT
209 SOUTH LINCOLN ROAD
ESCANABA, MI 49829

TENANT
112 SOUTH 22ND STREET
ESCANABA, MI 49829

TENANT
116 SOUTH 22ND STREET
ESCANABA, MI 49829

TENANT
121 SOUTH 22ND STREET
ESCANABA, MI 49829

PAUL & SHEILA WEDELL
115 SOUTH 22ND STREET
ESCANABA, MI 49829

Romps Family LLC

Landscaping Proposed for Parking Lot Addition - Green Space

8 Flowering Crab Trees

7 Yews

7 Junipers

9 Dogwoods

9 Cedar Falls

14 Flowering Shrubs

ORDINANCE NO. _____

AN ORDINANCE TO VACATE A PART OF AN ALLEY IN BLOCK 2 OF THE CITY CENTER ADDITION

THE CITY OF ESCANABA ORDAINS:

**CHAPTER I
AREA TO BE VACATED**

Section 101. The City of Escanaba hereby vacates a portion of an alley beginning at the west 140 feet of the east-west alley of Block 2 of the City Center Addition to the City of Escanaba. The area to be vacated lies between Ludington Street and 1st Avenue South and between South 22nd Street and South Lincoln Road/M35.

**CHAPTER II
RESERVATIONS**

Section 201. The City of Escanaba reserves to itself, its successors, or assigns perpetual easement rights to construct and maintain any public utilities under or over said vacated parcel, and access thereto.

**CHAPTER III
APPEAL**

Section 301. This Ordinance is passed after due notice has been given as required by Section 2 of Chapter XII of the City Charter, and by Ordinance No. 65 of the City of Escanaba, as amended, and by Act No. 207 of the Public Acts of Michigan for 1921, as amended, that the Council would hear objections to the vacating and discounting of the aforementioned and described property on _____.

**CHAPTER IV
EFFECTIVE DATE**

This Ordinance shall be in full force and effect ten (10) days after its passage and publication.

APPROVED:

APPROVED:

Ralph B.K. Peterson, City Attorney

Marc D. Tall, Mayor

ATTEST:

Robert S. Richards, CMC/City Clerk

I hereby certify that the foregoing constitutes a true and complete copy of an Ordinance duly adopted by the City Council of the City of Escanaba, County of Delta, Michigan, at a regular meeting held on _____, and was published in the Daily Press, a newspaper of general circulation in the City of Escanaba on _____ and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Robert S. Richards, CMC/City Clerk

CITY OF ESCANABA PLANNING COMMISSION

At a meeting of the Escanaba Planning Commission on July 10, 2014, at 6:00 p.m. in the Council Chambers of the Escanaba City Hall, 410 Ludington Street, Escanaba, MI 49829, the following public hearings and site plan review will be conducted:

SITE PLAN REVIEW AND REQUEST TO VACATE PORTION OF ALLEY -

**2223 Ludington Street/109 South Lincoln Road
Stonehouse Restaurant**

Romps Family LLC (aka the Stonehouse Restaurant) is proposing to construct a new parking lot on property they own at 109 South Lincoln Road. Additionally, a request is being made to vacate the western portion of the alley located on Block 2 of the City Center Addition for the proposed parking lot development.

The public is cordially invited to attend this meeting should you have any comments concerning any of the agenda items. If you have comments, but are unable to attend this meeting, please submit your written concerns to the City of Escanaba, City Manager's Office, P.O. Box 948, 410 Ludington Street, Escanaba, MI 49829 prior to July 10, 2014. All written correspondence will be read into the public record. A copy of the proposed plans can be viewed at City Hall, 410 Ludington Street, Escanaba, MI 49829.

Thomas Warstler, Chairperson
Escanaba Planning Commission

7/11/14

MEMORANDUM

July 2, 2014

TO: Escanaba Planning Commission
FROM: 
James V. O'Toole, City Manager
SUBJECT: Request to Purchase Real Estate

Basic Marine, Inc. of Escanaba, Michigan, has submitted a request to purchase City-owned real estate located at the end of North 4th Street. Currently, Basic Marine, Inc. owns both properties adjacent to each side of the City-owned lot along the waterfront. Basic Marine, Inc. intends to develop a deep-water port so as to expand the commercial and industrial capabilities of their business.

Basic Marine, Inc. has stated they intend to invest approximately \$500,000 into the property, upon acquisition to restore the water depths to 28' deep and install 'approximately 270' of sheet piling. In conjunction with the investment, if the sale is approved, Basic Marine, Inc. anticipates hiring 20-25 new employees, most of who would be in the skilled trades, such as welders, ship fitters, pipe fitters, painters, along with support staff such as engineers, supervisors and administrative personnel.

Mission Statement:



Enhancing the enjoyment and livability of our community by providing quality municipal services to our citizens.

The City of Escanaba is an equal opportunity employer and provider.



440 North 10th Street Phone 906-786-7120
Escanaba, MI 49829 Fax 906-786-7168
Email: info@basicmarine.com

Date: November 30, 2013
To: James O'Toole, City Manager – City of Escanaba
Email: jotoole@escanaba.org
Subject: Basic Marine acquisition of City Property
Re: Tax ID No. 051-420-2929-200-002

Basic Marine, Inc. (hereinafter “Basic”) hereby requests the City of Escanaba to sell the subject property (as portrayed in the enclosed site plan) to Basic. Basic currently owns both properties along the water on either side of the subject property. Basic intends to use this property, as the link that connects the chain of adjacent waterfront properties, to begin to restore it to its original use – as a deep water port. This would expand the commercial and industrial capabilities of Basic, allowing Basic to bring in and work on larger and deeper vessels operating on the Great Lakes (such as cruise vessels and freighters), as well as saltwater vessels coming into the Great Lakes from foreign waters. This, in turn, would bring new business to Escanaba. The economic impact of that new business is reported to be about 5x whatever the direct impact is to Basic. Example: Basic brings in \$10 million worth of new business, then that would have an local economic impact of about \$50 million.

Basic intends to invest approximately \$500,000 into the property, upon acquisition, and within the first year, to restore the water depths to 28’ and install approximately 270’ of sheet piling (in conjunction with the new sheet piling being install on both properties adjacent to this property – east and west); thus, cleaning-up and beautifying that end of the waterfront property. Basic would also provide and install electricity and appropriate mooring equipment, for vessels to moor alongside the dock, so they can be worked on – in emergency situations, without having to lighten their loads (as is required at other ports on Lake Michigan), as well as bringing them in for / during their regular maintenance periods.

Upon making this investment, in conjunction with the investment into both properties adjacent to this property, Basic would hire 20-25 new employees, most of who would be in the skilled trades, such as welders, shipfitters, pipefitters, painters; along with support staff, such as engineers, supervisors, and administrative personnel.

In light of all this additional investment that Basic will be making, and the fact that the property is actually “filled property” (i.e. on top of peat) – making it unsuitable for building on it besides the intended / proposed use as described herein, Basic offers to purchase this piece of property for: \$1.

Thank you, in advance, for your consideration and cooperation with our request,
Tennie Peters, Controller

BASIC MARINE, INC.
440 North 10th Street
Escanaba, MI 49829

2/21/2013

www.basicmarine.com
Phone: 906.786.7120
Fax: 906.786.7168

City Manager James V. O'Toole
PO Box 948
Escanaba, MI 49829



Subject: Basic Marine Harbor, Escanaba, MI

Dear Mr. O'Toole,

The harbor at Basic Marine is the original port on Lake Michigan that established the City of Escanaba. The ore trade that originally passed through this site was instrumental in the development of the United States of America.

Basic Marine has established itself on this 38-acre site, located in the city limits of Escanaba. Now, 150 years later, this harbor is going to be the new heart for the Upper Peninsula's link to the world; as well as the only shipbuilding and marine repair facility of its kind in the State of Michigan.

Basic Marine, Inc. has earned a reputation for providing top-quality vessels and services, in a timely manner, and on a competitive basis. Enclosed hereto, for your reference, are brief summaries of some of Basic Marine's projects that have been completed over the past five years; along with a hull history, showing all steel-hulled vessels that have been successfully built and delivered (through hull 215), or are currently under contract to be completed (hull 216 and on).

The second aspect of the harbor at Basic Marine will be the construction of a deep water port which will allow deep draft saltwater ships to load and unload in Escanaba. Also, during winter lay-up season, this deep water port will allow for dockside storage, services and repairs of various Great Lakes' ore carriers to occur right here in Escanaba.

Basic Marine's location makes it easily accessible by truck, water and rail. Additionally, the railroad spur that enters the Basic Marine property has recently been extended to better enable Canadian National Railroad to serve the harbor.

As noted, Basic Marine is the only business of its kind in the State of Michigan. There are no other shipbuilding and repair companies in the state that are capable of the size and type of work accomplished at Basic Marine.

Because the lack of adequate water depths, that continue to decline in recent years, limit and curtail all the aforementioned activities, and stifle the growth of this industrial facility, Basic Marine requests, through your office and from the State of Michigan, financial support for dredging of the Basic Marine Harbor, so shipbuilding and vessel repairs can continue without hindrance; and so deepwater port activities can be developed further.

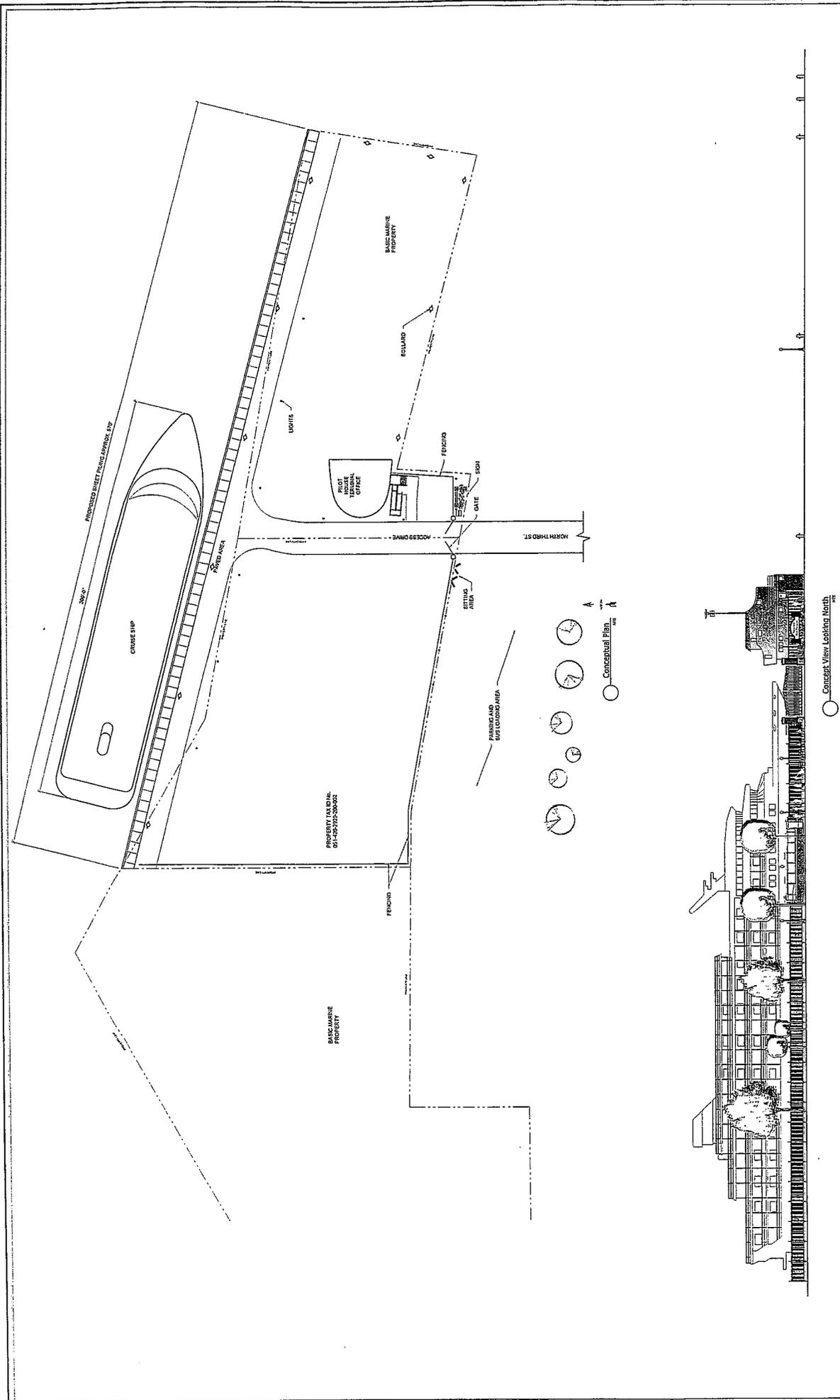
If you need additional information, please contact either of us, at your convenience:

Lyle L. Berro: 906-420-1115; LyleBerro@chartermi.net

P.O. Box 143, Escanaba, MI 49829

Terrie Peters: 906-786-7120; terriep@basicmarine.com

Thank you for your consideration.



Dynamic Design Group, Inc.
 P.O. Box 1064
 900 1st Ave. So., Ste. A
 Escanaba, MI
 ph: 906.766.3300

Dynamic Design
 Group, Inc.
 Engineers—Architects—Project Managers
ddg design document manage

Proposed Escanaba Port Terminal

Mr. Daniel Kobasic
 11-26-2013

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector Sault Sainte Marie

337 Water Street
Sault Sainte Marie, MI 49783
Staff Symbol: s
Phone: (906) 635-3340
FAX: (906) 635-3321

16000
14-01-901
30 January 2014

City of Escanaba
Attn: City Manager
410 Ludington Ave
Escanaba, MI 49829

Dear Mr. O'Toole:

My name is Captain Steve Teschendorf and I serve as the Commander of U.S. Coast Guard Sector Sault Sainte Marie. As such, I am responsible for all Coast Guard statutory missions on Lake Superior and northern portions of Lakes Michigan and Huron. Some of those missions include search and rescue, law enforcement, marine safety, aids to navigation, marine environmental protection, and domestic icebreaking operations.

The purpose of this letter, consistent with 5 C.F.R. 2635.702(e), is to discuss the importance of Escanaba's waterfront to our Green Bay icebreaking activities. As you well know, commercial carriers transport various bulk commodities to and from the City of Escanaba's waterfront. During periods of ice cover, the safe and efficient movement of these cargoes often relies on U.S. Coast Guard icebreaker support. When conducting ice breaking operations in Little Bay de Noc, or when cutters need to stay overnight, our cutters moor at the Reiss Facility. Although we're grateful for the Reiss Facility's gracious hospitality, that dock is further up the bay than the cutters prefer to operate.

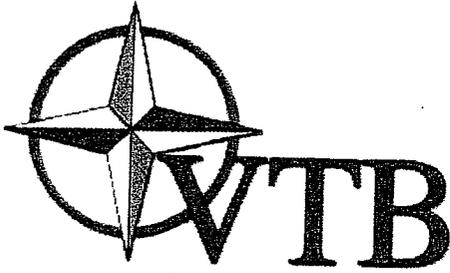
I understand you are considering a plan to build a dock nearer to the bay of Green Bay. If such a dock were to be built, and it had ample water depth, such a dock would benefit the transport of bulk commodities to and from your city as well as Coast Guard missions that support icebreaking in and around Green Bay. I have conferred with Captain Matt Sibley, the Commander of U.S. Coast Guard Sector Lake Michigan who also has purview over this area. Captain Sibley agrees with my assertion.

I thank you for your consideration.

