



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

**PLANNING COMMISSION
REGULAR MEETING AGENDA
August 14, 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, August 14, 2014, at 6:00 p.m.

CALL TO ORDER
ROLL CALL
APPROVAL/CORRECTION(S) TO MINUTES – July 10, 2014
APPROVAL/ADJUSTMENTS TO THE AGENDA
CONFLICT OF INTEREST DECLARATION

UNFINISHED 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.

PUBLIC HEARING - None

NEW BUSINESS

1. 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
July 10, 2014**

A meeting of the Escanaba Planning Commission was held on Thursday, July 10, 2014, at 6:00 p.m. in Room C101 at City Hall, 410 Ludington Street, Escanaba, MI 49829.

PRESENT: Chairperson Thomas Warstler, Vice-Chairperson Patrick Connor, Commissioners Todd Milkiewicz, Christine Williams, James Hellermann, and Stephen Buckbee

ALSO PRESENT: City Manager Jim O'Toole, Ron Beauchamp City Council Liaison, City Engineer/Public Works Terry Flower, and Confidential Secretary Amy Peltin

ABSENT: Secretary Roy Webber, Commissioner Brian Black and Commissioner Kelvin Smyth

Chairperson Warstler 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

Chairperson asked that the May 8, 2014 meeting minutes stated he was excused rather than absent as he was at a conference for work.

A motion was made by Vice-Chairperson Connor, seconded by Commissioner Hellermann, to approve the May 8, 2014, Meeting Minutes with correction. Ayes were unanimous.

Approval/Adjustments to the Agenda

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

Conflict of Interest Declarations

None.

UNFINISHED BUSINESS

None.

PUBLIC HEARING

- 1. Site Plan Review and Request to Vacate Part of Alley – 2223 Ludington Street/109 South Lincoln Road – Romps Family LLC (aka Stonehouse Restaurant) –** 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. City Manager O'Toole reviewed the site plan with the planning commission (see attached). A pre-application conference meeting was conducted with City staff and Michigan Department of Transportation, and a Developer on May 22, 2014. Fiscal impact is estimated at \$100,000. Staff is recommending the following conditions of approval as requested by MDOT:

1. Leave the existing (approx. 30ft wide) driveway approach on M-35 (the entrance closest to the intersection of Hwy M-35 & US-2).
2. Remove/close the existing driveway approach (approx. 16ft wide) on M-35 that currently provides access to the City alley from the highway by removal and replacement of the concrete curb and gutter.
3. Reconstruct an existing residential driveway (proposed as new 30ft wide access) on M-35 located near the southerly portion of the expanded parking lot (approx. 230ft south from the southerly curb line of Lincoln Road). This driveway access will be created as a MDOT style "M" opening with concrete curb delineation and gutter pan through the driveway opening area.
4. Remove the 3 existing parking stalls located within the southeast quadrant of the intersection of Hwy M35/US-2/Lincoln Road by removing and reconstructing the existing concrete curb line along the radius of this intersection such that vehicular access will be prohibited to this area.

This is a unique corner that had challenges trying to include everything to meet the traffic flow. The primary objective was to get traffic off of Lincoln Road as safely as it could be and eliminating the front corner collision points. Commissioner Buckbee questioned what part of the alley will remain. City Manager O'Toole and Mr. Romps explained that right now there is a "T" shaped alley and it will be changed to an "L" shaped alley, which will be paved. Commissioner Hellermann asked if the entrance/exit nearest the restaurant could be a right hand turn only exit. Mr. & Mrs. Romps would try to accommodate that request however, it is difficult to enforce. Commissioner Williams asked how many parking spaces they have. Mr. Romps stated they currently have 29 spaces and with the new parking lot they will have approximately 66 with handicapped between the restaurant and State Wide Realty. Commissioner Connor asked how many seats in the dining room. Mr. and Mrs. Romps stated they currently have 120 seats in restaurant with 16 employees working during lunch and 20 employees on average during dinner service on Friday and Saturday evenings. Commissioner Connor asked about snow storage and City Manager O'Toole stated there is a designated spot. Mr. Romps stated they have an arrangement with the Credit Union allowing them put snow on their property, and will haul if they need to. Commissioner Connor asked why parking slots 12-16 are directional and the rest are not. Mr. Romps stated they are trying to make the flow circulate. City Manager O'Toole stated those slots are angled with so someone would have to back up with the idea you will turn right on the existing alley and exit towards the cemetery to get the traffic flow off Lincoln Road. Chairperson Warstler asked if 20-25 parking spots are paved. Mr. Romps indicated all spots will be paved upon completion.

Commissioner Connor asked about vegetation and City Manager O'Toole stated there are 54 trees and shrubs to be planted on the property. Commissioner Williams asked the Romps if they had a plan for landscaping. Mr. Romps stated he had the Grounds Nursery do a sketch for him. He will be purchasing the shrubs from the Grounds Nursery; however they will not be doing the work. Mr. Romps explained he will have screens along Lincoln Road, back alley, and by the Credit Union and the entire front will be terraced in. Commissioner Williams discussed ways to filter water into the landscape rather than in the road or parking lot. She was recently in Washington D.C. and they were doing some creative things with landscaping such as lowering it to allow for runoff and thought this would be a good time to look into ways to filter the water into the landscaping rather than having it above ground. She pointed out Menards has been

successful at doing this type of landscaping. Mr. and Mrs. Romps pointed out that Walgreens had done this type landscaping and their parking lot completely floods now. City Manager O'Toole stated the plans show a slope to the alleyway and the corner hard surfaces are being removed and soft surfaces installed, which should improve the flooding in this area. Mr. Romps stated he will be putting in one tree on the front corner and will make it look nice.

A motion was made by Commissioner James Hellermann, seconded by Vice-Chairperson Patrick Connor, Ayes were unanimous, to approve the Site Plan as submitted 2223 Ludington Street/109 South Lincoln Road – Romps Family LLC (aka The Stonehouse Restaurant) with the following conditions:

- 1. Leave the existing (approx. 30ft wide) driveway approach on M-35 (the entrance closest to the intersection of Hwy M-35 & US-2).**
- 2. Remove/close the existing driveway approach (approx. 16ft wide) on M-35 that currently provides access to the City alley from the highway by removal and replacement of the concrete curb and gutter.**
- 3. Reconstruct an existing residential driveway (proposed as new 30ft wide access) on M-35 located near the southerly portion of the expanded parking lot (approx. 230ft south from the southerly curb line of Lincoln Road). This driveway access will be created as a MDOT style "M" opening with concrete curb delineation and gutter pan through the driveway opening area.**
- 4. Remove the 3 existing parking stalls located within the southeast quadrant of the intersection of Hwy M35/US-2/Lincoln Road by removing and reconstructing the existing concrete curb line along the radius of this intersection such that vehicular access will be prohibited to this area.**

A motion was made by Commissioner Todd Milkiewicz, seconded by Commissioner Stephen Buckbee, recommending the City Council approve Ordinance 1154 – Order to Vacate an Alley in Block 2 of City Center Addition. Ayes were unanimous.

PUBLIC COMMENT

None.

NEW BUSINESS

- 1. Review- Request to Purchase City-Owned Real Estate – Basic Marine, Inc. of Escanaba, MI 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. Planning Commission plan for this meeting will be to review and address any land use and zoning issues.**

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. City Manager O'Toole did get a fair market value of the property and assessor value with a sale price of the property at \$133,000. This price is subject to the City

Council approval, approval and recommendation of the Planning Commission, and any other contingencies that may arise.

Lyle Bero presented on behalf of Basic Marine, Inc. and stated as of last year they had put in about 800-900 feet of sheet steel piling to secure the docking area at Basic Marine. He stated he just walked the property being sought yesterday and the shoreline erosion is really bad at the property and 6-8 feet of shoreline has eroded in the last couple of days. The proposal from Basic Marine, Inc. is to have a continuous steel sheet wall all the way up to the point; in front of the round house next to the county jail. This would amount to approximately 1500 more feet of steel break wall to secure the shoreline. Mr. Bero stated about 10 years earlier when Basic Marine began planning this project he spoke with the casino and cruise ship lines and they have strong interest in coming to Escanaba and cater to an older demographic and Escanaba has flat sidewalks as compared to Marquette, which would suit their passengers better. Mr. Bero stated they would install a swing driveway so the Casino can bus people out to the Casino and golf course. He stated Escanaba has the best natural port on the Great Lakes and is the Caribbean of the North. The old dock for Escanaba was established in the 1850's in that location and the pylons that are currently underwater have been there for 150 years or more. Mr. Bero stated that as we look forward we have an opportunity to cruise ship barking and debarking point.

Once the land is purchased Dan Kobasic would install heavy electric, storm sewers, natural gas hook-up, secure the shoreline, dockside repair, as well as offer Joyce Vanekenfort (TUG) and the Trader services. In the past year they have only had 15-20 jobs which is a small amount of jobs and sat there all winter. He plans to create jobs each time a boat is in for repair which Basic Marine will sub contract out most of the jobs. By bringing in ships for dockside repair in the winter will need 15-20 skilled laborers per ship, each ship generating millions of dollars of revenue locally.

In the interest of Basic Marine and the community that Basic Marine should acquire that property. The potential is unlimited for Basic Marine in that area. There are interest letters included along with their proposal from various businesses that would love to see these improvements. Mr. Bero stated last year they had a request from a 1000ft ship to come in for dockside repairs and were unable to accommodate them. In the proposal submitted from engineering you can see we will have heavy electrical, water, sewage, storm sewers, gas hook ups, so ships can hook up to the natural gas line for heating in the winter. This will be the only port on the Great Lakes once dredging is complete down to 28 feet it will be able to take a vessel in distress. Mr. Bero stated there are lots of opportunities to be had from the continuation and expansion of Basic Marine and this piece of property is another way of putting the whole thing together. Mr. Bero stated there are not a lot of people that have the ability to do what's being done at Basic Marine. The idea that Dan Kobasic is doing this putting his own money, millions and millions of dollars into this project, and once Dan is gone it can never happen again. Once it's there and established it will keep on going and will be his legacy. Dan has no sons to take over the business and his three daughters have no interest in the business; he does have a nephew that will be taking over the business. The consideration of selling to Basic Marine is that it's a good choice for our community, it's a good economic aspect for the City of Escanaba, it's going to employ more people, increase population in the community and schools, and the overall economic impact on Escanaba will be terrific in the next 3-4 years.

Commissioner Williams asked if there is a plan in place if the sale doesn't happen and would you do the sheet piling to the edge of that property and end there and can ships still

dock there if the sale doesn't go through. Mr. Bero stated as you go from the West to the East the pilings/sheet steel is already to the eastern edge of the City property. Dan Kobasic is going to put pilings on the other part around the peninsula and back in around that harbor. It's critical and if he doesn't get the property it will curtail what he's able to do and will not be as smooth and look as good. Underneath that property is peat moss and a building can never be built on that land and that's the reason the jail is having so many problems.

Commissioner Buckbee stated he admires his plan and feels it is well thought out, except for the price they are offering of \$1.00 for the property. He asked why they would not offer fair market value like most businesses do. Mr. Bero stated Dan Kobasic is willing to pay fair market value for the property and he had an appraisal done by a professional appraiser and a whole study done on the property and also a comparison of similar property sales in the area and also Marquette area. Mr. Bero stated they are prepared to bring over the appraisal along with their offer to City Council. He stated he wasn't sure if the Planning Commission needed the appraisal and offer. City Manager O'Toole stated administration is holding to the \$133,000. Mr. Bero stated he has a copy of the appraisal however, the appraiser had a meeting in Wausau, WI and was unable to attend tonight's meeting and would like to come back and present his appraisal in person. Vice-Chairperson Connor asked for the dollar amount Basic Marine's offering. City Manager O'Toole stated the appraisal is new information and should be shared with him so he can review it with the city attorney and assessor.

Chairperson Warstler asked what Mr. Bero's position is with Basic Marine. Mr. Bero stated he is the Business Development Manager for Basic Marine, Inc. Mr. Bero will be the sales representative once the port is in place, bringing the ships into port. He's been working on this project for the past 10 years. He strongly feels this is the best deal for the City of Escanaba. We have the best harbor and an opportunity with a gentlemen who has the money to build it. There is several million dollars of steel sitting on the ground ready to be installed once the property has been purchased. There is no financing hold up he has the money and ready to proceed. This opportunity is here today to complete this harbor, make a deep water port, and put Escanaba on the world map with the best harbor in the Upper Great Lakes. Mr. Bero has visions of domiciling a ship here in the summertime; we will have an excellent facility to accommodate the ship. A cruise ship will bring approximately 150 people into the community for dining, shopping, as well as jobs, etc. Mr. Bero stated the economic standpoint tourism will be greatly increased. Mr. Bero stated this is an opportunity that only comes to Escanaba right now, if Dan Kobasic dies or he decides not to do it, it's not going to happen. Commissioner Williams apologized in advance but pointed out Basic Marine's operation is not very attractive as it's a large cyclone fence pretty much keeping everyone and everything away from the waterfront. She went on to say there is nothing attractive about the property and asked what would draw in people who arrived on a ship to feel welcome as it looks right now and what is the plan to improve the appearance of the property. Mr. Bero stated there are sketches of the improved property to include a nautical display on the property. The plans include a circle drive, a canopy for pedestrians, and plans to move an existing pilot house Dan Kobasic currently owns and move it to that location for restrooms. Commissioner Williams stated her concerns are not really the costs but rather it is the only access the City has to the North Shore. She would like to know if their vision is to open that up for people to navigate/access the shoreline. Mr. Bero stated this parcel has been owned by the City since 1998 and been vacant for many years and he noted the City also owns waterfront property by the power plant. Mr. Bero stated this small piece of

property is advantageous to make the whole project of Basic Marine viable. Mr. Bero stated the plans do indicate a sidewalk on 4th Street and will look nice.

