

ATTACHMENT A

- Final Summary of Findings and Recommendations from Marina Committee
- Minutes of Recreation Commission of October 13, 2015

Final Summary of Findings and Recommendation

Marina Committee

October 6, 2015

The Marina Committee, comprised of the following citizens.... Mark Kowalewski, Lori Shiels, Al Fritz, John Rusu, Patt Slack, Todd Drysdale, Ben Talerico, David Giles, Len Sabuda and Leo Stevensson supports this final summary of findings and recommendation to the City Council and the Mayor of Wyandotte with the exception of Todd Drysdale.

During the past fourteen months the committee has undertaken the following:

- Interviews and detailed discussions with two engineering firms to ascertain the probability of completing the project within budget
- Interviews and detailed plans with local architect to outline costs in development of outbuildings
- Facilitate survey with the DDA on potential boater usage of marina
- Interviews and securing of Letter of Understanding with two marina operators to operate and maintain the marina
- Securing the advice and counsel of a well known boating and yachting specialist in the marina design, marketing, and usage
- Developed preliminary marketing plans to be utilized by the future marina operator

The scope of the committee was to determine the following:

- Determine feasibility of usage of a marina in Wyandotte
- Determine the feasibility of building the marina within the cost confines of the DNR grant and set aside TIFA funds
- Determine the ongoing operating costs of the marina in Wyandotte

It is the committees opinion that the marina would be heavily utilized, could be constructed within budgetary limits and cost the city little if any funds annually to operate

As such, the committee respectfully recommends to the City Council and Mayor, that the Michigan Department of Resources Waterways Grant be accepted and the set aside TIFA funds be utilized to build a marina, as outlined in the February 4, 2009 Transient Marina Study and that the City of Wyandotte immediately begin the process of obtaining official bids for the engineering drawings and construction of the marina.

The committee also recommends that a separate committee be formed to oversee the bid, construction, selection of ongoing marina operator and marketing phase of the marina.

Significant findings:

- The marina usage survey had 61 responses with results pointing to 98% favorable response with multiple boater usage
- The marina would be the only marina "attached" to a downtown within a 80 mile distance from Put In Bay to Algonac
- Much interest was found from potential operators to market, perform minor maintenance and operate the marina with no cost to the City

Additional comments

- Marine expert opinion suggested expanding the dock sizes in the original study to facilitate larger boats. This has been accomplished
- The marina would be shifted 20 feet further south to facilitate the larger boats
- EPA dredging through the Great Lakes Legacy Act, already planned, would assist the marina. The dredging is along a four mile stretch of the Detroit River from Fighting Island to the "Toll Bridge" on Grosse Ile at a cost of \$40 million to \$50 million.
- 8 of the existing 45 parking spots along the river in the Oak street and VanAlstyne parking lot would have impaired views of the river and be replaced with views of the boats/yachts

Benefits to the City of Wyandotte includes:

- Add to Wyandotte's Third Fridays, Street Fair, et al in providing additional cache to the City
- Bring additional commerce and business opportunities to the downtown district
- Bring citizens to the waterfront to view the boats/yachts
- Make Wyandotte a destination point
- Help transform Bishop Park into an upscale venue
- Promote Golf Course usage
- Exploit the city's waterfront, a natural resource

Scope of the project

- 21 slip marina comprised of eleven 32 foot slips, seven 38 foot slips, three 60 foot slips and 230 feet of broadside mooring.
- Secured site with key entry system
- Bathhouse (showers and laundry) in existing concession stand
- Necessary power and water to support up to 60 foot vessels
- \$2,341,000 project supported 50/50 by DNR grant and TIFA funds

Operators Responsibility

Bidding and negotiations will take place with potential operators, with expectations already expressed, to provide the following:

- Be a certified Dock Master
- Fully staff the marina during the appropriated boating season
- Market the marina at various boat /yacht shows and yacht clubs
- Provide minor maintenance to the marina
- Charge appropriate rates based on boat length per Great Lake Standards
- Promote Wyandotte and the downtown area

WYANDOTTE RECREATION COMMISSION

A meeting of the Wyandotte Recreation Commission was called to order on Thursday, October 13, 2015 at 7:30 pm in the Harold Popp Warming Room at the Benjamin F. Yack Center.

Members Present:

President Wally Merritt
Vice President Margaret Loya
Commissioner Ed Ronco
Commissioner Rob DeSana

Members Excused:

Secretary Lori Shields

Also Present:

Sup't of Recreation Justin N. Lanagan
Recreation Secretary Aimee Garbin

A motion was made by Commissioner Ronco and supported by Commissioner DeSana to approve the minutes of the previous meeting as submitted via e-mail.

PERSONS IN THE AUDIENCE:

None

CORRESPONDENCE:

Thank you letter was received from FABB of Wyandotte, thanking Superintendent Lanagan and the Recreation staff for hosting their golf outing at Wyandotte Shores this year and the golf donations. Commission check was received from Wyandotte Karate in the amount of \$82.00 for the 2015 Fall session.

Commission check was received from Champion Force Athletics in the amount of \$21.60 for the Fall Session 2014, Spring Session 2015, and Fall Session 2015. However, there was an error with billing and additional commission money is to arrive soon.

INTERDEPARTMENTAL:

None

COUNCIL RESOLUTIONS:

September 21, 2015 Council Agenda item approving the John Paul II Catholic School Spring Fling Festival 2016 contract in the amount of \$1,300.00 per day including any extra associated rental costs.

REPORTS AND MINUTES:

Arena Report September 2015.....\$573.00 Open Skating....\$2,587.00 Ice Rental....\$3,535.00

Skate Lessons....\$2,227.00 Concession

Account Breakdown Pay Period ending 8/23/2015, 9/06/2015, & 9/20/2015

Tele-care Report September 2015

Golf Report September 2015.....\$38,400.50

Senior Van Report August 2015.....\$222.08

Senior Van Report September 2015.....\$456.93

Open Skate Report September 8, 2015 to October 2, 2015.....\$606.00

Learn to Skate Session 1 September 16, 2015 to October 31, 2015.....\$4,670.00

Senior Friendship Club Minutes- June 2015

SPECIAL ORDER:

Superintendent Lanagan addressed the following with the Commission:

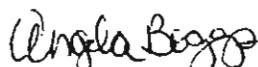
- Superintendent Lanagan discussed with Commission about pursuing morning beer sales on Sundays at Wyandotte Shores Golf Course. Several patrons have inquired about having golf outings on Sundays, but went elsewhere when they discovered we couldn't sell beer on

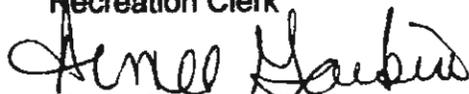
Sunday mornings due to our current license restrictions. Superintendent Lanagan stated the current Tavern License allows sales Monday thru Saturday 7am-2am and Sunday's noon-2am. The cost to expand the current license to include Sunday morning sales would be an increase of 15% of the current Tavern License (\$250). Commissioner Ronco motioned to expand the current license to include Sunday morning sales, Commissioner DeSana seconded. Motion passed unanimously.

- President Merritt discussed with Superintendent Lanagan and Commission the current Marina update. President Merritt stated that the Marina Commission voted to take the proposal to council on November 2, 2015. TIFA funds along with grant dollars will fund this project. The Recreation Department will not be in charge of the Marina, a third party will be subcontracted out for operations. One of the concerns Recreation had with the project was the elimination of the open water views along the waterfront. According to the Marina Commission, the marina will span from 75 ft south of the fishing pier to one foot past Oak St removing 8 parking spaces along the water front, leaving 20 spaces for patrons to use and open views of the waterfront. Commissioner Merritt also stated that that Recreation is not against the project and if it moves forward we hope that it is successful, but if the Marina begins to decline and fails, Recreation doesn't want to have the Marina given to us to operate as we do not have the manpower or experience to run a Marina.
- Superintendent Lanagan updated the Commission on the Dog Park and his continued disappointment in the project. The drinking fountain was finally delivered. Superintendent Lanagan stated that the drinking fountain and the dog wash station is still left to be installed and the contractor, HGS Construction has until end of Sunday, October 18, 2015 to complete the Dog Park.

There being no further business to discuss, a motion was made by Commissioner DeSana and supported by Commissioner Ronco to adjourn the meeting at 8:19 pm.

Minutes Prepared by


Angela Boggs
Recreation Clerk


Aimee Garbin
Recreation Secretary

Authorized by


Justin Lanagan
Superintendent of Recreation

Wyandotte Recreation Commission Meetings – 2nd Tuesday @ 7:30 pm @ Yack Arena

November 10
December 8

Mark Kowalewski

From: Mark Kowalewski <mkowalewski@wyandotte.net>
Sent: Wednesday, October 28, 2015 11:51 AM
To: Justin Lanagan
Subject: FW: Recreation Minutes 10-13-2015
Attachments: minutes 10-13-2015.pdf; parking.pdf

Justin,

Thank you for forwarding the Recreation Commission minutes to me for inclusion in the Transient Marina Council Agenda Item for Monday's meeting. For clarification, please see the attached drawing of the proposed marina and adjacent parking. I have marked it up to show the approximately 8 of 45 parking spaces facing the Detroit River that would have impaired views of the water after the building of the marina. Since this information appears to be misstated in the minutes, I would recommend sharing this drawing with the Commission.

Thanks,

Mark A. Kowalewski, PE
City Engineer
City of Wyandotte
3200 Biddle, suite 200
Wyandotte, MI 48192
1-734-324-4554

From: Aimee Garbin [<mailto:recreation@wyan.org>]
Sent: Wednesday, October 28, 2015 11:12 AM
To: mkowalewski@wyan.org
Subject: Recreation Minutes 10-13-2015

Mark,

Please find attached the Recreation Commission minutes for the October 13, 2015 meeting. Please contact Superintendent, Justin Lanagan if you have questions or concerns. Thank you very much and have a wonderful day.

Aimee

Aimee Garbin
City of Wyandotte
Recreation Secretary
(734) 324-7292
www.wyandotte.net

Approximately 8 of 45 parking spots would have impacted views.

CONCEPT PLAN B1
 FIXED DOCK SYSTEM
 1 CONTROLLED ACCESS
 BOAT SLIPS: 21
 18 ● 30'
 3 ● 60'
 400' BROADSIDE
 DOCK SURFACE AREA
 6,600 SFT
 DREDGE VOLUME:
 1,620 CYD
 OPTIONAL FLOATING DOCK
 FOR DAY USE ONLY
 320' BROADSIDE
 ADDITIONAL DREDGE
 715 CYD



ELM STREET

030

OAK STREET

VAN ALSTYNE STREET

CHESTNUT STREET

BISHOP PARK

AMERICAN LEGION

U.S. HARBOR LINE
(LIMITS OF CONSTRUCTION)

B.S. HARBOR LINE
(LIMITS OF CONSTRUCTION)

300.00

MEET PTH

ATTACHMENT B

MINUTES OF MARINA COMMITTEE

AND

MARINA SUB-COMMITTEE

DRAFT
City of Wyandotte
MARINA COMMITTEE
Minutes of the Wednesday, October 6, 2015
MINUTES AS RECORDED

The meeting was called to order by Member Kowalewski at 8:05 a.m.

COMMITTEE MEMBERS PRESENT: Fritz, Kowalewski, Rusu, Sabuda, Shields, and Stevenson

COMMITTEE MEMBERS EXCUSED: Drysdale, Giles, Slack, and Tallerico

ALSO PRESENT: Sheila Johnson, Recording Secretary and Wally Merritt, Recreation Commission

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

Motion by Member Rusu, supported by Member Stevenson to approve minutes of August 17, 2014. All in favor.

COMMUNICATIONS:

1. Petition signed by merchants. Member Kowalewski made a motion to place on file, Member Sabuda supported. All in favor.

2. Boaters survey. Member Stevenson made a motion to place on file, Member Kowalewski supported. All in favor. Member Stevenson discussed that longer boats greater than 30 feet in length and incomes greater than \$200,000 would use marina multiple times. This is only marina adjacent to a downtown.

NEW BUSINESS:

- A. March 25, 2015, Sub-Committee meeting.
- B. November 19, 2014, Sub-Committee meeting.
- C. September 24, 2014, Sub-Committee meeting.

Member Kowalewski made a motion to accept and file the Sub-Committee minutes, Member Fritz supported. All in favor. The Approved minutes are attached.

SUMMARY OF ESTIMATED COSTS:

Member Kowalewski explained that he checked if there was additional grant money and there was not. Member Kowalewski stated that the Sub-Committee suggested redoing the existing park's concession stand to include private bathrooms, showers and laundry mat. The marina bidding could include asking contractors' suggestions on how to lower costs via Value Engineering. Member Stevenson elaborated on the 2007 cost estimates and the process to update the estimate. Member Stevenson explained that JJR's estimated bid escalated to \$2.8 million instead of the original \$2.3 million due to steel, copper and cement increases. Member Stevenson continued that he had met with Korneffel which is the largest Marina Company in the Midwest and is locally out of Trenton. They could do the marina for several thousand

hundred dollars less than JJR's estimate. Member Kowalewski replied that using a local contractor that could be within budget would be great. Member Kowalewski explained that by using the existing concession stand and doing conversions would save \$145,000.00. Member Sabuda asked what the total cost would be. Member Kowalewski replied \$2,340,000.00. Member Kowalewski explained that TIFA has been putting away money for years and has approximately one million dollars plus has more years to budget more money. Member Kowalewski continued that the first step would be the dredging that was required by the Great Lakes Legacy Act. The clean up was up to a four mile stretch at various locations and the cost was forty to fifty million. The cost to get it cleaned up would be shared with Companies such as BASF Corporation. The dredging needs to be done first and be coordinated with the EPA. All dredging would be about two years to complete. Agreements need to be signed in January or February to start dredging in 2016. Member Stevenson said it would be important to have marina area dredged first. Member Stevenson stated that Korneffel could build the docks within two months. Member Sabuda asked when would the application need to be done. Member Kowalewski replied Spring time.

POTENTIAL OPERATORS OF MARINA:

Member Stevenson made a motion to place on file, Member Sabuda supported. Member Stevenson stated that it would be easy to find people to operate the Marina and to put it out for bid. Member Stevenson explained the young Grant Fordman has many ideas and felt that the Marina could make anywhere from \$75,000.00 to \$100,000.00. Member Kowalewski explained that the slips were short so with JJR's suggestion on moving slips down increasing the distance between marina and fishing pier to 90' and this would provide 7 slips @ 38', 11 slips @ 32' and 3 @ 60' it could work. Member Kowalewski continued that they would need to hire someone to design and bid out marina. Member Kowalewski suggested the Marina Operators maintain facilities and pay the City a certain percentage of profit to go to a capital replacement the maintenance fund for the proposed Marina. Member Rusu stated that the Marina would promote the park and other downtown businesses. Wally Merritt stated there are possible negatives to the marina such as blocking the view of persons who park to view the river. The plan was reviewed and there would be 8 of 45 parking spaces that would face the marina. Wally Merritt indicated by not being able to sell permanent wells this could reduce revenue. After additional discussion, Wally Merritt stated he would support the marina. Member Stevenson drafted a summary of findings and recommendations which he read to the Members and stated he would finish it off to be presented to the Mayor and City Council if the Members wanted him to. Member Kowalewski recommended that Member Stevenson put together a summary to present to Mayor and City Council. All Members agreed. Member Kowalewski stated that the Mayor and Council need to approve and accept the grant before this can move forward. Member Fritz asked when the deadline was for the grant. Member Kowalewski replied April 2016. The Principal Shopping District was discussed but would not be part of the recommendation.

ADJOURN:

The meeting adjourned at 9:35 a.m.

10-6-15

Mark Kowalewski	734-324-4554	mkowalewski@wyau.org
LEONARD SABUDA	734-281-9139	LSABUDA@wyau.org
AL FRITZ	734-552-0700	AFRITZ@dolphinmtg.com
Leo Stevenson	734 2780321	Leo-Stevenson@ml.com
John Rusan	734 673 5292	john.jickoots@gmail.com
LORI SHIELS	313-719-1491	lshiels34@hotmail.com
WALLY Merritt	248-765-8624	Wally-Merritt@Daly-Merritt.com

CITY OF WYANDOTTE
Marina Committee
Agenda for Tuesday, October 6, 2015, Meeting
8:00 AM
Engineering Department Conference Room
3200 Biddle Ave, 2nd floor

CALL TO ORDER:

COMMITTEE MEMBERS:

ALSO PRESENT _____

COMMUNICATIONS:

1. Petition signed by various merchants in support of marina.
2. Boater survey results commissioned by the DDA.
 - A. This was a random survey of large boaters within a 50 mile distance from Wyandotte. We surveyed 3000 people from a universe of 30,000 who own boats and have incomes over \$200,000. We received 2% response which is double the normal rate of survey response. Of those respondents, 98% stated they would use the marina, the median amount of visits was 5 to 8 visits. The average size boat was 38 feet.

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

Motion by Member _____, supported by Member _____ to approve the minutes of August 27, 2014.

NEW BUSINESS:

1. Receipt of Minutes from Sub-Committee:
 - A. March 25, 2015, meeting.
 - B. November 19, 2014, meeting.
 - C. September 24, 2014, meeting.
2. Summary of Estimated Costs:
 - A. Additional money not available thru grant. Design-Bid (Turnkey) not permitted via grant.
 - B. Possible further reductions in budget by eliminating items and allow for Value Engineering.
 - C. Favorable discussion with one of the largest marina construction firms in the Midwest indicating the project can be completed within budget.
3. Potential operators of Marina:
 - A. BC Voigt LLC (Sam Sobh).
 - B. South Shores Properties LLC (Grant Boardman).
4. Recommend revised plan: Increase distance from fishing pier to 90', 7 slips @ 38', 11 slips @ 32' and 3 @ 60'.
5. Grant permits City to proceed thru bidding phase and not award construction contract.
6. Possibility of Principle Shopping District.

MOTION TO ADJOURN:

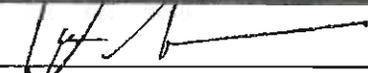
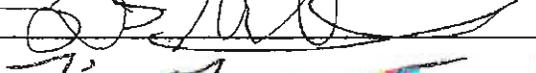
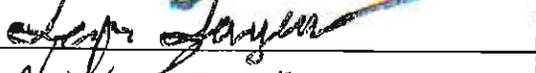
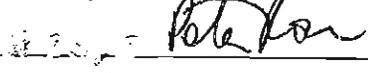
The undersigned wish to be on record as strongly supportive of a **Transient Marina** at the foot of Oak Street in Downtown Wyandotte. We believe that this project would have a powerful and positive impact on traffic, thereby increasing business levels in our Downtown area, sorely needed. It would increase cachet as visitors could reach us by water, making **Wyandotte on the Water** more vibrant and filled with customers. It would solidify and enhance our unique city's reputation as **Downtown Downriver**. This project is critically important to the current and future health of the business community of Downtown Wyandotte and beyond. We urge Mayor and Council to **accept** the matching grant then **find the way** to make this exciting prospect a reality.

Business	Address	Name	Signature
R. P. McMurphy's	2922	John Resa	[Signature]
TOTAL HEALTH FOODS	2938	ANNETTE CROSSMAN	[Signature]
Mane Floor Salon	2955	Joe Walthers	[Signature]
Leslie Melodip	2955	Marilyn Radak	[Signature]
SOCS Hamburgers	3041 Biddle	Jeany Glabail	[Signature]
SANDERS CHOCOLATE	3042 BIDDLE	THOMAS HERVEY	[Signature]
Belicosa cafe	3030 Biddle	Mark Spour	[Signature]
Salon Mischa	112 Oak	Saune Starobink	[Signature]
Salon Mischa	112 Oak	Erica Curnutt	[Signature]
CAPTAIN'S	126 OAK	LES SALKWITZ	[Signature]
STONE PUB	132 SYCAMORE	LES SALKWITZ	[Signature]
Country Enchantments	2945 Biddle	Mary Schultz	[Signature]
White Furniture	3025 Biddle	Scott Jordan	[Signature]

Co-munications
 D

Communication

The undersigned wish to be on record as strongly supportive of a **Transient Marina** at the foot of Oak Street in Downtown Wyandotte. We believe that this project would have a powerful and positive impact on traffic, thereby increasing business levels in our Downtown area, sorely needed. It would increase cachet as visitors could reach us by water, making **Wyandotte on the Water** more vibrant and filled with customers. It would solidify and enhance our unique city's reputation as **Downtown Downriver**. This project is critically important to the current and future health of the business community of Downtown Wyandotte and beyond. We urge Mayor and Council to **accept** the matching grant then **find the way** to make this exciting prospect a reality.