Sincerely,


S. C. TESCHENDORF
Captain, U. S. Coast Guard
Commander, Sector Sault Sainte Marie

Copy: USCG Sector Lake Michigan



VanEnkevort Tug & Barge, Inc.
909 North Lincoln Road
Escanaba, MI 49829

Phone: (906) 786-1717
Fax: (906) 786-1700
Email: vtbarge@vtbarge.com

Date: 2/07/14
To: Whom It May Concern
From: VanEnkevort Tug & Barge Inc.
Re: Deep Water Dockage

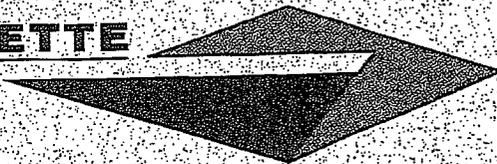
It has come to our attention that Basic Marine has an opportunity to acquire property that would allow vessels of notably deeper drafts to come into their facility. We currently do business with Basic Marine, but the scope of that business is limited by the current controlling draft at their docks.

If we were able to come into their facility at deeper drafts, the opportunities for us to do more business together would increase substantially.

Respectfully,

Dirk VanEnkevort
President
VanEnkevort Tug & Barge Inc.

PERE MARQUETTE
SHIPPING COMPANY



Date: 1/28/14

To: Whom It May Concern

From: Charles Roy Leonard / COO, Pere Marquette Shipping

Re: Deep Water Dockage

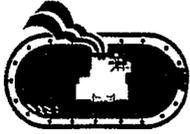
It has come to our attention that Basic Marine has an opportunity to acquire property that would allow vessels of notably deeper drafts to come into their facility. We currently do business with Basic Marine, but the scope of that business is limited by the current controlling draft at their docks.

If we were able to come into their facility at deeper drafts, the opportunities for us to do more business together would increase substantially.

Sincerely

A handwritten signature in cursive script, appearing to read "Charles Leonard". The signature is written in dark ink and is positioned above the printed name.

**Charles Roy Leonard
COO, Pere Marquette Shipping**



CENTRAL MARINE LOGISTICS
INTER SHIP & NORTHERN INDIANA MARINE MANAGEMENT
VESSEL MANAGEMENT ♦ STEAMSHIP AGENTS ♦ BULK FORWARDING



445 N. BROAD STREET, GRIFFITH, IN 46319 • PHONE 219-922-2602 • FAX 219-922-2715
CENTRALMARINELOGISTICS.COM

BASIC MARINE, INC.

Dan Kobasic
440 N 10th St.
Escanaba, MI 49829

February 18, 2014

Dear Dan,

It was good to speak with you the other day. I am definitely excited to learn about your potential deep water ship repair project.

There is currently no local facility to repair vessels that can accept a typical US flagged Laker in loaded condition. As the US fleet gets older, the potential for a mechanical causality increases every year. In my opinion, it will only be a matter of time, before a lake boat will require a repair and be unable to off load cargo before heading to one of the few shipyards on the Great Lakes.

Your proposal of a deep water ship repair facility that can accommodate a loaded Laker will be most welcome and supported by industry.

Sincerely,

Tom Wiater
Central Marine Logistics
President

BASIC MARINE, INC.
440 North 10th Street
Escanaba, MI 49829

www.basicmarine.com
Email:
info@basicmarine.com

DUNS: 099946683
Phone: 906.786.7120
Fax: 906.786.7168

CONSTRUCTION EXPERIENCE and PAST PERFORMANCE

Basic Marine, Inc. (BMI) is a fully-equipped, financially-sound and bondable shipyard. BMI is a small business with less than 50 employees. BMI has performed as the prime contractor for all new construction contracts and marine repair jobs since the 1980's for various commercial firms and government agencies, including: the United States Army, Corps of Engineers, Coast Guard, Geological Survey, Navy and Departments of Transportation. BMI has never defaulted on a contract nor had any contract terminated for the convenience of the Government or any commercial firm.

These jobs have ranged from minor repairs to major conversions to new construction; from multiple-year contracts to produce, overhaul, test and deliver freshwater and saltwater buoys, to multiple-option contracts for new barges and causeway modules; and single-vessel contracts for new specialty barges and passenger/vehicle ferries. All of these jobs have included tasks and requirements that are similar in nature and scope to the scope of work described in your solicitation.

Following is a brief synopsis of such jobs demonstrating BMI's ability to successfully design, construct, test and deliver complete vessels - with bilge/fuel handling, electrical, HVAC, hydraulic, mechanical, propulsion, safety, sanitary/sewage, and spud-handling systems; as well as build, paint and outfit vessels of various designs and sizes in accordance with contract specifications and regulatory requirements.

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DUNS: 099946683
Phone: 906.786.7120
Fax: 906.786.7168

Repair Contracts

Commander, USCG Maintenance and Logistics Command - Atlantic
300 East Main Street, Suite 600
Norfolk, VA 23510-9102
Contact: Fax for all is 757-628-4676

Buoys Maintenance - Great Lakes Buoys
Contract Officer: Gail McDaniel 757-628-4649

Services performed: overhaul, repair, blast, paint, renew faulty components on buoys located around the Great Lakes

1. Contract HSCG80-04-D-000119 - Completed 4 years. Amount: varied each year* Contract Specialist: Tara Holloway 757-628-4754

Drydocking Repairs - United States Coast Guard Cutters/Buoy Tenders

Contract Officer: Michael Monahan 757-628-4639; Contract Specialist: Sandra Martinez 757-628-4591

Services performed: De-rig vessels of various components (propulsion, electrical, hydraulic, mechanical, HVAC, etc.), overhaul/renew and reinstall; hull and deck repairs/section-replacements; blasting, cleaning and preserving tanks, exhaust stacks, decks, machinery spaces and hull exterior

1. Contract HSCG85-12-C-P45B75 - USCG Bristol Bay - Oct 2012. Final Amount: \$.9 million *
2. Contract HSCG85-11-C-P45EP2 - USCG Mobile Bay - Oct 2011. Final Amount: \$.95 million *
3. Contract HSCG85-11-C-P45M42 - USCG Katmai Bay - July 2011. Final Amount: \$.5 million *
4. Contract HSCG85-10-C-P45CK6 - USCG Buckthorn - Sept 2010. Final Amount: \$.2 million *
5. Contract HSCG85-10-C-P45CK6 - USCG Biscayne Bay - July 2010. Final Amount: \$.7 million *

RV Laurentian Haul-Out & Repair
c/o Great Lakes Environmental Research La
4840 South State St.
Ann Arbor, MI 48109
Primary Contact: Eugenia Lashbrook

1. Contract EA-133R-12-SE-1188 - Drydock R/V Laurentian - Jul 2012. Final amount: \$.14 million *
Overhaul shaft, propeller, rudder, bearing, tanks, and valves; renew piping and plating; blast and paint hull

USAED Buffalo, Cleveland Project Office
1035 East 9th Street
Cleveland, OH 44114-1003
Primary Contact: Paul Rogers at (216) 685-1211

1. Contract W912P4-10-P-0002 - Drydock Tug Cheraw - Jan 2010. Final amount: \$.5 million *
Overhaul shaft, propeller, rudder, bearing, tanks, and valves; renew piping and plating; blast and paint hull
2. Contract W912P4-11-C-0001 - Drydock Derrick Barge McCauley - April 2011. Final amount: \$.75 million *
Crop, renew and paint rake and hull-plating and structural members; crane work

* Contract Type: The contracts listed above were awarded as Fixed Price contracts. Several pre-priced Options/Rates were included in the bids, and awarded during the progress, for these jobs.

BASIC MARINE, INC.
 440 North 10th Street
 Escanaba, MI 49829

www.basicmarine.com
info@basicmarine.com

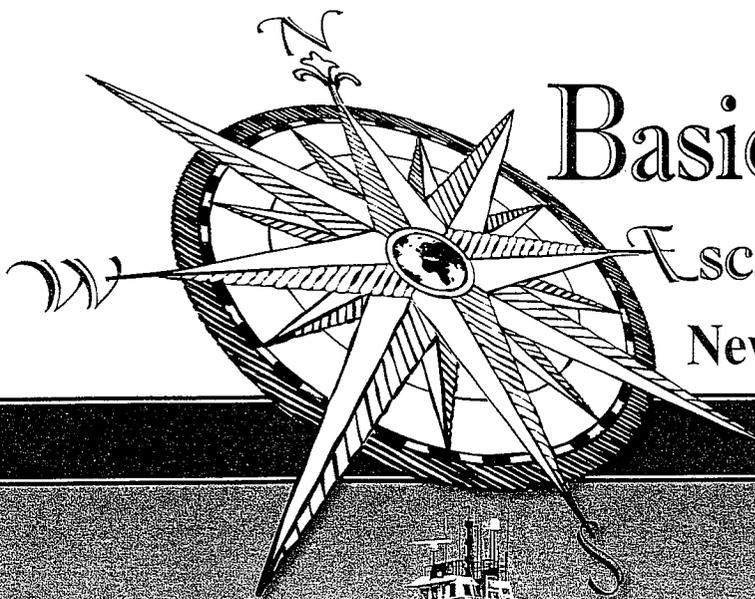
Contact: Terrie Peters
 Phone: 906.786.7120
 Fax: 906.786.7168

Basic Marine, Inc. (BMI) is a small business with less than 50 employees capable of constructing, testing and delivering steel hulls of various sizes and designs. BMI's production schedule could easily accommodate the construction schedule requirement for this project. All units are built on BMI's safe location which includes 38 acres at: 440 North 10th Street, Escanaba, MI 49829. BMI has successfully built, tested and delivered several steel-hulled vessels, as noted below.

<u>Description</u>	<u>Customer/Contact</u>	<u>Dimensions</u>	<u>Special Features</u>	<u>Contract Amount</u>	<u>NTP - Construct</u>	<u>Completion</u>
Director - Marine Design Center US Army Engineer District, Philadelphia Wanamaker Building, 100 Penn Square East Philadelphia, PA 19107-3390	Edward Vollberg Ph: 215-656-6850 Fax: 215-656-6868					
Design, construct, test and deliver:						
Gravel Revetment Barge - Contract W912BU-09-C-0056	Memphis District	200 x 40 x 8	hydr-driven spuds, winches, electrical, HVAC, crane, head, galley, office	\$8.2 million	Sep-09	Feb-12
6 Deck Cargo Barges - Contract W912BU-10-C-0012	Mobile District	120 x 28 x 7	cargo boxes	\$3.4 million	Jul-10	Jan-12
Stop Log Barge - Contract W912BU-10-C-0016	Nashville District	150 x 52 x 7	stop log foundations; elevated walkways	\$1.4 million	Mar-10	Jun-11
14 Deck Barges - Contract W912BU-08-C-0037	Galveston District	95 x 70 x 10	salt water ballasting for all WT compartments	\$25 million	Sep-08	May-11
One Floating Crane Barge - Contract W912BU-09-C-0003	Huntington District	70 x 35 x 6' 3"	pedestal-mounted crane	\$1.6 million	Oct-08	Dec-09
One Deck Barge - Contract W912BU-06-C-0028	Rock Island District	150 x 59-6 x 12	spuds, elec-driven spud	\$6.7 million	Apr-08	Jul-09
Twenty Pipeline Pontoons - Contract W912BU-06-C-0026	Vicksburg District	48 x 18 x 4	winches, various systems	\$4 million	May-07	Oct-08
One Anchor Barge - Contract W912BU-05-C-0020	Vicksburg District	60 x 22-2 x 5-3	pipeline, castings, t-rails	\$1 million	Apr-06	Mar-08
Six Deck Cargo Barges - Contract W912BU-04-C-0016	Omaha District	120 x 30 x 6-3	winch overhaul cargo boxes	\$2.7 million	Jun-05	May-07
Naval Sea Systems Command 1333 Isaac Hall Ave. S.E. Stop 2020 Washington Navy Yard 20376-2020	Stephen Piasecki Ph: 202.781.2969 Fax: 202.781.4651					
Contracts to Design, Construct, Test and Deliver: Two Covered & Seven Uncovered Lighters - Contract N00024-04-C-2200	Norfolk, VA & Keyport, WA	110 x 39-4 x 9	warehouses on deck top with roll back doors	\$6.9 million	May-04	Jan-08