Commissioner Hellermann asked is this piece of property pivotal for this 28foot draft when Basic Marine owns the property to the west for a large useable stretch. Mr. Bero stated this property is critical for cruise ships and pedestrian traffic. The property is 270 feet and a cruise ship is 400+ feet long.

Chairperson Warstler voiced his concerns over Basic Marine's past safety violations from January 2012 fined \$147,000 by OSHA and this concerns him if City of Escanaba sells the property to Basic Marine or any business at any price he feels the City of Escanaba becomes part of that by extension. He asked if Mr. Bero could address those violations as some were noted as repeat offenses. Mr. Bero stated they were little things like welders not wearing their helmets and they appealed that decision and the fine was dropped down to approximately \$40,000 and have had no issues since. Commissioner Warstler stated the City is here to protect the health safety and general welfare of our citizens and that is the major goal of the Planning Commission and feels that their first priority is to provide a safe working environment for their employees and he gets the idea that Basic Marine was thumbing their nose at OSHA and this is a cause for concern.

Commissioner Milkiewicz questioned Mr. Bero regarding his statement about the land and not being able to build on it due to peat moss but he mentioned a building for restrooms on the property. Mr. Bero stated it's not really a building but a pilot house made of steel and the building would not have a foundation or basement. City Manager O'Toole wanted to remind everyone that the City has not seen any soil boring study regarding this property. Commissioner Warstler had seen soil borings and he recalls no peat moss but contamination consistent with spent coal/petroleum type products. He will look for the soil borings done by DEQ.

Commissioner Williams asked would a lease rather than sale be a possibility. Mr. Bero stated he did not think that would be realistic and Dan Kobasic would not want to put money into a property he did not own. Mr. Bero stated the City of Escanaba has put a lot of time and money into developing a deep water port and has gotten nowhere. Mr. Bero stated this can happen right now if the property is sold to Basic Marine, Inc. Commissioner Williams would like to see more detailed plans. Mr. Bero stated Basic Marine will be cleaning up the area and filled in up to the peninsula and will be a park type area. Heavy construction is going on right now and the gravel will be used to fill in the break wall.

Commissioner Milkiewicz stated Basic Marine has been a bad neighbor with uncut grass, brush piles, gravel piles, old ships, refuse steel, and been sworn at on tours. This doesn't help when Basic Marine is trying to sell tourism as part of his proposal to the City. City Manager O'Toole asked what guarantees if any does the City have from Basic Marine to fulfill any or all of visions being presented by Mr. Bero today and can they be written down as conditions of sale. Mr. Bero stated the property will eventually be cleaned up and level. Along the dock area where ships tie off will be a concrete sidewalk and beyond that an asphalt driveway, storm sewers with catch basins.

Mr. Bero stated he guarantees these items will happen:

1. Deep water port
2. Winter there will be 10 1000ft ships in for repairs.

3. Basic Marine has excellent reputation for repairs and many ships do not want to go to Duluth for repairs. Mr. Bero also stated the Coast Guard has later ships now and there is no one on the Great Lakes that can handle such large ships for repairs and Basic Marine plans to be able to accommodate them with the purchase of this property and a deep water port.

Commissioner Warstler noted large ships are major polluters. Mr. Bero stated if this were a major issue it would be more regulated and when ships are docked they either shut down or are hooked up to natural gas lines to minimize pollution.

Commissioner Hellermann discussed the purchase sale agreement from 1997 between Basic Marine, Inc. and the City of Escanaba for another City-owned property. He noted there are a lot of stipulations many of which were not met. He also asked why there are no cruise ship commitment letters in the current proposal packet. Basic Marine's track record speaks for itself with a lot of promises made and not kept. Commissioner Hellermann also asked if Basic Marine was hoping to acquire the Delta County Jail facility to complete the vision, which the City of Escanaba has first right of refusal on that property.

Chairperson Warstler would like to see everyone on the same page and given Basic Marine's track record it would be naïve to sell the property at any price and a rent to own with performance benchmarks may be the best solution. Mr. Bero stated Basic Marine will not invest ½ million dollars into a property it doesn't own. Randy Viau was present and stated he was on the drawing side of the project and wanted to address the pollution questions. Mr. Viau stated that is why the 480v three phase 2000 amp services will be installed so the ships can plug in and turn their engines off.

City Manager O'Toole asked Mr. Bero if Basic Marine would be willing to give the Planning Commission a tour as a group of their operation and see the plans/vision being presented. Mr. Bero will check with owner, Dan Kobasic. Mr. Bero also noted the City is not using our waterways and this piece of land makes it a complete project. City Manager O'Toole suggested tabling until the Planning Commission meeting on August 14, 2014.

A motion was made by Commissioner Hellermann and seconded by Vice-Chairperson Connor to table this discussion until the August 14, 2014 meeting.

Ayes were unanimous

2. Project Updates:

- A. Zoning Board of Appeals Hearings/Decisions – No meeting was held.
- B. Delta County Planning Commission Update – No meeting was held. A presentation by the Hydro Electric Energy Company opposing the windmills.
- C. Zoning/Land Use Permit Update – Since January 1, 2014, 25 zoning permits have been issued with a declared construction value of \$3.5 million.
- D. Various – Moving forward on the NEXT Michigan Development Zone and are putting the bylaws and rules and procedures together between the cities in both Delta and Marquette Counties. A first draft is expected to be completed by the end of

August 2014 for public consumption and input. All representatives attended the semi-annual meeting of the 5 NEXT Michigan Zones in Flint, MI, which was very helpful in seeing how others were doing things and discussion. Expect to hear more about branding the district as a trade zone and currently the name being discussed is the Superior Trade Zone. Once the application, rules, and bylaws complete we submit them to the Michigan Economic Development Strategic Fund for review and from there they go to the Attorney General for review. City Manager O'Toole did reach out to townships of Delta County and solicited a Township Representative to be on the review committee and Mr. LaChance of Baldwin Township is currently reviewing the agreement. City Manager O'Toole is also looking for Business and Industry representative to review as this is a multi-model plan.

GENERAL PUBLIC COMMENT

None.

COMMISON/STAFF COMMENT AND ANNOUNCEMENTS

None.

ADJOURMENT

A motion was made by Commissioner Hellermann, seconded by Commissioner Milkiewicz, to adjourn the meeting. The meeting adjourned at 7:30 p.m. Ayes were unanimous.

Thomas Warstler, Chairperson
Escanaba Planning Commission

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

Roy Webber, Secretary
Escanaba Planning Commission



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,

Terrie 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.

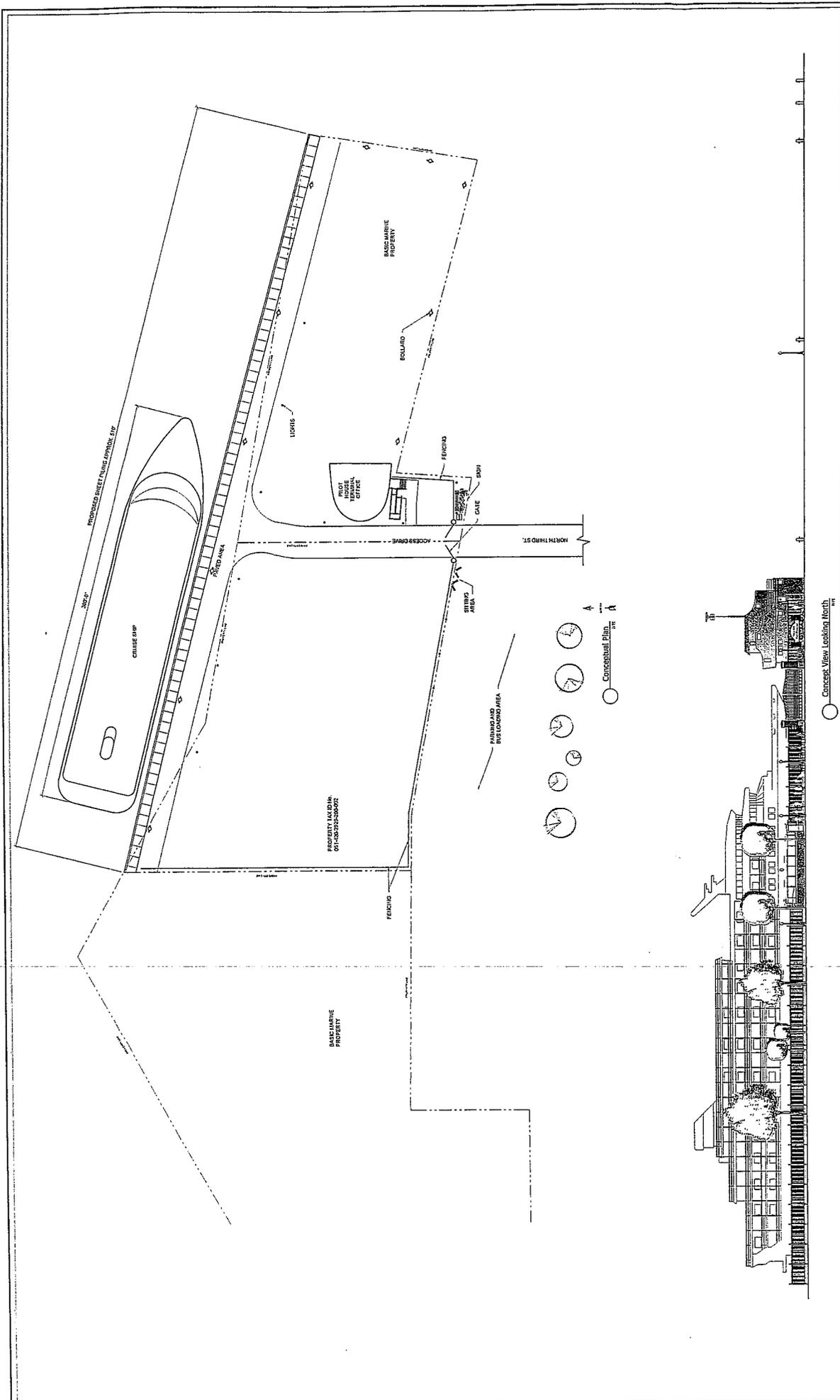
As noted, Basic Marine is the only business of its kind in the State of Michigan. There are no other shipbuilding and repair companies in the state that are capable of the size and type of work accomplished at Basic Marine.

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: 906.786.3300

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

Proposed Escanaba Port Terminal

○ Concept View Looking North

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(c), 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.

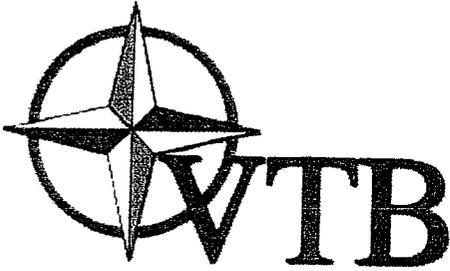
I understand you are considering a plan to build a dock nearer to the bay of Green Bay. If such a dock were to be built, and it had ample water depth, such a dock would benefit the transport of bulk commodities to and from your city as well as Coast Guard missions that support icebreaking in and around 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

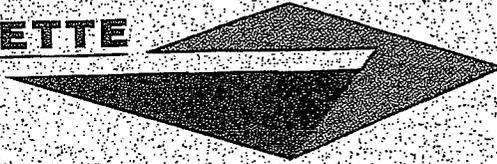
It has come to our attention that Basic Marine has an opportunity to acquire property that would allow vessels of notably deeper drafts to come into their facility. We currently do business with Basic Marine, but the scope of that business is limited by the current controlling draft at their docks.

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.

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

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

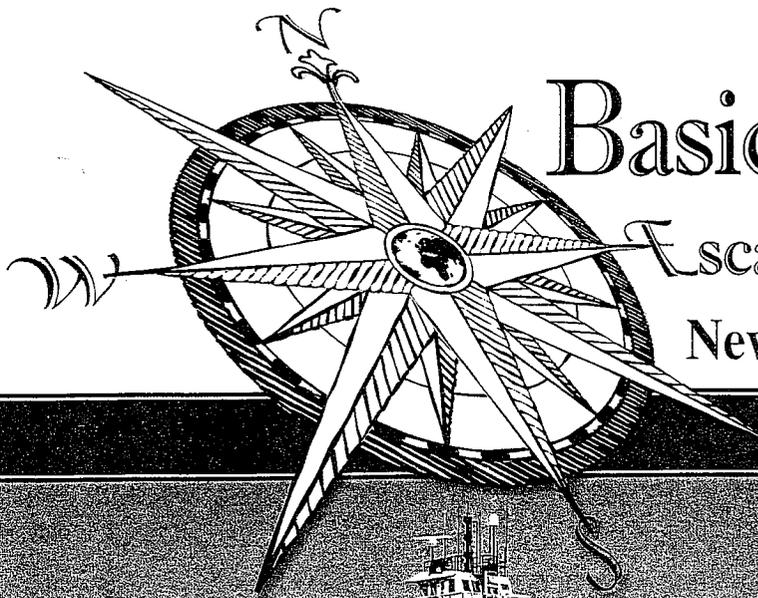
Basic Marine, Inc. (BMI) is a small business with less than 50 employees capable of constructing, testing and delivering steel hulls of various sizes and designs. BMI's production schedule could easily accommodate the construction schedule requirement for this project. All units are built on BMI's sole 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 winches, various systems	\$6.7 million	Apr-08	Jul-09
Twenty Pipeline Pontoons - Contract W912BU-06-C-0026	Vicksburg District	48 x 18 x 4	pipeline, castings, t-rails	\$4 million	May-07	Oct-08
One Anchor Barge - Contract W912BU-05-C-0020	Vicksburg District	60 x 22-2 x 5-3	winch overhaul	\$1 million	Apr-06	Mar-08
Six Deck Cargo Barges - Contract W912BU-04-C-0016	Omaha District	120 x 30 x 6-3	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