Business	Address	Name	Signature
WYANDOTTE OPTICAL DBA DAN STEIN CO	3101 Biddle Ave	DAN STEIN	
The Box Depot UPNDOWN	3107 Biddle Ave 3205 BIDDLE	Mary Ann Ryder REBE LUTSAWNY	Mary Ann Ryder 
STROH'S	3162 Biddle	Julie/John Volante	
River's Edge Gallery	3024 Biddle	Paul Stacks	
NANNA'S KITCHEN	2962 BIDDLE	STEVE MIKHAIL	
Tongue's coffee	2958 BIDDLE	Tim Tongue	
LADAMAN INSURANCE	2932 Biddle		Nick BOONER
Chelsea mens wear	2944 Biddle	Peter Rose	
Willow Tree	3000 Biddle	Peter Rose	

The undersigned wish to be on record as strongly supportive of a **Transient Marina** at the foot of Oak Street in Downtown Wyandotte. We believe that this project would have a powerful and positive ~~positive~~ impact on traffic, thereby increasing business levels in our Downtown area, sorely needed. It would increase cachet as visitors could reach us by water, making **Wyandotte on the Water** more vibrant and filled with customers. It would solidify and enhance our unique city's reputation as **Downtown Downriver**. This project is critically important to the current and future health of the business community of Downtown Wyandotte and beyond, and we urge Mayor and Council to unanimously support this initiative.

Business	Address	Name	Signature
3V BUSINESS SOLUTIONS	3383 7 th ST.	GINGER GUARDINA	<i>[Signature]</i>
Campbell York Catering	1 St Johns	Barbara Grohbel	<i>[Signature]</i>
3V BUSINESS SOLUTIONS	3383 22 nd St.	MICHAEL Lucy	<i>[Signature]</i>
Love Wyandotte	1038 12 th ST	Cheryl Washburn	<i>[Signature]</i>
DOWNRIVER STONE DESIGN	2836 BIDDLE	DIANNE L WOODRUFF	<i>[Signature]</i>
DownRiver Stone Design	2836 Biddle	Thomas R. Woodruff	<i>[Signature]</i>

Communications
[Signature]

Boater Survey Results

Survey Name: Wyandotte Boater Survey 2014

Response Status: Completed

Nov 03, 2014 10:47:22 AM

1. Size of your vessell (feet):

15-20 feet	2	3%
21-25 feet	12	20%
26-30 feet	9	14%
31-35 feet	7	12%
36-40 feet	17	28%
40 feet +	14	23%
Total	61	100%

2. Size of your vessell (beam):

6-10 feet	34	57%
11-15 feet	25	40%
16 feet +	2	3%
Total	61	100%

3. I may visit the Marina this many times a year:

0 times per year	2	0%
1-4 times per year	59	0%
5-8 times per year	50	0%
8 or more times per year	59	0%
Total	61	100%

4. The months that I would utilize the marina would be:

May	12	20%
June	59	97%
July	50	97%
August	59	97%
September	59	97%
October	8	13%

6. If using the marina, I would be most interested in utilizing:

	Number of Response(s)	Response Ratio
Art center	6	9%
Coffee shops	59	97%
Clothing stores	20	33%
Farmers Market	38	62%
Galleries	14	23%
Gift shops	24	39%
Golf Course	12	20%
Ice cream	58	95%
Lounges	59	97%
Marina supply	10	16%
Museums	2	3%
Restaurants	59	97%

7. Amenties you would like to see incorporated into the marina design and/or additional comments:

Restrooms/shower

Restroom, shower, laundry facility

~~DRAFT~~ *Approved*

City of Wyandotte
MARINA COMMITTEE
Minutes of the Wednesday, August 27, 2014
MINUTES AS RECORDED

The meeting was called to order by Chairperson Leonard Sabuda at 8:10 a.m.

COMMITTEE MEMBERS PRESENT: Drysdale, Kowalewski, Fritz, Rankine, Rusu, Sabuda, Stevenson, Tallerico

COMMITTEE MEMBERS EXCUSED: Shields, Slack

ALSO PRESENT: Sheila Johnson, Acting Recording Secretary ✓
Dave Giles ✓
Jason D'Herin ✓

COMMUNICATIONS:

None.

August 6, 2014

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

Corrections needed. Rusu made a motion to approve. Rankine supported. The approved minutes are attached.

NEW BUSINESS:

1. Mrs. Rankine supplied an information sheet on the cost of approximately \$16,780.00 to have a booth and advertising at a Boat Shows (see attachment). David Giles named various yacht and boating clubs that would be great to visit and provide information. Promotion would need to include visiting approximately 10 clubs.
2. David Giles explained that he has been in the marina industry, boating and management for many years. Mr. Giles stated that Mrs. Rankine's cost figures looked great to him with including all four (4) shows. Mr. Giles noted with daily transient for shopping, dinner, golfing and overnight stays for 32 to 40 slips would charge \$1.30 to \$2.00 a liner foot. Mr. Giles also noted that more wells would be needed for 40' boats at 17' wide and 60' boats at 20' wide. A pump out facility was discussed. Mark Kowalewski stated plan B-1 was 21 permanent slips.
3. Mr. Kowalewski stated that he contacted JJR for an update on construction cost and marina design and that the 2.3 million dollar budget (attached) would have an 8% increase over the next couple of years of approximately \$230,000. The increased cost factors were steel, electrical wiring, length of piling, Marina Building including showers and bathrooms. Mr. Drysdale stated that he would like to see more of the cost estimation and Mr. Kowalewski suggested a small group could need to meet with Bernie of JJR. Al Fritz, Dave Giles, and Leo Stevenson agreed to attend the meeting.

Next meeting to be held September 10, 2014, at 8:00 a.m.

ADJOURN:

The meeting adjourned at 9:35 a.m.

meeting August 27, 2014

Wyandotte Marina

Regional boating show participation costs

Michigan Boating Industries Association (MBIA) membership fee: \$320.00

Detroit Boat Show \$1525.00

Boating & Outdoor Festival (Lake St. Clair Metropark, Harrison Township):
\$490.00

Lake Erie Marine Trade Industries (LEMTA) membership fee: \$425.00

Cleveland Boat Show: \$875.00

Cedar Point Fall Boat Show: \$645.00

It is estimated that we would also require a budget for promotional items, brochures and display to participate in these shows:

Brochures (10,000 copies)/promotional items: \$10,000.00

Tri-fold board display: \$2,500.00

TOTAL COSTS:

Associated Membership Fees: \$745.00

Boat Shows: \$3,535.00

Brochures & Display: \$12,500.00

\$16,780.00

Meeting August 27, 2014

Kelly Roberts

From: mkowalewski mkowalewski <mkowalewski@wyandotte.net>
Sent: Monday, August 18, 2014 9:15 PM
To: kroberts@wyan.org
Subject: FW: Wyandotte marina
Attachments: marina grant budget.pdf

Kelly,

This is attachment for next Marina Agenda.

Mark A. Kowalewski, PE
City Engineer
City of Wyandotte
3200 Biddle, suite 200
Wyandotte, MI 48192
1-734-324-4554

From: Bernie Fekete [mailto:Bernie.Fekete@smithgroupjir.com]
Sent: Monday, August 11, 2014 10:40 AM
To: mkowalewski mkowalewski
Cc: Emily McKinnon
Subject: RE: Wyandotte marina

Mark,

I looked at the Estimated Costs listed in the attachment. An inflation adjustment of +/- 4% per year from 2009 to the present seems reasonable but additional years to construction should be added..

Some of the biggest potential cost adjustments typically have been:

- the cost of steel piling and structural steel framing as well as electrical wiring which vary with the worldwide demand for steel and copper,
- the length of piling which was assumed from the length of piles used for the fishing pier but will be dependent on soil properties at specific pile locations,
- the marina building which can vary significantly in architecture and function, and
- the cost of utility services to the dock.

Much of these potential additional costs could be covered by contingency if the plan remains unchanged.

Overall, the conceptual budget with contingency may be somewhat low without additional inflation to 2015 or 2016.

Bernie Fekete, PE
Civil Engineer

.....
SmithGroupJJR
201 Depot St., Second Floor
Ann Arbor, MI 48104
d 734.669.2721
c 734.276.2709

From: mkowalewski mkowalewski [mailto:mkowalewski@wyandotte.net]
Sent: Wednesday, August 06, 2014 11:59 AM

meeting August 27, 2014

City of Wyandotte
Grant Application 04/01/13
Transient Marina

INFORMATION ON THE CITY OF WYANDOTTE

Incorporated in 1867, the City of Wyandotte is often described as the "Heart of Downriver." The site where Wyandotte sits today was, in the 1700's, a village for the Native American Tribe known as the Wyandot, a part of the Huron Nation. A waterfront community, Wyandotte is rich in history and is known for its distinctive architecture, charming Downtown District and variety of cultural offerings. The City has been awarded the designation as a Preserve America Community by the Federal Government.

DESCRIPTION OF PROJECT

The Project is to construct a transient marina at Bishop Park along the Detroit River in Wyandotte as proposed in the Transient Marina Study at Bishop Park as prepared by JJR, LLC dated February 4, 2009. The City will utilize Concept B1 of this Study. Portions of the Preliminary Engineering Study are attached to this application. The City has determined that the area to be dredged has contamination and has procured a grant in the amount of \$598,574.57 to provide for the environmental dredging. The dredging will be completed in 2013.

ESTIMATED COSTS

Timber deck/fenders	\$ 48,800.00	Floating Dockage System	\$ 95,000.00
Structural Steel	\$145,100.00	Dockage Anchorage System	\$ 47,500.00
Foundation Piles	\$360,400.00	Access Gangway	\$ 19,200.00
Spring Piles	\$ 50,700.00	*Sub Total Floating Dockage	\$161,700.00
Wave Attenuator Wall	\$251,400.00	Engineering & Design Fee	\$ 15,000.00
Misc. Attachments	\$ 17,300.00	Construction Engineering	\$ 2,000.00
Utility Services	\$167,900.00	Contingency	\$ 34,000.00
Marina Building	\$200,000.00	**Inflation Adjustment	\$ 39,300.00
Utility Services	\$100,000.00	TOTAL FLOATING DOCKAGE	\$252,000.00
Site Work	\$ 50,000.00		
*Sub-Total Fixed Dock Plan B1	\$1,391,600.00		
Contingency	\$ 280,000.00		
Engineering & Architectural Design Fee	\$ 120,000.00		
Construction Engineering Services	\$ 13,000.00		
**Inflation Adjustment	\$ 284,400.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Day Use Floating Dock	\$ 252,000.00		
TOTAL	\$2,341,000.00		

WATERWAYS GRANT REQUESTED (50%) \$1,170,500.00

MATCHING FUNDS \$1,170,500.00 - Matching Money
\$ 598,574.57 - City's cost for dredging
TOTAL MATCHING FUNDS \$1,769,074.57

* Cost of dredging not included.
* *Inflation adjustment included as budget was prepared in 2009 and construction may not occur for a number of years.

Meeting
August 27,
2014

8/27/14 MARINA MTS.

NATALIE RANKINE NRANKINE@WYAN.
 DE
 John Rusu Johnjrboots@gmail.com
 Al Fritz AFITZ@dolphinmfg.com
 Mark Kowalewski MKowalewski@wyan.org
 Jason D'Arcin
 Leo Sturgeon
 Benjamin Talerico
 DAVID GILES - DGB0ATG0Y@HOTMAIL
 LEONARD SABUDA LSABUDA@WYAN.ORG
 TODD DRYSDALE tdrysdale@wyan.org

1

1A

3-25-15

~~DRAFT~~ Approved

City of Wyandotte
TRANSIENT MARINA SUB-COMMITTEE
Minutes of the Wednesday, March 25th, 2015
MINUTES AS RECORDED

The meeting was called to order by Member Kowalewski at 8:05 a.m.

SUB-COMMITTEE MEMBERS PRESENT: Giles, Kowalewski, Fritz, Rusu, Sabuda and Stevenson

ALSO PRESENT: Sheila Johnson, Acting Recording Secretary

Motion by Member Kowalewski, supported by Member Stevenson to approve the Minutes of the Sub-Committee Meeting of November 19, 2014.

COMMUNICATIONS:

None

NEW BUSINESS:

1A. Updated estimates for land utility services.

Member Kowalewski stated that the new estimate was \$86,817.00, with a previous estimate of \$124,800.00 showing a savings of \$37,983.00.

1B. Remodel of concession/restrooms.

Member Kowalewski reviewed with the Members remodel plans Sarnacki and Associates Architects, Inc. had put together showing a remodeled bathroom with one (1) shower with key access and a two (2) golf cart station. Member Fritz stated his concern was the men and women's shower not having a separate shower. Member Giles stated he agreed that one more shower would be needed. Member Stevenson agreed that with twenty one (21) boat wells an additional shower would be necessary and suggested removing golf cart area to add more. Member Fritz and Member Rusu agreed that having the golf carts could be a liability to the City that was not needed. Member Kowalewski stated that the shower would have to be handicap assessable.

2. Report discussion.

Member Kowalewski stated that he felt that the budget cost was reasonable and with fifty (50%) percent reimbursement of the grant design cost.

Member Sabuda asked if the Members agreed that it would help the downtown area of Wyandotte. The Members agreed that it would bring in people from other communities to dine and go shopping that would not normally come to Wyandotte.

3. Email approval of minutes of March 25, 2015.

ADJOURN:

The meeting adjourned at 9:05 a.m.

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3-25-15

CITY OF WYANDOTTE
Transient Marina Sub-Committee
Agenda for the Wednesday, March 25, 2015, Meeting
8:00 AM
Engineering Department Conference Room
3200 Biddle Ave, 2nd floor

CALL TO ORDER:

SUB-COMMITTEE MEMBERS:

ALSO PRESENT _____

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

Motion by Committee Member _____, supported by Committee Member _____
to approve the minutes of Regular Meeting of November 19, 2014.

COMMUNICATIONS:

None.

NEW BUSINESS:

1A. Updated estimates for land utility services & remodeling of concession/restrooms to include private bathrooms, showers, laundry and cart storage. Previous estimates.

1B. Plan of remodeled concession/restrooms.

2. Discussion on report back to full committee.

3. Email approval of minutes of March 25, 2015.

MOTION TO ADJOURN:

SUMMARY MARINA ESTIMATES

1A

ITEM	2014 ESTIMATE WITH LONGER SLIPS	UPDATED MARCH 2015	Reduction	2015 ESTIMATES WITH LONGER SLIPS - CONVERT CONCESSION STAND INSTEAD OF NEW MARINA BUILDING
Land Utility Services	\$124,800	\$86,817	\$37,983 *	
Marina Building Convert Concession Stand to include Marina Building Uses	\$240,000	\$94,875	\$145,125	
Total			\$183,108 *	
Total estimate all items	\$2,887,840		\$183,108 *	\$2,704,732
Current Grant Budget				\$2,341,000
Increased estimated cost over Grant Budget				\$363,732

* Note: Reduction would decrease by \$17,490 if work performed after 2015. (Trenching during parking lot construction vs directional boring after parking lot repaving)

3-25-15
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**WYANDOTTE MUNICIPAL SERVICE
MATERIAL ESTIMATE ~ Marina Project Cable**

DATE STARTED 2015 DATE COMPLETED _____

DESCRIPTION OF WORK - Construct/Install/Activate Conduit/Internet & Cable Marina Project

MATERIAL & LABOR REQUISITIONED

Stock #	Units	Material	Amount	Date	Name & Hours	Amount
	660'	Schedule 80 2" Conduit	\$1.61			\$1062.60
	1	Tap	\$16.80			\$34.50
	4	.540 Fitting	\$7.77			\$31.08
	660'	.540 Cable	\$0.57			\$378.84
	1	Pedestal	\$73.60			\$63.00
		Trenching and directional boring not part of this quote				
	1	Wireless internet AP	\$5,500.00			\$5,500.00
		Labor & Vehicle				
	16 hrs	Labor	\$28.34 per hour		# 773 & # 774 (8 hrs each)	\$453.44
	16 hrs	Truck # & Hours	\$45.00 per hour		# 773 & # 774 (8 hrs each)	\$720.00
				Date	1/7/15	
					Grand Total	\$8,243.46

SUPERVISOR SIGNATURE _____

GENERAL MANAGER _____

3-25-15
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3-25-15



SARNACKI & ASSOCIATES
ARCHITECTS, INC.

March 13, 2015

Mark Kowalewski, P.E. City Engineer
City of Wyandotte
3200 Biddle Ave.
Wyandotte MI 48192

Re: Bishop Park Comfort Station
Estimated Construction Cost

Dear Mark,

Enclosed you will find our estimated construction cost based upon the preliminary floor plan that we has been prepared by our office. This estimate will give you a rough idea of the constructions costs based upon our understanding of the work needed at this time. If the project should move forward we can develop further detailed designs and construction documents for bidding and construction.

Should there be any questions please do not hesitate in contacting our office.

Sincerely,

John J. Sarnacki, A.I.A.

IA
3-25-15

SARNACKI & ASSOCIATES ARCHITECTS, INC.

March 13, 2015

City of Wyandotte Bishop Park Comfort Station Estimated Construction Cost

General Conditions		\$	5,000.00
Demolition		\$	3,500.00
Sitework		\$	2,500.00
Concrete		\$	5,000.00
Masonry		\$	10,000.00
Steel lintels		\$	2,000.00
Carpentry		\$	5,000.00
Caulking		\$	2,500.00
Doors/Frames Hardware		\$	3,000.00
Aluminum Storefront Windows/Door		\$	6,000.00
Lay-in Ceilings		\$	2,500.00
Ceramic Tile		\$	3,000.00
Painting		\$	2,500.00
Specialties	Overhead doors	\$	5,000.00
Plumbing		\$	10,000.00
HVAC - Unit Heater		\$	2,500.00
Electrical		\$	5,000.00
	Sub Total	\$	75,000.00
Contingency	10%	\$	7,500.00
	Sub Total	\$	82,500.00
Contractors OH&P	15%	\$	12,375.00
	Sub Total	\$	94,875.00
Architectural Services	10%	\$	9,487.50

Estimated Total \$ 104,362.50

*Note: Architectural services
already included
in estimate*

*- 9,487.50
94,875.00*

1A (1A)
3-25-15

CITY OF WYANDOTTE TRANSIENT MARINA STUD Y

	2014 Contractor Estimate *	2009 Conceptual Estimate	2014 Estimate plus 2009 Estimate	2014 Estimate with Longer Slips
Item	Cost	Cost	Cost	
mobilization & equipment	\$ 285,000		\$ 285,000	\$ 285,000
foundation & spring piles	\$ 405,000		\$ 405,000	\$ 405,000
structural framing	\$ 340,000		\$ 340,000	\$ 353,600
wave attenuator wall	\$ 330,000		\$ 330,000	\$ 343,200
timber deck, fenders & cleats	\$ 60,000		\$ 60,000	\$ 62,400
floating dock system, concrete	\$ 225,000		\$ 225,000	\$ 225,000
dock utility services		\$ 180,000	\$ 216,000	\$ 224,640
marina building		\$ 200,000	\$ 240,000	\$ 240,000
land utility services		\$ 100,000	\$ 120,000	\$ 124,800
site work		\$ 50,000	\$ 60,000	\$ 62,400
general conditions, supervision, overhead & profits	\$ 205,000		\$ 205,000	\$ 205,000
subtotal	\$ 1,850,000	\$ 530,000	\$ 2,486,000	\$ 2,531,040
contingency		\$ 314,000	\$ 376,800	\$ 376,800
contractor value engineering *	\$ (200,000)		\$ (200,000)	\$ (200,000)
architectural & engineering design fees		\$ 135,000	\$ 162,000	\$ 162,000
construction engineering services		\$ 15,000	\$ 18,000	\$ 18,000
total	\$ 1,650,000	\$ 994,000	\$ 2,842,800	\$ 2,887,840

* Construction cost as estimated by Korneffel. Korneffel did suggest that \$200,000 of saving could be achieved with some redesign of the wave attenuation wall and other details that are not yet developed.

1A
3-25-15 (1A)

ESTIMATED COSTS *submitted 3-19-13 for Grant*

Timber deck/fenders	\$ 48,800.00	Floating Dockage System	\$ 95,000.00
Structural Steel	\$145,100.00	Dockage Anchorage System	\$ 47,500.00
Foundation Piles	\$360,400.00	Access Gangway	\$ 19,200.00
Spring Piles	\$ 50,700.00	*Sub-Total Floating Dockage	\$161,700.00
Wave Attenuator Wall	\$251,400.00	Engineering & Design Fee	\$ 15,000.00
Misc. Attachments	\$ 17,300.00	Construction Engineering	\$ 2,000.00
Utility Services	\$167,900.00	Contingency	\$ 34,000.00
Marina Building	\$200,000.00	**Inflation Adjustment	\$ 39,300.00
Utility Services	\$100,000.00	TOTAL FLOATING DOCKAGE	\$252,000.00
Site Work	\$ 50,000.00		
*Sub-Total Fixed Dock Plan B1	\$1,391,600.00		
Contingency	\$ 280,000.00		
Engineering & Architectural Design Fee	\$ 120,000.00		
Construction Engineering Services	\$ 13,000.00		
**Inflation Adjustment	\$ 284,400.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Day Use Floating Dock	\$ 252,000.00		
TOTAL	\$2,341,000.00		

WATERWAYS GRANT REQUESTED (50%) \$1,170,500.00

- * Cost of dredging not included.
- ** Inflation adjustment included as budget was prepared in 2009 and construction may not occur for a number of years.

Approved

(1B)
11-19-14

DRAFT
City of Wyandotte
TRANSIENT MARINA SUB-COMMITTEE
Minutes of the Wednesday, November 19th, 2014
MINUTES AS RECORDED

The meeting was called to order by Member Kowalewski at 8:05 a.m.