BASIC MARINE, INC. - HULL HISTORY

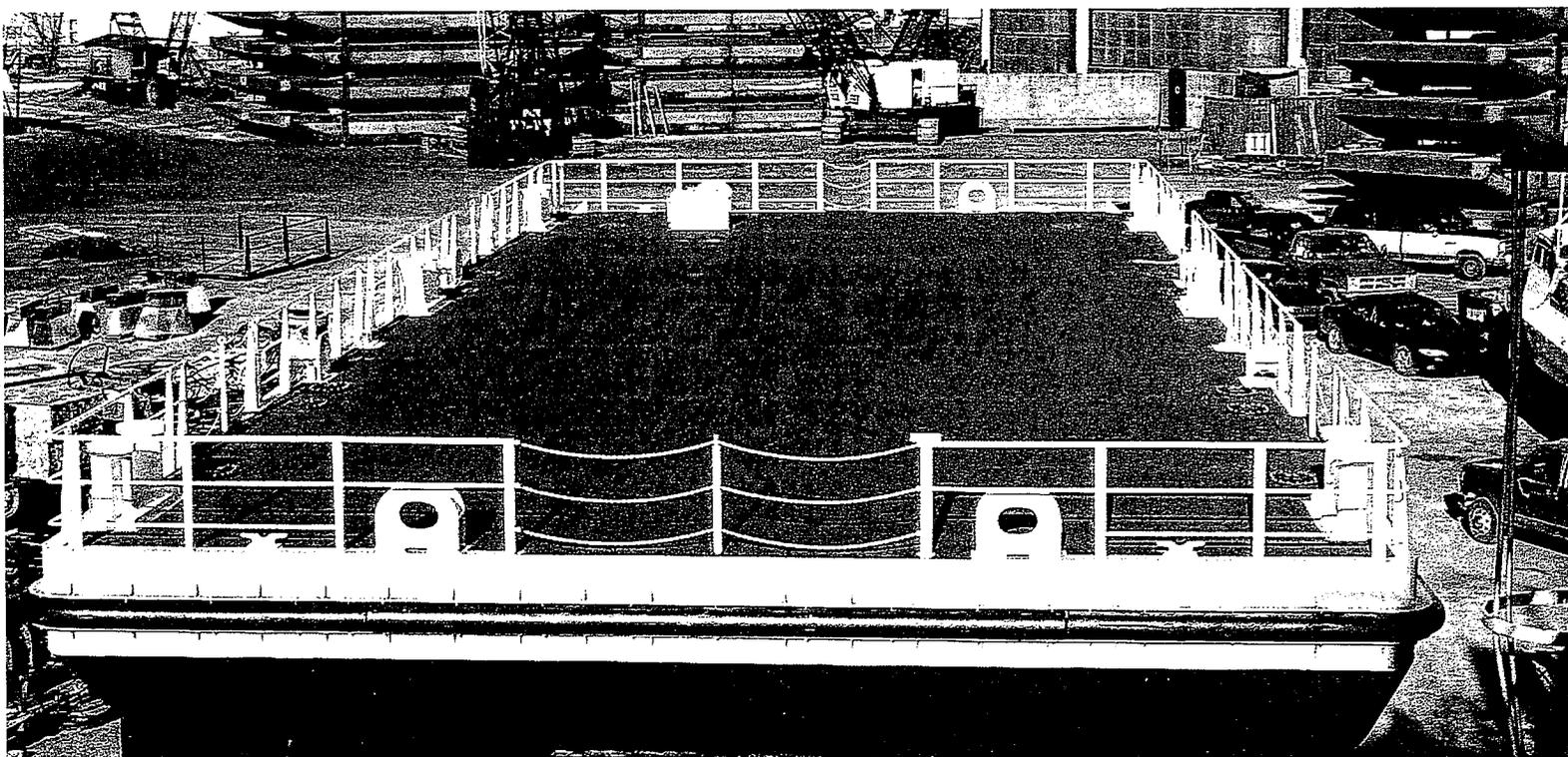
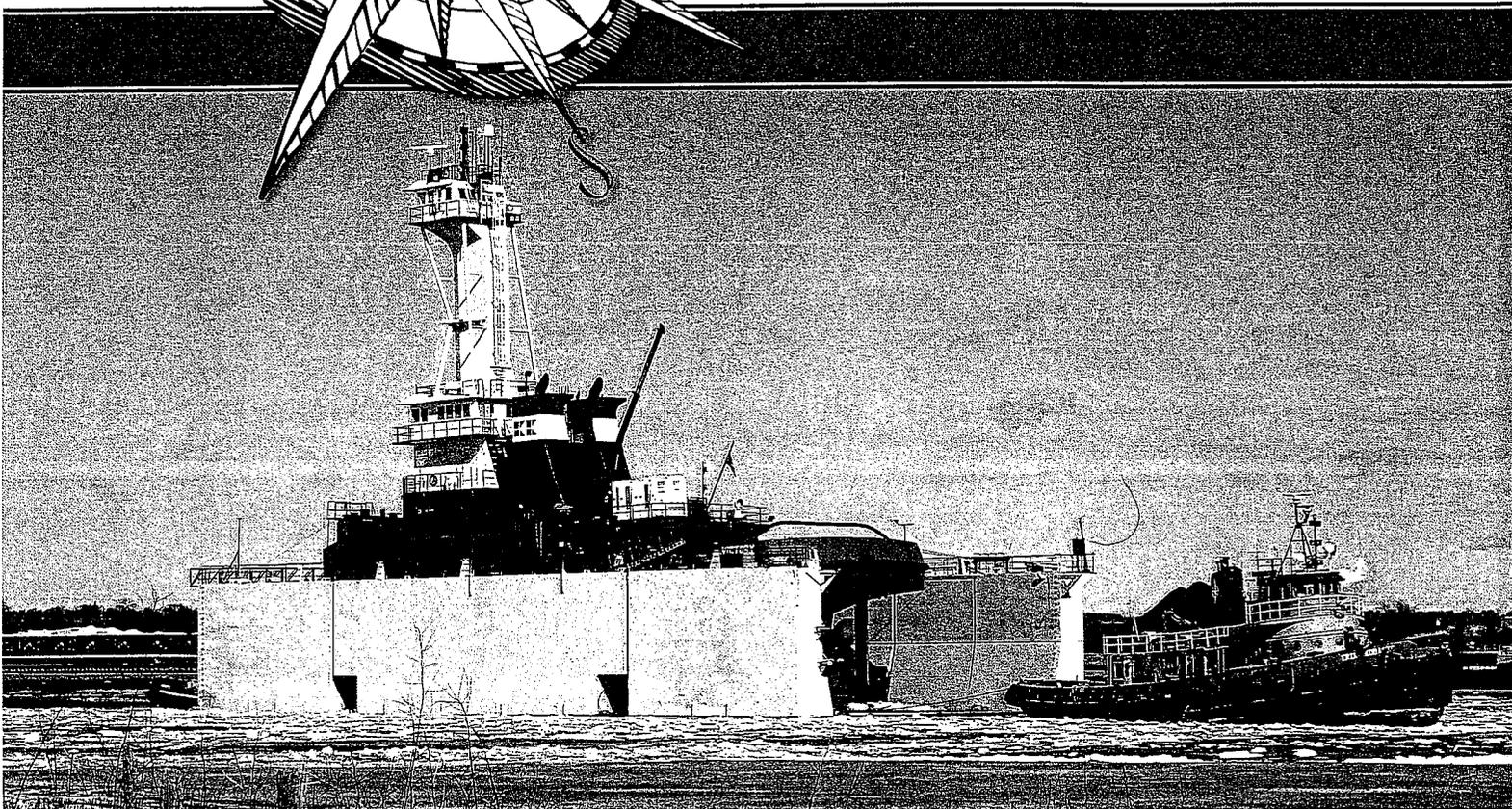
<u>HULL NO</u>	<u>YEAR</u>	<u>VESSEL TYPE</u>	<u>SIZE</u>	<u>LOCATION</u>
1		FISHING TRAWLER	80 X 22 X 12	NEW ENGLAND COAST
2		OFFSHORE OIL BARGE	180 X 54 X 12	NEW ORLEANS, LA
3		FISHING TRAWLER	80 X 24 X 12	CEDAR RIVER, MI
4		GATE BARGE	150 X 52 X 8	PITTSBURGH, PA
5	1988	DECK BARGE	200 X 50 X 8	PITTSBURGH, PA
6-9	1990	DECK CARGO BARGES	110 X 26 X 6	ST. PAUL, MN
10	1990	DECK CARGO BARGES	105 X 26 X 8	ST. PAUL, MN
11	1992	SPUD BARGE	150 X 46 X 10-6	DETROIT, MI
12-21	1989	NABRICO BARGES	160 X 34 X 9-6	VICKSBURG, MS
22	1992	DECK BARGE	110 X 26 X 7	PITTSBURGH, PA
23-24	1991	FERRY	SECTIONAL	OSAGE BEACH
25-28	1992	DECK CARGO BARGES	110 X 26 X 6	PITTSBURGH, PA
29-78	1993	DREDGE PONTOONS	47-6 X 16 X 3-10	ST. PAUL, MN
79-80	1993	STOP LOG BARGES	190 X 33 X 8	NASHVILLE, TN
81	1993	STOP LOG BARGE	135 X 35 X 8	NASHVILLE, TN
82-84	1994	COVERED LIGHTERS	33.55 X 12 X 2.75M	PHILADELPHIA, PA
85-88	1994	COVERED LIGHTERS	33.55 X 12 X 2.75M	LOS ANGELES, CA
89-90	1995	DECK CARGO BARGES	151 X 52 X 8	HUNTINGTON, WV
91	1997	FUEL OIL BARGE	125 X 26 X 7-6	ST. PAUL, MN
92	1997	FUEL OIL BARGE	125 X 26 X 7-6	VICKSBURG, MS
93	1996	FERRY	114 X 48 X 10-6	SUGAR ISLAND, MI
94-95	1997	HOPPER BARGES	175 X 26 X 11	PITTSBURGH, PA
96-97	1998	DECK CARGO BARGES	150 X 35 X 6	ROCK ISLAND, IL
98-103	1998	DECK CARGO BARGES	150 X 35 X 8	ROCK ISLAND, IL
104	1998	CRANE BARGE	150 X 46 X 9	ST. LOUIS, MO
105	1999	RO/RO SPUD BARGE	200 X 42-6 X 10	ESCANABA, MI
106	1999	CARGO BOX BARGE	140 X 54 X 7	LOUISVILLE, KY
107	2000	FUEL OIL BARGE	125 X 26 X 8	ST. LOUIS, MO
108	2000	FERRY	148 X 40 X 12	DRUMMAND ISLAND, MI
109-110	2000	DECK CARGO BARGES	110 X 26 X 7	PITTSBURGH, PA
111	2000	DECK CARGO BARGE	108 X 26 X 7	PITTSBURGH, PA
112	2001	WASH DOWN BARGE	72 X 36 X 11-6	LOUISVILLE, KY
113-115	2001	DECK CARGO BARGES	120 X 30 X 7	NEW ORLEANS, LA
116	2002	FERRY	105 X 44 X 5-8	MERRIMAC, WI
117	2004	RESEARCH VESSEL	101 X 24-9 X 9	CHEBOYGAN, MI
118	2004	DECK CARGO BARGE	150 X 35 X 6	ROCK ISLAND, IL
119	2006	CRANE BARGE	150 X 46 X 10	ROCK ISLAND, IL
120-121	2006	MANEUVER BOATS	80 X 32 X 4-6	ROCK ISLAND, IL
122-124	2005	OPEN LIGHTERS	110 X 39-4 X 9	NORFOLK, VA
125	2005	COVERED LIGHTER	110 X 39-4 X 9	KEYPORT, WA
126	2005	COVERED LIGHTER	110 X 39-4 X 9	PORTSMOUTH, VA
127-132	2007	DECK CARGO BARGE	120 X 30 X 6-3	OMAHA, NE
133-157	2006	PIPELINE PONTOONS	48 X 18 X 4	ST. LOUIS, MO
158-159	2006	OPEN LIGHTERS	110 X 39-4 X 9	PORTSMOUTH, VA
160	2005	DEBRIS BARGE	50 X 24 X 4	CHICAGO, IL
161-162	2006	ROCK BARGES	150 X 35 X 8-4	PEORIA, IL
163	2007	ANCHOR BARGE	60 X 22'2 X 5'3	VICKSBURG, MS
164-183	2008	VICKSBURG PONTOONS	48 X 18 X 4	VICKSBURG, MS
184	2009	KEWAUNEE BARGE	150 X 59'6" X 12	ROCK ISLAND, IL
185-186	2007	OPEN LIGHTERS	120 X 30 X 6-3	SILVERDALE, WA
187	2008	VICKSBURG PONTOON	48 X 18 X 4	VICKSBURG, MS
188-189	2009	VINCCLER DECK BARGES	150 X 45 X 10	VENEZUELA
190	2009	VINCCLER DECK BARGE	200 X 70 X 12	VENEZUELA
191	2009	HUNTINGTON CRANE BARGE	70 X 35 X 6	HUNTINGTON, WV
192	2009	RO/RO SPUD BARGE	220 X 55 X 12	ESCANABA, MI
193-206	2011	DECK BARGES	95 X 70 X 10	GALVESTON, TX
207	2011	MEMPHIS CRANE BARGE	200 x 40 x 8	MEMPHIS, TN
208	2011	NASHVILLE STOP LOG BARGE	150 x 52 x 7	NASHVILLE, TN
209	2010	BMI DECK BARGE	210 x 42-6 x 11	ESCANABA, MI
210-211	2012	MOBILE DECK CARGO BARGES	120 x 28 x 7	MOBILE, AL
212-215	2012	MOBILE DECK BARGES	120 x 28 x 7	MOBILE, AL
216	2012	FERRY BARGE	78'10 x 34'8 x 5'8	CHICAGO, IL
217	2013	DECK BARGE	120 X 30 X 6	OMAHA, NE
218-219	2013	SPUD BARGES	150 x 35 x 6	ROCK ISLAND, IL
220	2013	RO/RO SPUD BARGE	160 x 42 x 12	ESCANABA, MI



Basic Marine, Inc.

Escanaba, Michigan

New Construction & Marine Repairs



About BASIC MARINE, INC.

Quality workmanship and exceptional facilities

■ What we do

Custom-built steel vessels delivered on time, with paint and equipment warranties, at competitive prices. Experienced with ABS, DOT's, U.S. Army, Corps of Engineers, Coast Guard, and Navy.

■ Facilities

We have approximately 74,000 square feet of fully equipped fabrication, shop and warehouse facilities—including a new "Cincinnati" 1000-ton press brake and new plasma cutting table—for cutting, fitting, welding, forming, rolling, surface preparation and coating, installing electrical, mechanical and safety systems.

Basic Towing, Inc. is an excellent partner to our production at Basic Marine. Basic Towing makes many of our product deliveries.

Marine Repairs

■ Floating Drydock

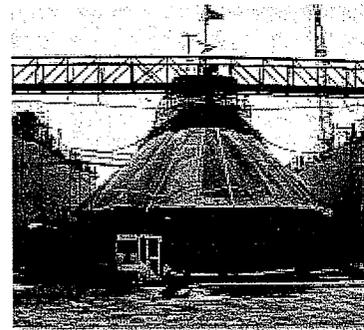
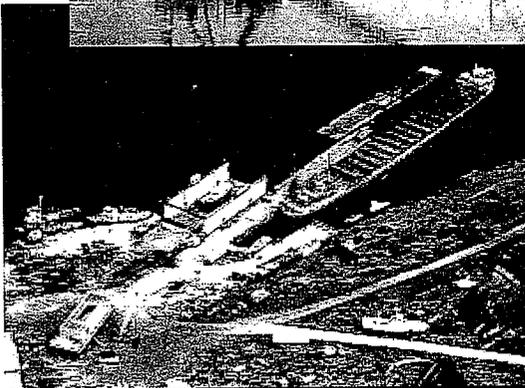
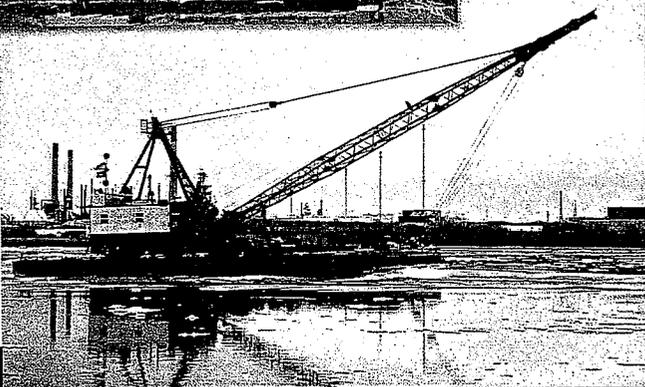
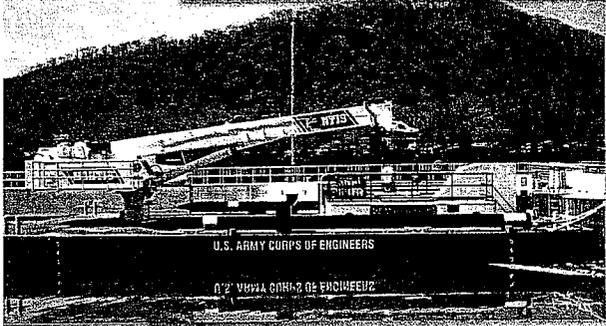
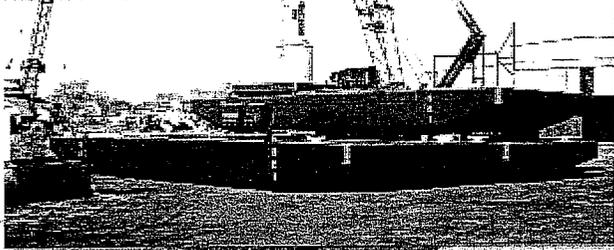
2300 tons; 160' x 65' (inside) with removable side wall. Repairs, replacements and installations of sections and components. Inspection and survey, surface prep and finishing, electrical, mechanical and safety systems.

■ Dock and Pier

More than 2000' of dockside space, plus 500' pier—averaging 15'-20' deep, 480V and 120V, 3-phase and single-phase shore power with water hook-up/access.

Why to use BASIC MARINE

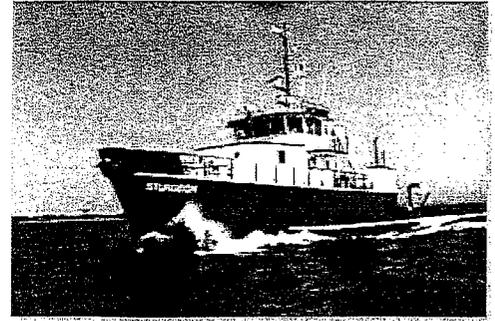
We offer great benefits to our customers, with access to 38 acres of waterfront property in the northern, naturally protected section of Green Bay, called Little Bay De Noc in Escanaba, MI. With this access, we offer 2000 feet of dock space, plus a 500-foot pier, Canadian National railway service into the yard; multiple gates for easier road access to, and from, the water front; and a recently-improved, 250' section of gravel road to better handle heavy lift trucks. All these features allow us to better serve our customers' needs for deliveries across the Great Lakes, and / or to the East or West coasts. Whether your needs are to have a loading or unloading point for a heavy lift ship, or heavy lift trucks; or to load our barge for a delivery; or even use train service into, or out of, the yard—we have you covered.