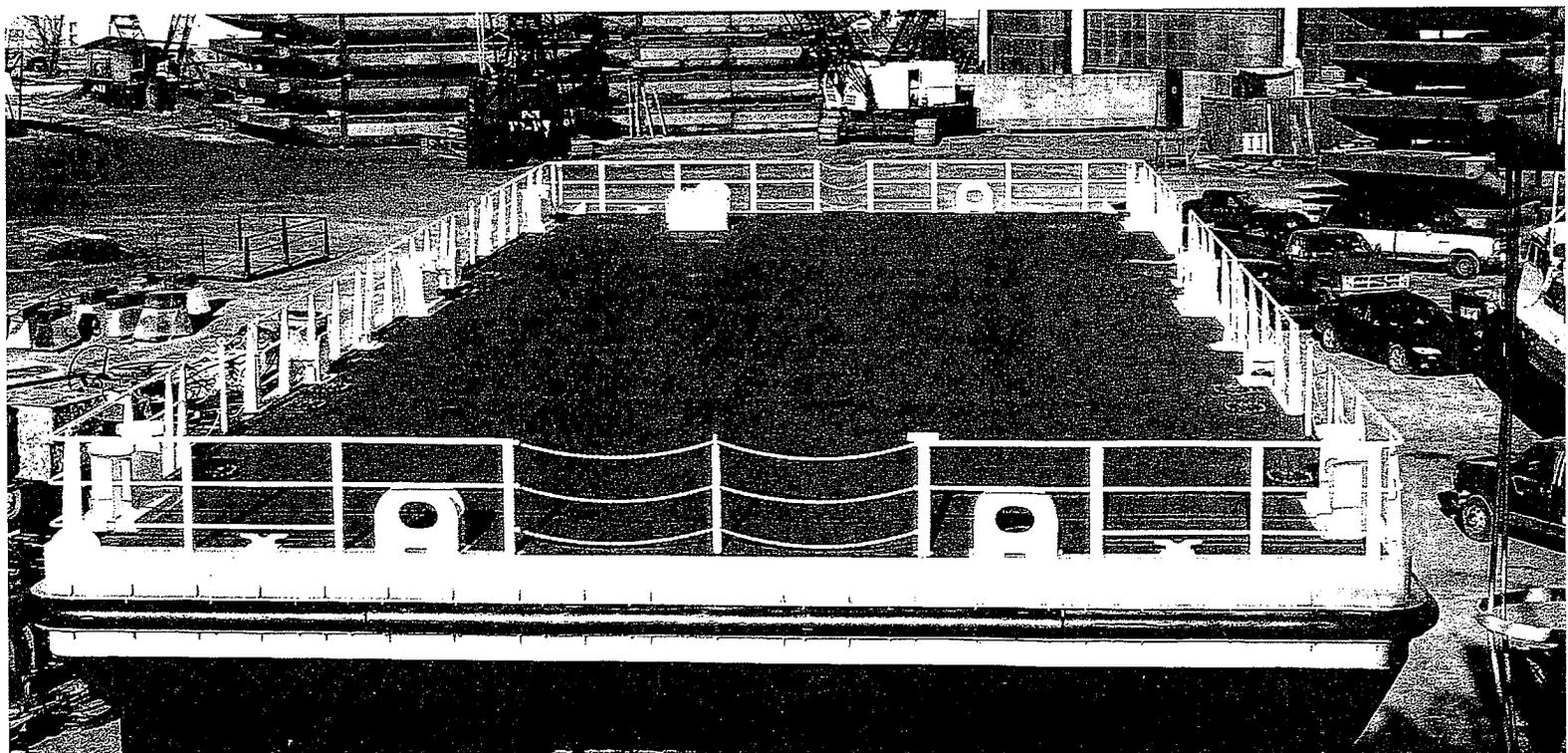
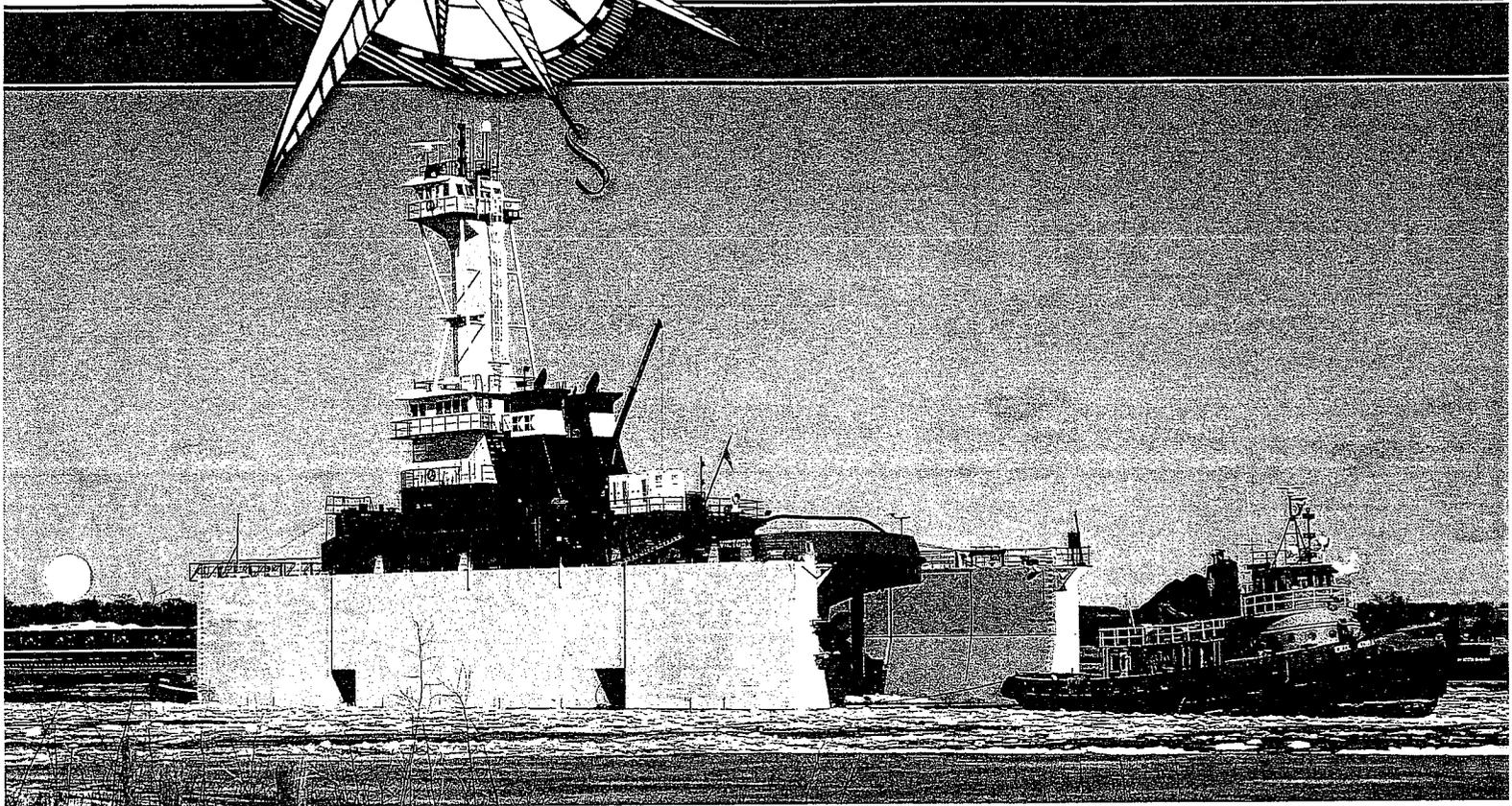
<u>HULL NO</u>	<u>YEAR</u>	<u>VESSEL TYPE</u>	<u>SIZE</u>	<u>LOCATION</u>
1		FISHING TRAWLER	80 X 22 X 12	NEW ENGLAND COAST
2		OFFSHORE OIL BARGE	180 X 54 X 12	NEW ORLEANS, LA
3		FISHING TRAWLER	80 X 24 X 12	CEDAR RIVER, MI
4		GATE BARGE	150 X 52 X 8	PITTSBURGH, PA
5	1988	DECK BARGE	200 X 50 X 8	PITTSBURGH, 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

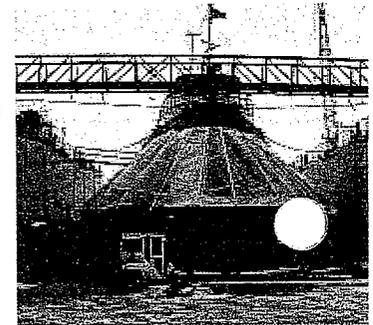
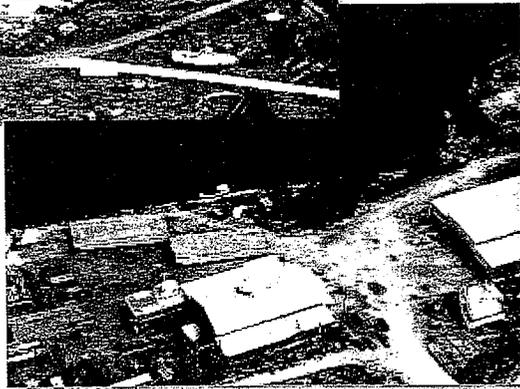
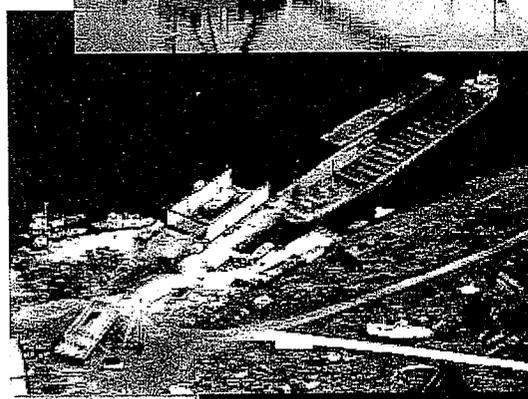
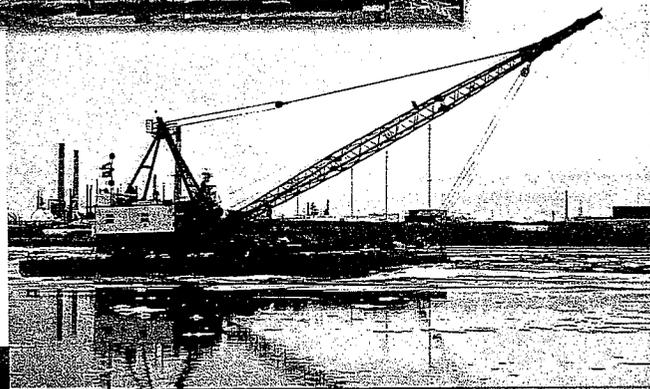
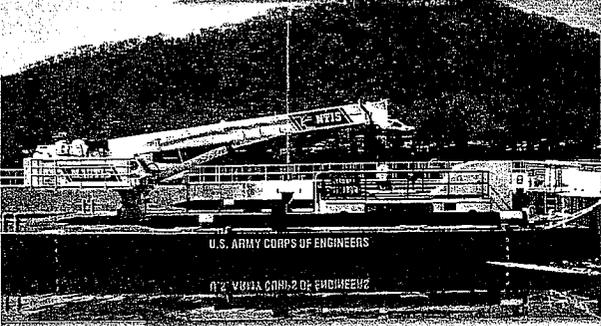
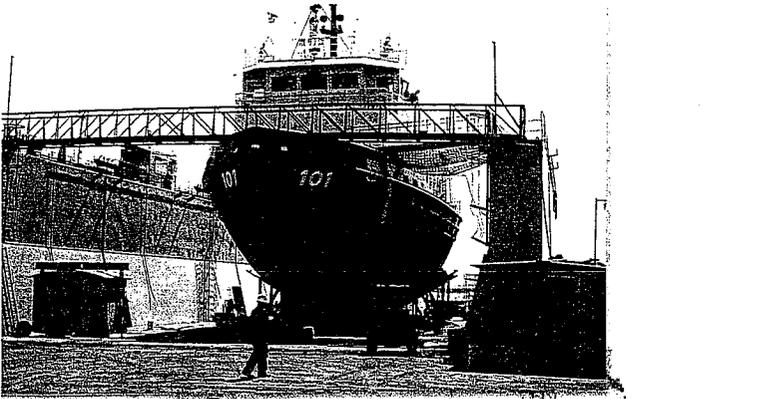
2300 tons; 160' x 65' (inside) with removable side wall. Repairs, replacements and installations of sections and components. Inspection and survey, surface prep and finishing, electrical, mechanical and safety systems.

■ 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

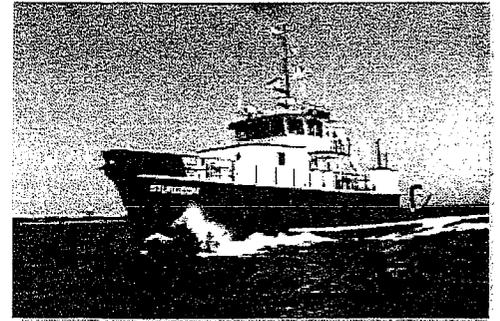
We offer great benefits to our customers, with access to 38 acres of waterfront property in the northern, naturally protected section of Green Bay, called Little Bay De Noc in Escanaba, MI. With this access, we offer 2000 feet of dock space, plus a 500-foot pier, Canadian National railway service into 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

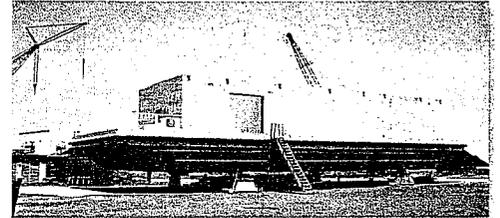
R/V STURGEON RETROFIT

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.