SUB-COMMITTEE MEMBERS PRESENT: Kowalewski, Fritz, Stevenson

ALSO PRESENT: Sheila Johnson, Acting Recording Secretary
Bernie Fekete, Smith Group JJR

Motion by Member Fritz, supported by Member Kowalewski to approve the Minutes of the Sub-Committee Meeting of September 24, 2014.

COMMUNICATIONS:

None

NEW BUSINESS:

1A. Member Kowalewski read Item 1A and explained the proposed rede sign.

1B. Member Kowalewski explained Excerpts from "ASCE Planning and Design of Small Craft Harbors". Member Kowalewski stated that originally the Sub-Committee suggested 40' slips, but site constraints will allow some 38' slips and the other 32' slips. Member Fritz noted that size would work for 31' to 36' boats. Member Stevenson asked if the design side was good. Member Kowalewski stated yes. Mr. Fekete explained that by moving the Marina south a bit it will help with the turning movement. This also allows some more space to lengthen the slips. You cannot move much further because the fishing pier helps block ice flow and if you move any further than 90' you would lose this benefit.

1C. The group reviewed the revised drawing Item 1C.

1D. Member Fekete stated that with the longer slips it would cost \$30,000 to \$40,000 more. Member Kowalewski stated that with the revised budget is \$2,887,840. The Federal Grant budget **Item 2** is \$2,341,000 thus the revised budget is ½ million over budget. Member Kowalewski stated that he did email Paul Peterson requesting more grant money and was told it was only the amount that was specified in the grant and the State does not have additional money **Item 3**. Member Kowalewski explained that the City would have to budget an additional \$546,840 due to no State or Federal additional funding available. Member Stevenson asked how far off the pricing was. Mr. Fekete stated in 2009 costs used were from 2007 and 2008 not considering inflation. Mr. Fekete indicated Korneffel doesn't bid what they can't do. Member Stevenson stated that the numbers are bad and feels that Mr. Fekete's

1B
11-19-14

company failed the Committee and City with the pricing. Member Stevenson stated that steel prices are down 50% and supplied the Committee Members with a spreadsheet showing the figures (see attachment). Member Stevenson stated that he was going to meet with Curt Korneffel to discuss the project and see if he could provide better figures within budgeted guideline amount. Mr. Fekete said over the last five years sheet piling pricing has gone up every year. Construction pricing does not necessarily reflect commodity pricing. Member Kowalewski stated that concrete prices were up at this time because of demand for cement. Member Kowalewski also explained the budget has zero cost for dredging as this is something the City will wait for the EPA to do with the Great Lakes Legacy Act funding.

Someone questioned negotiating a contract now but Member Kowalewski stated that by the Federal Government Guidelines, it must be bid out.

The Committee discussed ways to reduce the budget. Member Kowalewski suggested that the current budget has \$240,000 to build a new Marina building perhaps the Concession Stand Restrooms could be modified to add showers and laundry facilities to save costs. Member Fritz suggested eliminating the laundry facilities because they were not necessary for most boaters. Member Kowalewski stated that he could contact a local architect to do an estimate for modifying existing Concession Stand Restrooms for showers, laundry and private bathrooms.

The study done showed \$124,800 estimate for land utilities for 21 docks. Member Kowalewski stated that for the 50 amp service, he could get the cost from the Electric Department and utilities would also include water and internet. Member Stevenson stated that \$224,600 for dock utilities was high. Mr. Fekete explained that copper was the biggest cost but included water, conduit and a pump out. Member Stevenson stated that the pump out could be cut out. Member Kowalewski stated that no study was even done for the land utilities. Member Stevenson asked what was included in the site work of \$62,000. Mr. Fekete stated that was for moving dirt, sidewalks and gate installation. Member Fritz stated that cuts can always be made but must maintain quality. Member Kowalewski stated that to bid out to separate Contractors could also save money.

1E. was reviewed wherein the recommended plan would be to increase the distance from the fishing pier to 90' by moving the marina south and have 7 slips @ 38', 11 slips @ 32' and 3 slips at 60'.

2. Current Grant Budget of \$2,341,000

3. Email from Paul Peterson, DNR indicating no additional Federal State Funding is available for project.

4. Boater survey.

Member Stevenson stated that he will meet Curt Korneffel to see if there are any changes that could be made to the design to reduce costs.

Member Kowalewski will meet with a local architect to determine a budget for remodeling the Concession/Restrooms to include private bathrooms, showers and laundry. Member Kowalewski will also determine a better estimate for land utility services.

(B)
11-19-14

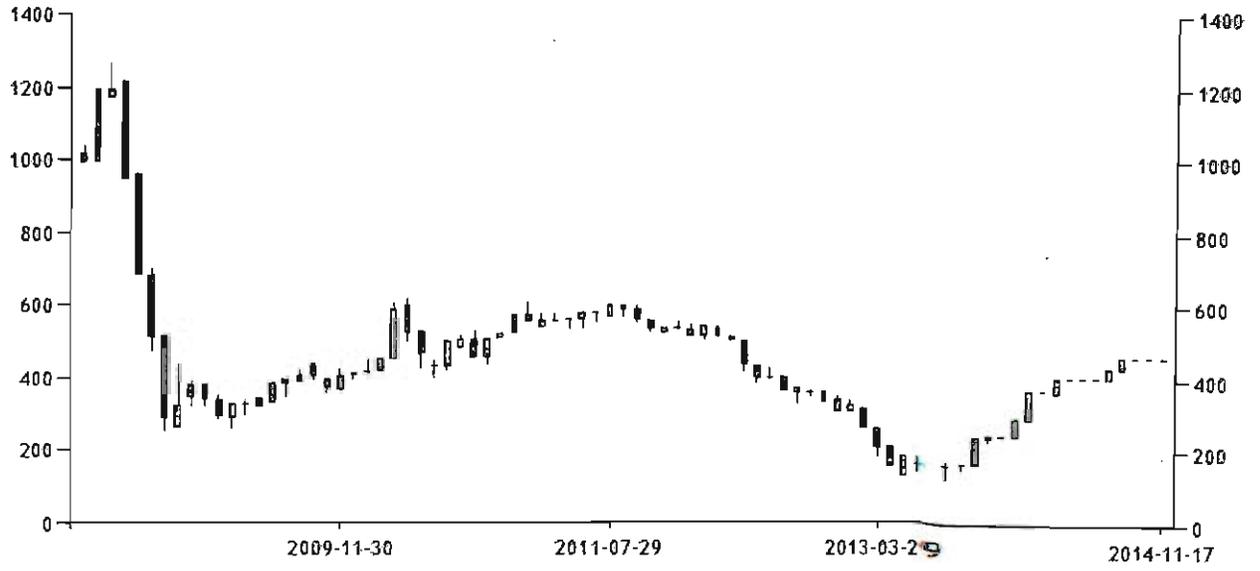
Notice of meeting will be sent out once new cost figures are obtained.

ADJOURN:

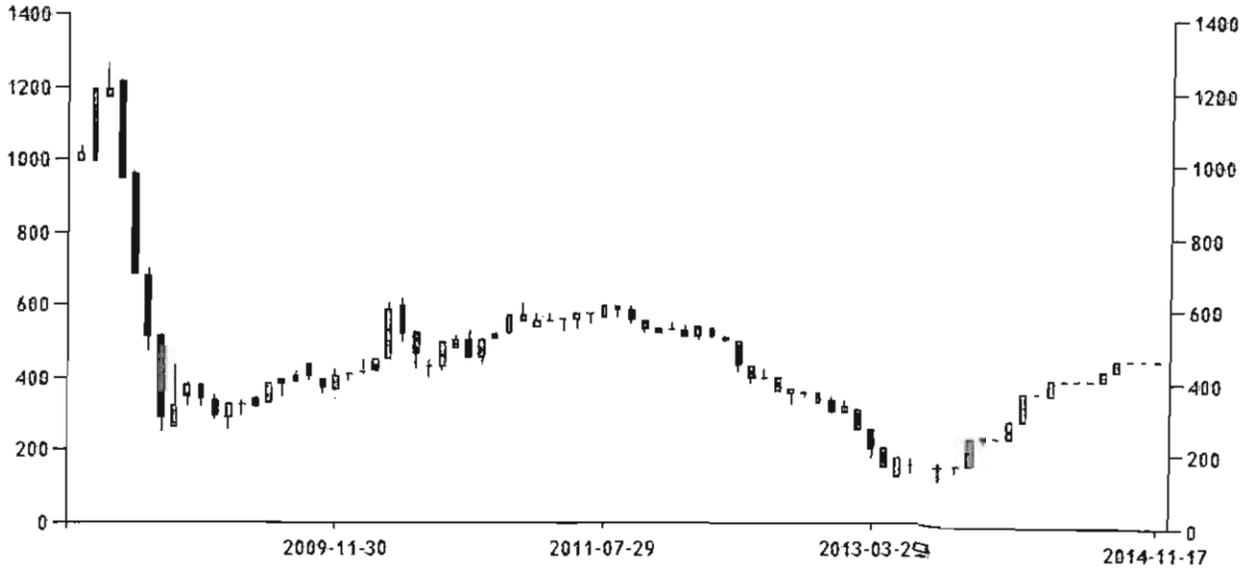
The meeting adjourned at 8:55 a.m.

LB
11-19-14

Steel 2008-2014 | Data | Chart | Calendar | Forecast | News.



Steel 2008-2014 | Data | Chart | Calendar | Forecast | News.



(1B)
11-19-14

CITY OF WYANDOTTE
Transient Marina Sub- Committee
Agenda for the Wednesday, November 19, 2014, Meeting
8:00 AM
Engineering Department Conference Room
3200 Biddle Ave, 2nd floor

CALL TO ORDER:

SUB-COMMITTEE MEMBERS:

ALSO PRESENT _____

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

Motion by Committee Member _____, supported by Committee Member _____
to approve the minutes of Regular Meeting September 24, 2014.

COMMUNICATIONS:

None.

NEW BUSINESS:

1. Report from Bernie Fekete, JJR
 - A. Email of October 30, 2014.
 - B. Excerpts from "ASCE Planning and Design of Small Craft Harbors".
 - C. Revised Plan B1: 5 slips @ 38', 13 slips @ 30' and 3 @ 60'.
 - D. Revised Budget of \$2,887,840.00.
 - E. Recommended Plan: Increase distance from fishing pier to 90', 7 slips @ 38', 11 slips @ 32' and 3 @ 60'.
2. Current grant budget of \$2,341,000.00
3. Email from Paul Petersen, DNR indicating no additional Federal or State funding is available for project.
4. Boater Survey Results.

MOTION TO ADJOURN:

mkowalewski mkowalewski

Agenda Item # 1a

and 3

1B

11-19-14

From: Petersen, Paul (DNR)
Sent: Thursday, November 06, 2014 3:33 PM
To: mkowalewski mkowalewski
Cc: Boik, William (DNR)
Subject: RE: Wyandotte Marina

Hello Mark:

Thank you for the information.

Unfortunately with this Federal program you are approved for only the funding and material item amounts that you specified in your 424 forms and the project grant narrative and, also unfortunately, the Waterways does not have any grant money to contribute to the project.

Paul

From: mkowalewski mkowalewski [mailto:mkowalewski@wyandotte.net]
Sent: Monday, November 03, 2014 3:43 PM
To: Petersen, Paul (DNR)
Subject: FW: Wyandotte Marina

Paul,
Please find attached information on the proposed marina at Bishop Park in Wyandotte. We had a current estimate done for the cost of construction which is \$2,887,840. This is \$546,840 more than the cost in the grant request. Is it possible to increase the grant amount to \$1,443,920 or 50% of current estimated cost from the previously approved grant amount of \$1,170,500 ? I am sure this question will be asked when I present this information at the next Marina Committee meeting.

Thanks,

Mark A. Kowalewski, PE
City Engineer
City of Wyandotte
3200 Biddle, suite 200
Wyandotte, MI 48192
1-734-324-4554

From: Bernie Fekete [mailto:Bernie.Fekete@smithgroupjir.com]
Sent: Thursday, October 30, 2014 10:42 AM
To: Mark Kowalewski (mkowalewski@wyan.org)
Cc: Emily McKinnon
Subject: RE: Wyandotte Marina

Mark,
As you know, the issue of moving the docks downriver along the seawall to provide for longer slips is controlled by the distance between the "federal harbor line" and the propose riprap toe protection for the seawall. I have attached excerpts from the "ASCE Planning and Design of Small Craft Harbors" which provides guideline for the boat slip width and the adjacent fairway width. The minimum recommended fairway width is 1.5 times the slip length. The MDNR often recommends a mix of 30', 38' and 60' slips at its transient marinas.

3

1a

For Wyandotte, the available width is measured by the distance from the inner face of the 10' wide pier to the riprap toe at an elevation of 5' to 6' below low water datum. This width varies from approx. 80'-82' at the currently proposed north end of the main pier to approx. 93'-95' at the currently proposed access pier connection to the seawall. This current location allows for 32' long slips at the north end and 38' long slips at the access pier.

(B) 19
11-19-14

The attached markup of Plan B1 shows that two 38' finger piers are possible at the existing location, giving 5 38' slips and 13 30' slips. The 38' long double slip width should be increase from 32' to 36' which would lengthen the access pier south by 10 feet.

Furthermore, moving the proposed location of the marina southward by an additional 40' would allow two more 38' long slips, giving 7 38' slips and 11 30' slips. An extra benefit of this move would be the increasing the distance away from the fishing pier to create a 90' wide entry and turning channel for much better entry maneuverability while still allowing the fishing pier to still provide protection to the north end of marina pier from most ice floes and large floating debris. Furthermore, all 30' slips could be lengthened to 32'. This would be our recommended plan.

This recommended approach only results in a small increase of cost for added pier and slips lengths as noted in the last column of the attached cost update.

Bernie

1B
11-19-14
1B

their holding piers. Larger yachts require large amounts of power; if possible, locate their piers as close to the power source as possible to reduce power transmission costs.

Floating walkways should be kept as short as practical to make the slips convenient to restrooms, trash receptacles, parking and the marina office.

i. Interior Channel. The interior channel width is determined by arriving at a minimum width to safely service two-way traffic for the type of craft which will use the harbor, taking into account the amount of boat traffic expected. Although sophisticated traffic models exist based upon automobile traffic methodology, the following formula is appropriate for the planning phase of design: A minimum width of five times the width of the average size boat, plus an increment of 10 percent of the number of boats served by the channel in feet (3 percent in meters).

For example, a channel serving 1,000 boats (15 feet wide) would require a width of $(5 \times 15') + (0.10 \times 1000) = 175$ feet. A channel serving 1,000 boats (4 m wide) would require a width of $(5 \times 5.0) + (0.03 \times 1000) = 55$ meters. The channel should be somewhat wider at changes of direction.

j. Boat Space Demand Determination. One of the first tasks in planning the harbor layout is to determine the number of boats of various sizes and types that will be accommodated. It is necessary for the harbor developer to survey the particular locality to determine existing requirements and to project, as far as possible, future demand. (Market studies are discussed in more detail earlier in this chapter.) Because demand estimates depend on many variables, it's wise to build a certain amount of flexibility into the dockage layout plan.

k. Aisle and Slip Clearances for Berthing. Once you've determined the number and size of boats the harbor will accommodate, the next step is to examine the minimum space requirements for satisfactory berthing. This includes not only the actual space in the berth itself, but the maneuvering space necessary to enter and leave the berth without damage to the operator's boat, other moored boats, or the structure, and without undue inconvenience to users.

There is a great variety in the way slips are laid out in different parts of the world. In the United States, the typical berthing arrangement is as depicted by Figure 1.13 and described below.

Aisle (Fairway) Dimensions:

An aisle, or fairway, is the unobstructed waterway between berthing areas (as defined by the end of the boat or the finger pier, whichever has the smaller clearance) serving as the interior harbor boat circulation system. Minimum clear aisle widths between ends of finger piers are established 1.5 times the length of

IB
11-19-14

the largest boat using the aisle. Yet because operators often allow oversized boats to be placed in slips, it is recommended that aisle widths be planned based on a factor of at least 1.75 x the longest boat served.

Slip Layout:

Using the data on boats to be accommodated, you can establish a schedule of slip dimensions. Also obtain the input of marina operators familiar with the location and site, who can advise on unfavorable wind, weather or other conditions that may not be readily apparent. Strong currents at river locations will also have an impact on slip orientation. In general, the size of the boat slip depends on the boat to be served, environmental conditions, and the skill of the operator. Clearance allowances increase with boat length.

When planning a marina, there is a need to balance the boater's desire for convenient mooring with the objective of maximizing boat slip revenues. The ultimate decisions on marina layout should be made based upon the benefits to the boater and marina operator. The developer's (public or private) objectives should be maximized, while initial costs and operating expenses should be minimized, within the previously identified site design constraints. Since the protected navigable water space is expensive to create, the harbor designer should make every attempt to arrive at the most efficient layout possible. Boater safety and convenience must also be considered in master planning the harbor.

The following schedule is an example of recommended berthing requirements for a first-class marina. A single loaded slip provides a berth for one boat between two finger piers. Some single-loaded slips of a given length should be built slightly wider than others to accommodate the variety of widths of boats being manufactured. A double-loaded slip provides berths for two boats between two finger piers. The advantage of the double slip arrangement is that wider, newer boats can be paired with narrower, older boats, if no mooring pile is provided. Double-loaded slips, having only one finger pier associated with a boat, are usually less costly than single-loaded slips and often allow more slips in a given length of walkway. Tie-up is different from a single-loaded slip tie-up but not difficult. Slip widths are normally measured from pier structural frame to pier structural frame. These clear widths are then reduced with rub rails, bumpers, vertical rub shakes, fender bumpers, and center piles in double slips. Refer to Chapter 3 for suggested criteria for pier widths.

Figure 1.1⁴ and Table 1.3 have been used successfully for both single and double-loaded slip arrangements. For a more detailed discussion on slip sizes, refer to the References section at the end of this chapter. Creating a project-specific schedule is very helpful. With this schedule and knowledge of the boats to be accommodated, you can determine the necessary basin size. Conversely,

(1B)
11-19-14

with a given basin size and such a schedule, you can determine the number of boats of selected sizes that the basin can accommodate.

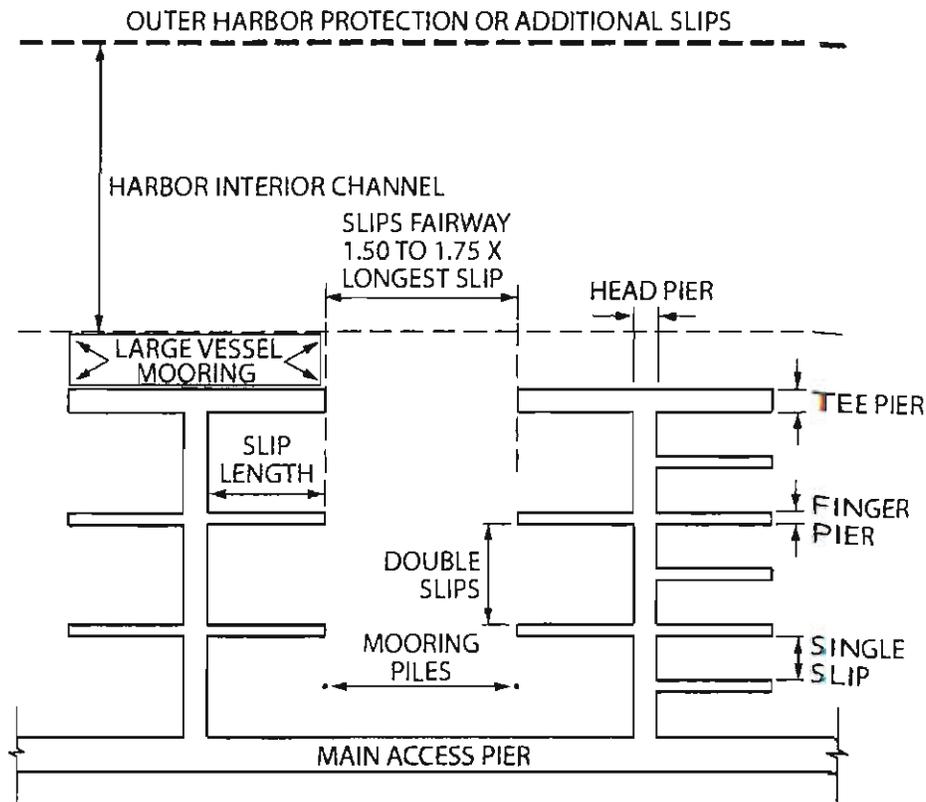


Figure 1.14 - Typical Boat Slip Arrangement
(Courtesy of JJR, LLC)

Berth widths should be based on the particulars of the vessels to be berthed. The minimum width of a berth should be:

- Double berth: $2 \times$ Beam of the wider vessels served + clearance for environmental conditions, boater experience, and fendering system
- Single Berth: Beam of the widest vessel served + clearance for environmental conditions, user experience, and fendering system

Typical clearances range from 3 ft (.9 m) to 7 ft (2.1 m), being greater for double berths, for longer berths, and where winds and currents make berthing difficult. Berth depths should be the same as the fairway depth.

Although most finger piers are attached to the header pier at right angles, there are narrow aisle situations and locations with fast current where the fingers can

IB
11-19-14

be designed to attach at an angle. The greater the angle, the fewer the number of boats that can fit in a given length of walkway pier. These angled fingers also require special engineering of the dock system connections to handle the eccentric loadings.