Recent BASIC Projects

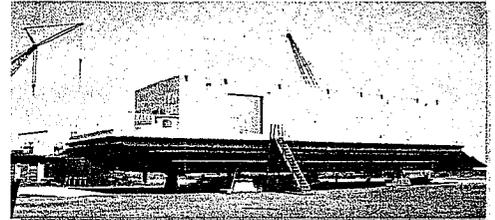
R/V STURGEON RETROFIT

Basic Marine performed a retrofit on USGS's R/V Sturgeon, 101' long, 24'9" wide. Prior to the retrofit, the Sturgeon was non-functioning vessel; only a steel hull. No machinery was on board, beyond the existing shafts, propellers and rudders. Now it is a functional research vessel that services the Great Lakes for the United States Geological Survey.



NINE NAVY BARGES

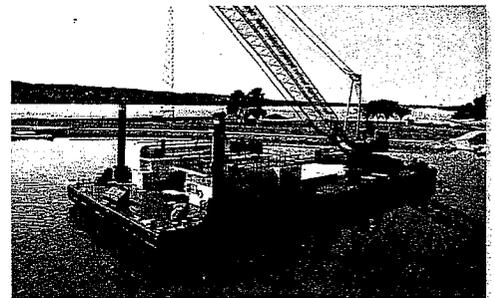
The Navy contracted Basic Marine, Inc. to design and construct seven YC deck barges and two YFN covered barges. These non- self-propelled barges have the primary task of carrying cargo to ships of the US Navy and are capable of transporting 570 metric tons. The decks have sufficient strength to accommodate cargo-handling operations using any electric forklift with an associated 5,000 kg capacity without causing any deck deformation. The barges are 33.55M in length, 12M beam, with a depth of 2.73M.



The following projects were completed for the US ARMY CORPS of ENGINEERS

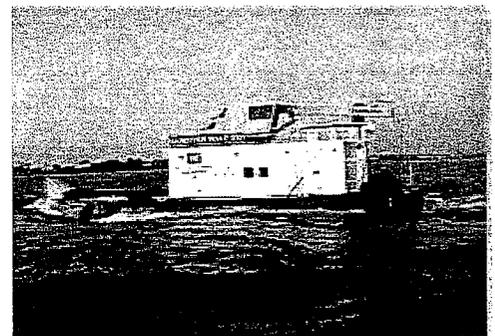
CRANE BARGE 11

The primary mission of the barge is to remove rock, sand and silt from the inland waterway system in and around the Rock Island District. The vessel also places riprap rock to stabilize the riverbanks. The length of the barge is 150', with a 46' beam, and 10' depth. The barge is equipped with 3-42' LOA spuds, 4 – electric barge winches and 4 – hydraulic spud winches. The deckhouse contains a welding shop, auxiliary generator room, gear locker, office, head, day room with seating for 12 and locker room. The hull compartments of the barge contain a below-deck machinery room, pump room, storage room, and 3 ballast tanks at each end of the barge.



CRAWLER CRANE DB-768

Another new Crane barge is used primarily for dredging in conjunction with Rock Island District's project maintenance fleet. The overall length of this barge is 150' long with a beam of 59 feet. This barge also has hydraulically operated spuds, plus heated spud wells; along with spaces similar to Crane Barge 11.

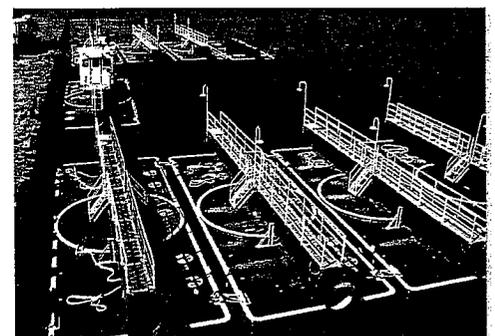


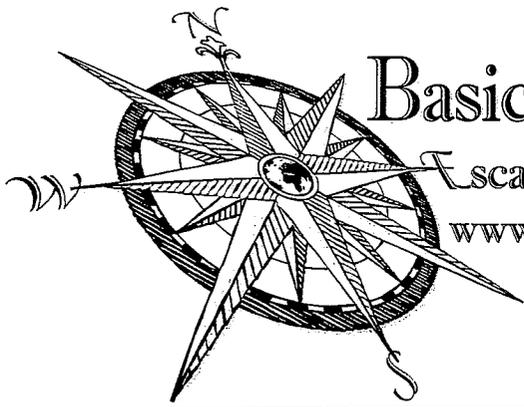
MANEUVER BOATS 2001 & 2002

The new Maneuver Boats are 80' long with a 32' beam. The Mission Area is the Rock Island District geographical area, which includes the Illinois River. One Maneuver Boat is based at the Peoria Lock and the other at the La Grange Lock. The primary mission of the new Maneuver Boats is to provide a floating platform to raise and lower the dam wickets in a safe and effective manner, to regulate water pool elevation at the Peoria and La Grange Locks.

TWENTY PIPELINE PONTOON BOATS

The Steel Pipeline Pontoon Boats are used primarily for the Vicksburg District to support and carry the Dredge Potter's discharge piping during operation and transport along the Mississippi River. The lengths of these boats are 48' long, 18' beam with a maximum depth of 4'.





Basic Marine, Inc. New Construction & Marine Repairs

Escanaba, Michigan

www.basicmarine.com

Custom-Built Steel Vessels ■

Fully Equipped Steel Fabrication Facilities ■

Drydocking for Marine Repairs ■

BASIC TOWING, INC.

■ Basic Towing Services

Basic Towing has extensive experience with ice breaking, launch assistance and specialty hauls. We have beach loading capability and are able to supply heavy lift equipment to load and unload at customer's docks.

We also offer loading and unloading, roll on and roll off services at our Escanaba and Menominee, Michigan locations, which are both on the Bay of Green Bay.

We also make our facilities available for use with customer-supplied heavy lift equipment, if needed.

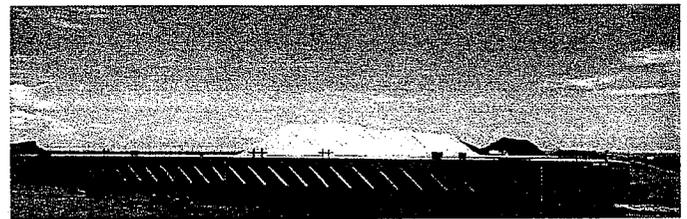
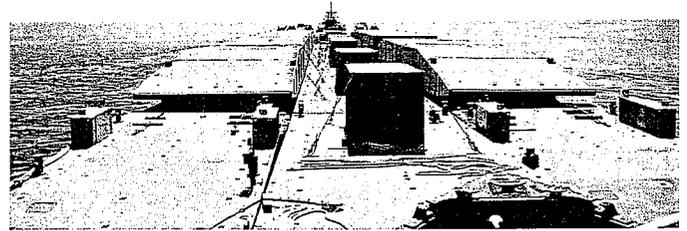
■ The Basic Towing Advantage

Range of Service Area:

From our 38 acres of waterfront property in the naturally protected harbor of northern Michigan's Little Bay de Noc, we service customers ranging from Nova Scotia to the West Coast and all points between. Our routes cross the Great Lakes; south to the Gulf of Mexico via the Illinois and Mississippi waterways; and to the East Coast via the St. Lawrence Seaway or Erie Canal.

Beyond Cost Considerations: We know that price is a primary consideration in moving from point A to point B. We take pride in covering all the bases beyond.

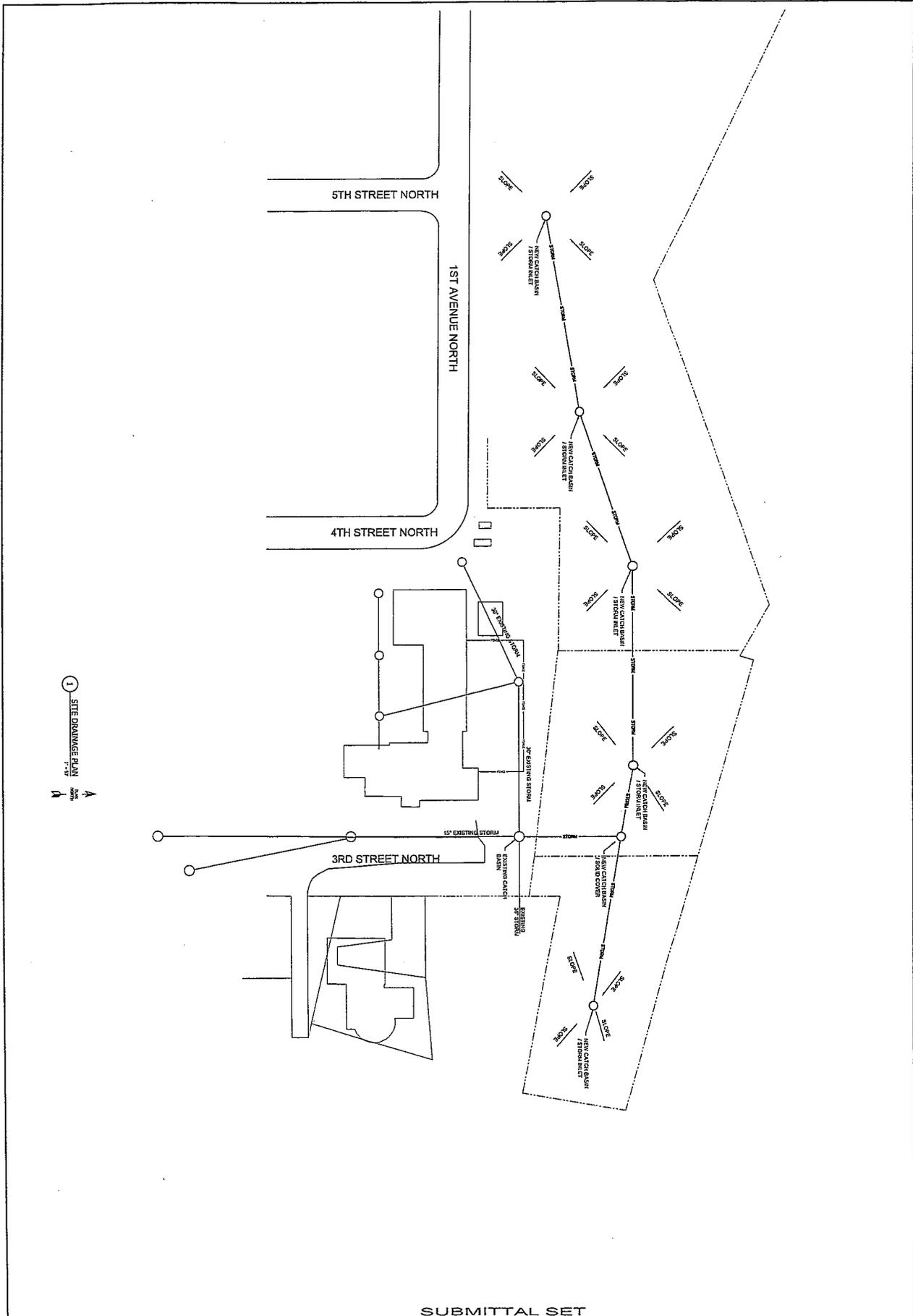
- Reliable, dependable on-time service
- We stand by our quotes, no hidden cost
- Wide – ranging experience
- Availability of equipment
- ABS certified barges and tugs
- Equipment: well-maintained, plus new barge added in 2009



Contact us for your next project:

440 North 10th St • Escanaba, MI 49829 • Phone (906) 786-7120 • Fax (906) 786-7168

www.basicmarine.com • info@basicmarine.com



1 SITE DRAINAGE PLAN
1-17
A A

SUBMITTAL SET

Scale: 1" = 100'
C1.6
 01214

Project Title
**REPURPOSING LAND DEVELOPMENT
 ESCANABA PORT FACILITY
 ESCANABA, MI**

Date: 05-28-2014
 Drawn By: RJV
 Checked By:

Dynamic Design Group, Inc.
 Engineers - Architects - Project Managers
 500 Park Ave., 2nd Fl.
 Escanaba, MI 49829
 Phone: 497.728.1500
 Fax: 497.728.1501
 www.ddg-usa.com

REVISION	DATE

APP No. 01234

C1.2

Drawn By RLV

Date 05-29-2014

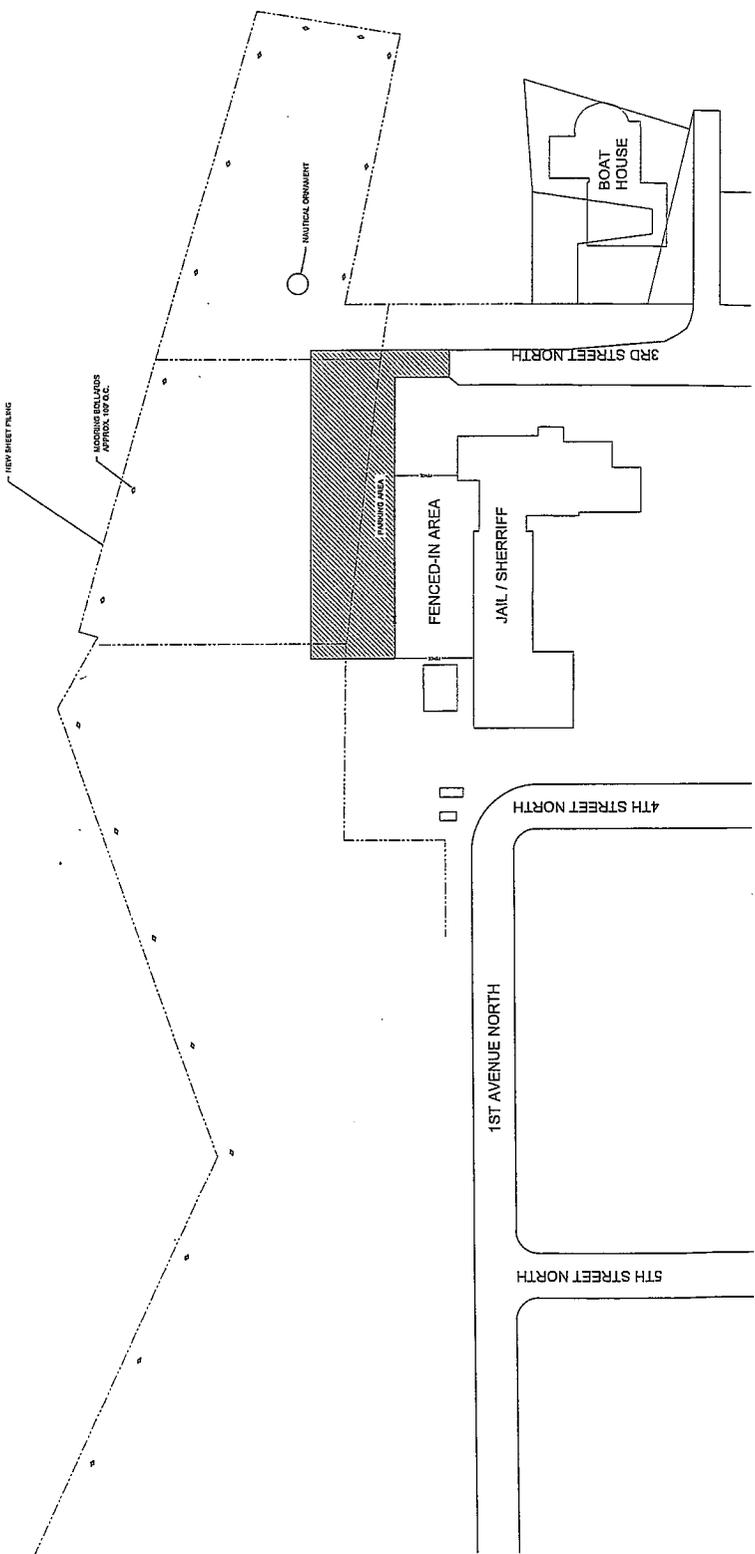
Project Title
REPURPOSING LAND DEVELOPMENT
ESCANABA PORT FACILITY
ESCANABA, MI