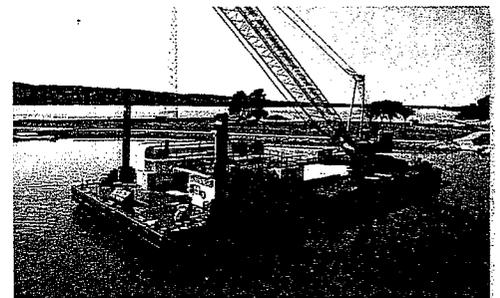
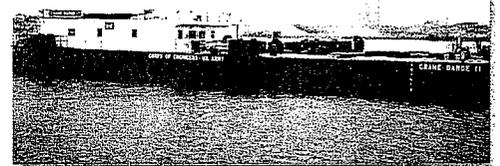


The following projects were completed for the US ARMY CORPS of ENGINEERS

CRANE BARGE 11

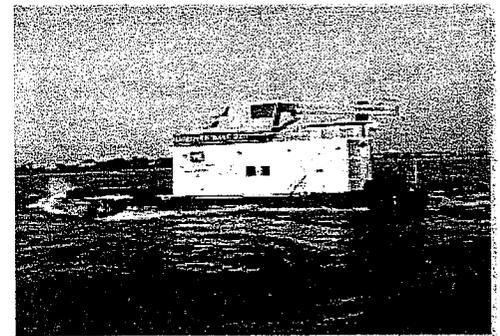
The primary mission of the barge is to remove rock, sand and silt from the inland waterway system in and around the Rock Island District. The vessel also places riprap rock to stabilize the riverbanks. The length of the barge is 150', with a 46' beam, and 10' depth. The barge is equipped with 3-42' DA 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.



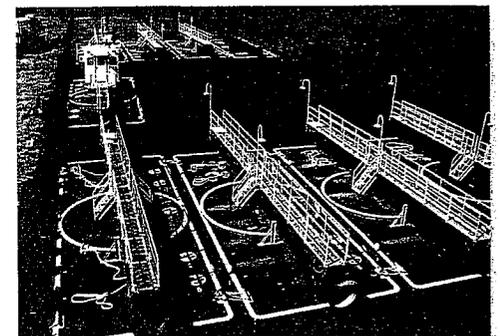
CRAWLER CRANE DB-768

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.



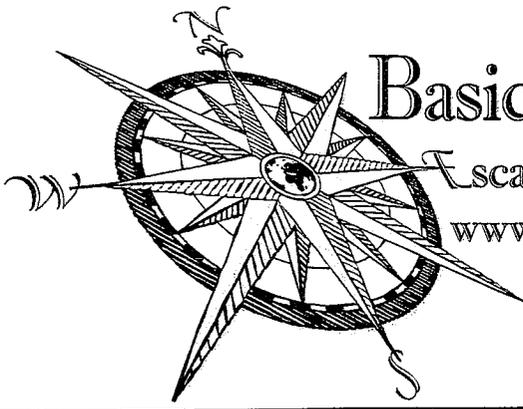
MANEUVER BOATS 2001 & 2002

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.

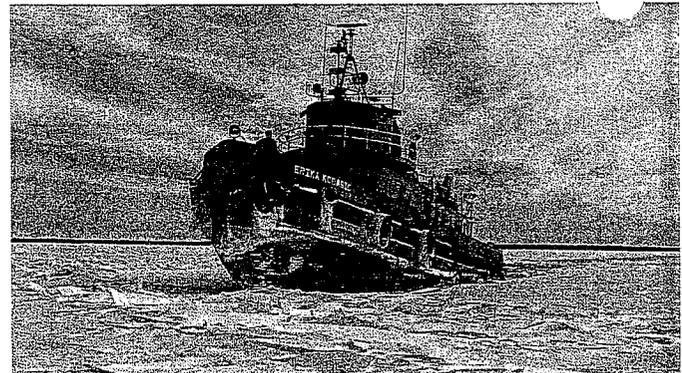
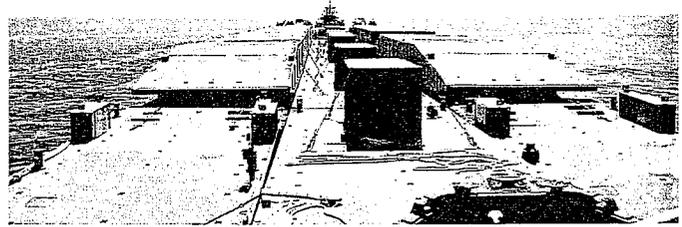
The Basic Towing Advantage

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.

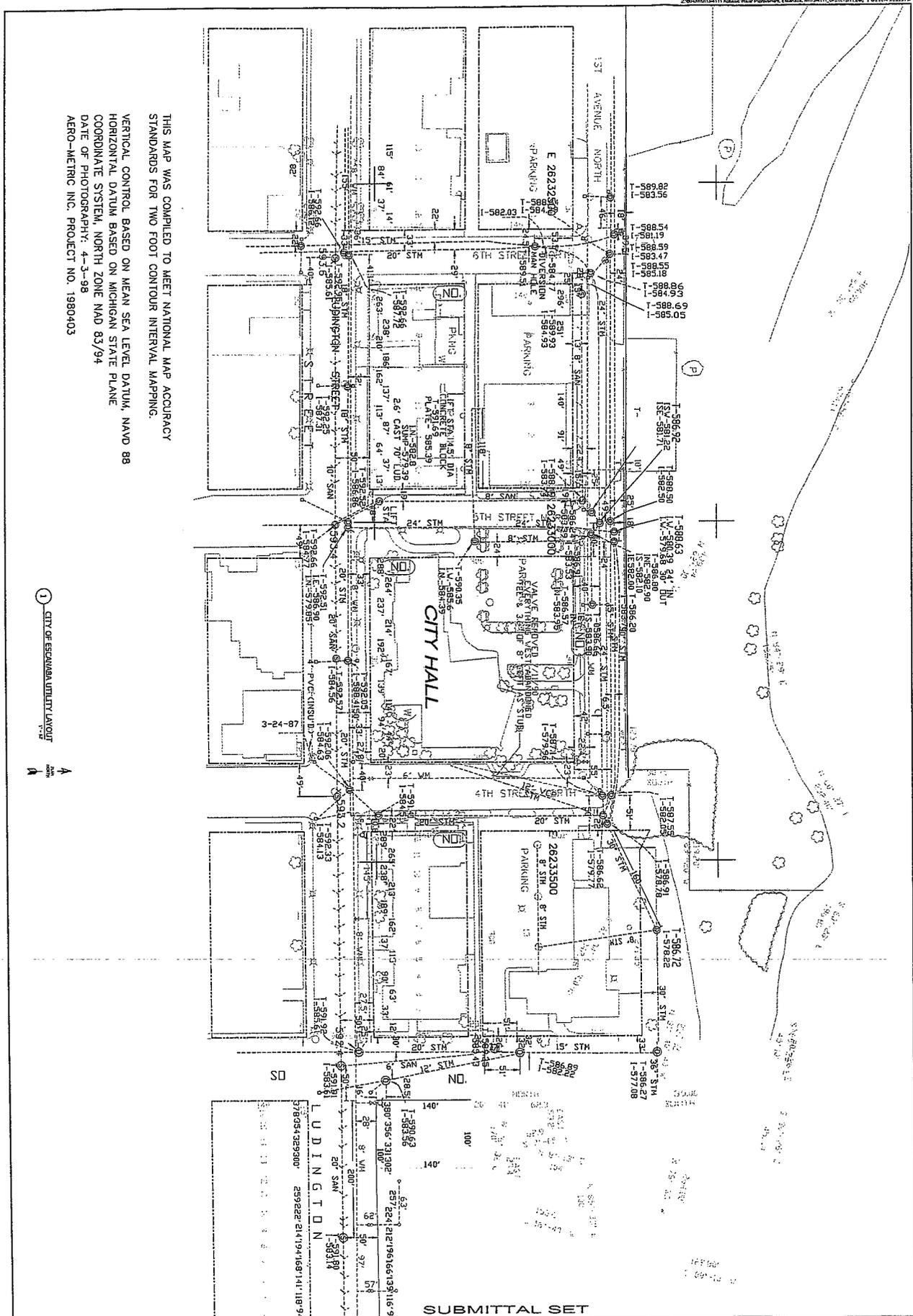
- Reliable, dependable on-time service
- We stand by our quotes, no hidden cost
- Wide – ranging experience
- Availability of equipment
- ABS certified barges and tugs
- Equipment: well-maintained, plus new barge added in 2009



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

www.basicmarine.com • info@basicmarine.com



THIS MAP WAS COMPILED TO MEET NATIONAL MAP ACCURACY STANDARDS FOR TWO FOOT CONTOUR INTERVAL MAPPING.

VERTICAL CONTROL BASED ON MEAN SEA LEVEL DATUM, NAVD 88
 HORIZONTAL DATUM BASED ON MICHIGAN STATE PLANE
 COORDINATE SYSTEM, NORTH ZONE NAD 83/94
 DATE OF PHOTOGRAPHY: 4-3-98
 AERO-METRIC INC. PROJECT NO. 1990403

1 CITY OF ESCANABA UTILITY LAYOUT

SUBMITTAL SET

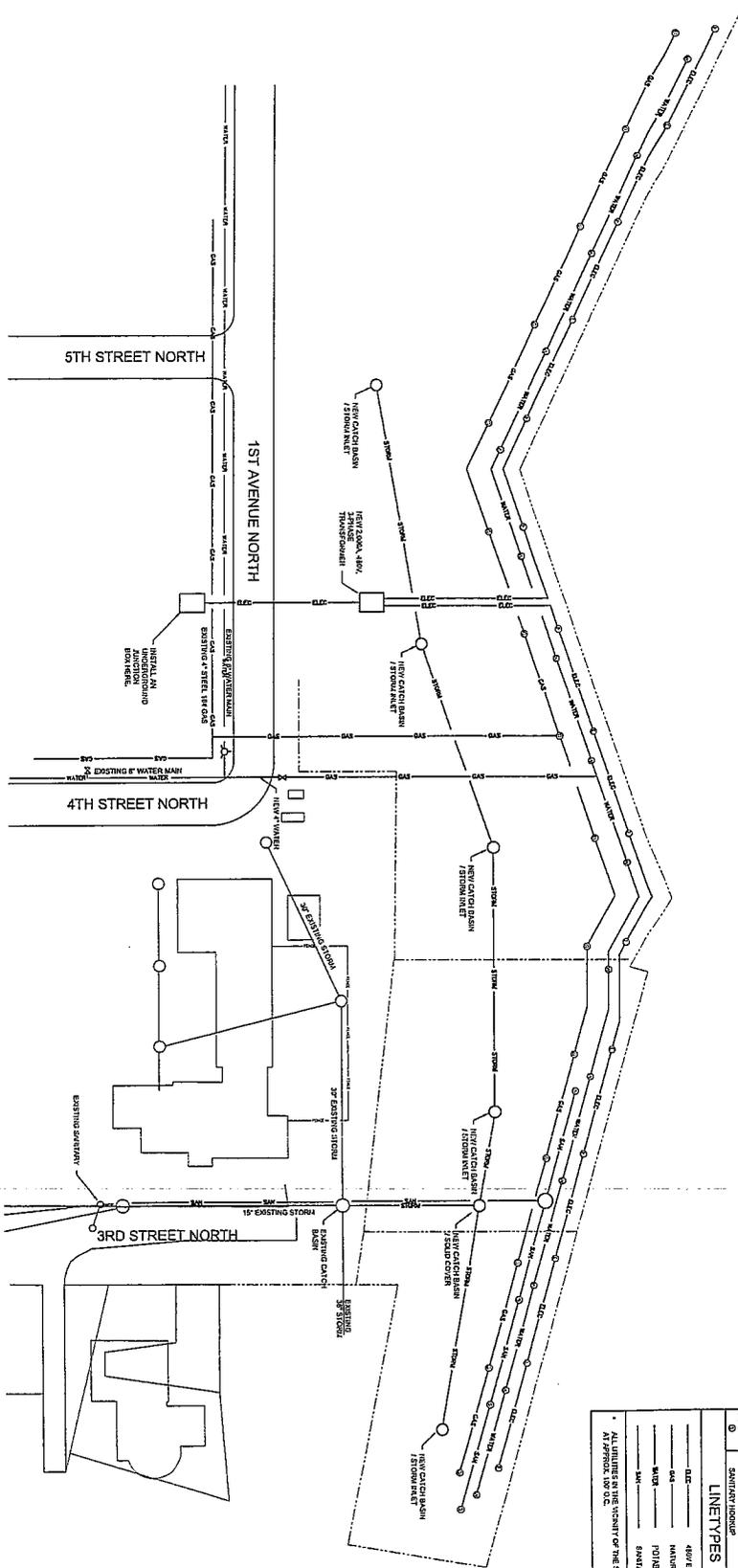
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Client	ESCANABA PORT FACILITY
Location	ESCANABA, MI
Drawn By	RSW
Checked By	RSW
Date	05-28-2014
Scale	AS SHOWN
Sheet No.	01234

C1.4

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

ddm design document manager

REVISION	DATE



1 NEW DEVELOPMENT UTILITY LAYOUT

LEGEND	
⊖	ELECTRICAL HOODUP
⊖	NATURAL GAS HOODUP
⊖	WATER HOODUP
⊖	SEWER HOODUP
LINETYPES	
---	480V ELECTRIC
---	NATURAL GAS PIPING
---	POTABLE WATER PIPING
---	SEWER PIPING
---	STORM PIPING

* ALL UTILITIES ARE LOCATED AT THE SHOWN SPACES AT APPROX. 0.0' TO 0.2' FROM THE CENTERLINE.