If prevailing wind, current, and wave action is perpendicular to the aisles, aisles should be widened to accommodate these forces on boats maneuvering in the aisles. If those forces are parallel to the aisles, then slip widths should be widened to help offset the loads and side movement caused by these forces.

*Table 1.3 Typical schedule for boat slip dimensions in feet
(source: JJR, LLC)
(to convert to metric: 1 ft U.S. = 0.305 m)*

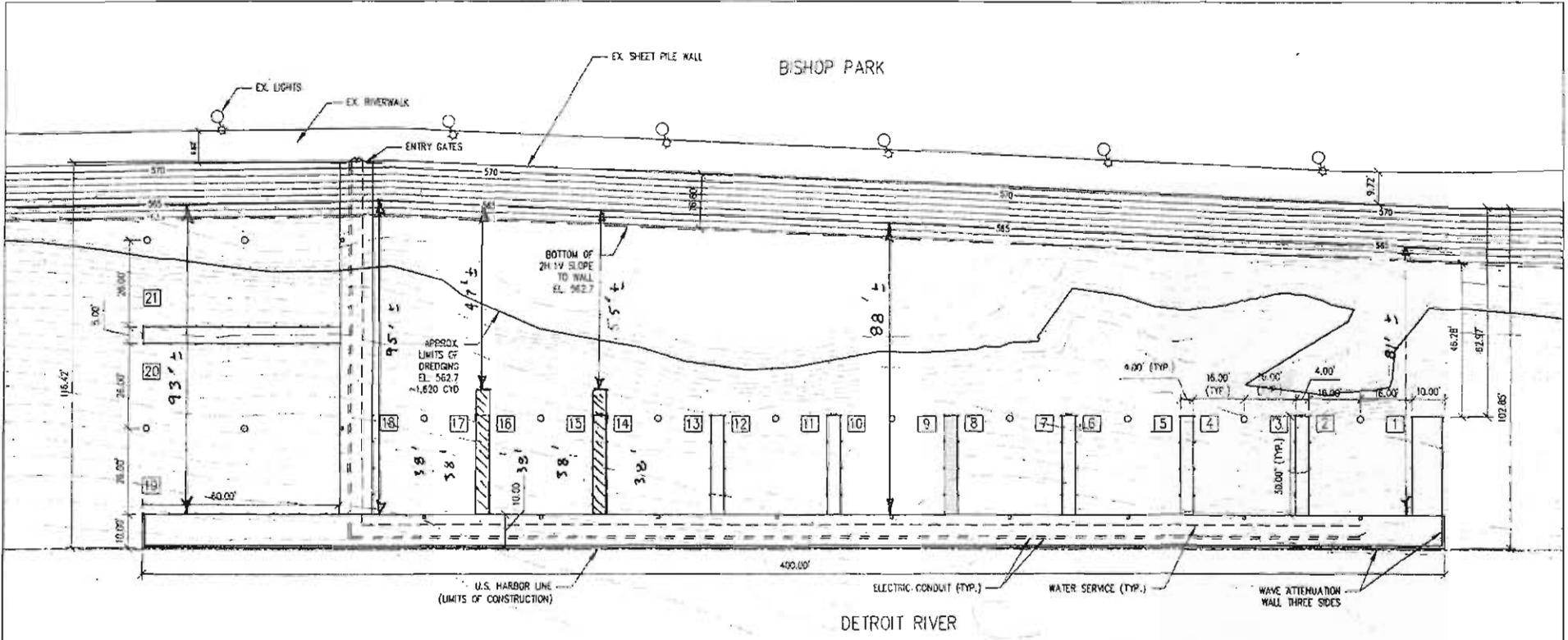
Slip Length	Finger Pier Width	Single Slip Clear Width	Double Slip Clear Width
30	3 to 4	14	27 to 29
35	4	15 to 16	31 to 34
40	4 to 5	16 to 18	34 to 37
45	4 to 5	17 to 19	36 to 39
50	5 to 6	18 to 20	38 to 41
55	5 to 6	19 to 22	42 to 45
60	5 to 6	21 to 23	44 to 47
65	6 to 8	22 to 23	45 to 48
70	6 to 8	23 to 26	50 to 54
80	8 to 10	26 to 28	52 to 56
90	8 to 10	27 to 29	54 to 58
100	10 to 12	28 to 30	56 to 60
125	10 to 12	30 to 33	60 to 66
150	10 to 12	33 to 36	66 to 72
200	10 to 12	43 to 46	86 to 92

Note: Some state standards are based on dockage configurations in existing marinas and may not meet the needs of boats that are currently being manufactured.

Mooring Pile:

Where double-loaded slip arrangements are used, some boaters feel more comfortable with a mooring pile (sometimes referred to as a spring or tie pile) between their boat and their neighbor's boat. In areas where there is little change in water elevation, the addition of a pile or two between the finger piers is sometimes advocated to give four-way ties for mooring. Where large tidal ranges or other water level changes exist, this approach is not recommended because of the possible hanging-up of boats. Such a pile also eliminates the

BISHOP PARK



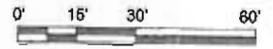
BOAT SLP MIX

30' SLPs	60' SLPs	DAY USE
18	3	492

LAYOUT LEGEND

- 8 SLP NUMBER
- STEEL SPRING PILE
- ◌ WOOD FENDER
- EMERGENCY LADDER
- UTILITY PEDESTAL
- 30' SLP - 2 X 30 AMP ELEC SERVICE
- 60' SLP - 2 X 30 AMP ELEC SERVICE
- ALL SLPs - 2 WATER SERVICES

ORDINARY HIGH WATER (OHW): 574.7
 LOW WATER DEPTH (LWD): 570.7
 DREDGE DEPTH: 562.7
 DOCK DECK ELEVATION: 376.7
 100-YEAR FLOOD ELEVATION: 578.36



JANUARY 30, 2009

WYANDOTTE
 TRANSIENT
 MARINA STUDY
 CONCEPT PLAN B1
 DOCK LAYOUT



Handwritten notes and signatures in blue ink, including '11-19-11' and a circled '10'.

CITY OF WYANDOTTE TRANSIENT MARINA STUDY

LB
11-19-14

	2014 Contractor Estimate *	2009 Conceptual Estimate	2014 Estimate plus 2009 Estimate	2014 Estimate with Longer Slips
<u>Item</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	
mobilization & equipment	\$ 285,000		\$ 285,000	\$ 285,000
foundation & spring piles	\$ 405,000		\$ 405,000	\$ 405,000
structural framing	\$ 340,000		\$ 340,000	\$ 353,600
wave attenuator wall	\$ 330,000		\$ 330,000	\$ 343,200
timber deck, fenders & cleats	\$ 60,000		\$ 60,000	\$ 62,400
floating dock system, concrete	\$ 225,000		\$ 225,000	\$ 225,000
dock utility services		\$ 180,000	\$ 216,000	\$ 224,640
marina building		\$ 200,000	\$ 240,000	\$ 240,000
land utility services		\$ 100,000	\$ 120,000	\$ 124,800
site work		\$ 50,000	\$ 60,000	\$ 62,400
general conditions, supervision, overhead & profits	\$ 205,000		\$ 205,000	\$ 205,000
subtotal	\$ 1,850,000	\$ 530,000	\$ 2,486,000	\$ 2,531,040
contingency		\$ 314,000	\$ 376,800	\$ 376,800
contractor value engineering *	\$ (200,000)		\$ (200,000)	\$ (200,000)
architectural & engineering design fees		\$ 135,000	\$ 162,000	\$ 162,000
construction engineering services		\$ 15,000	\$ 18,000	\$ 18,000
total	\$ 1,650,000	\$ 994,000	\$ 2,842,800	\$ 2,887,840

* Construction cost as estimated by Korneffel. Korneffel did suggest that \$200,000 of saving could be achieved with some redesign of the wave attenuation wall and other details that are not yet developed.

(B) (2) 11-19-16

ESTIMATED COSTS submitted 3-19-13 for Grant

Timber deck/fenders	\$ 48,800.00	Floating Dockage System	\$ 95,000.00
Structural Steel	\$145,100.00	Dockage Anchorage System	\$ 47,500.00
Foundation Piles	\$360,400.00	Access Gangway	\$ 19,200.00
Spring Piles	\$ 50,700.00	*Sub Total Floating Dockage	\$161,700.00
Wave Attenuator Wall	\$251,400.00	Engineering & Design Fee	\$ 15,000.00
Misc. Attachments	\$ 17,300.00	Construction Engineering	\$ 2,000.00
Utility Services	\$167,900.00	Contingency	\$ 34,000.00
Marina Building	\$200,000.00	**Inflation Adjustment	\$ 39,300.00
Utility Services	\$100,000.00	TOTAL FLOATING DOCKAGE	\$252,000.00
Site Work	\$ 50,000.00		
*Sub-Total Fixed Dock Plan B1	\$1,391,600.00		
Contingency	\$ 280,000.00		
Engineering & Architectural Design Fee	\$ 120,000.00		
Construction Engineering Services	\$ 13,000.00		
**Inflation Adjustment	\$ 284,400.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Day Use Floating Dock	\$ 252,000.00		
TOTAL	\$2,341,000.00		

WATERWAYS GRANT REQUESTED (50%) \$1,170,500.00

* Cost of dredging not included.
 * **Inflation adjustment included as budget was prepared in 2009 and construction may not occur for a number of years.

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11-19-14

Boater Survey Results

Survey Name: Wyandotte Boater Survey 2014

Response Status: Completed

Nov 03, 2014 10:47:22 AM

1. Size of your vessell (feet):

15-20 feet	2	3%
21-25 feet	12	20%
26-30 feet	9	14%
31-35 feet	7	12%
36-40 feet	17	28%
40 feet +	14	23%
Total	61	100%

2. Size of your vessell (beam):

6-10 feet	34	57%
11-15 feet	25	40%
16 feet +	2	3%
Total	61	100%

3. I may visit the Marina this many times a year:

0 times per year	2	0%
1-4 times per year	59	0%
5-8 times per year	50	0%
8 or more times per year	59	0%
Total	61	100%

4. The months that I would utilize the marina would be:

May	12	20%
June	59	97%
July	50	97%
August	59	97%
September	59	97%
October	8	13%

6. If using the marina, I would be most interested in utilizing:

	Number of Response(s)	Response Ratio
Art center	6	9%
Coffee shops	59	97%
Clothing stores	20	33%
Farmers Market	38	62%
Galleries	14	23%
Gift shops	24	39%
Golf Course	12	20%
Ice cream	58	95%
Lounges	59	97%
Marina supply	10	16%
Museums	2	3%
Restaurants	59	97%

7. Amenties you would like to see incorporated into the marina design and/or additional comments:

Restrooms/shower

Restroom, shower, laundry facility

Pump-out station
Pump out
Private, clean restrooms
Pump out
Bathrooms
Gas, service station, restrooms, pump out

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approved
DRAFT

City of Wyandotte

TRANSIENT MARINA SUB-COMMITTEE

Minutes of the Wednesday, September 24, 2014

MINUTES AS RECORDED

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9-24

The meeting was called to order by Mark Kowalewski at 8:05 a.m.

SUB-COMMITTEE MEMBERS PRESENT: Kowalewski, Fritz, Stevenson, Giles

ALSO PRESENT: Sheila Johnson, Acting Recording Secretary

Bernie Fekete

Todd Drysdale

Natalie Rankine

COMMUNICATIONS:

None

NEW BUSINESS:

1. Mr. Kowalewski explained that the sub-committee has indicated that the 30' slips are not long enough and 40' slips are preferred. Mr. Fekete agreed that there is only so much room with the seawall and agreed that 40' to 45' slips would be better. The distance from the shore line to the harbor line is the limiting distance. The slip passing zone is 1 ½ times the length or as an example a 45 foot slip would need approximately a 60 foot passing lane. Mr. Fekete indicated that longer piers also adds cost to the electrical system. Mr. Kowalewski stated that the twenty one (21) slips cannot be reduced in number due to the requirements for the grant. Mr. Giles suggested shifting the marina south and gaining width because the shore line is on an angle. Mr. Fritz asked about adding a possible pump out station. Mr. Giles explained that a transfer pump to sewer system or vacuum pump would be easier to use. Mr. Kowalewski suggested a small pump to an underground tank and to have a vector come out a couple times a week to service the tank. Mr. Giles stated that it would be easier to bid out the pump station as an alternate. Mr. Kowalewski asked if it would reduce cost to make the ten (10') feet dock walkway smaller. Mr. Fekete stated it would not save much. Mr. Stevenson asked how long it would take to get cost projections. Mr. Fekete replied at least two (2) weeks using existing drawings. It was agreed to revise the plan by moving the marina south to determine if 40'-45' slips could be constructed. It was agreed to include piping within the dock for future pump out systems as an alternate bid.

9-24-1

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2. Mrs. Rankine and Mr. Drysdale met with Ben Tallerico, planner and supplied information sheets on the Principal Shopping Districts (PSD), Business Improvement Districts (BID) and Business Improvement Zones (BIZ) for the Committee Members to review. (see attachments)

Next meeting to be held October 29, 2014, at 8:00 a.m. if cost estimates are completed by Mr. Fekete. Notice of meeting will be sent out.

ADJOURN:

The meeting adjourned at 8:55 a.m.

Wyandotte

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9-24-1



Implementation Program Summary

Principal Shopping Districts (PSD), Business Improvement Districts (BID) & Business Improvement Zones (BIZ)

Purpose

Through the provisions of Public Act 120 of 1961, cities may create a Business Improvement District (BID), Principal Shopping District (PSD) or Business Improvement Zone (BIZ) to promote economic development. A BID/PSD allows a city to collect revenues, levy special assessments and issue bonds in order to address the maintenance, security and operation of that district. A provision under Chapter 2 of the Act allows a BIZ to be created by private property owners of those parcels in a zone plan within a city or village.

Primary Focus

The primary focus and benefits of BIZs include special assessment authorization to finance necessary improvements and maintenance within the zone for a period of 7 years. One or more BIZs may be established by property owners within a city or village or urban township, even if that city or village or urban township already has a BID or PSD. BIZs may do all of the following:

1. Acquire (through purchase, lease, or gift), construct, improve or operate park and planting areas; and plant and maintain trees, shrubs and flowers within the zone.
2. Acquire, construct, clean, improve, or relocate sidewalks, street curbing, street medians, fountains, and lighting within the zone area.
3. Develop and propose lighting standards within the zone area.
4. Provide or contract with public or private entities for security services or purchase security-related equipment or technology.
5. Promote economic activity in the zone by sponsoring cultural or recreational activities, recruiting developers and businesses; promoting and marketing businesses, retail, or industrial development; engaging in public relations and market research.
6. Acquire, maintain and operate real or personal property.

Eligibility & Benefits

Cities, villages and urban townships may create and have one or more BIDs. A BID may be one or more portions of a city, village or urban township or combinations of contiguous portions of two or more cities, villages, or urban townships. The designated BID areas must be predominately commercial or industrial use.

Cities, villages and urban townships may create a PSD if there is a commercial area containing a minimum of 10 retail businesses, and if there is a master plan that includes an urban design plan designating a PSD or the development of a PSD.

A BIZ is created by a petition driven by at least 30% of the property owners within a zone plan.

The primary benefit of BIDs and PSDs is special assessment authorization to finance necessary improvements and maintenance of business districts.

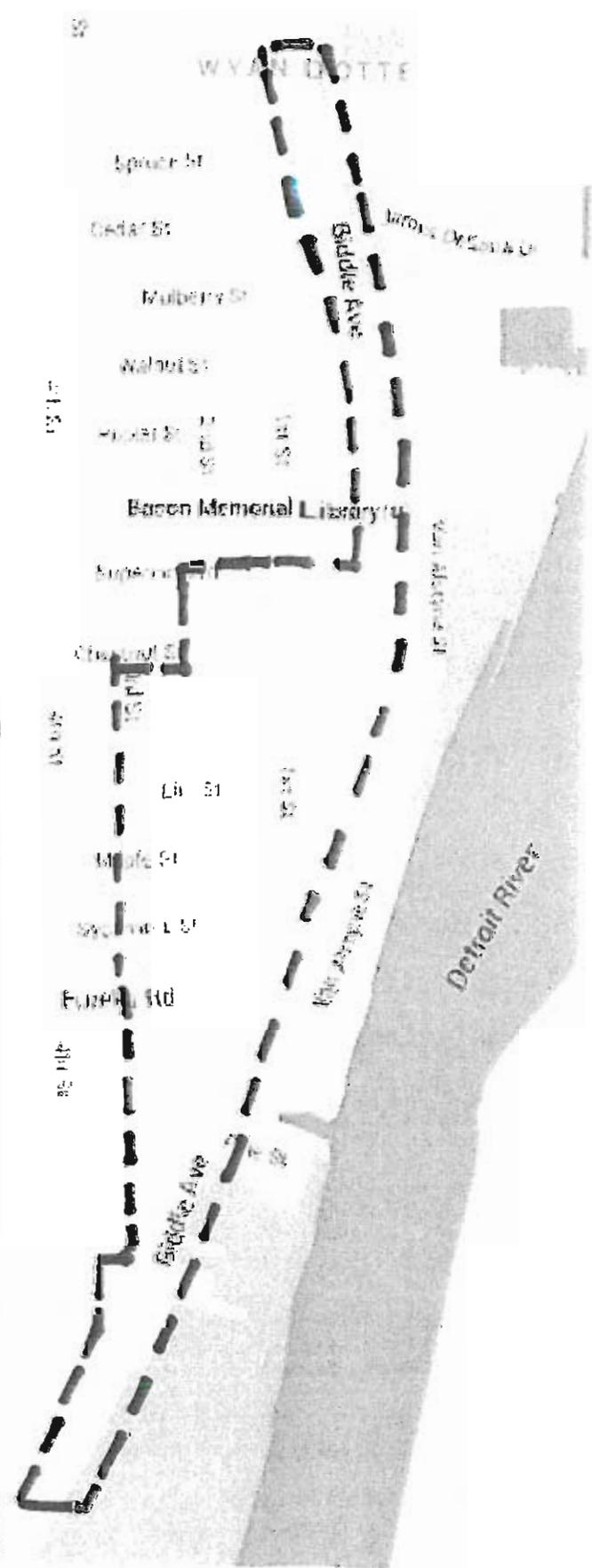
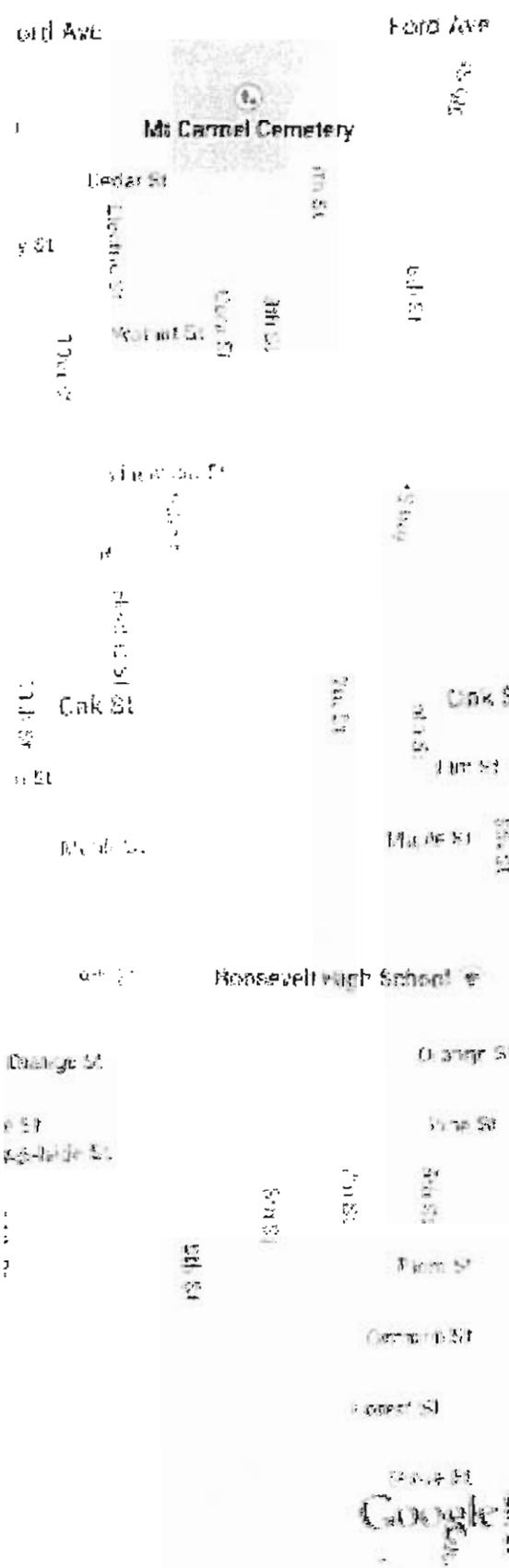
PSDs and BIDs may do all of the following:

- Open, widen, extend, realign, pave, maintain or otherwise improve roads and construct, reconstruct, maintain or relocate pedestrian walkways.
- Prohibit or regulate vehicular traffic or parking where necessary for a BID/PSD project.
- Acquire, own, maintain, demolish, develop, improve, or operate properties, off-street parking lots or structures.
- Construct, maintain and operate malls with bus stops and information centers and other public interest buildings.
- Acquire by purchase, gift, or condemnation and own, maintain or operate real or personal property.
- Promote economic development in the district through conducting market research and public relations campaigns; developing, coordinating and conducting retail and institutional promotions; and sponsoring special events and related activities.
- Provide or contract the administration, maintenance, security and operation of the district.