Dynamic Design Group, Inc.
Engineers - Architects - Project Managers
design design document manager

Dynamic Design Group, Inc.
200 East Main Street, Suite 100
Escanaba, MI 49829
Phone: 497.833.3333
Fax: 497.833.3334
www.dgdesign.com

REVISION	DATE

SUBMITTAL SET



1 NEW DEVELOPMENT LAYOUT
1 of 2

PROJECT TITLE:
REPURPOSING LAND DEVELOPMENT
ESCANABA PORT FACILITY
ESCANABA, MICHIGAN

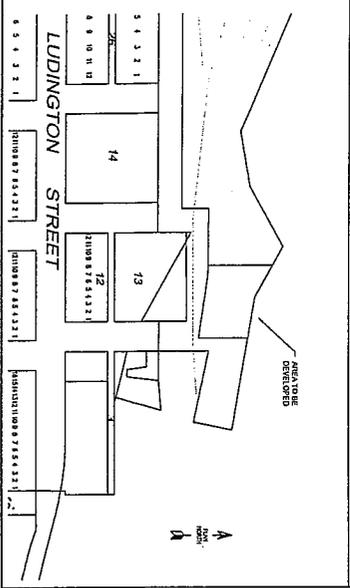
DESIGNER:
Dynamic Design
 Group, Inc.
 Engineers—Architects—Project Managers
ddy design document manager

Dynamic Design Group, Inc.
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 email: gen@ddgi-ddm.com
 www.ddgi-ddm.com



THREE FULL WORKING DAYS
 BEFORE YOU DIG, CALL THE
 MISS DIG SYSTEM AT
 1-(800)-482-7171

LOCATION MAPS

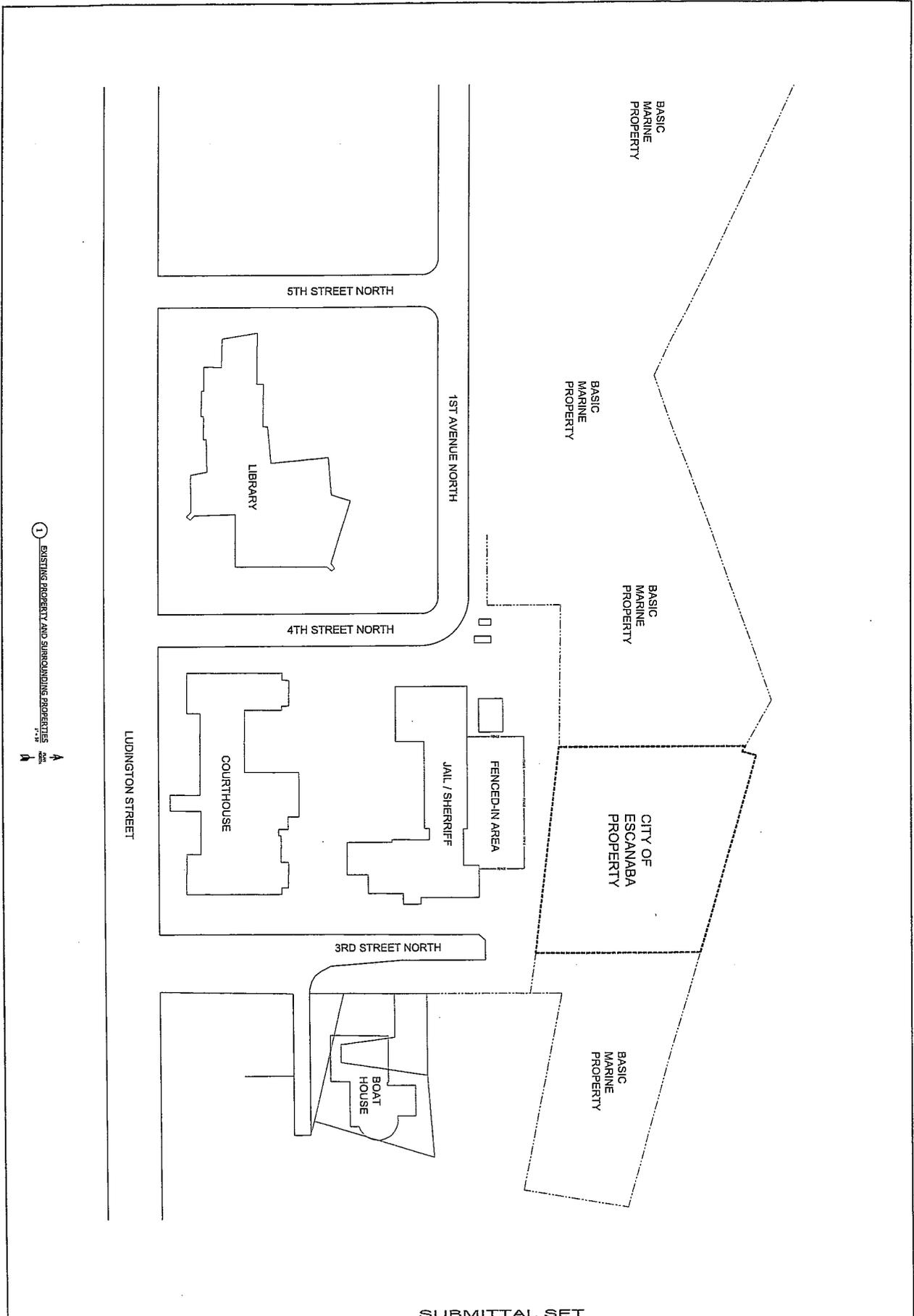


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PROPERTY
1.1. PROPERTY
1.1.1. CITY SECTION # 12, 14, 16, 18
1.1.2. CITY SECTION # 20, 22, 24, 26, 28
1.1.3. DEVELOPMENT PROPERTIES FROM SHEET WEST W
1.1.4. DEVELOPMENT PROPERTIES FROM SHEET WEST W
1.1.5. THE AREA BETWEEN THE SHOWN SET
ESCANABA ZONING
1. ZONING CLASSIFICATION
1.1. EXISTING ZONING
1.2. EXISTING ZONING
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JOB NO.: 13-4111
 SET DATE: 06-02-2014
 SUBMITTAL SET
G0.1



① EXISTING PROPERTY AND SURROUNDING PROPERTIES



SUBMITTAL SET

Project Title
REPURPOSING LAND DEVELOPMENT
ESCANABA PORT FACILITY
 ESCANABA, MI

Date
 06-02-2014

Drawn By
 RJV

Checked By
 RJV

Scale
 1"=100'

Sheet No.
C1.1

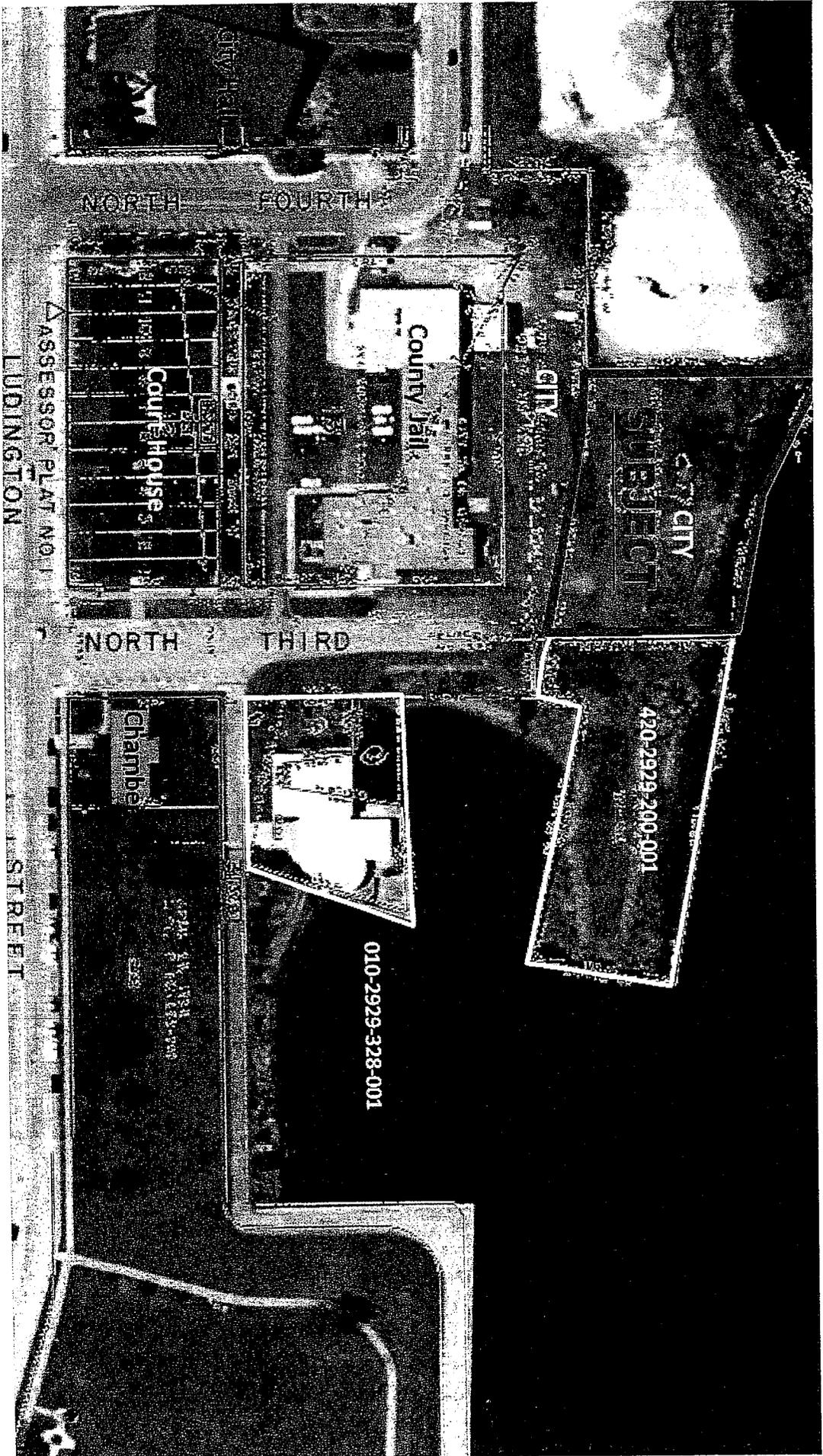
01234

Dynamic Design Group, Inc.
 Engineers—Architects—Project Managers

design document manager

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 www.dynamicdesign.com

REVISION	DATE



NORTH FOURTH

ASSESSOR PLAT NO. 1
LUDINGTON

Courthouse

County Jail

CITY

CITY
SUBJECT

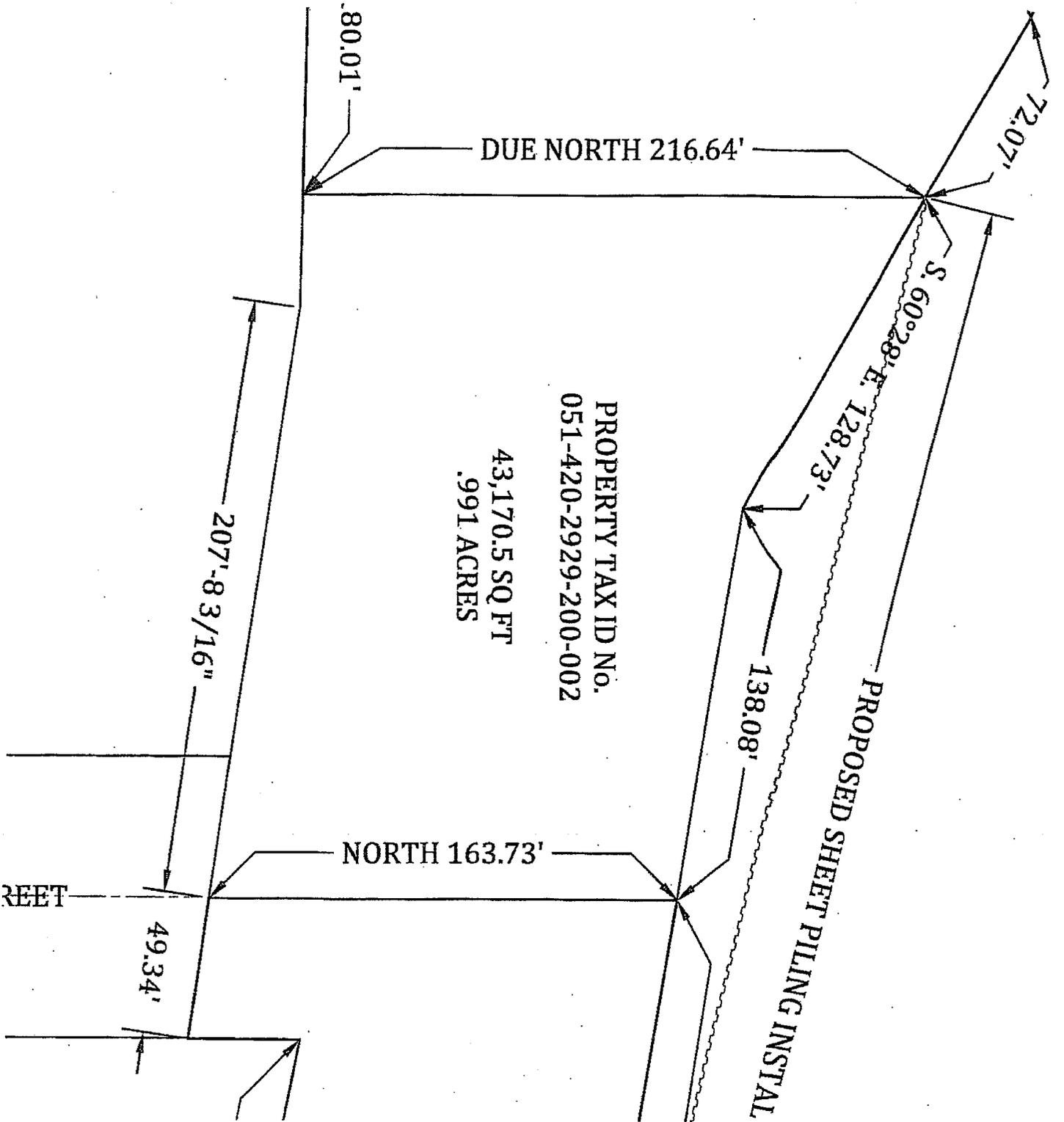
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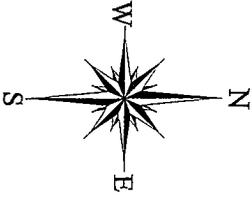
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LUDINGTON STREET