SUBMITTAL SET

Project Title
REPURPOSING LAND DEVELOPMENT
ESCANABA PORT FACILITY
 ESCANABA, MI

Scale
C1.5

Date
 05-29-2014

Drawn By
 RJV

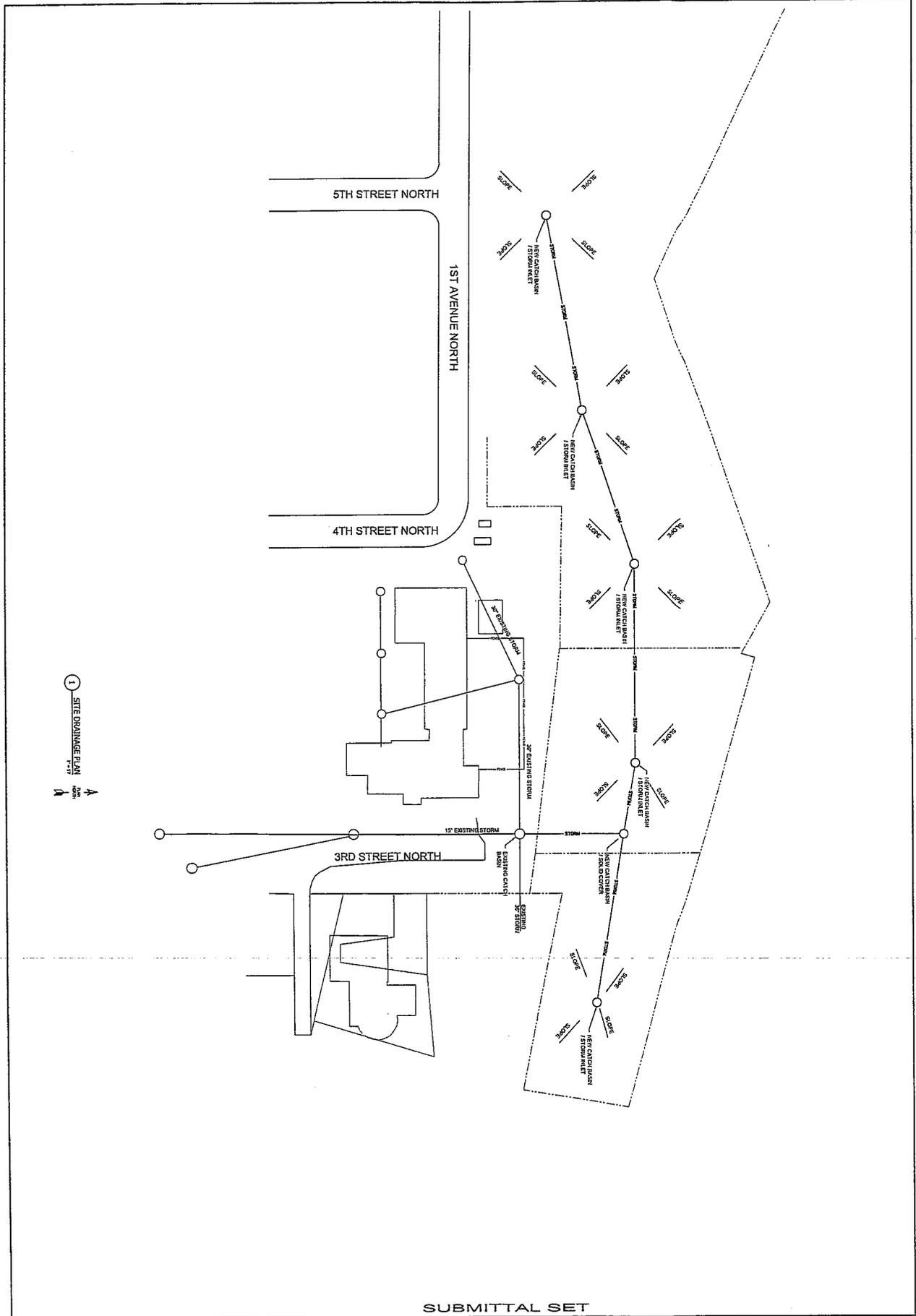
Checked By

13234

Dynamic Design Group, Inc.
 Engineering & Construction
 1000 West 10th Street, Suite 100
 Escanaba, MI 49829
 Phone: (507) 338-1111
 Fax: (507) 338-1112
 Email: info@dynamicdesign.com
 Website: www.dynamicdesign.com

Project Manager
 [Signature]

REVISION	DATE



SUBMITTAL SET

<p>Project Title REPURPOSING LAND DEVELOPMENT ESCANABA PORT FACILITY ESCANABA, MI</p>	<p>Client RLV</p>	<p>Date 02-28-2014</p>	<p>Scale 1" = 40'</p>	<p>Sheet No. C1.6</p>	<p>Job No. 01234</p>	<p>Dynamic Design Group, Inc. Engineers - Architects - Planners 1000 East Main Street Escanaba, MI 49829 Phone: 498-2333 Fax: 498-2334 Email: info@ddg.com www.ddg.com</p>		<p>REVISION</p>	<p>DATE</p>

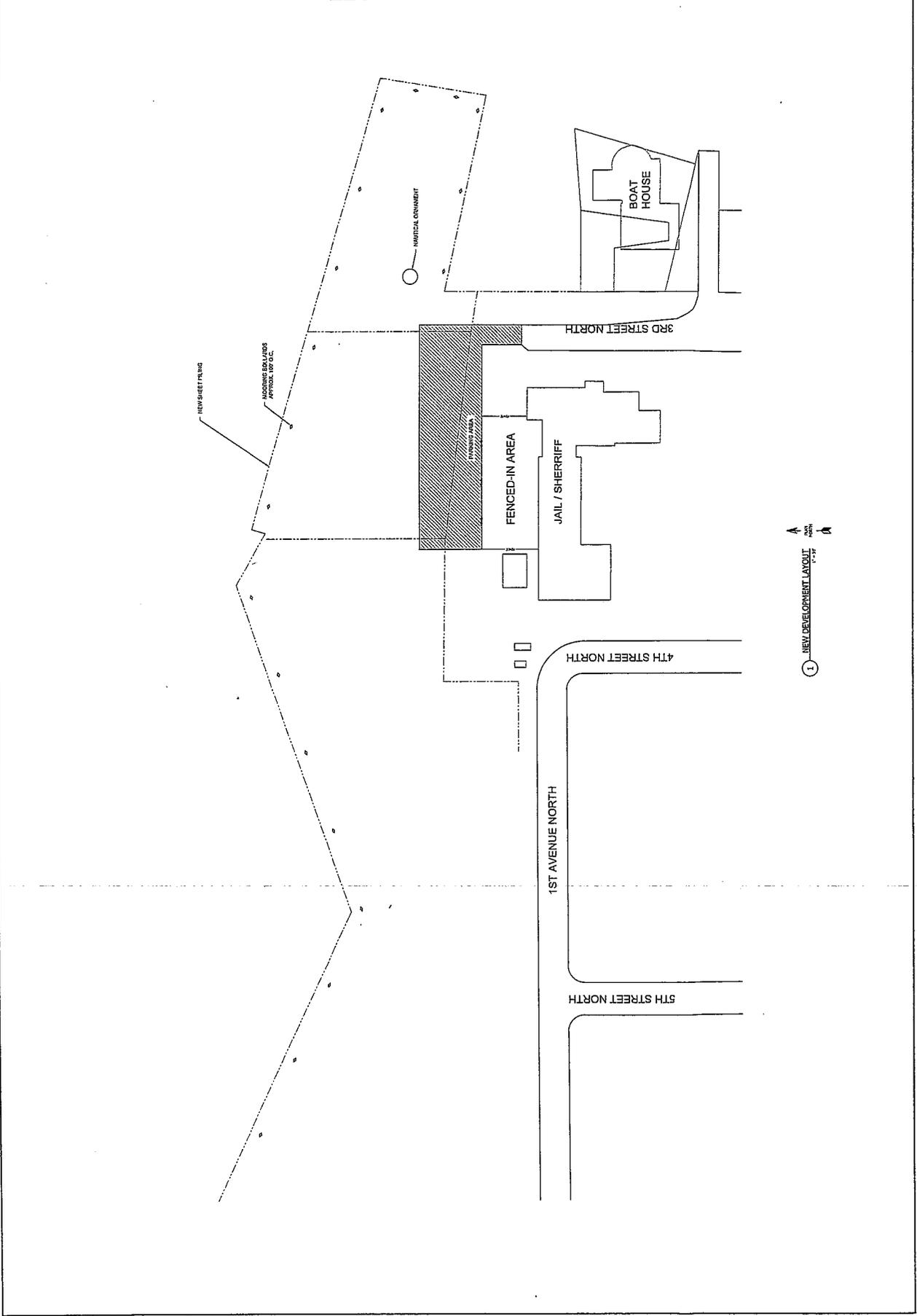
C1.2
01234

Project No. 05-29-2014
Drawn By R/J/V
Checked By
Escanaba, MI
REPURPOSING LAND DEVELOPMENT
ESCANABA PORT FACILITY

Dynamic Design
Group, Inc.
Engineers—Architects—Interior Designers
1000 S. Main Street, Suite 100
Escanaba, MI 49829
Phone: 498-3333
Fax: 498-3334
www.dynamicdesigngroup.com

REVISION	DATE

SUBMITTAL SET



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

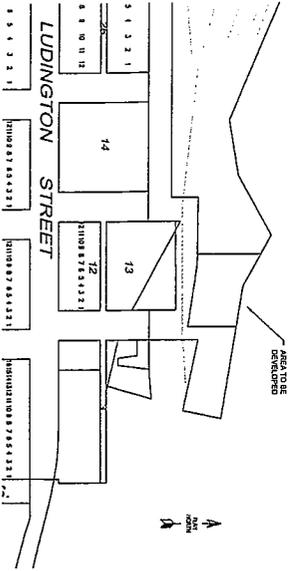
DESIGNER:
Dynamic Design Group, Inc.
 Engineers—Architects—Project Managers
ddg design document manager

Dynamic Design Group, Inc.
 P.O. Box 1064
 900 1st Ave. So. Ste. A Escanaba, MI
 ph.: 906.786.3300 fax: 906.233.7391
 email: gen@ddginc.com
 www.ddginc.com



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LOCATION MAPS



SHEET INDEX

NO.	TITLE	DATE
01	GENERAL NOTES	06-02-2014
02	EXISTING PROPERTY AND SURROUNDING PROPERTIES	06-02-2014
03	NEW DEVELOPMENT LAYOUT	06-02-2014
04	EXISTING TOPOGRAPHICAL SURVEY	06-02-2014
05	CITY OF ESCANABA UTILITY LAYOUT	06-02-2014
06	NEW DEVELOPMENT UTILITY LAYOUT	06-02-2014
07	FINAL DRAWINGS	06-02-2014