The cost of projects within a BID or PSD may be financed by:

- Grants and gifts to the city, village or urban townships
- City, village or urban township funds
- The issuance of general obligation bonds.
- The issuance of revenue bonds under the Revenue Bond Act of 1933 or under any other applicable revenue bond act. The issuance of the bonds shall be limited to the part or parts of the district project that are public improvements.
- The levying of special assessments against land or interest in land or both.
- Any other source.

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9-24



PROPOSED PSD DISTRICT

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9-24

City of Wyandotte Zoning Ordinance
Article xx: P-1 Principal Shopping District

In recognition of the fact that it is necessary for the best interests of the City of Wyandotte to promote the economic health and development of a principal shopping district in order to promote, encourage, stimulate, preserve and maintain the economic growth of the City's downtown business district, the City Council of the City of Wyandotte establishes a principal shopping district pursuant to Act 120 of the Public Acts of 1961.

ARTICLE I

P-1 PRINCIPAL SHOPPING DISTRICT

To provide for neighborhood shopping facilities in close proximity to residential areas which satisfies the need for non-durable convenience goods and/or personal services and to encourage the planned concentration of such activities in locations where analysis of the residential population within a one mile radius demonstrates the need for such facilities.

SECTION X.X BOARD, MEMBERSHIP, TERMS

The downtown principal shopping district shall be under the supervision and control of a board consisting of 9 members. The Board shall be appointed by the Mayor with the concurrence of City Council. One member of the Board shall be from an adjacent residential area; two members shall be a representatives of City government; and a majority of the members shall be nominees of individual business located within the principal shopping district. Of the members first appointed, an equal number of the members, as near as practicable, shall be appointed for one year, two years, three years, and four years. A member shall hold office until the member's successor is appointed. Thereafter, each member shall serve a term of four years. An appointment to fill a vacancy shall be made by the City Manager upon concurrence of the City Council for the unexpired term only. Members of the Board shall serve without compensation. The chairperson of the Board shall be elected by the Board. The operation and activities of the Board shall comply with the provisions of Act 120 of the Public Acts of 1961, as amended.

SECTION X.X PRINCIPAL PERMITTED USES

No building or land shall be used and no building shall be erected except for one or more of the following specified uses, unless otherwise provided in this Ordinance:

1. Any use permitted in an OS Office Service District, as a principal permitted or special land use, provided such use does not meet the definition of "large scale institutional uses", unless otherwise indicated in this Article.

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2. Retail establishments, whose principal activity are the sale of food ~~and~~ or drugs in an enclosed building without drive-in or drive-through facilities, such as and limited to:

- (a) Bakeries, limited to retail, on the premises only.
- (b) Candy, confectionery and ice cream stores.
- (c) Delicatessens.
- (d) Drug stores and pharmacies.
- (e) Dairy stores.
- (f) Food market, grocery stores and meat markets.
- (g) Party stores.
- (h) Tobacco stores.
- (i) Other retail establishments as determined by the Planning Commission to be consistent with the purpose and standards of the P-1 District.

3. Establishments which provide personal services in an enclosed building not exceeding 10,000 square feet of gross floor area, such as and limited to:

- (a) Barber shop or beauty parlor.
- (b) Dry cleaning or laundry pick-up shops.
- (c) Laundromat.
- (d) Rental business with no outside storage or outside display of goods.
- (e) Shoe and hat repair.
- (f) Tailor shops.
- (g) Television, computer, and radio repair shops.
- (h) Watch repair shops.

4. Public schools offering courses in general education provided that such facilities do not meet the definition of "large scale institutional use" subject to the following requirements:

(a) All vehicular access to the site shall be from a paved primary or collector road, as classified in the City's Master Plan. The Planning Commission may allow secondary access from local streets.

(b) All schools shall be licensed by the State of Michigan. Documentation shall be provided by the proprietor relative to such facility's ability to obtain a license.

5. Accessory structures and uses customarily incidental to the above permitted uses, subject to the standards of this Article, including restrictions on accessory warehousing and storage as specified in Section X.X.

SEC. X.X SPECIAL LAND USES

The following uses shall be considered special land uses in this district and shall be permitted only after review and approval by the Planning Commission in accordance with the procedure and standards as found in Section X.X of this Ordinance and further subject to the requirements listed below:

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1. Any of the principal permitted uses and related accessory uses listed in Section X.X with hours of operation within the time period 12 Midnight to 6:00 A.M.
2. Restaurants, but not including drive-in or drive-through restaurants, or those which provide entertainment or dancing or which sell alcoholic beverages.
3. Public and quasi-public uses intended to serve the neighborhood and immediate vicinity including park and ride facilities, provided that they do not meet the definition of "large scale institutional uses."
4. Municipal facilities, including libraries and community buildings, provided that they do not meet the definition of "large scale institutional uses".
5. Commercial child care centers and adult care facilities, as licensed by the State of Michigan, subject to the standards of Section X.X.
6. Charter and private schools, including parochial, elementary, intermediate and/or secondary schools, provided that they do not meet the definition of "large scale institutional uses" offering courses in general education subject to the following conditions:
 - (a) All vehicular access to the site shall be from a paved primary or collector road, as classified in the City's Master Plan. The Planning Commission may allow secondary access from local streets.
 - (b) All schools shall be licensed by the State of Michigan. Documentation shall be provided by the proprietor relative to such facility's ability to obtain a license.
7. Public utility transformer stations, substations and gas regulator stations without service or storage yards shall comply with the requirements of Section X.X, Areas Requiring Screening and/or Buffering, and shall provide a front yard setback of not less than fifty (50) feet, and two (2) side yards and a rear yard of not be less than twenty five (25) feet each.

SECTION X.X USES SPECIFICALLY PROHIBITED

No building or land shall be used and no building shall be erected for any use which would be in violation of any State or Federal Law.

SECTION X.X DEVELOPMENT REQUIREMENTS

All principal uses and special land uses in the P-1 Principal Shopping District shall comply with all applicable requirements of this Ordinance, including, but not limited to the following:

1. Site plan and development approval for all uses as specified in Article X of this Ordinance.
2. Off-street parking for all uses as specified in Article X of this Ordinance.

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3. Off-street loading for all uses as specified in Article X of this Ordinance.
4. Landscaping, screening and land use buffers for all uses as specified in Article X of this Ordinance.
5. Height, area, lot coverage and yard regulations as specified in Article X of this Ordinance.
6. Signage for all uses as specified in Article X of this Ordinance.
8. The following specific requirements shall apply within a P-1 Principal Shopping District:
 - (a) The above specified stores, shops or businesses shall be retail or service establishments dealing directly with consumers and offering personal services and/or new merchandise only.
 - (b) Such stores, shops or businesses shall be conducted entirely within a building.
 - (c) All goods produced on the premises shall be sold only at retail on the premises. Manufacturing of products for distribution or sale at off-premises locations shall be prohibited in the P-1 District.
 - (d) All warehousing and storage of goods associated with permitted uses in the P-1 district shall be limited to that which is normally associated with the permitted use and/or shall be restricted to that amount necessary to support on-site operations of the principal use. There shall be no outside storage of goods, inventory, or equipment.
 - (e) All exterior walls of every building hereafter erected or extended or whose exterior is structurally altered which faces a street or which is adjacent to property classified as residential shall be designed, treated and finished in a uniform manner consistent with the exterior of the front of the building. All such buildings shall comply with Section X.X, Building Design Standards.
 - (f) Compliance with Section X, Environmental Performance Requirements, is required for all uses.
 - (g) Yard Grading and Drainage. All yard and open space areas in a P-1 Principal Shopping District shall be graded as specified in Section X.X of this Ordinance.
 - (h) All buildings shall be readily accessible by fire and emergency vehicles, and shall comply with the City of Wyandotte Fire Prevention Ordinance.
 - (i) Sidewalks shall be provided as specified in Section X.X of this Ordinance.
 - (j) Lighting shall comply with the standards as specified in Section X.X, Exterior Lighting.

IC 9-24

(k) The method of trash pick-up shall be presented to the Planning Commission for approval. Dumpsters and similar waste receptacles shall be subject to the requirements of Section X.X Waste Receptacles.

(l) Fences. In all Neighborhood Shopping Districts it shall be unlawful for any person to build, repair or relocate a fence without first having secured a Zoning Compliance and/or Building permit from the Department of Building and Code Enforcement. All fencing and/or screening walls required and approved by the Planning Commission as part of a special land use and/or site plan approval shall be, subject to the following:

(m) Protective or Security Fencing: Protective or security fencing shall be considered a structure enclosing a piece of land or separating contiguous land either in whole or part, serving the purpose of preventing intrusion onto or across a lot of record or any parcel or tract of unplatted land from without or straying from within. The following shall govern the height, location and placement of protective or security fencing:

a) Maximum Height: The maximum height of a protective or security fence shall be four (4) feet.

b) Material: Fences shall not be constructed of old or used material unless such material shall be reasonably sound in the judgment of the Department of Building and Code Enforcement. Fences shall not be made of or contain barbed wire, electric current or charges of electricity or sharp or pointed projections of any kind; provided if such fence is constructed of pickets, the pickets shall be made of not less than one (1) inch by three (3) inch material and shall have an angle at the top of not less than ninety (90) degrees. The fence shall comply with the requirements of the applicable requirements of the State Construction Code enforced by the City. Cyclone fencing or cyclone fencing with plastic or other types of strips intertwined or otherwise attached to the fence shall be prohibited.

c) Placement: No fence shall be built closer to the street than the front setback line applicable to the premises pursuant to the XX Schedule of Regulations, provided no fence shall be built closer to the street than the established front building line along said street or in front of the principal building on the lot that is closest to the street setback.

d) The Planning Commission may, at its discretion, permit alternative fence placements, heights or materials in keeping with the spirit and intent of this Ordinance and deemed necessary to provide adequate protection for the abutting properties.

Memorandum of Understanding (MOU)

Memorandum of Understanding
Between
City of Wyandotte and
South Shores Properties LLC

July 10th 2014

South Shores Properties LLC agrees to engage in a negotiation process with the City of Wyandotte to manage, service, and maintain the proposed transient marina at Bishop Park.

This MOU commits South Shores Properties LLC to operate for 10 years and will be renewed automatically providing the operation is acceptable by both parties. South Shores Properties LLC will provide the staff time, manage and the upkeep necessary to operate the facility in a very professional manner. Implement all of the rules and regulations of the state of Michigan marina guide line. Provide insurance and annual repairs of up to 20,000 dollars if needed. Obtain all dock license needed to operate.

A future addendum is planned for this MOU once the negotiation stage is completed and would encompass full details of each organization's exact roles and responsibilities.

South Shores Properties LLC will assign one or more representatives to serve on the negotiation team led by the City of Wyandotte.

This agreement will be binding of interest as recognized by a majority vote of the boards of directors of both the City of Wyandotte and South Shores Properties LLC.

This Memorandum of Understanding will be effective July 10th, 2014

South Shores Properties LLC

SAM Sobh

City of Wyandotte

Memorandum of Understanding

Between the City of Wyandotte and BC Voigt LLC

August 24, 2015

This Memorandum of Understanding (MOU) demonstrates BC Voigt LLC plan to engage in negotiations with the City of Wyandotte to operate and maintain the new proposed Marina at Bishop Park, Wyandotte MI.

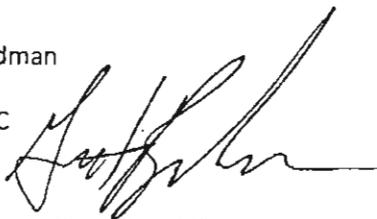
BC Voigt LLC, is open to negotiations of terms, obligations, and responsibilities with the City of Wyandotte. We would operate this marina with the highest standards of professionalism while providing a service that allows customers to enjoy Wyandotte from the shore of the Detroit River. BC Voigt will maintain all the necessary licensing and insurance to operate under local, state, and federal laws.

We look forward to the opportunity to improve the Downtown Wyandotte experience and share this beautiful city with others.

Thank you

Grant Boardman

BC Voigt LLC



Grant Boardman

CITY OF WYANDOTTE
Transient Marina Committee
Agenda for the August 27, 2014, Meeting
8:00 AM
Engineering Department Conference Room
3200 Biddle Ave, 2nd floor

CALL TO ORDER:

COMMITTEE MEMBERS:

ALSO PRESENT _____

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

Motion by Committee Member Rusu, supported by Committee Member Rankine
to approve the minutes of Regular Meeting August 6, 2014.

COMMUNICATIONS:

1. None

OLD BUSINESS:

1. Costs
 - a. Natalie Rankine to discuss cost for Boat Show booth and advertising.
 - b. Leo Stevenson to supply break down of expense/revenue for marina.
 - c. Mark Kowalewski to review the updated budget for the construction of the marina.
2. Revenue
 - a. Information from the City of Trenton regarding their transient marina.
 - b. Information from Todd Drysdale regarding the DDA 2 mill Tax levy
 - c. Information from Todd Drysdale regarding Shopping District/Business Improvement Zone

NEW BUSINESS:

1. Presentation from David Giles.
2. Schedule date of next Wednesday, 8:00 a.m., meeting.

MOTION TO ADJOURN:

Date of posting: 08/21/14

DRAFT

Approved

**City of Wyandotte
MARINA COMMITTEE**

***Minutes of the Wednesday, August 6, 2014
MINUTES AS RECORDED***

The meeting was called to order by Chairperson Leonard Sabuda at 8:00 a.m.

COMMITTEE MEMBERS PRESENT: Drysdale, Kowalewski, Fritz, Rankine, Rusu, Sabuda, Shields, Slack, Stevenson

COMMITTEE MEMBERS EXCUSED: Tallerico

ALSO PRESENT: Kelly Roberts, Recording Secretary
Jason D’Herin, Resident

COMMUNICATIONS:

None

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING:

None

NEW BUSINESS:

1. Transient Marina Study at Bishop Park prepared by JJR dated February 4, 2009.

Mr. Kowalewski asked the members if they had reviewed the plan.

Mr. Sabuda asked about the location of the marina in Bishop Park.

Mr. Kowalewski reviewed the history of the grant, the process to get a permit from MDEQ, dredging for the marina, and how the Fish and Wildlife Division of MDEQ is involved.

Mr. Rusu asked if the dredging for the project will delay the progress.

Mr. Kowalewski indicated that the grant program BIGP stated that it would be no problem.

Mr. Stevenson indicated that in speaking with others in the boating field, the design should be modified to allow for larger boats. Mr. Stevenson continued that the current slips are too small.

Mr. Kowalewski stated that the Fish and Wildlife Division indicated that the City should look at increasing the slips for larger boats. Mr. Kowalewski stated that currently the design has only 18 slips at 30 feet and 3 slips at 60 feet with broadside mooring for large cruise ships. Mr. Kowalewski further indicated that the size of the slips is very important in attracting boaters to Wyandotte.

Mr. Rusu asked about the ice damaging the slips.

Mr. Kowalewski indicated that the way the marina was designed it should not be an issue. The eastside will have protective material to reduce waves and ice flow.

Mr. Stevenson indicated that it was a good design and it will be protected from ice damage.

Mr. Kowalewski indicated that the City utilized Design B-1 of the JJR Study in the approved grant application. Mr. Kowalewski indicated that the grant will not allow the City to reduce the number of slips, but the number of slips could be increased or the length of the slips can be increased or the size increased.

2. Operation and Marketing Plan

Mr. Kowalewski reviewed the plan and indicated the TIFA Board has reserved \$740,000 for construction and it is anticipated TIFA will fund the remaining of the construction cost. Mr. Kowalewski continued that the operation of the marina is what this Committee needs to focus on. Mr. Kowalewski indicated that the City cannot anticipate that the marina will be 50% occupied to cover the maintenance and daily expenses. Further, they need to come up with an alternative funding source other than the City's General Fund.

Mr. Kowalewski suggested that the committee review the Operation and Marketing Plan and make sure the costs are correct or if changes need to be made.

Mr. Sabuda indicated that once the Committee has a recommendation that recommendation should be written by Mrs. Rankine to be submitted to City Council.

Mr. Stevenson indicated that he feels the yearly maintenance cost of \$97,000 is high and he did a calculation which indicated that the cost is around \$50,000 at 40% to 50% of capacity. Mr. Stevenson stated that he would bring his calculations to the next meeting for review by the Committee.

Mr. Kowalewski indicated that no matter what the cost, the Committee needs to find a funding source.

Mr. Stevenson indicated that two (2) people have contacted him about running the facility. One (1) of the interested parties is David Giles. Mr. Giles has experience in the boat field that would be a great asset to the City. Mr. Stevenson explained that Mr. Giles informed him you need to market at the Boat Shows and market well before the marina is constructed.

Mr. Stevenson indicated that boating has changed and boaters want to go on 2 hour boat rides and from Put-In-Bay to Algonac there is no docking where there are places to visit. Boaters are looking for restaurants, lounges and golf courses which Wyandotte offers.

Mr. Stevenson indicated that he and Mrs. Rankine are working on a survey to be mailed to about 1,500 boaters. The survey is attached to these minutes.

Mr. Stevenson indicated that the list of boaters to be sent the survey are those with 27 foot boats or larger and an annual income of \$250,000 or higher. Mr. Stevenson indicated that there is only one (1) person in Wyandotte that meets this criteria.

Mr. Fritz indicated that he is always getting questioned about places to dock for larger boats and there are none in the area.

Mr. Stevenson indicated that they should market to 27 foot or larger boats.

Mr. Sabuda asked if there are any surveys going to Canada.

Mr. Stevenson indicated that Canada was not included.

Mr. Kowalewski indicated that having David Giles at the next meeting for his expertise would be great.

Mr. Stevenson indicated that he would check with Mr. Giles. Mr. Stevenson further indicated that they should market at the trade shows and have a booth. Mr. Stevenson added billboards are not effective.

Mr. Drysdale asked about Elizabeth Park Docks and Detroit.

Mr. Stevenson indicated that Elizabeth Park has nothing to offer the boater, and added that the City of Trenton has received revenue from this facility.

Mr. D'Herin stated that he boats and he does not go to Detroit or Elizabeth Park there is no attraction at Elizabeth Park and Detroit you would have to take a taxi, which is not desirable.

Mr. Drysdale indicated that Detroit is empty.

Mr. Fritz stated that no one wants to go to Detroit.

Mr. D'Herin indicated that the target market area should be northern Ohio.

Mr. Stevenson indicated that in talking with the people interested in leasing the marina from the City their marketing would be about \$20,000 per year and they would want a long term lease.

Mr. Drysdale indicated that the City does that with the City's Boat Ramp.

Ms. Slack asked what is the downside to leasing the marina to a 3rd party.

Mr. Drysdale indicated that if the marina is not successful, the lessee could just walk away and the City would not have anything. Mr. Drysdale stated that if there is such a demand why would the City want to lease it out to someone else to run.

Mr. Stevenson stated that the private entity can get things done faster and the employee cost could be cheaper.

Mr. Kowalewski indicated that the Committee should get letters of intent from the individuals interested in leasing the property, but the Committee should concentrate on a plan to find a funding source to make up the difference in operating the marina in case enough revenue is not received.

Mr. Stevenson indicated that the Committee needs to get the cost of marketing at the boat shows.

3. EPA GLA Dredging Project

The proposed dredging should begin in 2015 through 2016. Federal funding is required for 50% of the project. Participants are required for the other 50% of the dredging.

4. Update of the Marina Construction Grant

Mr. Kowalewski indicated that he met with representatives of the US Fisheries and Wildlife Grant and the following was discussed:

- a. Grant is a 50 – 50 split not to exceed \$1,170,500
- b. Slips – need to look at increasing the slip size to allow for larger boats
- c. Boaters' needs – Wi-Fi access; security lighting of area; electricity; water
- d. Program Income – Project must be 100% completed before program income can be received by City.
- e. Regions – Group indicated that other Cities the size of Wyandotte have competed similar projects that were very successful.
- f. Cost Savings – Marina building could be eliminated this was not a rank-able part of the grant. The current building in the park could be remodeled.

Mr. Fritz asked if the facility was going to have a pump out station.

Mr. Kowalewski indicated that it would not have a pump station. The City did not want to compete with nearby facilities.

Mr. Stevenson stated that maybe the Committee should bid out the project to get better costs.

Mr. Kowalewski stated that the City is only going to get 50% of the project up to \$1,170,500.00. If the cost to build the marina is more than \$2,341,000 the City would have to come up with the additional cost. Mr. Kowalewski stated that the Grant would cover the initial cost to develop the bid specifications as long as the Grant Contract is executed.

Mr. Stevenson asked if the Committee could use the current plan by JJR.

Mr. Kowalewski replied no there was not enough information on this plan for bidding.

There was a discussion about establishing a Principal Shopping District. Mr. Drysdale indicated that it would take about 60 to 90 days to establish, the City would collect the funds and there would be a Board established, the City could collect about \$54,000 per year or an average of \$350 increase in taxes to the commercial properties in the District.