Chamba

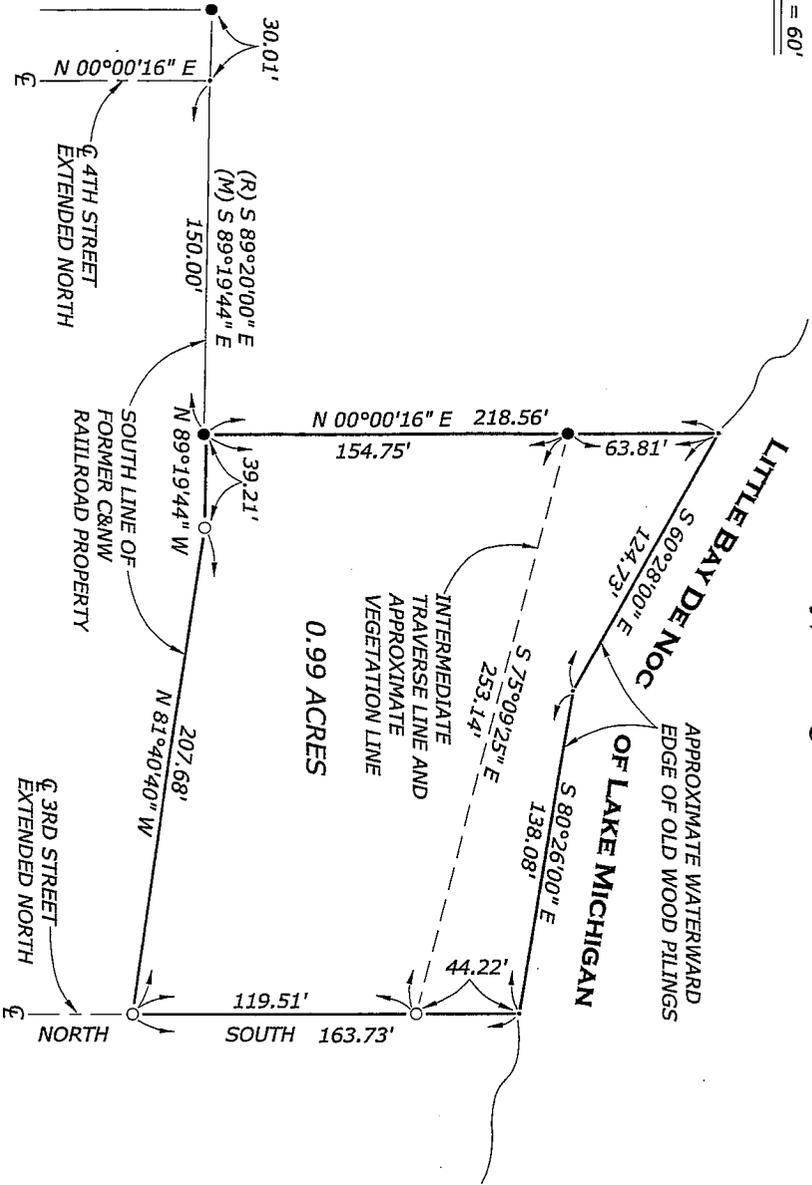
010-2929-328-001





SCALE 1" = 60'

Plat of Survey of
Part of Unpatented Lake Michigan Bottom Lands
Opposite, Adjacent and Contiguous to
Government Lots 1 & 2 of
Section 29 T.39N., R.22W.
 City of Escanaba
 Delta County, Michigan



JOB NUMBER	06362-0612C
SURVEY FOR	CITY OF ESCANABA
SUBJECT	BOUNDARY SURVEY
DATE OF SURVEY	DECEMBER 21, 2006
DATE OF MAPPING	DECEMBER 26, 2006
CERTIFICATE OF SURVEY TO:	CITY OF ESCANABA

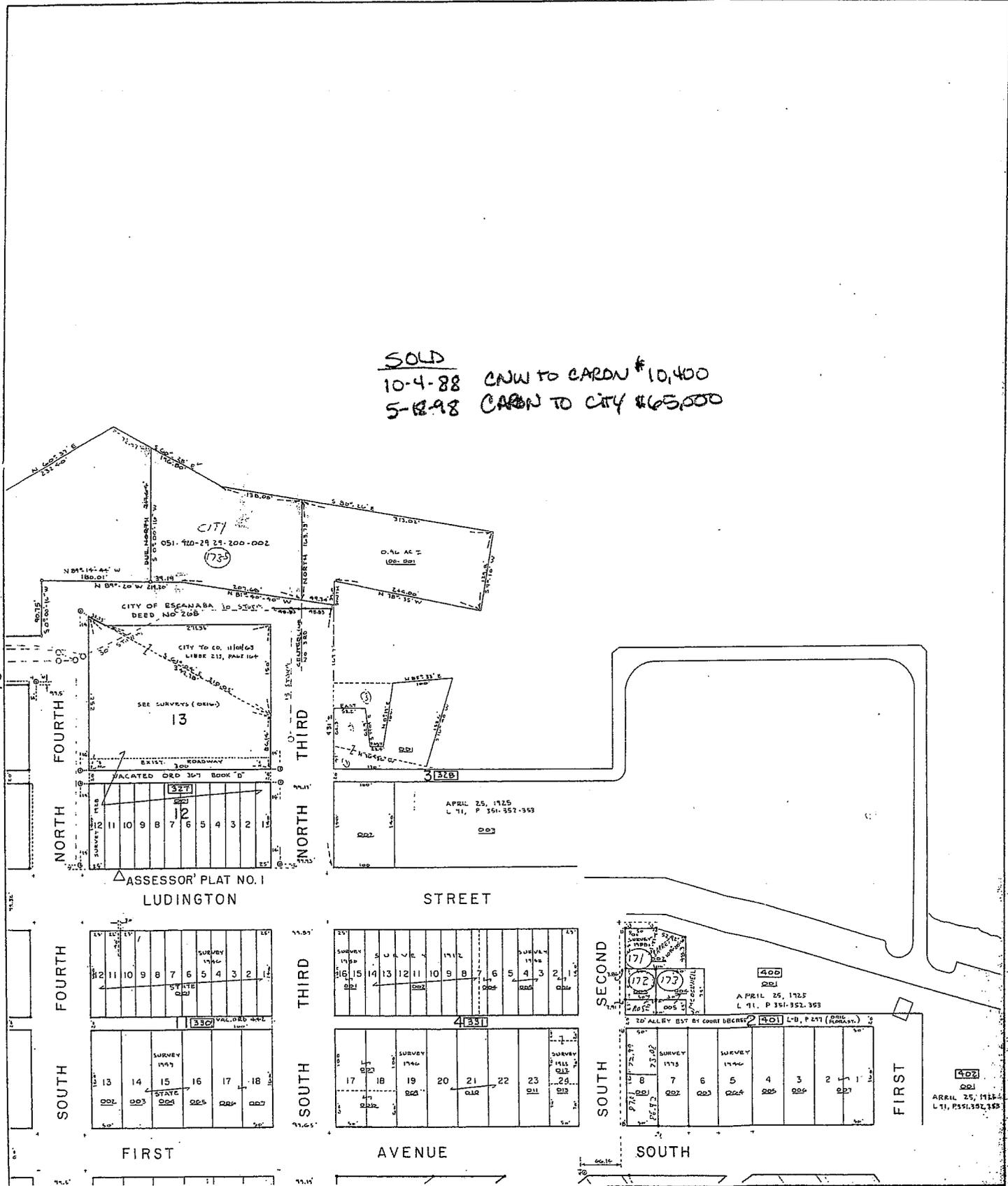
I, TERENCE S. WANIC, A PROFESSIONAL SURVEYOR IN THE STATE OF MICHIGAN, HEREBY CERTIFY THAT I HAVE MADE A SURVEY OF THE ABOVE DESCRIBED LANDS, THAT IRON MONUMENTS, TOGETHER WITH THOSE FOUND HAVE BEEN PLACED OR LOCATED AT THE POSITIONS INDICATED HEREON, THAT THERE ARE NO VISIBLE PHYSICAL ENCROACHMENTS EITHER WAY ACROSS PROPERTY LINES, EXCEPT AS SHOWN, THAT THE RELATIVE ERROR OR CLOSURE OF THE UNADJUSTED FIELD MEASUREMENTS OF THE SURVEY IS LESS THAN THE RATIO OF 1 PART IN 10,000.

TERENCE S. WANIC, Professional Surveyor No. 44296

PAVINE
 LAND SURVEYORS, P.C.
 1410 Ludington Street
 Escanaba, Michigan 49829
 Phone (906)786-1755,
 Fax 786-6487

- LEGEND**
- INDICATES A LINE NOT DRAWN TO SCALE
 - IRON MONUMENTS SET
 - IRON MONUMENTS FOUND
 - CONC. MONUMENTS SET
 - CONC. MONUMENTS FOUND
 - ⊕ CHISELED CROSS IN CONCRETE
 - (M) MEASURED DISTANCE AND/OR BEARING
 - (R) RECORDED DISTANCE AND/OR BEARING
 - ⊕ SECTION CONTROL CORNERS

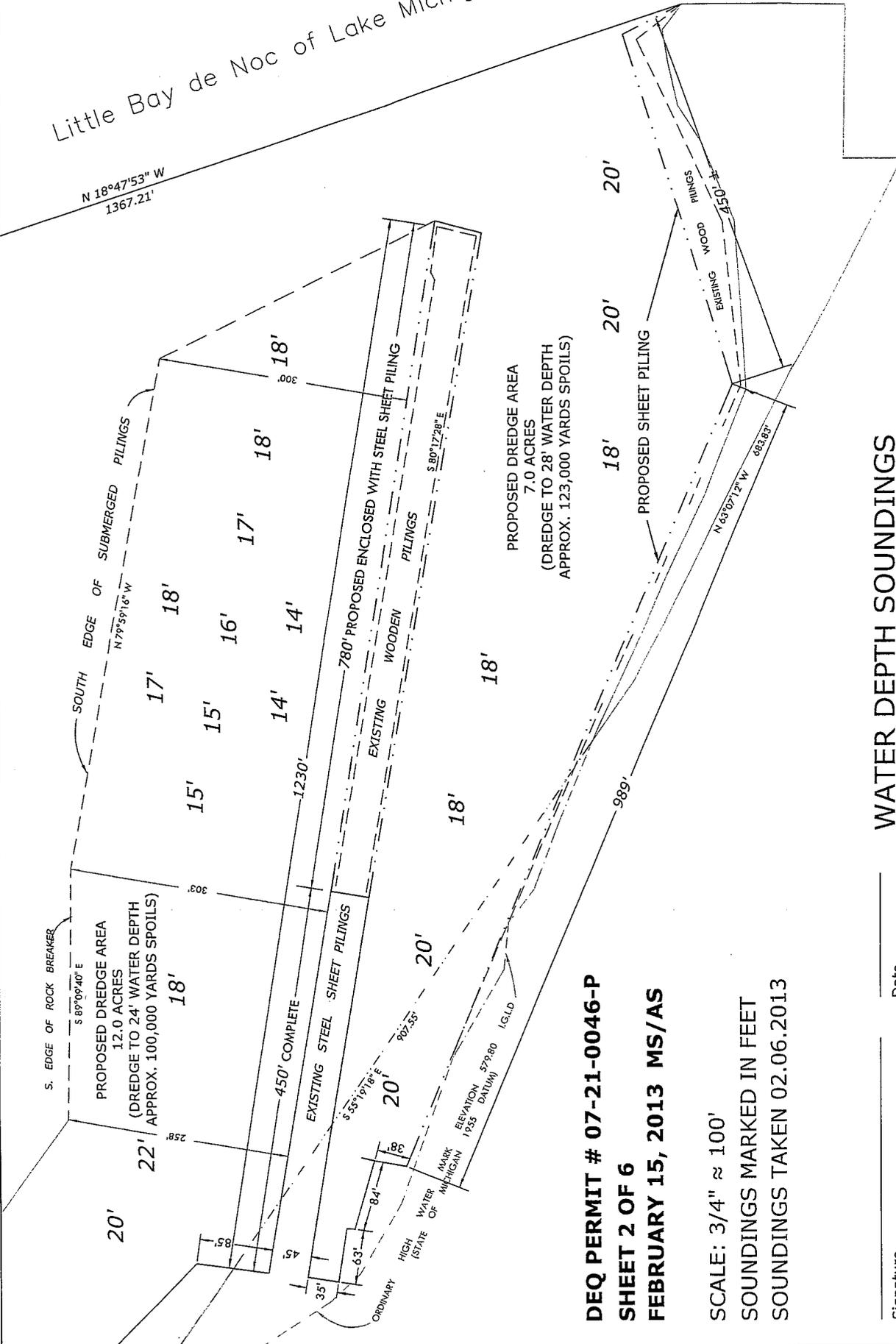
SOLD
 10-4-88 CARW TO CARON \$10,400
 5-18-98 CARON TO CITY \$65,000



ENGINEERING DEPARTMENT	PART OF ORIGINAL PLAT OF ESCANABA, MICH. ASSESSOR'S PLAT NO. 1 TO THE CITY OF ESC. ACREAGE - PART OF SECTION 29, T 39N, R 22W.		
CITY OF ESCANABA	DRAWN BY G.F.	DATE 1980	72
CHECKED A.B.	SCALE 1" = 100'	SHEET	

Little Bay de Noc of Lake Michigan

N 18°47'53" W
1367.21'



PROPOSED DREDGE AREA
7.0 ACRES
(DREDGE TO 28' WATER DEPTH
APPROX. 123,000 YARDS SPOILS)

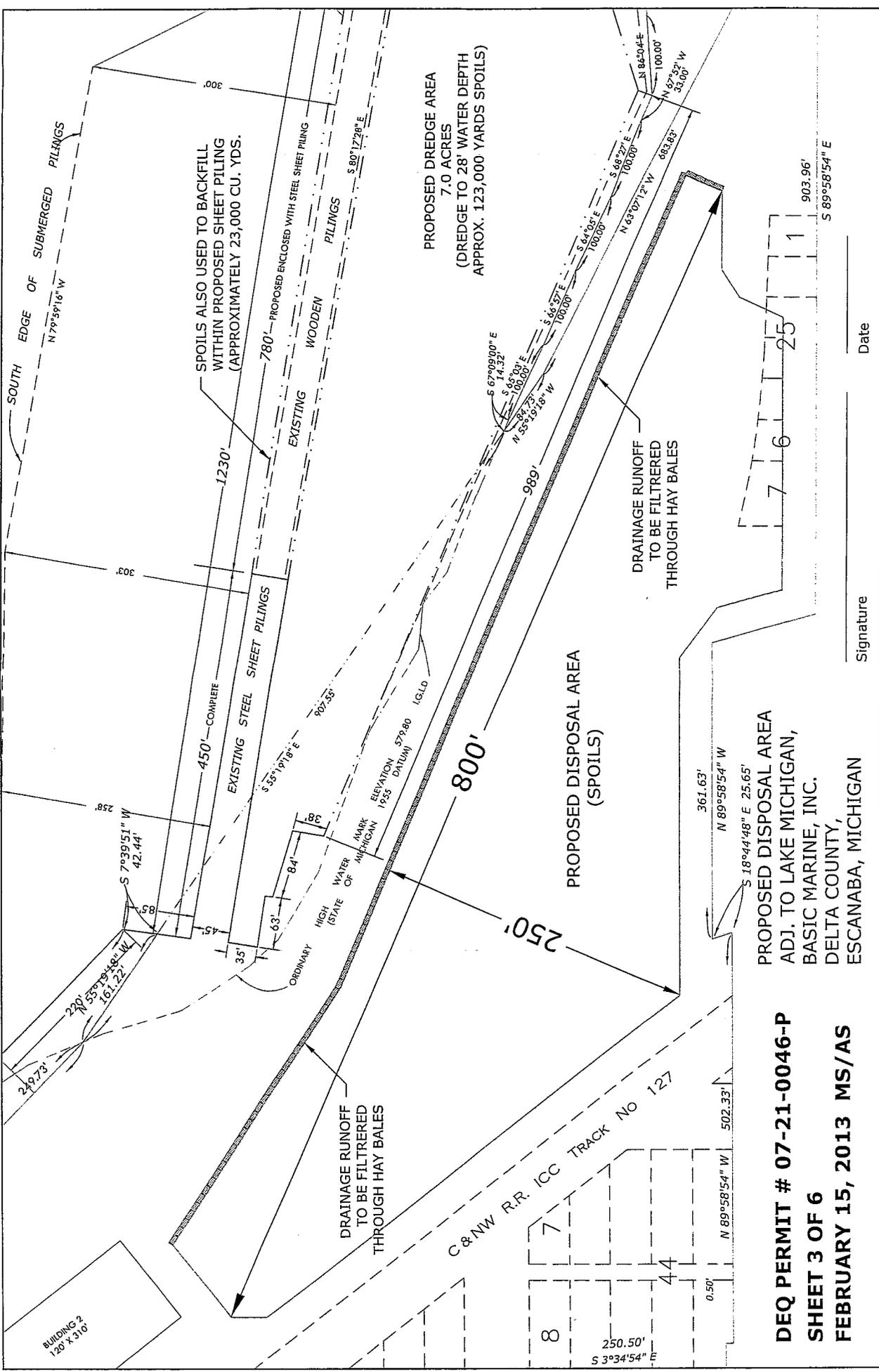
DEQ PERMIT # 07-21-0046-P
SHEET 2 OF 6
FEBRUARY 15, 2013 MS/AS

SCALE: 3/4" ≈ 100'
SOUNDINGS MARKED IN FEET
SOUNDINGS TAKEN 02.06.2013

WATER DEPTH SOUNDINGS

Signature _____

Date _____



SPOILS ALSO USED TO BACKFILL WITHIN PROPOSED SHEET PILING (APPROXIMATELY 23,000 CU. YDS.)