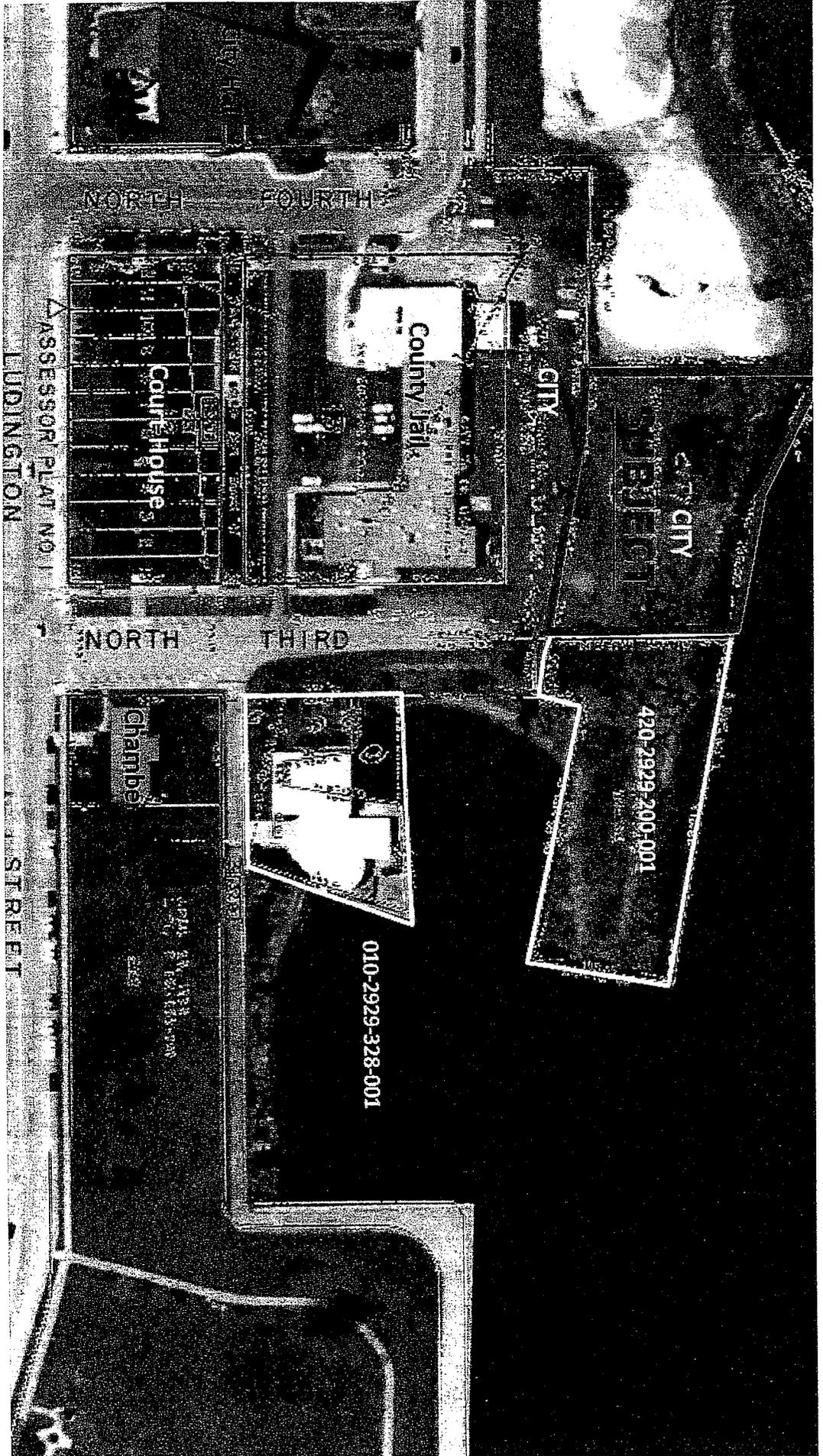
PROPERTY

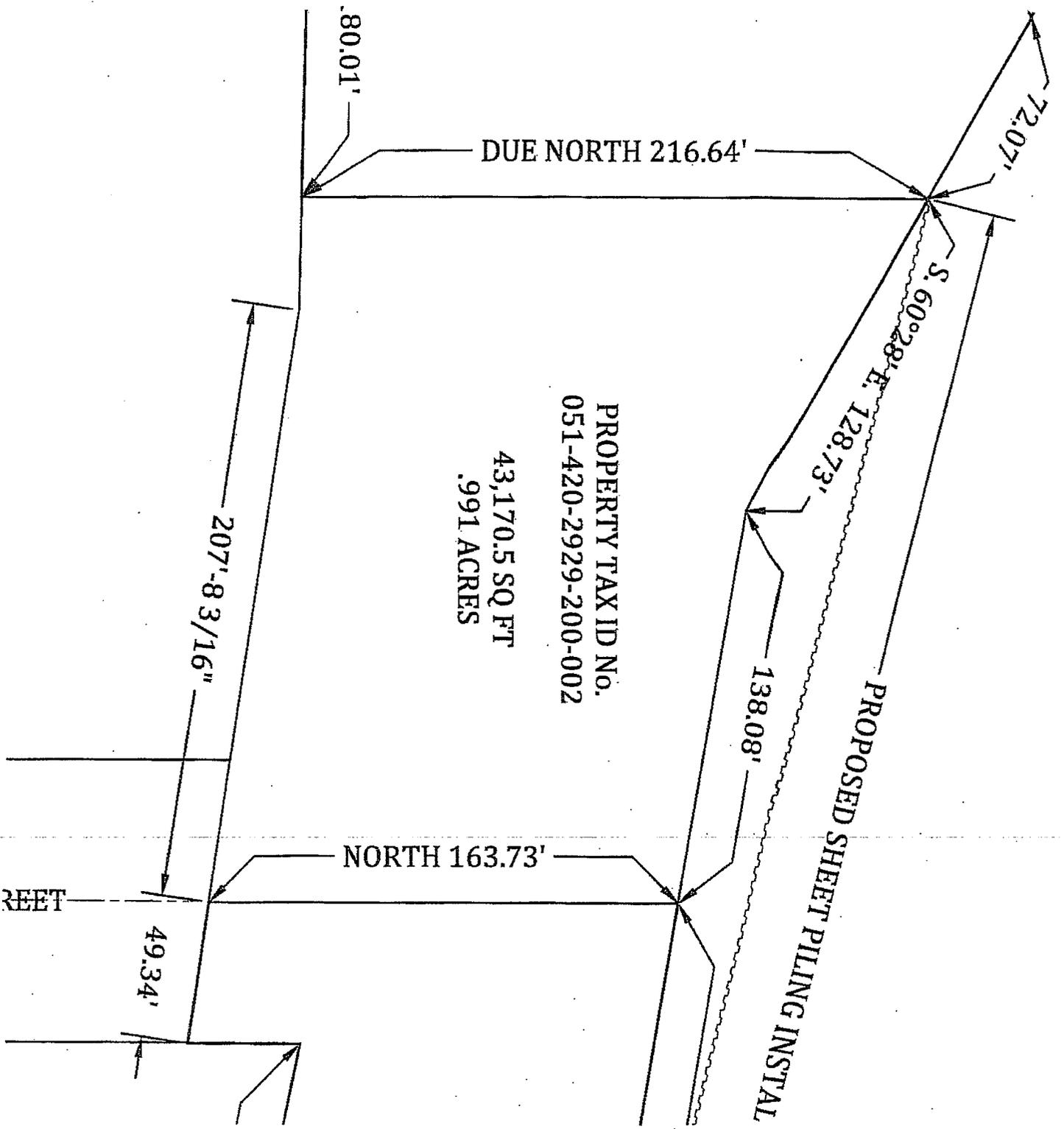
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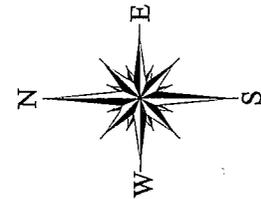
ESCANABA ZONING

1. ZONING CLASSIFICATION
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- 1.2. PROPOSED ZONING CLASSIFICATION
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- 2.2. PROHIBITED USES
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JOB NO.: 13-4111
 SET DATE: 06-02-2014
 SUBMITTAL SET
G0.1



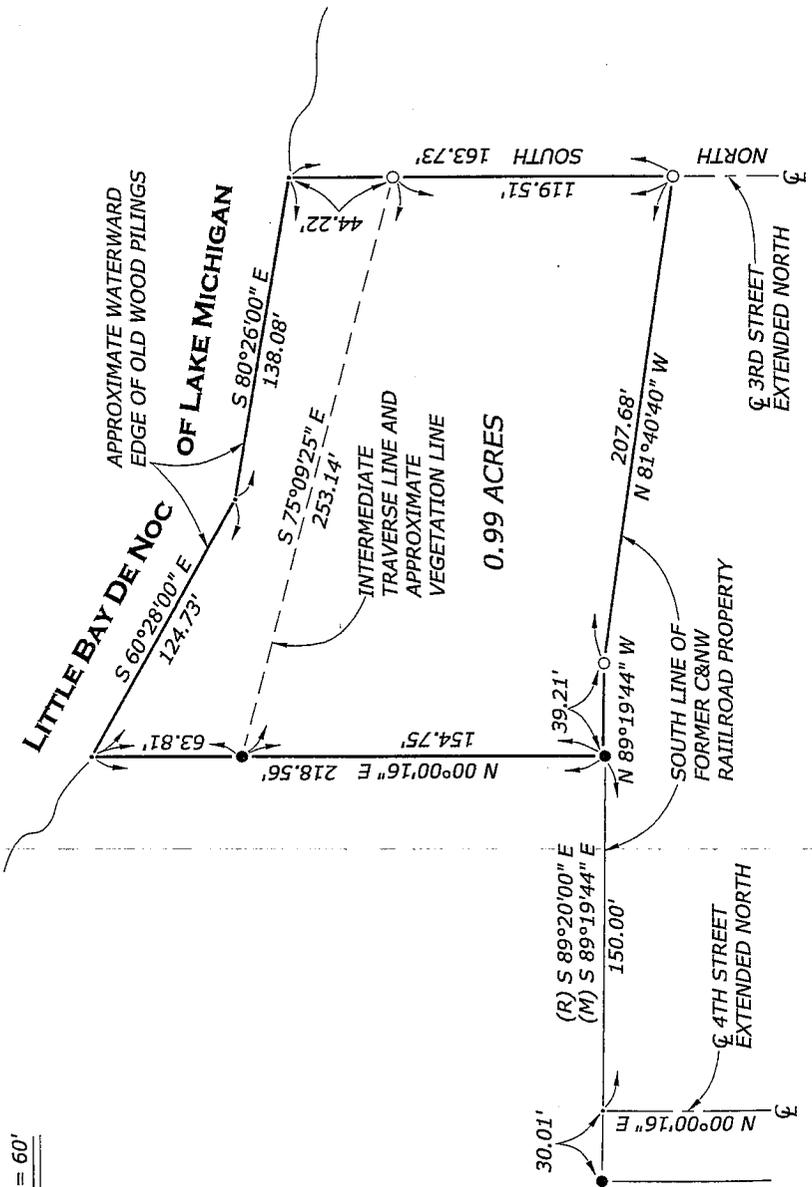




SCALE 1" = 60'

**Part of Unpatented Lake Michigan Bottom Lands
Opposite, Adjacent and Contiguous to
Government Lots 1 & 2 of
Section 29 T.39N., R.22W.**

Plat of Survey of
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.

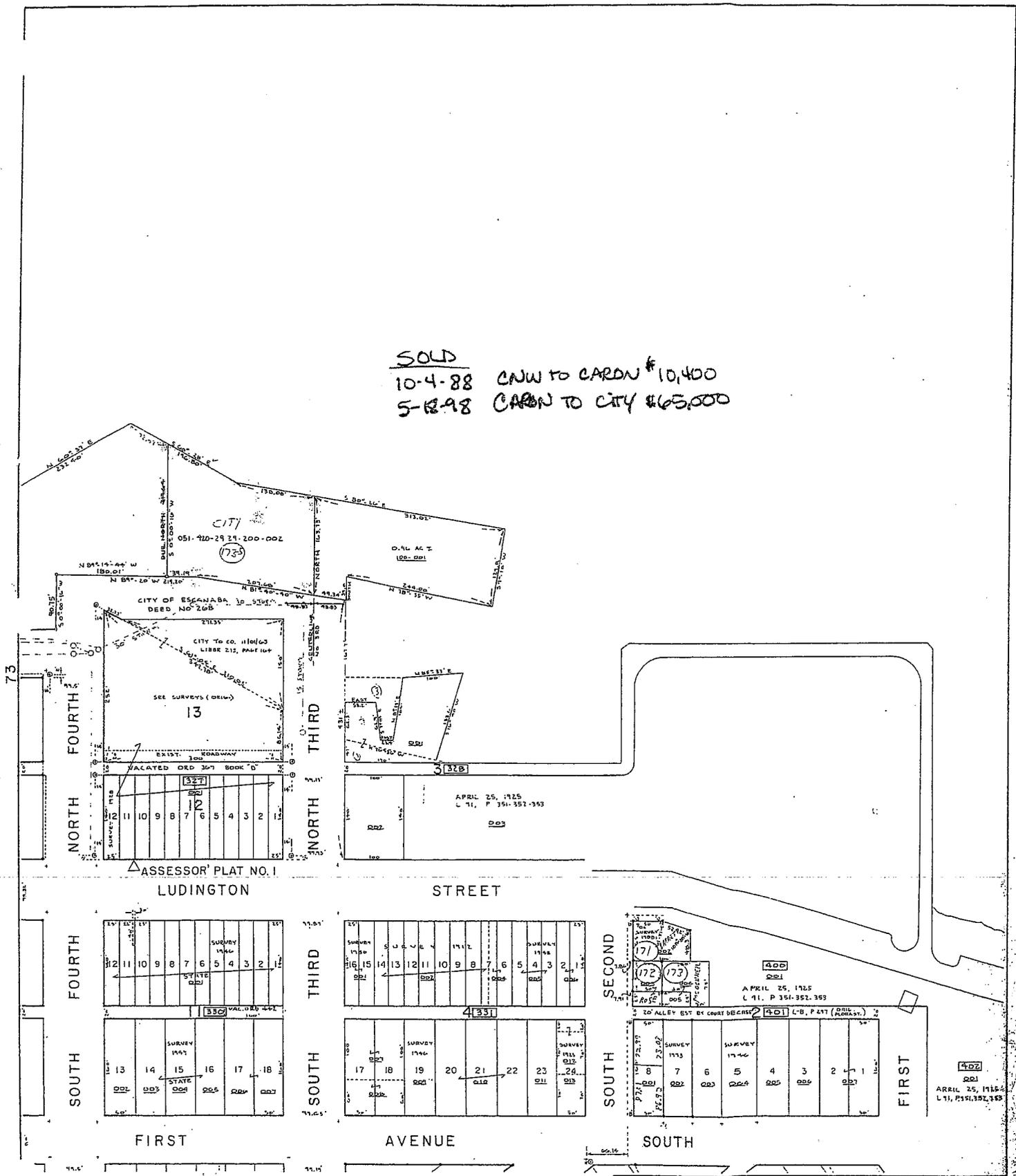
TERENCE S. WANIC, Professional Surveyor No. 44296

WANIC
LAND SURVEYORS, P.C.