Mr. Stevenson stated that the WBA has supported this idea.

5. Assignments of tasks to report back to Committee:

Mrs. Rankine – Cost to have a booth and advertising at a Boat Show

Mr. Stevenson – Supply his break down of expenses/revenue for the marina; invite David Giles to the next meeting

Mr. Kowalewski – Contact JJR for an update on construction cost and marina design

6. Next meeting to be held August 27, 2014, at 8:00 a.m.

OLD BUSINESS:

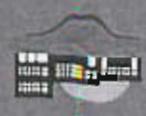
None

ADJOURN:

The meeting adjourned at 9:15 a.m.

Proposed
Survey

The City of Wyandotte, Michigan
Downtown Development Authority
3200 Biddle Avenue, Suite 300
Wyandotte, Michigan 48192



BOATER SURVEY

The City of Wyandotte, Michigan



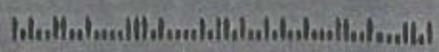
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NECESSARY
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IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS MAIL PERMIT NO. 24 WYANDOTTE, MI

POSTAGE WILL BE PAID BY ADDRESSEE



CITY OF WYANDOTTE
PO BOX 658
WYANDOTTE, MI 48192-9978



Wyandotte, Michigan was recently awarded a grant from the United States Department of Natural Resources to build a TRANSIENT MARINA attached to their DOWNTOWN.

Downtown Wyandotte.

The beautiful historic town of Wyandotte Michigan was recently awarded a grant from the United States Department of Natural Resources to build a transient marina attached to their downtown. The downtown area, 10 blocks in length, is comprised of 45 restaurants and lounges and 125 businesses serving an eclectic range of consumer needs. A museum campus, a regional arts center with 30 artists, gallery's and the aforementioned restaurants, drinking establishments and businesses are all within a half block walk from the proposed marina site. The marina site is directly adjacent to beautiful tree lined Bishop Park. Less than a mile from the marina is the acclaimed nine-hole Wyandotte Shores golf course.



Wyandotte is home to one of the largest art fairs in the State of Michigan, held the second week of July each year. The Wyandotte Business Association is extremely active; with their signature event being Third Fridays which are themed shopping experiences featuring live entertainment, programs and promotions each month.

At this time, we are surveying known boat and yacht owners as to their likelihood of using the transient marina in downtown Wyandotte. The marina can service up to 60 foot vessels and will have standard amenities and would be operational for the 2017 boating season.



If you would be so kind as to fill out the below and return as indicated, the information you provide will assist us in anticipating demand and developing the proper service mix.

- Size of your vessel: _____ feet _____ beam
- I would utilize the Downtown Wyandotte Marina: No Yes
- If utilizing the Marina, I would more than likely stay _____ days at a time.
- I may visit the Marina _____ times a year
- The months I would utilize the Marina would more than likely be:
 - April May June July August September October
- If using the marina, I would be most interested in utilizing:
 - Art center Coffee shops Clothing stores Galleries Gift shops
 - Ice cream Lounges Marina supply Museums Restaurants



Your response is requested no later than September 20th, 2014

Take an online version of our survey at: www.wyandotte.net/boatersurvey

Aug 6, 2014

Mark Kowalewski	734-324-4554	MKOWALEWSKI@WYAN.ORG
LEONARD SABUDA	734-281-9139	LSABUDA@WYAN.ORG
Patt Slack	734-246-9880	PSLACK@YAHOO.COM
LORI SHIELDS	313-719-1491	Lshields34@hotmail.com
NATALIE BANKINE	734-223-3759	NBANKINE@WYAN.ORG
JASON DORRIN	313-218-6817	JASON@DNRPROPERTIES.COM
LEO STEWSON	734-678-0321	LEO-STEWSON@AOL.COM
John Rusa	734-673-5292	WBA R.P. McMurphy's
AL FRITZ	734-946-6322	AFRITZ@DOLPHINME.COM
TODD DRYSTALE	734-324-4566	TDRYSTALE@WYAN.ORG

| C

Kelly Roberts

From: mkowalewski mkowalewski <mkowalewski@wyandotte.net>
Sent: Monday, August 18, 2014 9:15 PM
To: kroberts@wyan.org
Subject: FW: Wyandotte marina
Attachments: marina grant budget.pdf

Kelly,

This is attachment for next Marina Agenda.

Mark A. Kowalewski, PE
City Engineer
City of Wyandotte
3200 Biddle, suite 200
Wyandotte, MI 48192
1-734-324-4554

From: Bernie Fekete [mailto:Bernie.Fekete@smithgroupjir.com]
Sent: Monday, August 11, 2014 10:40 AM
To: mkowalewski mkowalewski
Cc: Emily McKinnon
Subject: RE: Wyandotte marina

Mark,

I looked at the Estimated Costs listed in the attachment. An inflation adjustment of +/- 4% per year from 2009 to the present seems reasonable but additional years to construction should be added..

Some of the biggest potential cost adjustments typically have been:

- the cost of steel piling and structural steel framing as well as electrical wiring which vary with the worldwide demand for steel and copper,
- the length of piling which was assumed from the length of piles used for the fishing pier but will be dependent on soil properties at specific pile locations,
- the marina building which can vary significantly in architecture and function, and
- the cost of utility services to the dock.

Much of these potential additional costs could be covered by contingency if the plan remains unchanged.

Overall, the conceptual budget with contingency may be somewhat low without additional inflation to 2015 or 2016.

Bernie Fekete, PE
Civil Engineer

.....
SmithGroupJJR
201 Depot St., Second Floor
Ann Arbor, MI 48104
d 734.669.2721
c 734.276.2709

From: mkowalewski mkowalewski [mailto:mkowalewski@wyandotte.net]
Sent: Wednesday, August 06, 2014 11:59 AM

INFORMATION ON THE CITY OF WYANDOTTE

Incorporated in 1867, the City of Wyandotte is often described as the "Heart of Downriver." The site where Wyandotte sits today was, in the 1700's, a village for the Native American Tribe known as the Wyandot, a part of the Huron Nation. A waterfront community, Wyandotte is rich in history and is known for its distinctive architecture, charming Downtown District and variety of cultural offerings. The City has been awarded the designation as a Preserve America Community by the Federal Government.

DESCRIPTION OF PROJECT

The Project is to construct a transient marina at Bishop Park along the Detroit River in Wyandotte as proposed in the Transient Marina Study at Bishop Park as prepared by JJR, LLC dated February 4, 2009. The City will utilize Concept B1 of this Study. Portions of the Preliminary Engineering Study are attached to this application. The City has determined that the area to be dredged has contamination and has procured a grant in the amount of \$598,574.57 to provide for the environmental dredging. The dredging will be completed in 2013.

ESTIMATED COSTS

Timber deck/fenders	\$ 48,800.00	Floating Dockage System	\$ 95,000.00
Structural Steel	\$145,100.00	Dockage Anchorage System	\$ 47,500.00
Foundation Piles	\$360,400.00	Access Gangway	\$ 19,200.00
Spring Piles	\$ 50,700.00	*Sub Total Floating Dockage	\$161,700.00
Wave Attenuator Wall	\$251,400.00	Engineering & Design Fee	\$ 15,000.00
Misc. Attachments	\$ 17,300.00	Construction Engineering	\$ 4,000.00
Utility Services	\$167,900.00	Contingency	\$ 34,000.00
Marina Building	\$200,000.00	**Inflation Adjustment	\$ 39,300.00
Utility Services	\$100,000.00	TOTAL FLOATING DOCKAGE	\$252,000.00
Site Work	\$ 50,000.00		
*Sub-Total Fixed Dock Plan B1	\$1,391,600.00		
Contingency	\$ 280,000.00		
Engineering & Architectural Design Fee	\$ 120,000.00		
Construction Engineering Services	\$ 13,000.00		
**Inflation Adjustment	\$ 284,400.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Day Use Floating Dock	\$ 252,000.00		
TOTAL	\$2,341,000.00		

WATERWAYS GRANT REQUESTED (50%) \$1,170,500.00

MATCHING FUNDS \$1,170,500.00 - Matching Money
 \$ 598,574.57 - City's cost for dredging
 TOTAL MATCHING FUNDS \$1,769,074.57

* Cost of dredging not included.

* *Inflation adjustment included as budget was prepared in 2009 and construction may not occur for a number of years.

#2.a.

Kelly Roberts

From: mkowalewski mkowalewski <mkowalewski@wyandotte.net>
Sent: Tuesday, August 19, 2014 10:34 AM
To: kroberts@wyan.org
Subject: FW: Marina Transient
Attachments: Summer 2014 Transient Dockage.xls

For agenda

Mark A. Kowalewski, PE
City Engineer
City of Wyandotte
3200 Biddle, suite 200
Wyandotte, MI 48192
1-734-324-4554

-----Original Message-----

From: Todd Drysdale [<mailto:tdrysdale@wyan.org>]
Sent: Tuesday, August 19, 2014 10:03 AM
To: 'mkowalewski mkowalewski'
Subject: FW: Marina Transient

Additional information regarding the transient dock at Elizabeth Park.
Note that through yesterday, they have received \$5,925 in revenue.

-----Original Message-----

From: Tim Beaker [<mailto:tbeaker@trenton-mi.com>]
Sent: Monday, August 18, 2014 5:30 PM
To: tdrysdale@wyan.org
Subject: Marina Transient

Todd,

I apologize this report took so long. Attached is the income from the Marina that includes transient dockage only.

The major factor of drawing transients for us is large events. Jazz on the river, Boat races and some very large fishing tournaments. The majority of our income is on seasonal boaters and daily launches.

Our expenses include facility repairs from boaters and staffing. Keep in mind, there will be a request for WiFi, water, pump out and electrical hook ups.

Thank you,

Tim Beaker

Summer 2014 Transient Dockage

Item	Price Point Name	Category	SKU	Items Sold	Item Sales	Discounts	Refund Count	Refunds	Net Sales
Daily Dock	Regular Price	Marina		105	\$2,625.00	\$0.00	4	\$100.00	\$2,525.00
Weekly Under 30'	Regular Price	Marina		39	\$3,510.00	\$0.00	1	\$90.00	\$3,420.00

#2.b.

Kelly Roberts

From: Todd Drysdale <tdrysdale@wyan.org>
Sent: Wednesday, July 02, 2014 8:33 AM
To: 'Stevenson, Leo G - WYANDOTTE MI'
Cc: 'Natalie Rankine'
Subject: RE: 2 mills

1. Implementing the 2 mill levy will generate approximately \$84k. Due to the Headlee Amendment, the maximum amount that is eligible to be levied from the original 2 mill levy authorized by law has been reduced. Thus, the analysis assumes the Headlee-reduced millage rate is the same as in 2003 (1.7688) when the 2 mill levy was last levied. It is possible that this rate may need to be reduced further in accordance with the Headlee Amendment but the reduction would not be significant. We have not done the necessary calculations due to the millage rate not being levied.
2. Eliminating the residential properties within the Development District will reduce the revenue to approximately \$47k. I am fairly certain that there is no way to do this under the existing law so discussion would need to ensue on this concept.
3. There is two (2) scenarios on this question. If the property receives the Principal Residence Exemption (formerly called Homestead), the total millage rate would be 52.9179. Assuming a total tax bill of \$10k, the taxable value of the property would be worth \$188,972. Thus, the additional 1.7688 mills would cost that property owner \$334 more annually. The second scenario (and more likely your question) would be a property owner that does not receive the PRE (commercial, industrial, generally non-owner occupied residential). A total tax bill of \$10k would assume a taxable value on the property of \$141,169. Thus, the additional 1.7688 mills would cost that property owner \$250 more annually.

Let me know if you have any additional questions.

From: Stevenson, Leo G - WYANDOTTE MI [mailto:leo_stevenson@ml.com]
Sent: Tuesday, July 01, 2014 9:01 AM
To: Todd Drysdale
Cc: Natalie Rankine
Subject: 2 mills

Hi Todd,

Thanks for your help last night. Could you possible supply the following information prior to next Tuesday's DDA meeting? Approximate numbers are fine. I would like to have the 2 mill discussion on the DDA agenda.

1. What would the 2 mills bring in annually , at current property values, to the DDA?
2. If we carved out the residential, what would the revenue be?
3. If a property owner is currently paying \$10,000 in annual property taxes (county, school, city, etc), what would the additional 2 mills cost the property owner?

Thanks, Leo

Leo Stevenson, CRPC®
Managing Director - Investments
Senior Resident Director
PIA Program Senior Portfolio Manager
SMLS ID: 535633

#2b.

Kelly Roberts

From: Todd Drysdale <tdrysdale@wyan.org>
Sent: Monday, July 07, 2014 2:17 PM
To: 'Stevenson, Leo G - WYANDOTTE MI'
Cc: 'Natalie Rankine'; 'mayor mayor'
Subject: RE: 2 mills

The typical process is as follows:

1. A simple majority of the DDA recommends the implementation of the 2-mill levy to the City Council.
2. The City Council approves the levy.
3. A public hearing is held for the tax rates (both City and DDA/2-mill levy).
4. The City/DDA tax rates are typically levied in the Summer and have to be approved by August 1st. This is an obvious problem for this year.
5. Amounts levied in August of a fiscal year represent revenue for the next fiscal year. Thus, the revenue from taxes levied on August 1, 2014 will be for the 2015 Fiscal Year (10/1/14 – 9/30/15).

Let me know if you need anything else.

Todd

From: Stevenson, Leo G - WYANDOTTE MI [mailto:leo_stevenson@mi.com]
Sent: Monday, July 07, 2014 12:14 PM
To: Todd Drysdale
Cc: 'Natalie Rankine'; mayor mayor
Subject: RE: 2 mills

Hi Todd, I am prepared to begin a dialogue on the concept of the 2 mill at this Tuesday's DDA meeting. To implement, do you know the process?

- Would there be a public hearing?
- Does the council need to approve if the DDA approves?
- Is it a simple DDA majority to approve?
- How long after approval does implementation take place?
- When we would receive the first funding based on implementation; for instance, after the first tax collection after approval?
- Would the two mills be split between the two tax bills?

Thanks as always for your help. Leo

From: Todd Drysdale [mailto:tdrysdale@wyan.org]
Sent: Wednesday, July 02, 2014 8:33 AM
To: Stevenson, Leo G - WYANDOTTE MI
Cc: 'Natalie Rankine'
Subject: RE: 2 mills

1. Implementing the 2 mill levy will generate approximately \$84k. Due to the Headlee Amendment, the maximum amount that is eligible to be levied from the original 2 mill levy authorized by law has been reduced. Thus, the analysis assumes the Headlee-reduced millage rate is the same as in 2003 (1.7688) when the 2 mill levy was last levied. It is possible that this rate may need to be reduced further in accordance with the Headlee Amendment but the reduction would not be significant. We have not done the necessary calculations due to the millage rate not being levied.
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Let me know if you have any additional questions.

From: Stevenson, Leo G - WYANDOTTE MI [mailto:leo_stevenson@ml.com]
Sent: Tuesday, July 01, 2014 9:01 AM
To: Todd Drysdale
Cc: Natalie Rankine
Subject: 2 mills

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Thanks, Leo

Leo Stevenson, CRPC®
 Managing Director - Investments
 Senior Resident Director
 PIA Program Senior Portfolio Manager
NMLS ID: 535631

Named to Barrons Top 1,200 Financial Advisors in 2014*

*Source: Barron's "America's Top 1,200 Advisors: State-by-State list, February 24, 2014.
 For information about the selection criteria, go to www.barrons.com. Barron's is a trademark of Dow Jones & Company, Inc. All rights reserved.

Merrill Lynch
 2912 Biddle Ave.
 Wyandotte, MI 48192
 734-324-3826
 Fax # 734 274-4822

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#2C

BUSINESS IMPROVEMENT DISTRICT/PRINCIPAL SHOPPING DISTRICT/ BUSINESS IMPROVEMENT ZONE (BID/PSD/BIZ)

Through the provisions of Public Act 120 of 1961, cities, villages, and urban townships may create a Business Improvement District (BID) or a Principal Shopping District (PSD) to promote economic development within a defined area of the municipality. A BID/PSD allows a municipality to collect revenues, levy special assessments and issue bonds in order to address the maintenance, security and operation of that district. A provision under Chapter 2 of the Act allows a Business Improvement Zone (BIZ) to be created by private property owners of those parcels in a zone plan within a city or village. A BIZ may levy special assessments to finance activities and projects outlined within a zone plan for a period of ten (10) years.

WHO IS ELIGIBLE TO APPLY?

Only cities, villages and urban townships may create a BID or a PSD. An urban township is defined in the Local Development Finance Act (PA 281 of 1986) and includes townships located in a county with a population greater than 750,000. A PSD may be created within the municipality in a commercial area containing a minimum of 10 retail businesses. A BID is defined as one or more portions of an eligible municipality or combinations of contiguous portions of two or more municipalities and is "predominately commercial or industrial use." A BIZ is created by a petition driven by at least 30 percent of the property owners within a zone plan and may solely be created within either a city or village.

WHAT IS THE PROCESS?

By resolution a city, village, or urban township may create a BID to fund activities for the district. The chief executive officer, with concurrence of the legislative body of the municipality, shall appoint one member to the BID board as a representative of the local government unit. The remaining members of the BID will be nominees of the business and property owners located within the district. The board will oversee the management of the BID activities. If the BID is located in more than one jurisdiction, each local governmental unit shall appoint a

representative to the board.

To establish a PSD, the municipality must have a master plan that includes an urban design plan designating a PSD or the development of a PSD. The board of a PSD shall be appointed by the chief executive officer of the local governmental unit with the concurrence of the legislative body of the local governmental unit. One member of the board shall be from the adjacent residential area, one member shall be a representative of the local governmental unit, and a majority of the members shall be nominees of individual businesses located within the PSD. If the boundaries of a PSD are the same as those of a Downtown Development Authority (PA 197 of 1975), the governing body may designate that the DDA board shall compose the PSD Board as well.

One or more BIZs may be created by business owners within a city or village, where by the business owners petition the city or village clerk to create the boundaries of the proposed zone. However, there are specific limitations provided in Chapter 2 of the Act regarding the eligible combinations of Business Improvement Districts and Business Improvement Zones within the same municipality.

WHAT ARE THE DISTRICT AND ZONE POWERS?

Subject to the approval of the governmental entity that has jurisdiction over the highway, a city, village or urban township is empowered through its BID/PSD to maintain and modify roads and pedestrian walkways and prohibit or regulate vehicular traffic or parking where necessary for a BID/PSD project. The BID/PSD may also own, operate, or contract for off-street parking lots or structures. The designated BID/PSD board also has the ability to acquire, own, maintain, demolish, develop, improve, or operate properties per the established plan for that district. Additional common activities undertaken by a BID/PSD is the promotion of economic development in the district through conducting market research and public relations campaigns, developing,

BUSINESS IMPROVEMENT DISTRICT/PRINCIPAL SHOPPING DISTRICT/ BUSINESS IMPROVEMENT ZONE (BID/PSD/BIZ) *continued*

coordinating and conducting retail and institutional promotions and sponsoring special events and related activities. The Districts may also provide or contract with other public or private entities for the administration, maintenance, security and operation of the district.

The cost of projects within a BID or PSD may be financed by grants and gifts to the city or district, municipal funds, levying of special assessments, general obligation or revenue bonds, and any other source.

The type of projects financed by a BIZ within the zone area include owning, maintaining and operating park areas and planting areas; and acquiring, owning, maintaining, reconstructing, or relocating sidewalks, street curbing, street medians, fountains and lighting. Any and all improvements proposed within a BIZ shall adhere to the "Zone plan" which outlines the goals, strategies, objectives and guidelines for the operation of the business improvement zone. The Zone may also provide or contract for security services with other public or private entities and purchase equipment related to security services. Lastly, like PSDs/BIDs the BIZs may promote and sponsor cultural or recreational activities and engage in economic development activities, including promotion of business, retail, or industrial development, recruitment and retention.

The cost of projects within a BIZ may be financed by grants and gifts, special assessments and loans in anticipation of the receipts of assessments as long as the repayment period of the loan does not extend beyond the ten (10) year operating period of the zone, does not exceed 50 percent of the annual average assessment revenue in the previous year.

WHY WOULD A COMMUNITY WANT TO ESTABLISH THIS PROGRAM?

A BID/PSD provides business with the opportunity to come together and use their expertise, experience and financing to improve the marketing, infrastructure and operational aspects of their business area, each of which has an impact on their individual businesses. The same applies for a BIZ, except the authority lies within the board of directors of the BIZ. The city or village is immune from civil or administrative liability arising from any actions of the BIZ.

SUPPORTING STATUTE

Act 120 of 1961 - Principal Shopping Districts and Business Improvement Districts

CONTACT INFORMATION

For more information, contact the Michigan Economic Development CorporationSM (MEDC) Customer Contact Center at 517.373.9808.

PRINCIPAL SHOPPING DISTRICTS AND BUSINESS IMPROVEMENT DISTRICTS
Act 120 of 1961

AN ACT to authorize the development or redevelopment of principal shopping districts and business improvement districts; to permit the creation of certain boards; to provide for the operation of principal shopping districts and business improvement districts; to provide for the creation, operation, and dissolution of business improvement zones; and to authorize the collection of revenue and the bonding of certain local governmental units for the development or redevelopment projects.