PROPOSED DREDGE AREA
7.0 ACRES
(DREDGE TO 28' WATER DEPTH APPROX. 123,000 YARDS SPOILS)

PROPOSED DISPOSAL AREA (SPOILS)

DRAINAGE RUNOFF TO BE FILTERED THROUGH HAY BALES

DRAINAGE RUNOFF TO BE FILTERED THROUGH HAY BALES

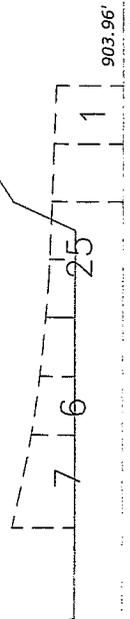
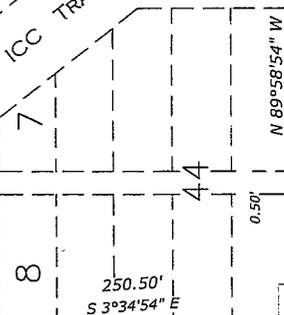
PROPOSED DISPOSAL AREA ADJ. TO LAKE MICHIGAN, BASIC MARINE, INC. DELTA COUNTY, ESCANABA, MICHIGAN

DEQ PERMIT # 07-21-0046-P
SHEET 3 OF 6
FEBRUARY 15, 2013 MS/AS

Signature _____ Date _____

BUILDING 2
120' X 30'

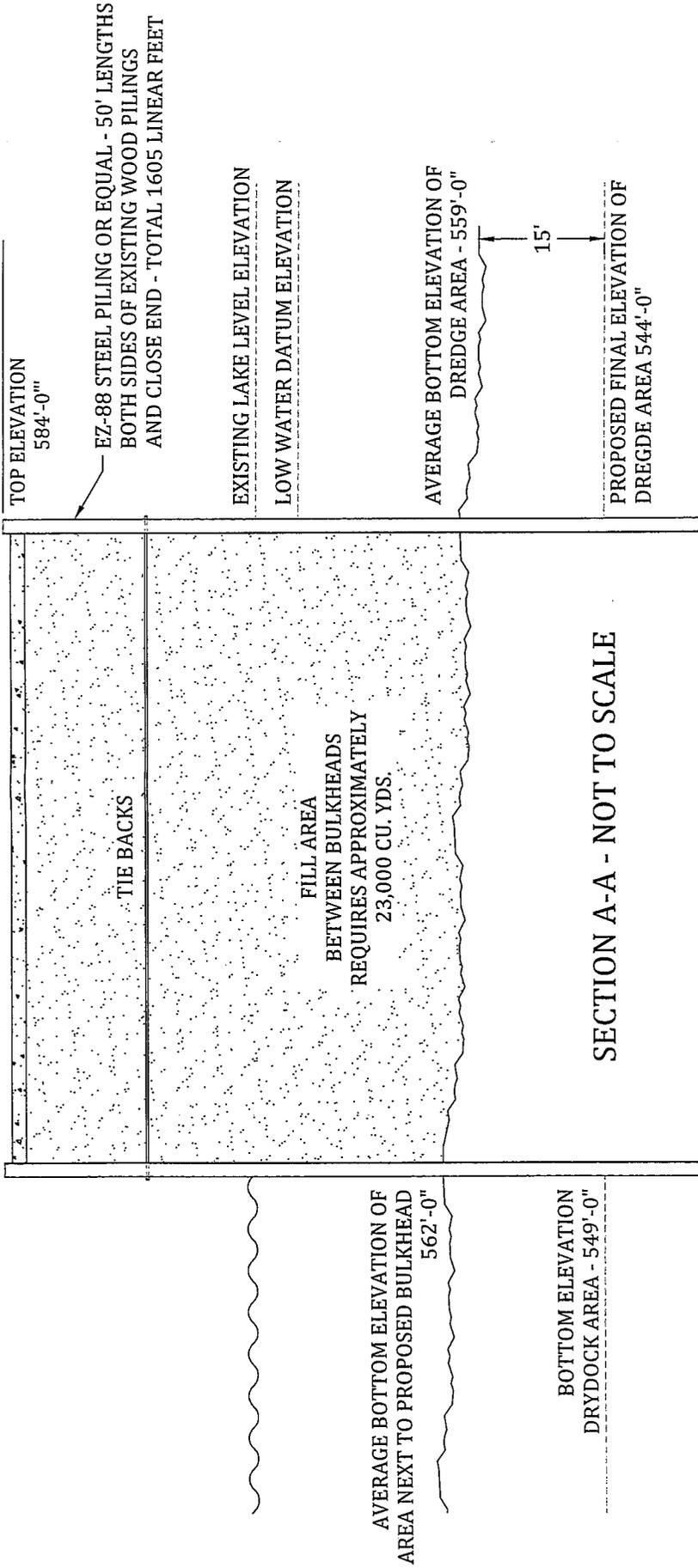
C & NW R.R. ICC TRACK No 127



361.63'
N 89°58'54\" W
S 18°44'48\" E 25.65'

903.96'
S 89°58'54\" E

0.50'
N 89°58'54\" W
502.33'

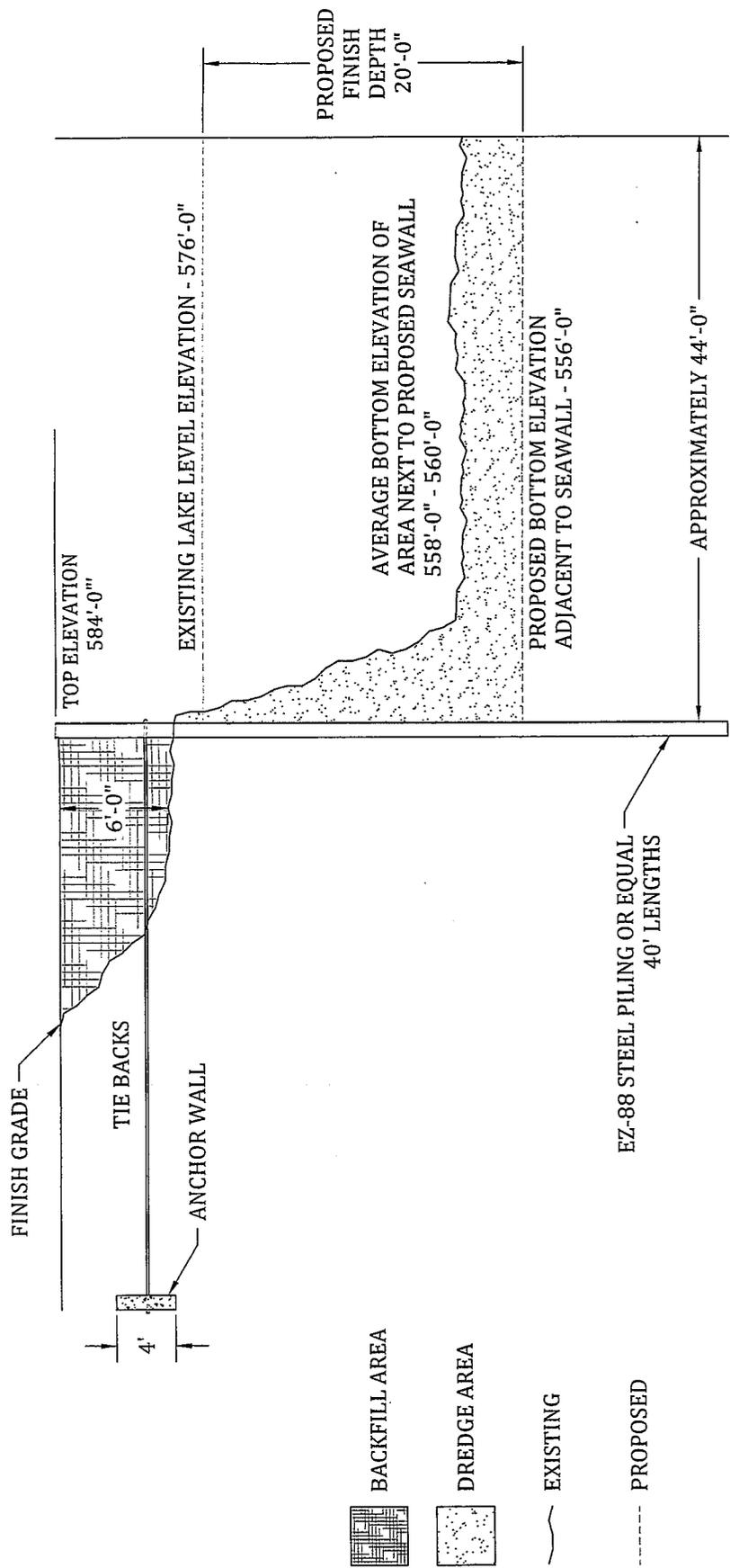


PROPOSED STEEL BULKHEAD
 ADJ. TO LAKE MICHIGAN,
 BASIC MARINE, INC.
 DELTA COUNTY,
 ESCANABA, MICHIGAN

DEQ PERMIT # 07-21-0046-P
SHEET 4 OF 6
FEBRUARY 15, 2013 MS/AS

Signature _____

Date _____



SECTION C-C - NOT TO SCALE

DEQ PERMIT # 07-21-0046-P
 SHEET 5 OF 6
 FEBRUARY 15, 2013 MS/AS

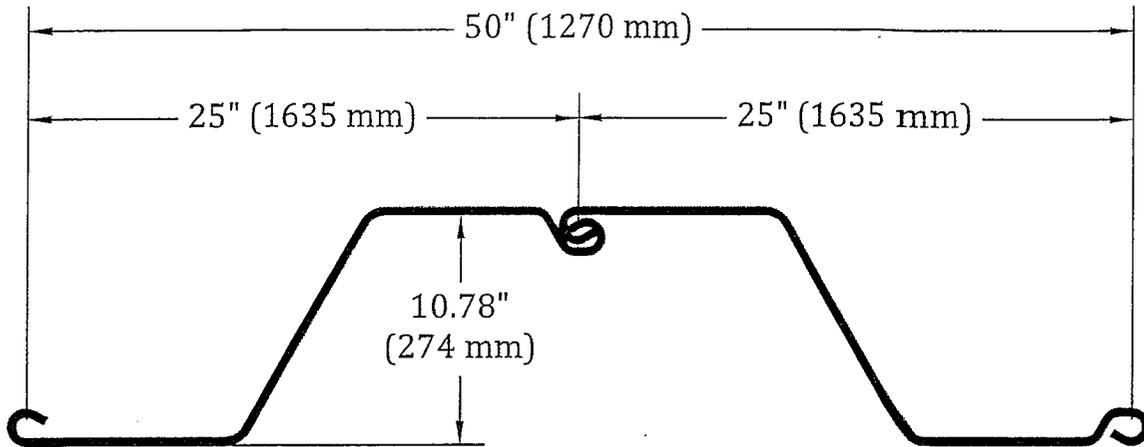
PROPOSED STEEL BULKHEAD
 ADJ. TO LAKE MICHIGAN,
 BASIC MARINE, INC.
 DELTA COUNTY,
 ESCANABA, MICHIGAN

Signature _____

Date _____

EZ-88 STEEL PILING OR EQUAL
 40' LENGTHS

CHRM EZ-88 SHEET PILING



"EZ" SERIES

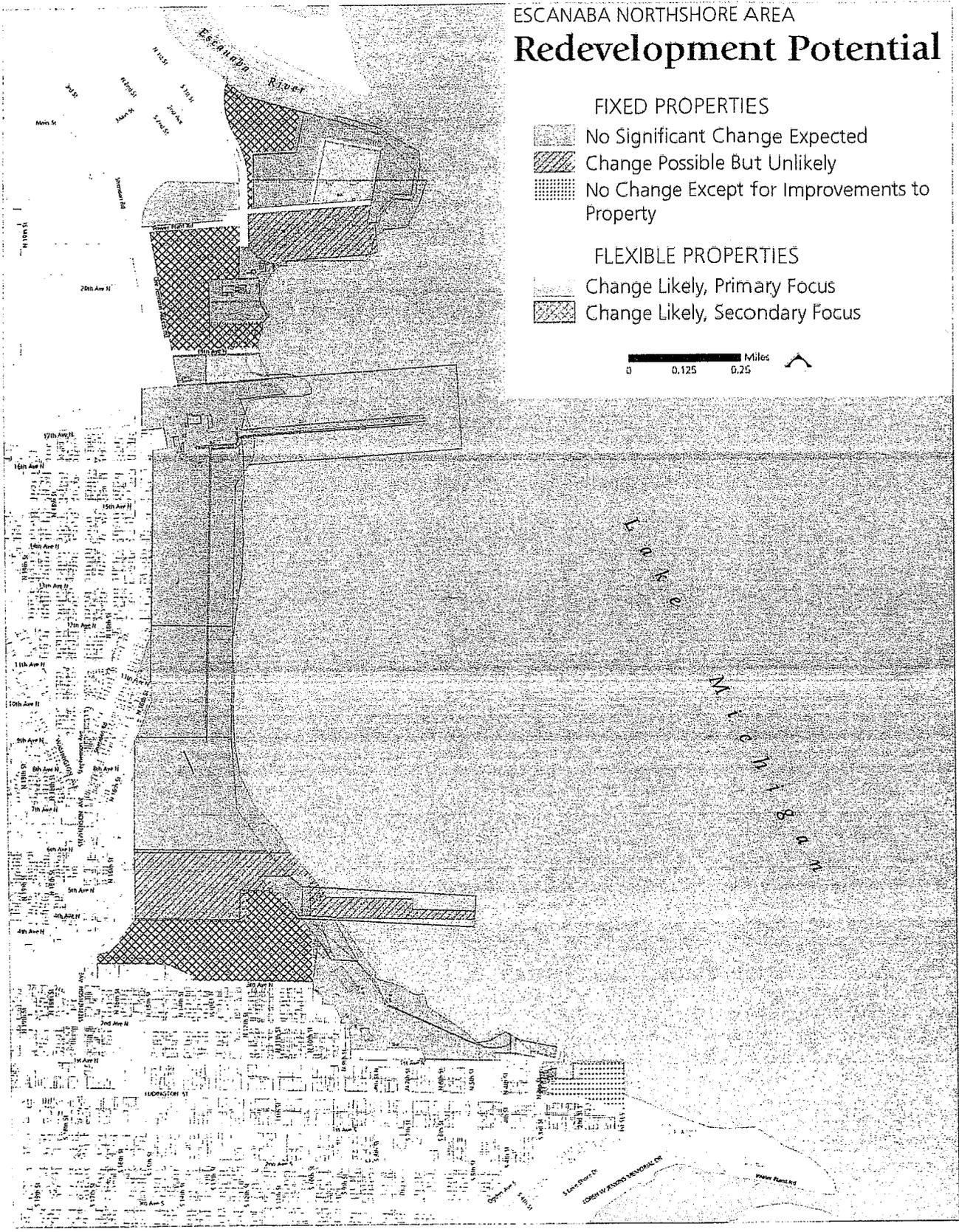
PHYSICAL PROPERTIES

NOTE: METRIC VALUES IN BRACKETS

SECTION	THICKNESS IN (mm)	HEIGHT IN (mm)	NORMAL WIDTH IN (mm)	SECTION AREA IN ² (cm ²)	WEIGHT LBS / LIN FT (kg / lin m)	WEIGHT LBS / FT ² (kg / m ²)	MOMENT OF INERTIA IN ² / WALL FT (cm ² / wall m)	RADIUS OF GYRATION IN (mm)	SECTION MODULUS IN ³ / WALL FT (cm ³ / wall m)
EZ88	.344 (8.75)	10.78 (274)	25.0 (635)	13.2 (85.1)	44.9 (66.8)	21.6 (105)	121 (16500)	4.36 (111)	22.4 (1200)