1410 Ludington Street
Escanaba, Michigan 49829
Phone (906)786-1755,
Fax 786-6487

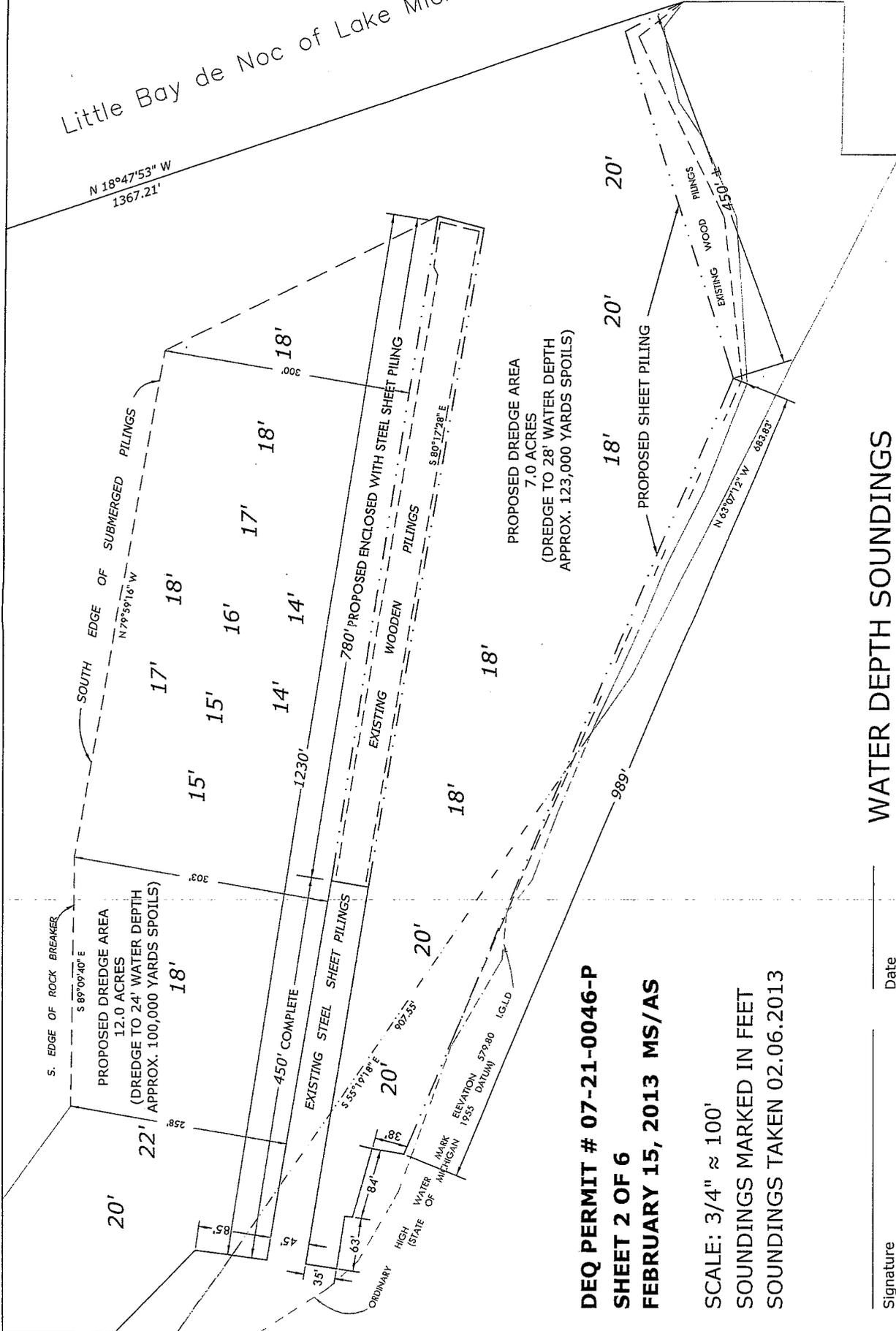
- LEGEND
- INDICATES A LINE NOT DRAWN TO SCALE
 - IRON MONUMENTS SET
 - IRON MONUMENTS FOUND
 - CONC. MONUMENTS SET
 - CONC. MONUMENTS FOUND
 - ⊕ CHISELED CROSS IN CONCRETE
 - (M) MEASURED DISTANCE AND/OR BEARING
 - (R) RECORDED DISTANCE AND/OR BEARING
 - ⊕ SECTION CONTROL CORNERS