History: 1961, Act 120, Imd. Eff. May 26, 1961;—Am. 1984, Act 260, Imd. Eff. Dec. 13, 1984;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 1999, Act 49, Imd. Eff. June 15, 1999;—Am. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2003, Act 209, Imd. Eff. Nov. 26, 2003.

Popular name: Shopping Areas Redevelopment Act

The People of the State of Michigan enact:

CHAPTER 1
PRINCIPAL SHOPPING DISTRICT

125.981 Definitions; principal shopping district; business district; creation, appointment, and composition of board.

Sec. 1. (1) As used in this chapter:

- (a) "Assessable property" means real property in a district area other than all of the following:
 - (i) Property classified as residential real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.34c.
 - (ii) Property owned by the federal, a state, or a local unit of government where property is exempt from the collection of taxes under the general property tax act, 1893 PA 206, MCL 211.1 to 211.157.
 - (iii) One or more classes of property owners whose property meets all of the following conditions:
 - (A) Is exempt from the collection of taxes under the general property tax act, 1893 PA 206, MCL 211.1 to 211.157, other than property identified in subparagraph (ii).
 - (B) As a class has been determined by the legislative body of the local governmental unit not to be benefited by a project for which special assessments are to be levied.
 - (b) "Business improvement district" means 1 or more portions of a local governmental unit or combination of contiguous portions of 2 or more local governmental units that are predominantly commercial or industrial in use.
 - (c) "District" means a business improvement district or a principal shopping district.
 - (d) "Highways" means public streets, highways, and alleys.
 - (e) "Local governmental unit" means a city, village, or urban township.
 - (f) "Principal shopping district" means a portion of a local governmental unit designated by the governing body of the local governmental unit that is predominantly commercial and that contains at least 10 retail businesses.
 - (g) "Urban township" means a township that is an urban township as defined in section 2 of the local development financing act, 1986 PA 281, MCL 125.2152, and is a township located in a county with a population of more than 750,000.
- (2) A local governmental unit with a master plan for the physical development of the local governmental unit that includes an urban design plan designating a principal shopping district or includes the development or redevelopment of a principal shopping district, or 1 or more local governmental units that establish a business improvement district by resolution, may do 1 or more of the following:
- (a) Subject, where necessary, to approval of the governmental entity that has jurisdiction over the highway, open, widen, extend, realign, pave, maintain, or otherwise improve highways and construct, reconstruct, maintain, or relocate pedestrian walkways.
 - (b) Subject, where necessary, to approval of the governmental entity that has jurisdiction over the highway, prohibit or regulate vehicular traffic where necessary to carry out the purposes of the development or redevelopment project.
 - (c) Subject, where necessary, to approval of the governmental entity that has jurisdiction over the highway, regulate or prohibit vehicular parking on highways.
 - (d) Acquire, own, maintain, demolish, develop, improve, or operate properties, off-street parking lots, or structures.
 - (e) Contract for the operation or maintenance by others of off-street parking lots or structures owned by the

local governmental unit, or appoint agents for the operation or maintenance.

(f) Construct, maintain, and operate malls with bus stops, information centers, and other buildings that will serve the public interest.

(g) Acquire by purchase, gift, or condemnation and own, maintain, or operate real or personal property necessary to implement this section.

(h) Promote economic activity in the district by undertakings including, but not limited to, conducting market research and public relations campaigns, developing, coordinating, and conducting retail and institutional promotions, and sponsoring special events and related activities. A business may prohibit the use of its name or logo in a public relations campaign, promotion, or special event or related activity for the district.

(i) Provide for or contract with other public or private entities for the administration, maintenance, security, operation, and provision of services that the board determines are a benefit to a district within the local governmental unit.

(3) A local governmental unit that provides for ongoing activities under subsection (2)(h) or (i) shall also provide for the creation of a board for the management of those activities.

(4) One member of the board of the principal shopping district shall be from the adjacent residential area, 1 member shall be a representative of the local governmental unit, and a majority of the members shall be nominees of individual businesses located within the principal shopping district. The board shall be appointed by the chief executive officer of the local governmental unit with the concurrence of the legislative body of the local governmental unit. However, if all of the following requirements are met, a business may appoint a member of the board of a principal shopping district, which member shall be counted toward the majority of members required to be nominees of businesses located within the principal shopping district:

(a) The business is located within the principal shopping district.

(b) The principal shopping district was designated by the governing body of a local governmental unit after July 14, 1992.

(c) The business is located within a special assessment district established under section 5.

(d) The special assessment district is divided into special assessment rate zones reflecting varying levels of special benefits.

(e) The business is located in the special assessment rate zone with the highest special assessment rates.

(f) The square footage of the business is greater than 5.0% of the total square footage of all businesses in that special assessment rate zone.

(5) If the boundaries of the principal shopping district are the same as those of a downtown district designated under 1975 PA 197, MCL 125.1651 to 125.1681, the governing body may provide that the members of the board of the downtown development authority, which manages the downtown district, shall compose the board of the principal shopping district, in which case subsection (4) does not apply.

(6) The members of the board of a business improvement district shall be determined by the local governmental unit as provided in this subsection. The board of a business improvement district shall consist of all of the following:

(a) One representative of the local governmental unit appointed by the chief executive officer of the local governmental unit with the concurrence of the legislative body of the local governmental unit in which the business improvement district is located. If the business improvement district is located in more than 1 local governmental unit, then 1 representative from each local governmental unit in which the business improvement district is located shall serve on the board as provided in this subdivision.

(b) Other members of the board shall be nominees of the businesses and property owners located within the business improvement district. If a class of business or property owners, as identified in the resolution described in subsection (8), is projected to pay more than 50% of the special assessment levied that benefits property in a business improvement district for the benefit of the business improvement district, the majority of the members of the board of the business improvement district shall be nominees of the business or property owners in that class.

(7) A local governmental unit may create 1 or more business improvement districts.

(8) If 1 or more local governmental units establish a business improvement district by resolution under subsection (2), the resolution shall identify all of the following:

(a) The geographic boundaries of the business improvement district.

(b) The number of board members in that business improvement district.

(c) The different classes of property owners in the business improvement district.

(d) The class of business or property owners, if any, who are projected to pay more than 50% of the special assessment levied that benefits property in that business improvement district.

History: 1961, Act 120, Imd. Eff. May 26, 1961;—Am. 1980, Act 287, Imd. Eff. Oct. 14, 1980;—Am. 1984, Act 260, Imd. Eff. Dec. 13, 1984;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 1999, Act 49, Imd. Eff. June 15, 1999;—Am. 2001, Act 261, Imd. Eff. Jan. 9, 2002;—Am. 2003, Act 209, Imd. Eff. Nov. 26, 2003.

Popular name: Shopping Areas Redevelopment Act

125.982 Principal shopping district project or business improvement project; methods or criteria for financing costs.

Sec. 2. (1) The cost of the whole or any part of a principal shopping district project or business improvement district project as authorized in this chapter may be financed by 1 or more of the following methods:

- (a) Grants and gifts to the local governmental unit or district.
- (b) Local governmental unit funds.
- (c) The issuance of general obligation bonds of the local governmental unit subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.
- (d) The issuance of revenue bonds by the local governmental unit under the revenue bond act of 1933, 1933 PA 94, MCL 141.101 to 141.140, or under any other applicable revenue bond act. The issuance of the bonds shall be limited to the part or parts of the district project that are public improvements.
- (e) The levying of special assessments against land or interests in land, or both.
- (f) Any other source.

(2) Beginning January 1, 2000, the proceeds of a bond, note, or other obligation issued to finance a project authorized under this chapter shall be used for capital expenditures, costs of a reserve fund securing the bonds, notes, or other obligations, and costs of issuing the bonds, notes, or other obligations. The proceeds of the bonds, notes, or other obligations shall not be used for operational expenses of a district.

History: 1961, Act 120, Imd. Eff. May 26, 1961;—Am. 1980, Act 287, Imd. Eff. Oct. 14, 1980;—Am. 1984, Act 260, Imd. Eff. Dec. 13, 1984;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 1999, Act 49, Imd. Eff. June 15, 1999;—Am. 2001, Act 261, Imd. Eff. Jan. 9, 2002;—Am. 2003, Act 209, Imd. Eff. Nov. 26, 2003.

Popular name: Shopping Areas Redevelopment Act

125.983 District project as public improvement.

Sec. 3. A district project as authorized under this chapter is a public improvement. The use in this chapter of the term "public improvement" does not prevent the levying of a special assessment for the cost of a part of a district project that represents special benefits.

History: 1961, Act 120, Imd. Eff. May 26, 1961;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 1999, Act 49, Imd. Eff. June 15, 1999;—Am. 2001, Act 261, Imd. Eff. Jan. 9, 2002.

Popular name: Shopping Areas Redevelopment Act

125.984 Development or redevelopment of district; single improvement.

Sec. 4. The development or redevelopment of a district, including the various phases of the development or redevelopment, is 1 project and, in the discretion of the governing body of the local governmental unit, may be financed as a single improvement.

History: 1961, Act 120, Imd. Eff. May 26, 1961;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 1999, Act 49, Imd. Eff. June 15, 1999;—Am. 2003, Act 209, Imd. Eff. Nov. 26, 2003.

Popular name: Shopping Areas Redevelopment Act

125.985 Special assessments; levy; installment payments; maximum annual amounts; adjustment; special assessment bonds; full faith and credit; maturity; statutory or charter provisions; review; marketing and development plan.

Sec. 5. (1) If a local governmental unit elects to levy special assessments to defray all or part of the cost of the district project, then the special assessments shall be levied pursuant to applicable statutory or charter provisions or, if there are no applicable statutory or charter provisions, pursuant to statutory or charter provisions applicable to local governmental unit street improvements. If a local governmental unit charter does not authorize special assessments for the purposes set forth in this chapter, the charter provisions authorizing special assessments for street improvements are made applicable to the purposes set forth in this chapter, without amendment to the charter. The total amount assessed for district purposes may be made payable in not more than 20 annual installments as determined by the governing body of the local governmental unit, the first installment to be payable in not more than 18 months after the date of the confirmation of the special assessment roll.

(2) A special assessment shall be levied against assessable property on the basis of the special benefits to

that parcel from the total project. There is a rebuttable presumption that a district project specially benefits all assessable property located within the district.

(3) This subsection applies to a principal shopping district only if the principal shopping district is designated by the governing body of a local governmental unit after July 14, 1992. The special assessments annually levied on a parcel under this chapter shall not exceed the product of \$10,000.00 and the number of businesses on that parcel. A business located on a single parcel shall not be responsible for a special assessment in excess of \$10,000.00 annually. When the special assessment district is created, a lessor of a parcel subject to a special assessment may unilaterally revise an existing lease to a business located on that parcel to recover from that business all or part of the special assessment, as is proportionate considering the portion of the parcel occupied by the business.

(4) The \$10,000.00 maximum amounts in subsection (3) shall be adjusted each January 1, beginning January 1, 1994, pursuant to the annual average percentage increase or decrease in the Detroit consumer price index for all items as reported by the United States department of labor. The adjustment for each year shall be made by comparing the Detroit consumer price index for the 12-month period ending the preceding October 31 with the corresponding Detroit consumer price index of 1 year earlier. The percentage increase or decrease shall then be multiplied by the current amounts under subsection (3) authorized by this section. The product shall be rounded up to the nearest multiple of 50 cents and shall be the new amount.

(5) The local governmental unit may issue special assessment bonds in anticipation of the collection of the special assessments for a district project and, by action of its governing body, may pledge its full faith and credit for the prompt payment of the bonds. Special assessment bonds issued under this section are subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821. The last maturity on the bonds shall be not later than 2 years after the due date of the last installment on the special assessments. Special assessment bonds may be issued pursuant to statutory or charter provisions applicable to the issuance by the local governmental unit of special assessment bonds for the improvement or, if there are no applicable statutory or charter provisions, pursuant to statutory or charter provisions applicable to the issuance by the local governmental unit of special assessment bonds for street improvements.

(6) If a district project in a district designated by the governing body of a local governmental unit after July 14, 1992 is financed by special assessments, the governing body of the local governmental unit shall review the special assessments every 5 years, unless special assessment bonds are outstanding.

(7) Before a local governmental unit levies a special assessment under this chapter that benefits property within a business improvement district, the business improvement district board shall develop a marketing and development plan that details all of the following:

(a) The scope, nature, and duration of the business improvement district project or projects.

(b) The different classes of property owners who are going to be assessed and the projected amount of the special assessment on the different classes.

(8) A local governmental unit that levies a special assessment under this chapter that benefits property within a business improvement district is considered to have approved the marketing and development plan described in subsection (7).

History: 1961, Act 120, Imd. Eff. May 26, 1961;—Am. 1980, Act 287, Imd. Eff. Oct. 14, 1980;—Am. 1984, Act 260, Imd. Eff. Dec. 13, 1984;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 1999, Act 49, Imd. Eff. June 15, 1999;—Am. 2001, Act 261, Imd. Eff. Jan. 9, 2002;—Am. 2003, Act 209, Imd. Eff. Nov. 26, 2003.

Popular name: Shopping Areas Redevelopment Act

125.986 Special assessments; off-street parking lots or structures.

Sec. 6. If off-street parking lots or structures are essential to the principal shopping district project, if 1 or more off-street parking lots or structures are already owned by the local governmental unit and were acquired through the issuance of revenue bonds, and if the remaining parking lots or structures are to be financed in whole or in part by special assessments and special assessment bonds, then the local governmental unit, to place all parking lots or structures on the same basis, may include as a part of the cost of parking lots or structures for the project the amount necessary to retire all or any part of the outstanding revenue bonds, inclusive of any premium not exceeding 5% necessary to be paid upon the redemption or purchase of those outstanding bonds. From the proceeds of the special assessments or from the sale of bonds issued in anticipation of the payment of the special assessments, the local governmental unit shall retire by redemption or purchase the outstanding revenue bonds. This section does not authorize the refunding of noncallable bonds without the consent of the holders of the bonds.

History: 1961, Act 120, Eff. May 26, 1961;—Am. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 2003, Act 209, Imd. Eff. Nov. 26, 2003.

Popular name: Shopping Areas Redevelopment Act

Rendered Tuesday, August 12, 2014

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125.987 Additional powers.

Sec. 7. The powers granted by this chapter are in addition to and not in derogation of any other powers granted by law or charter.

History: Add. 1992, Act 146, Imd. Eff. July 15, 1992;—Am. 2001, Act 261, Imd. Eff. Jan. 9, 2002.

Popular name: Shopping Areas Redevelopment Act

CHAPTER 2 BUSINESS IMPROVEMENT ZONE

125.990 Definitions.

Sec. 10. As used in this chapter:

(a) "Assessable property" means real property in a zone area other than property classified as residential real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.134c, or real property exempt from the collection of taxes under the general property tax act, 1893 PA 206, MCL 211.1 to 211.155.

(b) "Assessment" means an assessment imposed under this chapter against assessable property for the benefit of the property owners.

(c) "Assessment revenues" means the money collected by a business improvement zone from any assessments, including any interest on the assessments.

(d) "Board" means the board of directors of a business improvement zone.

(e) "Business improvement zone" means a business improvement zone created under this chapter.

(f) "Nonprofit corporation" means a nonprofit corporation organized under the nonprofit corporation act, 1982 PA 162, MCL 450.2101 to 450.3192, and which complies with all of the following:

(i) The articles of incorporation of the nonprofit corporation provide that the nonprofit corporation may promote a business improvement zone and may also provide management services related to the implementation of a zone plan.

(ii) The nonprofit corporation is exempt from federal income tax under section 501(c)(4) or 501(c)(6) of the internal revenue code, 28 USC 501.

(g) "Person" means an individual, partnership, corporation, limited liability company, association, or other legal entity.

(h) "Project" means any activity for the benefit of property owners authorized by section 10a to enhance the business environment within a zone area.

(i) "Property owner" means a person who owns, or an agent authorized in writing by a person who owns, assessable property according to the records of the treasurer of the city or village in which the business improvement zone is located.

(j) "10-year period" means the period in which a business improvement zone is authorized to operate, beginning on the date that the business improvement zone is created or renewed and ending 10 calendar years after that date.

(k) "Zone area" means the area designated in the zone plan as the area to be served by the business improvement zone.

(l) "Zone plan" means a set of goals, strategies, objectives, and guidelines for the operation of a business improvement zone, as approved at a meeting of property owners conducted under section 10d.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990a Business improvement zone as public body corporate; powers; authority.

Sec. 10a. (1) A business improvement zone is a public body corporate and may do 1 or more of the following for the benefit of property owners located in the business improvement zone:

(a) Acquire, through purchase, lease, or gift, construct, develop, improve, maintain, operate, or reconstruct park areas, planting areas, and related facilities within the zone area.

(b) Acquire, construct, clean, improve, maintain, reconstruct, or relocate sidewalks, street curbing, street medians, fountains, and lighting within the zone area.

(c) Develop and propose lighting standards within the zone area.

(d) Acquire, plant, and maintain trees, shrubs, flowers, or other vegetation within the zone area.

(e) Provide or contract for security services with other public or private entities and purchase equipment or technology related to security services within the zone area.

(f) Promote and sponsor cultural or recreational activities.

(g) Engage in economic development activities, including, but not limited to, promotion of business, retail,

or industrial development, developer recruitment, business recruitment, business marketing, business retention, public relations efforts, and market research.

(h) Engage in other activities with the purpose to enhance the economic prosperity, enjoyment, appearance, image, and safety of the zone area.

(i) Acquire by purchase or gift, maintain, or operate real or personal property necessary to implement this chapter.

(j) Solicit and accept gifts or grants to further the zone plan.

(k) Sue or be sued.

(l) Do all other acts and things necessary or convenient to exercise the powers, duties, and jurisdictions of the business improvement zone under this act or other laws that relate to the purposes, powers, duties, and jurisdictions of the business improvement zone.

(2) A business improvement zone may contract with a nonprofit corporation or any other public or private entity and may pay a reasonable fee to the nonprofit corporation or other public or private entity for services provided. Two or more business improvement zones may contract with the same nonprofit corporation or public or private entity under this subsection.

(3) A business improvement zone has the authority to borrow money in anticipation of the receipt of assessments if all of the following conditions are satisfied:

(a) The loan will not be requested or authorized, or will not mature, within 90 days before the expiration of the 10-year period.

(b) The amount of the loan does not exceed 50% of the annual average assessment revenue of the business improvement zone during the previous year or, in the case of a business improvement zone that has been in existence for less than 1 year, the loan does not exceed 25% of the projected annual assessment revenue.

(c) The loan repayment period does not extend beyond the 10-year period.

(d) The loan is subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.

(4) The services provided by and projects of a business improvement zone are services and projects of the business improvement zone and are not services, functions, or projects of the municipality in which the business improvement zone is located. The services provided by and projects of a business improvement zone are supplemental to the services, projects, and functions of the city or village in which the business improvement zone is located.

(5) The business improvement zone has no other authority than the authority described in this act or authorized by other laws of this state.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990b Business improvement zone; establishment within city or village; assessable property.

Sec. 10b. (1) One or more business improvement zones may be established within a city or village.

(2) If the zone plan for the area provides a basis for allocating assessments other than assessed value, the majority of all parcels included in a zone area, both by area and by taxable value, shall be assessable property. If the zone plan for the zone area provides for allocation of assessments based upon assessed value, the majority of all parcels included in a zone area, both by area and assessed value, shall be assessable property. A zone area shall be contiguous, with the exception of public streets, alleys, parks, and other public rights-of-way.

(3) A business improvement zone may be established in a city or village even if the city or village has established a principal shopping district or business improvement district under chapter 1. Assessable property shall not be included in any of the following:

(a) More than 1 business improvement zone established under this chapter.

(b) Both a principal shopping district and a business improvement district established under chapter 1.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990c Initiation by delivery of petition.

Sec. 10c. A person may initiate the establishment of a business improvement zone by the delivery of a petition to the clerk of the city or village in which a proposed zone area is located. The petition shall include all of the following:

(a) An attached map and description of the geographic boundaries of the zone area sufficient to identify each assessable property included.

(b) The signatures of property owners of parcels representing not less than 30% of the property owners

within the zone area, weighted as provided in section 10f(2).

(c) An attached listing, by tax parcel identification number, of all parcels within the zone area, separately identifying assessable property.

(d) An attached zone plan, which shall include all of the following:

(i) The proposed initial board of directors for the zone, except for a member of the board of directors who may be appointed by the city or village under section 10g(2).

(ii) The method for removal, appointment, and replacement of the board.

(iii) A description of projects planned during the 10-year period, including the scope, nature, and duration of the projects.

(iv) An estimate of the total amount of expenditures for projects planned during the 10-year period.

(v) The proposed source or sources of financing for the projects.

(vi) If the proposed financing includes assessments, the projected amount or rate of the assessments for each year and the basis upon which the assessments are to be imposed on assessable property.

(vii) A plan of dissolution for the business improvement zone.

(e) A basis for allocating assessments in the zone area, including, but not limited to, assessments based upon taxable value or assessments based upon assessed value.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990d Repealed. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Compiler's note: The repealed section pertained to adoption of zone plan at public meeting.

125.990e Public hearing of governing body; notice; approval or rejection; amendment; resubmission; zone plan; assessment; election; publication of notice; assisting in conduct of election.