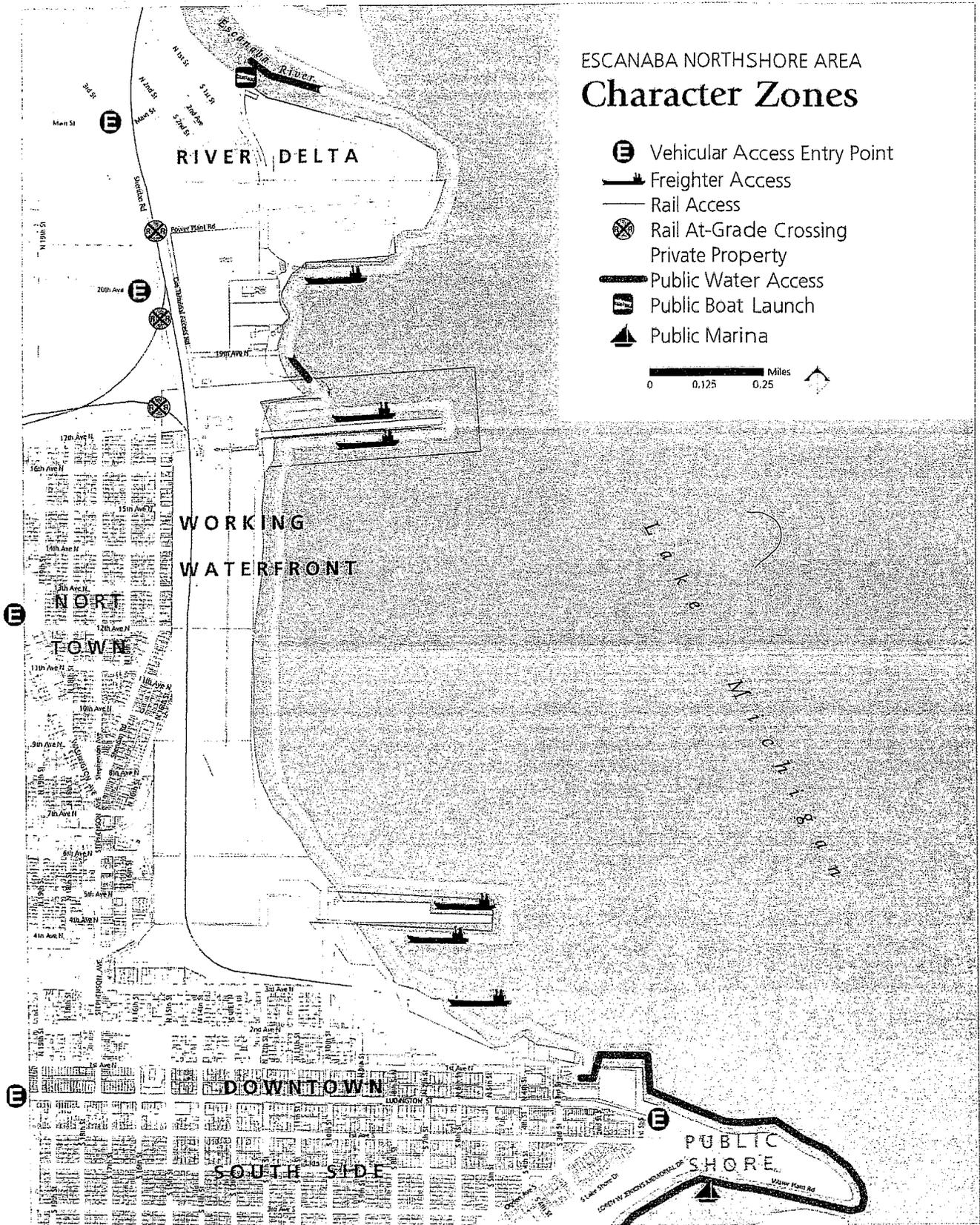
MATERIAL SPECIFICATION

ASTM A572 GRADE 42 OR GRADE 50
CSA G40.21 GRADE 300W OR GRADE 350W



D

Figure D1



Character Defining Features

Escanaba is unique among many communities in that its character and feel are not defined by signature landmarks or physical improvements, but rather by its people and culture. It is a place where people have a strong attachment to the natural environment as a source of livelihood and recreation. Many communities that have evolved over time, have lost the connection to their environment and culture, and have lost themselves in the process. Escanaba can be very proud that its cultural character is strong and active today.

Industrial and Maritime Heritage

As described previously, Escanaba and Northshore development have been formed and shaped over time by their industrial and maritime past. The port of trade and wealth it generated supported development of a downtown 22 blocks in length; an incredible amount for a City of Escanaba's size. North Town developed as a neighborhood closely linked to the working waterfront in proximity, attitude and culture. Remnants of dock pilings and crane artifacts tell the story of Great Lakes shipping changing from schooners to steamers to bulk freighters to modern self-unloaders. Rail yard remnants and artifacts tell the story of changing from iron ore to taconite pellets. Historical photos and vessels illustrate the previous commercial fishing industry, its prosperous years, its decline, and its restrictions resulting from US Government and Native American Treaties. Sand Point Light is testament to men and women of the United State Coast Guard and their devotion to assisting mariners on the Great Lakes.

However, this is not just a story from the past, but also one that continues today in the form of an active, working waterfront. Ore, coal and stone boats are coming and going, trains are moving about, vessels are being constructed and the local economy is being fueled. Although local residents are familiar with the working waterfront activities and consider them part of everyday life, they are new and exciting to visitors. The waterfront is a magnet for history buffs, rail fans, boat watchers, and children.

Recreational Heritage

Since development of reliable automobiles and completion of the Mackinaw Bridge, Escanaba's desirability increased as a recreational destination. Families and sportsmen found the Escanaba area to be wonderful for activities such as hunting, fishing, boating, hiking, bird watching, ORV use, and snowmobiling. In fact, so much so that the outdoors traditions of Escanaba have drawn national attention in hunting publications and Hollywood films.

Of particular importance to the Northshore, Escanaba has started to develop as a center for water-based recreation. Local commissions and agencies have worked hard to restore the Bays de Noc and tributary waters rich with salmon, steelhead, lake trout, brown trout, walleye and bass. Like the hunting tradition, fishing has brought national attention to Escanaba in the form of stops on the FLW Outdoors Walleye Tour and the ESPN B.A.S.S. Bass Federation Tour. Another growing activity on the Big and Little Bays de Noc is recreational diving. Numerous shipwreck and "wall" dives are available within a short distance of Escanaba. In fact, several shipwrecks within Escanaba harbor itself are accessible as shore-based dives. These include the Nahant and John Webber, which are both well documented at the Delta County Historical Society Museum. The Escanaba Municipal Marina is a Michigan Department of Natural Resources designated harbor of refuge and is capable of serving recreational vessels of all sizes cruising the Great Lakes. All of these assets are great foundation stones to continue building water-based recreation opportunities.



Shoreline Fishing Piers along the Escanaba River
Photo: Beckett & Raeder, Inc.

Ideas to increase utilization of the waterfront included facilities which promote the maritime heritage of the City, development of eco-tourism venues focused on Little Bay de Noc, a freshwater aquarium, connecting the waterfront with the downtown, and maintaining a working waterfront to expand job opportunities.

Throughout the discussions, which spanned several meetings, there was always recognition that the Northshore was integral to the community and its future use and viability would have an impact (positive or negative) on the downtown and the surrounding neighborhoods. Simply stated the waterfront was connected to the social, historic, recreational, and economic network of the City.

Certain planning constraints would influence current and future use of the Northshore. These are listed in Figure E4 and include several environmental-related concerns, including the dust non-attainment area, and one important economic development issue concerning the lack of infrastructure capacity in the water and sanitary sewer systems. Significant changes in land use to more intense development (commercial, hotel, and residential) will require a public investment in providing increased water and sanitary service. Further, changes in ownership and use will probably necessitate a review and remediation of soil and groundwater contamination often associated with industrial waterfronts.

Figure E4

Planning Constraints
Wetlands
Protected and endangered plant species
Dust non-attainment area
Fish spawning area
Lack of utility infrastructure capacity

The unintended result of prior studies created a "cloud" over the waterfront leaving property owners unsure of local government intentions regarding expansion, zoning, and future use. However, the identification by session participants of potential opportunities for the Northshore based on initial community and stakeholder input begins to form the framework for the future waterfront.

Figure E5 outlines the Northshore "potentials" gleaned from the intragovernmental commission discussion sessions. The list of potentials includes project and program initiatives including preservation and continued use of the House of Ludington, using the maritime heritage of the

Northshore to increase tourism, positioning local government as an "enabler" for economic development, maintaining a working waterfront, and creating a waterfront business owner advisory board to assist with economic development matters.

Public Policy Initiatives

Based on the foregoing summary the following public policies are advanced:

- Maintain the working waterfront and assist property owners when opportunities arise for business expansion.
- Establish a waterfront advisory board where the majority of members are Northshore property owners and other members represent local government and the greater business community.
- Identify a 'champion' which can either be an individual or organization who will promote the Northshore waterfront and assist with the implementation of projects and programs.
- Provide nodes for public access on publicly owned properties within the waterfront for access to Little Bay de Noc and for waterfront viewing.
- Physically and organizationally connect the downtown with the Northshore.
- Focus multiple-uses at the end of Ludington Street in order to create a major activity center for the City and downtown.

Figure E5

Northshore "Potentials"
House of Ludington
Downtown buildings and lofts
Apparent willingness of landowners to open discussions
Local government as an "enabler" for economic development
Market for townhome(s) and other non-traditional housing
Expand non-motorized pathways
Opportunity for Escanaba to be part of regional system
Conversion to biomass power plant
Change from pellets to ingots
Possible land swaps to protect shoreline
Greater visual access of the working waterfront
Advancing maritime heritage
Idea of a waterfront "champion"
Formation of a waterfront business owners advisory board

The recommended land use program and phasing would create civic, open space and recreation, and mixed-use opportunities at the extreme north and south portions of the Northshore area. The majority of the Northshore would remain as working waterfront. As business and economic conditions change the land use program reflects the expansion of non-industrial uses into the Northshore to capitalize on the residential neighborhoods to the west and the downtown to south.

Based on information compiled during the community involvement and stakeholder interviews it is anticipated that current conditions along the working waterfront of the Northshore will continue for the next 10 to 20 years. However, this timeframe should not deter other community priorities such as establishing a physical connection between the Northshore waterfront and the downtown. As mentioned in Community Master Plan and the Downtown Market Study (prepared by Anderson Economic Group) the downtown retail needs to be concentrated in one area and not elongated over the length of Ludington Street. In addition, discussions during the plan process indicated the need to create a critical mass of retail and pedestrian activity at the east end of the downtown in order to link the House of Ludington, the Municipal Dock, and other public sites to the downtown. As a result, the land use program suggests focusing public and private redevelopment activities at the N 3rd St. between Ludington Street and 1st Ave N. This will locate commercial and civic activity back along the N 3rd St. historic corridor and former "Merchant Dock" area. In addition, this redevelopment focus will create the critical mass of activity needed to fill the retail void created by the location of the public buildings between 3rd St and 5th St. A component of this redevelopment area will involve the extension of the planned DDA streetscape improvements through this zone. The character of the 3rd St. redevelopment area would include a combination of open space, parks, and mixed-use buildings with retail and upper story living units. The area would developed with a higher density that typically found along the Ludington Street and higher level of public amenities in order to create a place and destination sufficient to draw residents and visitors through the downtown. Lastly, efforts to maintain the House of Ludington either as a hotel / restaurant or another adaptive reuse would be of equal importance to the overall redevelopment effort described.

The proposed mixed-use transition strips would create an opportunity for either townhome development or mixed-use development for ground floor level offices and retail with upper floor residential. From field visits and review of aerial photography these transition strips are now being used as setbacks and side yards. The proposed depth of the transition strips would be between 120 and 140 feet of depth. They accomplish two objectives; first they provide opportunities for small-scale real estate development adjacent to the downtown and provide housing product not traditionally found in the Escanaba market and secondly, give property owners an increased development option for their properties.

Future Land Use Program

The Community Master Plan, adopted May 2006 recommended the long term conversion of the Northshore waterfront from a working waterfront and industrial area to a combination of mixed-uses. [Figure G1]. Properties south of 3rd Ave N would be converted to non-industrial uses to establish a physical connection to downtown. Properties between the C. Reiss Coal Company Dock and the Escanaba Power Plant were envisioned as a transition area dependent on the continuation of the CN iron ore handling facility. The evolution from a working waterfront to non-industrial uses was predicated, to a large degree, on the economy and the closure of inland iron ore operations.

This long term scenario is still valid when noting the changes to similar waterfront properties in Marquette, Michigan and the communities along the Detroit River in southern Michigan. The City should ultimately plan for change, however, the timing of this change is extremely dependent on a variety of variables outside the control of the City.

In the near term, it would be appropriate to base the Northshore land use program on prevailing conditions and known variables, such as current operational plans, business expansions, and discussions with Northshore property owners.

The land use program suggested for the Northshore is based on a phased approach dependent on the evolution of private interests rather than public interests. The three phases suggested include the following:

Phase 1: Working Waterfront

The land use within the Northshore area would remain primarily working waterfront. Several changes are recommended for properties adjacent to existing public (civic) properties and along fringe areas which abut non-industrial areas. Specifically:

1. Pursue relocation of jail from the current site and acquisition of properties east of the City property located on 1st Ave, N.

2. Pursue acquisition or property exchange with C. Reiss Coal Company to create an expanded public area along the Escanaba River.
3. Classify areas along north side of 3rd Avenue, N. between Stephenson to N 14 Street and north side of 1st Ave N between N 4th Street to the Municipal Dock to mixed use. These fringe areas would have a lot depth of 120 to 140 feet deep and would serve as a transition from residential to working waterfront.

Phase 2: Neighborhood Expansion

This phase is entirely dependent on the state and continued use of the CN rail property and the viability of regional iron ore mining and processing. At a point where this operation is scaled back or the property is no longer used for rail and bulk commodities it is recommended that the North Town residential neighborhood be expanded into this zone with property along the Little Bay de Noc reserved for community open space. Properties north and south of this neighborhood expansion zone would remain working waterfront to take advantage of existing docks and deep-water channels needed for freighter access. The trigger for this phase of the land use program is the cessation of CN bulk commodity operations.

Phase 3: Future Land Use

This phase is long term and is based on the cessation of business operations along the south portion of Northshore. Again, the trigger influencing this change in land use is dependent on private interests and their continued viability not public intervention. As long as private property owners continue to use their properties they will remain as working waterfront. This phase reflects what the area would evolve to after a working waterfront.

The timing and development of each phase will be influenced by economic and market conditions, availability of infrastructure, brownfield remediation, and zoning modifications.