SOLD
 10-4-88 CNW 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

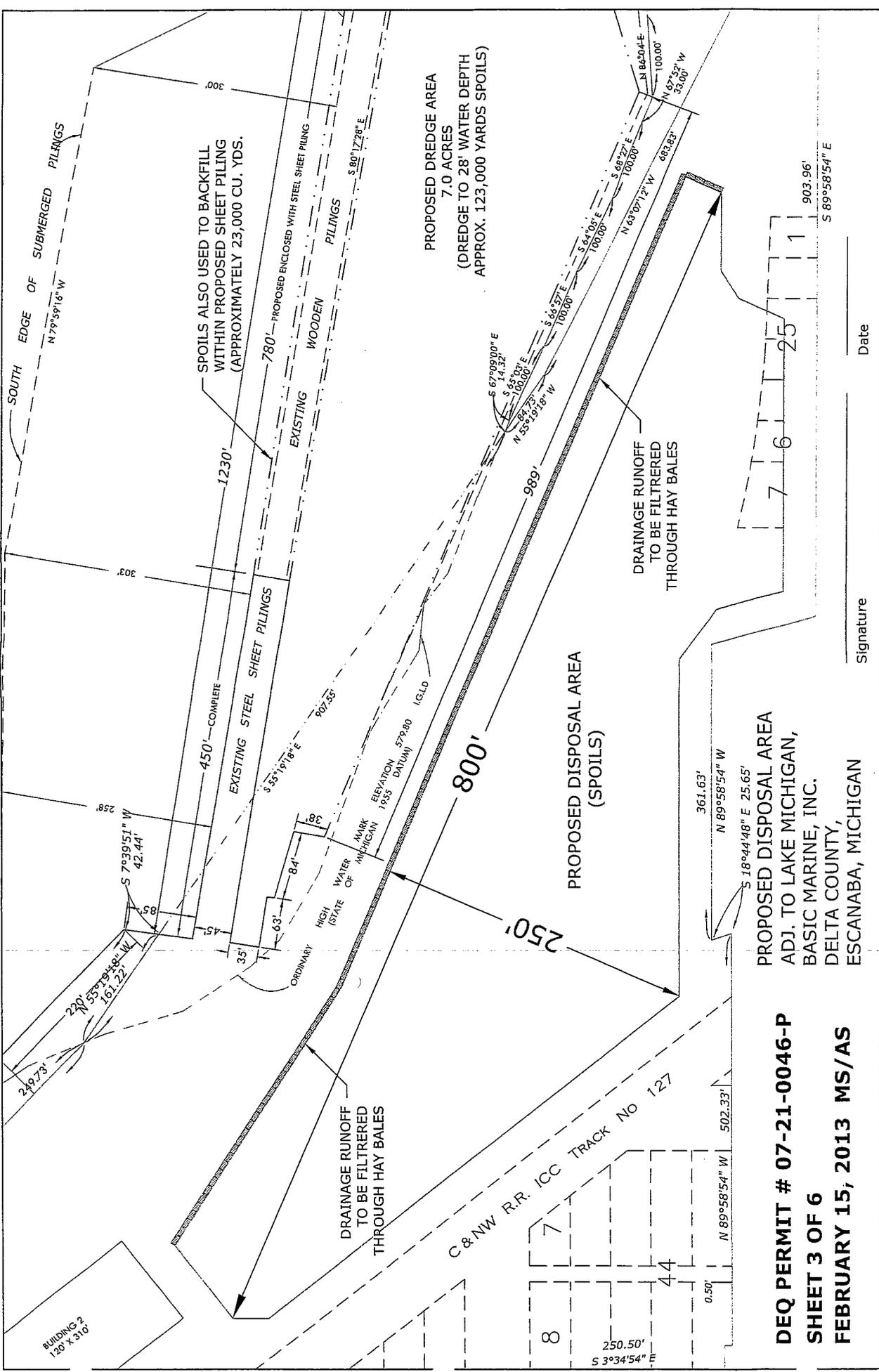


DEQ PERMIT # 07-21-0046-P
SHEET 2 OF 6
FEBRUARY 15, 2013 MS/AS

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

WATER DEPTH SOUNDINGS

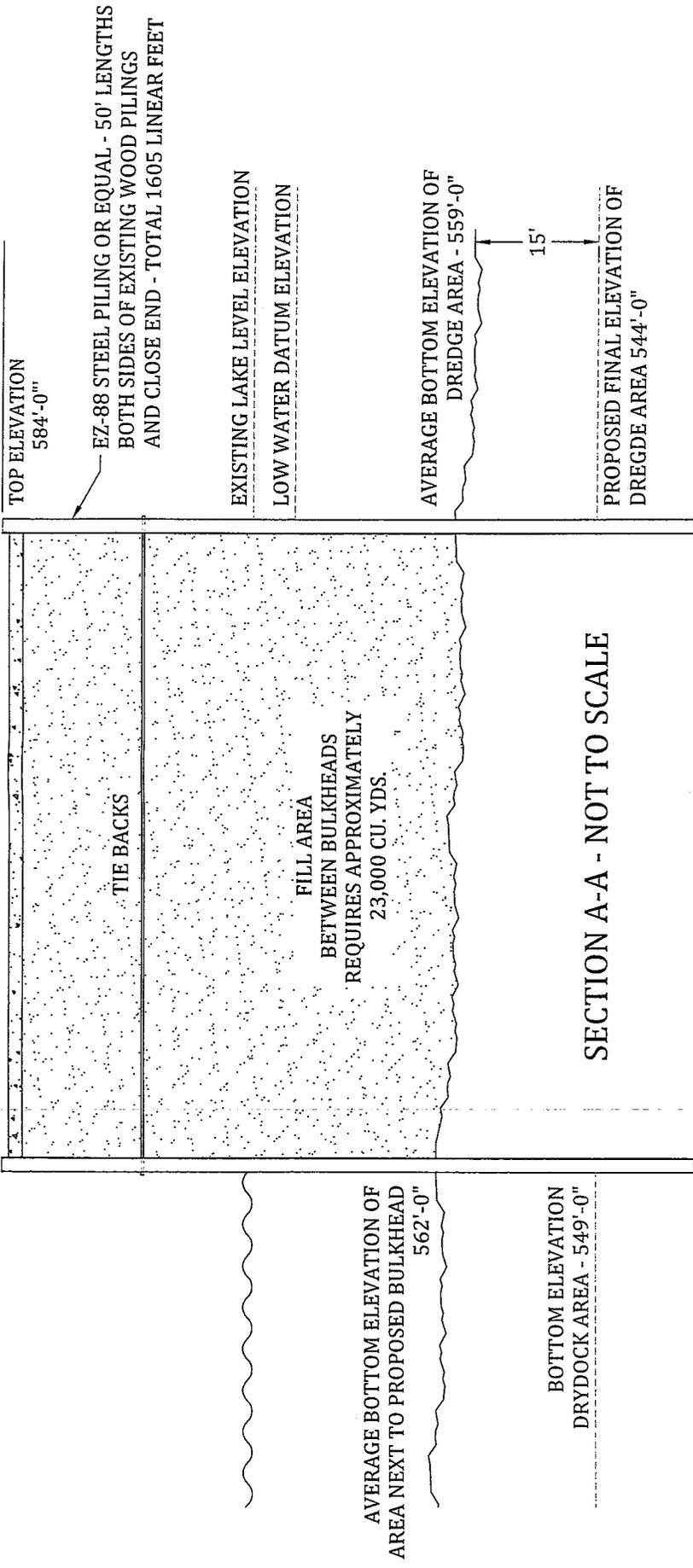
Signature _____ Date _____



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

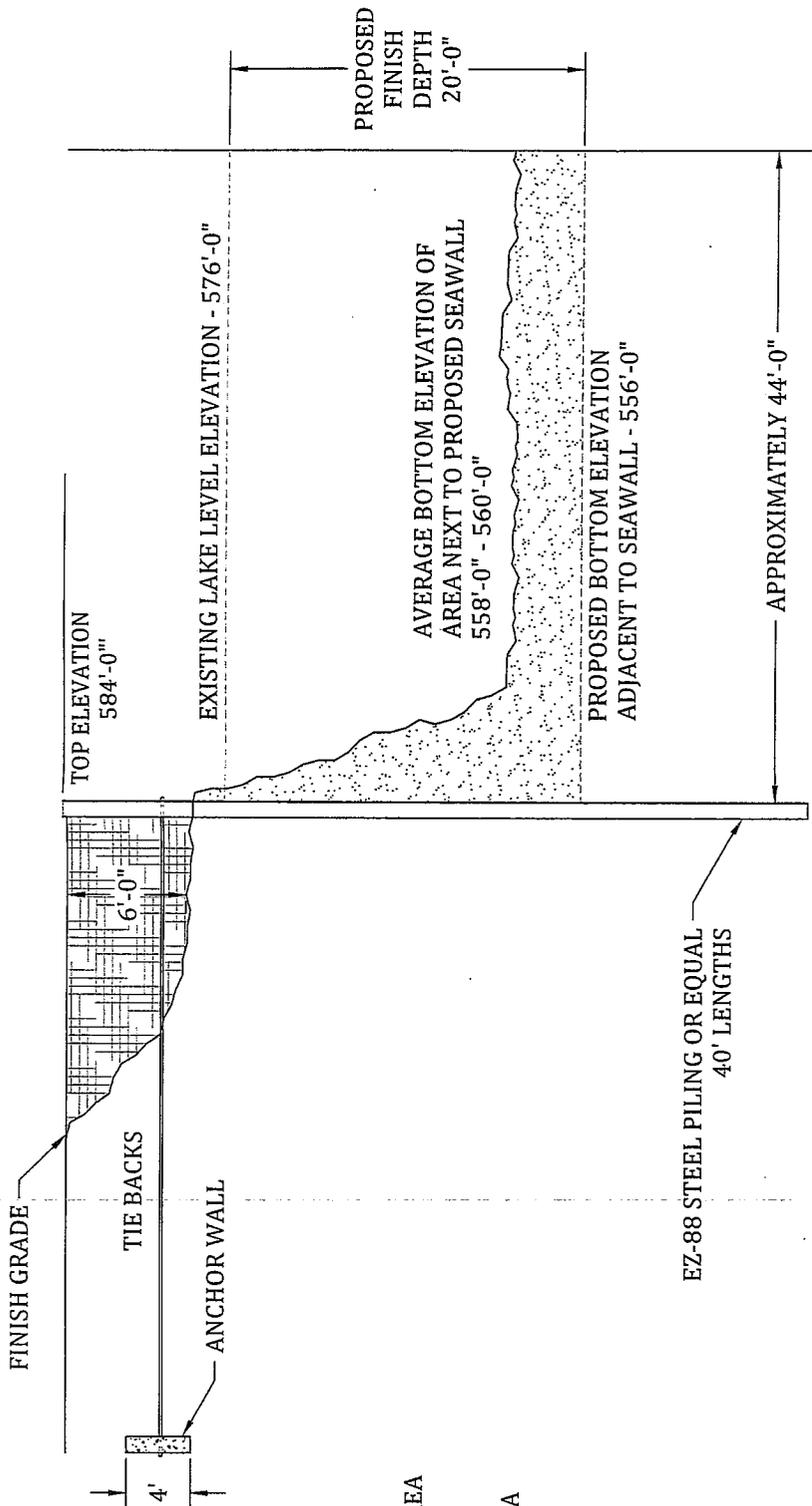
Signature _____ Date _____



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 _____



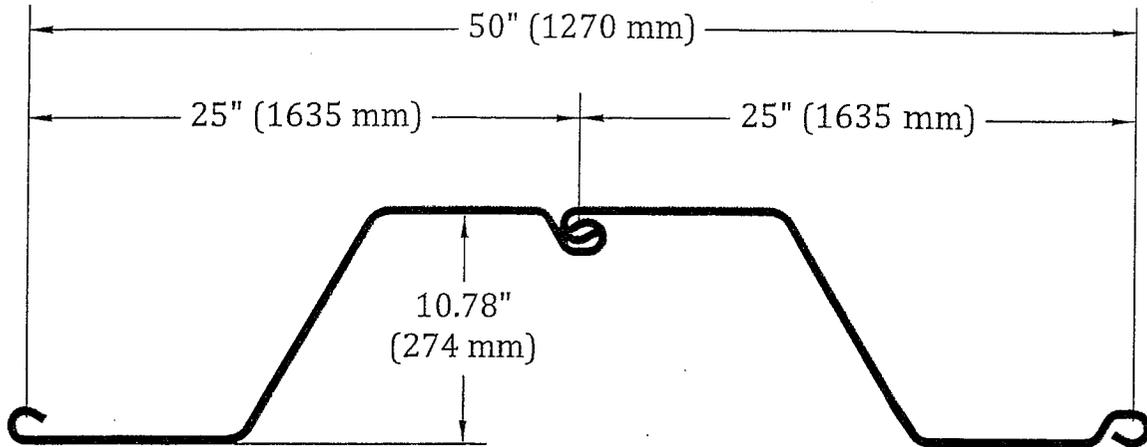
SECTION C-C - NOT TO SCALE

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 _____

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 ² / WALL FT (cm ² / 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

ESCANABA NORTHSHORE AREA

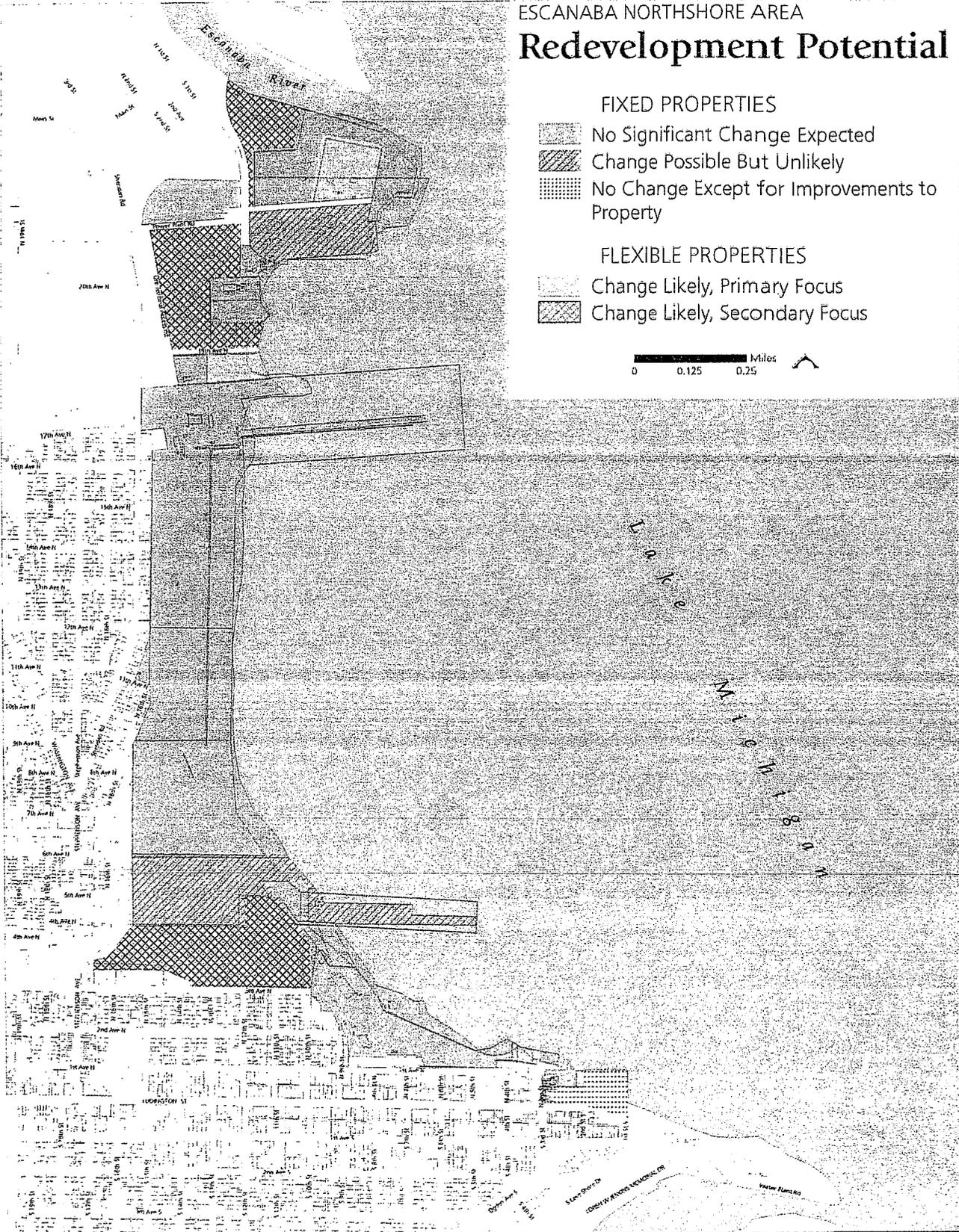
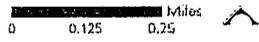
Redevelopment Potential

FIXED PROPERTIES

-  No Significant Change Expected
-  Change Possible But Unlikely
-  No Change Except for Improvements to Property

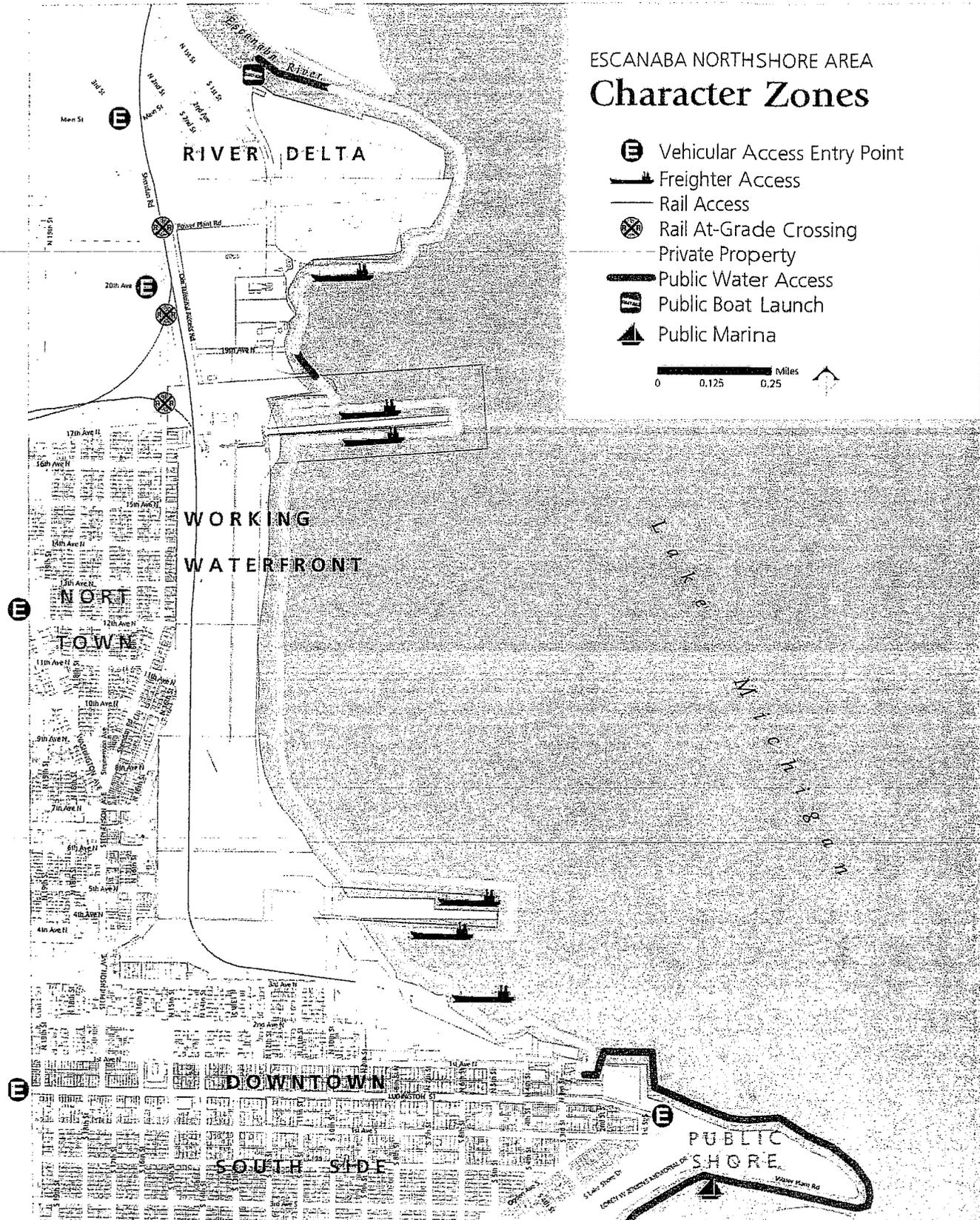
FLEXIBLE PROPERTIES

-  Change Likely, Primary Focus
-  Change Likely, Secondary Focus



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.

Basic Marine wants city property

By Jenny Lancour

jlancour@dailypress.net

ESCANABA — The Escanaba Planning Commission tabled a request from a local shipbuilder to purchase an acre of city-owned property on Lake Michigan for \$1.

Basic Marine Inc., 440 N. 10th St., Escanaba, submitted the request to the city via an e-mail on Nov. 30, 2013. The item was on the commission's agenda for Thursday's regular meeting.

The commission discussed the issue at length then tabled the request, asking for more information on Basic Marine's progress on its deep water port project underway, explained Chairman Tom Warstler on Friday.

Basic Marine is currently improv-

ing the shoreline on property it owns on each side of the city-owned land. Basic Marine, which builds and repairs ships, is restoring docks and the deep water port there to improve and expand its business.

According to Basic Marine's e-mail: "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."

If the city was to sell the property, Basic Marine noted it intends to invest approximately \$500,000 into the land including sheetpiling along the shore, beautification of the waterfront there and installa-

tion of electricity and mooring equipment.

If the sale is approved, Basic Marine's total investment in its lakeshore property is anticipated to create 22-25 new jobs mostly in skilled labor trades, according to the company's e-mail.

The city-owned acre which Basic Marine is interested in buying for \$1 has 200 feet of shoreline along Little Bay de Noc and is located north of the county jail.

Warstler said the commissioners discussed several concerns regarding Thursday's agenda item. In addition to requesting an update on Basic Marine's work now underway, commissioners would like to see the land for themselves, he said.

"We actually want to see what progress has been made on the

property," said Warstler, adding the item was tabled until next month's meeting when commissioners plan to tour the site.

Warstler said the development project is consistent with Escanaba's comprehensive plan to make greater use of the waterfront on the city's north side.

Concerns were also expressed Thursday about the company's delay in past projects including an ore freighter that was ordered to be moved from the shoreline for safety reasons years ago, he said.

Decades ago, Basic Marine purchased property it currently owns along 1st Avenue North from the city for \$1.

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Vol. 106 No. 105

**Good morning,
Lorraine Vaughan**

*Thank you for subscribing
to the Daily Press*

Deaths

Allen L. "Al" Erickson, Bark River.
Ted Flum, Escanaba, and Nahma.
Shirley J. Macabee, Ford River.
Harriet M. Spieth, West Bend, Wis.

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Attention: Escanaba Planning Commission.

Read in the paper where Basic Marine is requesting more property from the city for \$1,000. The property they now own looks like a junk yard. (mountains of gravel, old rusty boats, dead branches & etc) It is an eye sore. They should clean up that property before asking for more. "Beautification of the waterfront" (Quote from article) It isn't happening!

They say they will employ 22-25 new people. I suggest the city check their employment record.

Sharon Tosmo ✓
Exc. City tax payer
Virginia Clairmont
Ann Schaff
Chris Holmes

Received

JUL 16 2014

City of Escanaba
City Clerks Office