Sec. 10e. (1) If a petition is delivered to the clerk of the city or village in accordance with section 10c, the governing body of the city or village shall within 28 days schedule a public hearing of the governing body to review the zone plan and any proposed assessment and to receive public comment. The clerk shall notify all owners of parcels within the zone area of the public hearing by first-class mail.

(2) At the public hearing required under subsection (1), or at the next regularly scheduled meeting of the governing body of the city or village, the governing body shall approve or reject the establishment of the business improvement zone and the zone plan attached to the petition under section 10c. If the governing body rejects the establishment of the business improvement zone and the zone plan, the clerk shall notify all property owners within the proposed zone of a meeting of the property owners within the proposed zone, which shall be held not sooner than 7 days or later than 21 days after the date of the rejection by the governing body. The notice shall be sent by first-class mail to the property owners not less than 7 days prior to the scheduled date of the meeting and shall include the specific location and the scheduled date and time of the meeting, as determined by the person initiating the establishment of the business improvement zone under section 10c(1). At the meeting, the property owners may amend the zone plan if approved by a majority of the property owners voting at the meeting. The votes of the property owners at the meeting shall be weighted in the manner indicated in section 10f(2). The amended zone plan may be resubmitted to the clerk of the city or village without the requirement of a new petition under section 10c for approval or rejection at a meeting of the governing body of the city or village not later than 28 days after the amended zone plan is resubmitted to the clerk. If a zone plan is not rejected within 56 days of the date the amended zone plan is resubmitted to the clerk, the amended zone plan is considered approved by the governing body of the city or village. If the amended zone plan is rejected by the governing body, then the amended zone plan may not be resubmitted without the delivery of a new petition under section 10c.

(3) A governing body of a city or village shall consider the establishment of a business improvement zone and a zone plan for the business improvement zone under subsection (2) if all of the following apply:

(a) The zone plan complies with the requirements of section 10c.

(b) The zone plan for the business improvement zone provides that the services to be provided by the business improvement zone and the projects under the zone plan would be supplemental to the services, projects, and functions of the city or village.

(c) The zone plan provides a basis for allocating assessments that complies with this chapter.

(4) Approval of the business improvement zone and zone plan shall serve as a determination by the city or village that any assessment set forth in the zone plan, including the basis for allocating the assessment, is appropriate, subject only to the approval of the business improvement zone and the zone plan by the property owners in accordance with section 10f.

(5) If the governing body of the city or village approves the business improvement zone and zone plan or if the amended zone plan is considered approved under subsection (2), the clerk of the city or village shall set an election pursuant to section 10f not more than 49 days following the approval.

(6) The clerk of the city or village shall send to the property owners notice by first-class mail of the election not less than 28 days before the election and publish the notice at least once in a newspaper of general circulation in the city or village in which the zone area is located not less than 7 days or more than 21 days prior to the date scheduled for the election.

(7) The election described in this section and section 10f is not an election subject to the Michigan election law, 1954 PA 116, MCL 168.1 to 168.992.

(8) The person who filed the petition under section 10c, the proposed board members, and the property owners may, at the option and under the direction of the clerk, assist the clerk of the city or village in conducting the election to keep the expenses of the election at a minimum.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990f Voting; eligibility; conduct; question; weight; adoption of business improvement zone and zone plan; expenses; duration; compliance with state and federal laws; Immunity of city or village.

Sec. 10f. (1) All property owners as of the date of the delivery of the petition as provided in section 10c are eligible to participate in the election. The election shall be conducted by mail. The question to be voted on by the property owners is the adoption of the zone plan and the establishment of the business improvement zone, including the identity of the initial board.

(2) If the zone plan for the zone area provides a basis for allocating assessments based upon taxable value, the votes of property owners shall be weighted in proportion to the amount that the taxable value of their respective real property for the preceding calendar year bears to the taxable value of all assessable property in the zone area. If the zone plan for the zone area provides for allocation of assessments based upon assessed value, the votes of property owners shall be weighted in proportion to the amount that the assessed value of their respective real property for the preceding calendar year bears to the assessed value of all assessable property in the zone area. If the zone plan for the zone area provides a basis for allocating assessments other than taxable value or assessed value, the votes of property owners shall be weighted in proportion to the amount that the weighted value for their respective real property bears to the total weighted value of all assessable property in the zone area. In no case shall the total number of votes assigned to any 1 property owner be equal to more than 25% of the total number of votes eligible to be cast in the election.

(3) A zone plan and the proposal for the establishment of a business improvement zone, including the identity of the initial board, shall be considered adopted upon the approval of more than 60% of the property owners voting in the election, with votes weighted as provided in subsection (2).

(4) Upon acceptance or rejection of a business improvement zone and zone plan by the property owners, the resulting business improvement zone or the person filing the petition under section 10c shall, at the request of the city or village, reimburse the city or village for all or a portion of the reasonable expenses incurred to comply with this chapter. The governing body of the city or village may forgive and choose not to collect all or a portion of the reasonable expenses incurred to comply with this chapter.

(5) Adoption of a business improvement zone and zone plan under this section authorizes the creation of the business improvement zone and the implementation of the zone plan for the 10-year period.

(6) Adoption of a business improvement zone and zone plan under this section and the creation of the business improvement zone does not relieve the business improvement zone from following, or does not waive any rights of the city or village to enforce, any applicable laws, statutes, or ordinances. A business improvement zone created under this chapter shall comply with all applicable state and federal laws.

(7) To the extent not protected by the immunity conferred by 1964 PA 170, MCL 691.1401 to 691.1419, a city or village that approves a business improvement zone within its boundaries is immune from civil or administrative liability arising from any actions of that business improvement zone.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990g Board of directors; management of day-to-day activities; members; duties and responsibilities; reimbursement.

Sec. 10g. (1) The day-to-day activities of the business improvement zone and implementation of the zone plan shall be managed by a board of directors.

(2) The board shall consist of an odd number of directors and shall not be smaller than 5 and not larger than 15 in number. The board may include 1 director nominated by the chief executive of the city or village and confirmed by the governing body of the city or village. A nomination not disapproved by a governing body within 60 days shall stand confirmed.

(3) The duties and responsibilities of the board shall be prescribed in the zone plan and to the extent applicable shall include all of the following duties and responsibilities:

- (a) Developing administrative procedures relating to the implementation of the zone plan.
- (b) Recommending amendments to the zone plan.
- (c) Scheduling and conducting an annual meeting of the property owners.
- (d) Developing a zone plan for the next 10-year period.

(4) Members of the board shall serve without compensation. However, members of the board may be reimbursed for their actual and necessary expenses incurred in the performance of their official duties as members of the board.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990h Assessments.

Sec. 10h. (1) A business improvement zone may be funded in whole or in part by 1 or more assessments on assessable property, as provided in the zone plan. An assessment under this chapter shall be in addition to any taxes or special assessments otherwise imposed on assessable property. The business improvement zone, with the approval of the board, may enter into agreements with 1 or more property owners in the city or village providing for the provision of business zone activities or services to the property owner or owners by the business improvement zone in exchange for monetary contributions to the business improvement zone from the property owner or owners. An agreement providing for the provision of business zone activities or services described in this subsection shall be in writing and shall be made available to all property owners of assessable property in the zone area.

(2) An assessment shall be imposed against assessable property only on the basis of the benefits to assessable property afforded by the zone plan. There is a rebuttable presumption that a zone plan and any project specially benefits all assessable property in a zone area.

(3) If a zone plan provides for an assessment, the treasurer of the city or village in which the zone area is located as an agent of the business improvement zone shall collect the assessment imposed by the board under the zone plan on all assessable property within the zone area in the amount authorized by the zone plan.

(4) Except as provided in subsection (6), assessments shall be collected by the treasurer of the city or village as an agent of the business improvement zone from each property owner and remitted promptly to the business improvement zone. Assessment revenue is the property of the business improvement zone and not the city or village in which the business improvement zone is located. The business improvement zone may, at the option and under the direction of the treasurer, assist the treasurer of the city or village in collecting the assessment to keep the expenses of collecting the assessment at a minimum.

(5) The business improvement zone may institute a civil action to collect any delinquent assessment and interest.

(6) An assessment is delinquent if it has not been paid within 90 days after it was due as provided under the zone plan imposed under this chapter. Delinquent assessments shall be collected by the business improvement zone. Delinquent assessments shall accrue interest at a rate of 1.5% per month until paid.

(7) If any portion of the assessment has not been paid within 90 days after it was due, that portion of the unpaid assessment shall constitute a lien on the property. The lien amount shall be for the unpaid portion of the assessment and shall include any applicable interest. Alternatively, a delinquent and unpaid assessment may, at the request of the business improvement zone, be returned as delinquent by the treasurer of the city or village and collected in the same manner as a delinquent tax special assessment along with any associated interest, fees, and costs under the general property tax act, 1893 PA 206, MCL 211.1 to 211.155. However, property is not subject to forfeiture, foreclosure, and sale under sections 78 to 79a of the general property tax act, 1893 PA 206, MCL 211.78 to 211.79a, for nonpayment of an assessment under this chapter unless the property also is subject to forfeiture, foreclosure, and sale under sections 78 to 79a of the general property tax act, 1893 PA 206, MCL 211.78 to 211.79a, for delinquent property taxes. If a parcel of assessable property that has a delinquent and unpaid assessment is sold to a purchaser who is not related or affiliated to the seller, as determined by the board, the board may reduce or eliminate any delinquent and unpaid assessment on that parcel of assessable property if the property is not subject to forfeiture, foreclosure, and sale under sections 78 to 79a of the general property tax act, 1893 PA 206, MCL 211.78 to 211.79a. If the delinquent property taxes are paid, the property may not be forfeited, foreclosed, and sold for an unpaid assessment under this chapter.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990i Audit.

Sec. 10i. (1) Expenses incurred in implementing any project or service of a business improvement zone shall be financed in accordance with the zone plan.

(2) Assessment revenues under section 10h are the funds of the business improvement zone and not funds of the state or of the city or village in which the business improvement zone is located. All money collected under section 10h shall be deposited in a financial institution in the name of the business improvement zone. Assessment revenues may be deposited in an interest generating account. The business improvement zone shall use the funds only to implement the zone plan.

(3) All expenditures by a business improvement zone shall be audited annually by a certified public accountant. The audit shall be completed within 9 months of the close of the fiscal year of the business improvement zone. Within 30 days after completion of an audit, the certified public accountant shall transmit a copy of the audit to the board and make copies of the audit available to the property owners and the public.

(4) If an annual audit required by this section contains material exceptions, the board of the business improvement zone shall within 90 days of the delivery of the audit adopt a plan to remedy the exceptions and forward a copy of that plan to the city or village in which the business improvement zone is located.

(5) The board shall publish an annual activity and financial report. The report shall be available to the public. Each year, every property owner shall be notified of the availability of the annual activity and financial report.

(6) As used in this section, "financial institution" means a state or nationally chartered bank or a state or federally chartered savings and loan association, savings bank, or credit union whose deposits are insured by an agency of the United States government and that maintains a principal office or branch office located in this state under the laws of this state or of the United States.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990j Zone plan amendment.

Sec. 10j. A zone plan may be amended. Amendments shall be effective if approved by a majority of the property owners voting on the amendment at the annual meeting of property owners or a special meeting called for that purpose, with the votes of the property owners weighted in accordance with section 10f(2). A zone plan amendment changing any assessment is effective only if also approved by the governing body of the city or village in which the business improvement zone is located.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002.

Popular name: Shopping Areas Redevelopment Act

125.990k Expiration of 10-year period; special meeting to approve new zone plan; notice.

Sec. 10k. (1) Prior to the expiration of any 10-year period, the board shall notify the property owners within the business improvement zone of a special meeting by first-class mail at least 14 days prior to the scheduled date of the meeting to approve a new zone plan for the next 10-year period. Notice under this section shall include the specific location, scheduled date, and time of the meeting.

(2) Approval of the new zone plan at the special meeting by more than 60% of the property owners of assessable property voting at that meeting, with the vote of the property owners being weighted in accordance with section 10f(2), constitutes reauthorization of the business improvement zone for an additional 10-year period, commencing as of the expiration of the 10-year period then in effect. If the new zone plan reflects any new assessment, or reflects an extension of any assessment beyond the period previously approved by the city or village in which the business improvement zone is located, the new or extended assessment shall be effective only with the approval of the governing body of the city or village.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990l Dissolution.

Sec. 10l. (1) Upon written petition duly signed by 30% of the property owners of assessable property within a zone area and submitted no sooner than 2 years following the adoption of the business improvement zone and zone plan, the board shall place on the agenda of the next annual meeting, if the next annual meeting is to be held not later than 63 days after receipt of the written petition or a special meeting not to be held later than 63 days after receipt of the written petition, the issue of dissolution of the business improvement zone.

Rendered Tuesday, August 12, 2014

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Michigan Compiled Laws Complete Through PA 280 of 2014

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Courtesy of www.legislature.mi.gov

Notice of the next annual meeting or special meeting described in this subsection shall be made to all property owners by first-class mail not less than 14 days prior to the date of the annual or special meeting. The notice shall include the specific location and the scheduled date and time of the meeting.

(2) The business improvement zone shall be dissolved upon a vote of more than 50% of the property owners of assessable property voting at the meeting, with the votes of the property owners weighted in accordance with section 10f(2). A dissolution shall not take effect until the later of the end of the second calendar year after the vote for dissolution or all contractual liabilities of the business improvement zone have been paid and discharged.

(3) Upon dissolution of a business improvement zone, the board shall dispose of the remaining physical assets of the business improvement zone. The proceeds of any physical assets disposed of by the business improvement zone and all money collected through assessments that is not required to defray the expenses of the business improvement zone shall be refunded on a pro rata basis to persons from whom assessments were collected. If the board finds that the refundable amount is so small as to make impracticable the computation and refunding of the money, it may be transferred to the treasurer of the city or village in which the business improvement zone is located for deposit in the treasury of the city or village to the credit of the general fund.

(4) Upon dissolution of a business improvement zone, any remaining assets of the business improvement zone shall be transferred to the treasurer of the city or village in which the business improvement zone is located for deposit in the treasury of the city or village to the credit of the general fund.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002;—Am. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

125.990m Public meeting; compliance with open meetings act; public records; meeting location.

Sec. 10m. (1) The board shall conduct business at a public meeting held in compliance with the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. Public notice of the time, date, and place of the meeting shall be given in the manner required by the open meetings act, 1976 PA 267, MCL 15.261 to 15.275.

(2) A meeting of property owners under section 10c shall be conducted at a public meeting held in compliance with the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. Public notice of the time, date, and place of the meeting shall be given in the manner required by the open meetings act, 1976 PA 267, MCL 15.261 to 15.275.

(3) A writing prepared, owned, used, in the possession of, or retained by the business improvement zone in the performance of its duties under this chapter is a public record under the freedom of information act, 1976 PA 442, MCL 15.231 to 15.246.

(4) All meetings of the board or property owners described in this act shall be conducted within the city or village in which the business improvement zone is or is to be located.

History: Add. 2001, Act 260, Eff. Mar. 1, 2002.

Popular name: Shopping Areas Redevelopment Act

125.990n Merger agreement.

Sec. 10n. (1) Two or more business improvement zones within the same city or village may merge into a single business improvement zone if the board of each business improvement zone approves a merger agreement among the merging zones and the merger agreement also is approved by the governing body of the city or village in which the zones are located.

(2) The merger agreement shall include, without limitation, a manner of selecting the board of directors of the merged business improvement zone, a zone plan for the merged business improvement zone, and a plan for establishing and collecting assessments under the merged business improvement zone.

History: Add. 2013, Act 126, Imd. Eff. Oct. 9, 2013.

Popular name: Shopping Areas Redevelopment Act

CITY OF WYANDOTTE
Transient Marina Committee
Agenda for the August 6, 2014, Meeting
8:00 AM
Engineering Department Conference Room
3200 Biddle Ave, 2nd floor

CALL TO ORDER:

COMMITTEE MEMBERS:

ALSO PRESENT _____

APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING: N/A

Motion by Committee Member _____, supported by Committee Member _____
to approve the minutes of Regular Meeting

COMMUNICATIONS:

1. City Council Resolution establishing Transient Marina Committee to seek possible outside funding for operation, maintenance, and marketing of Marina (7-21-14).

NEW BUSINESS:

1. Review of Transient Marina study at Bishop Park, JJR (2-4-09) distributed to Members.
2. Review of Transient Marina operation and marketing plan, March 4, 2013, approved by City Council March 18, 2013, distributed to Members.
3. Update EPA GLA dredging project by Mark Kowalewski.
4. Update Marina Construction Grant from Boating Infrastructure Grant Program (BIGP) meeting with United States Fisheries and Wildlife, Minnesota Office on 7-22-14, by Mark Kowalewski.
5. Discussion to determining process moving forward.
6. Assignment of tasks to Members to report back to Committee at next meeting.
7. Schedule date of next Wednesday, 8:00 a.m., meeting.

OLD BUSINESS: N/A

MOTION TO ADJOURN:

ATTACHMENT C

COUNCIL AGENDA ITEM DATED JUNE 30, 2014

AND

COUNCIL RESOLUTION DATED JULY 1, 2014 AND JULY 22, 2014

OFFICIALS

William R. Grigg
CITY CLERK

Todd M. Browning
CITY TREASURER

Thomas R. Woodruff
CITY ASSESSOR

July 22, 2014



JOSEPH PETERSON
RESOLUTION MAYOR

COUNCIL

Sheri M. Sutherby-Fricke
Daniel E. Galecki
Ted Miciura Jr.
Leonard T. Sabuda
Donald C. Schultz
Lawrence S. Stec

Mark A. Kowalewski, City Engineer
3200 Biddle Avenue
Wyandotte, Michigan 48192

By Councilman Lawrence S. Stec
Supported by Councilwoman Sheri M. Fricke

RESOLVED by the City Council that WHEREAS the Mayor and Council directed the City Engineer to form a Transient Marina Committee to seek possible outside funding for the operation, maintenance and marketing of the proposed Transient Marina at Bishop Park; BE IT THEREFORE RESOLVED that Council CONCURS in the recommendation as set forth by the City Engineer for the following committee members:

Lori Shields, Recreation Commission
Al Fritz, Wyandotte Business Association
John Rusu, Wyandotte, Business Association
Pat Slack, Downtown Development Authority
Leo Stevenson, Downtown Development Authority
Mark Kowalewski, City Engineer
Todd Drysdale, City Administrator
Natalie Rankine, Director Downtown Development Authority
Leonard Sabuda, City Councilman, Committee Chairman
Ben Tallerico, Planning Consultant (Beckett & Raeder)

BE IT FURTHER RESOLVED that said committee shall meet Wednesday mornings at 8:00 a.m. with the meeting dates posted as public meetings. AND FURTHER said committee shall report back to the City Council.

YEAS: Councilmembers Fricke Miciura Sabuda Schultz Stec

NAYS: None

RESOLUTION DECLARED ADOPTED

I, Maria Johnson, Deputy City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at the regular meeting held on July 21, 2014.


Maria Johnson
Deputy City Clerk

Marina operation review committee

OFFICIALS

William R. Grigg
CITY CLERK

Todd M. Browning
CITY TREASURER

Thomas R. Woodruff
CITY ASSESSOR



JOSEPH PETERSON
MAYOR

COUNCIL

Sheri M. Sutherby-Fricke
Daniel E. Galeski
Ted Miciura Jr.
Leonard T. Sabuda
Donald C. Schultz
Lawrence S. Stec

July 1, 2014

RESOLUTION

Mark A. Kowalewski
City Engineer
3200 Biddle Avenue
Wyandotte, Michigan 48192

By Councilman Donald Schultz
Supported by Councilman Leonard Sabuda

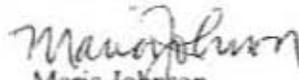
RESOLVED by the City Council that the Marina Grant from Boating Infrastructure Grant Program (BIGP) is hereby referred back to the City Engineer to seek possible outside funding and work with newly formed committee with a report back to City Council with the status of creating the committee within three (3) weeks (July 21, 2014).

YEAS: Councilmembers Fricke Miciura Sabuda Schultz Stec

NAYS: None

RESOLUTION DECLARED ADOPTED

I, Maria Johnson, Deputy City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at the regular meeting held on June 30, 2014.


Maria Johnson
Deputy City Clerk

CC: Natalie Rankine

mark

OFFICIALS

William R. Griggs
CITY CLERK

Todd M. Browning
CITY TREASURER

Thomas R. Woodruff
CITY ASSESSOR



JOSEPH PETERSON
MAYOR

COUNCIL

Sherf M. Sutherby-Fricke
Daniel E. Galeski
Ted Miciura Jr.
Leonard T. Sabuda
Donald C. Schultz
Lawrence S. Stec

July 1, 2014

RESOLUTION

Mark A. Kowalewski
City Engineer
3200 Biddle Avenue
Wyandotte, Michigan 48192

By Councilman Donald Schultz
Supported by Councilman Leonard Sabuda

RESOLVED by the City Council that the Marina Grant from Boating Infrastructure Grant Program (BIGP) is hereby referred back to the City Engineer to seek possible outside funding and work with newly formed committee with a report back to City Council with the status of creating the committee within three (3) weeks (July 21, 2014).

YEAS: Councilmembers Fricke Miciura Sabuda Schultz Stec

NAYS: None

RESOLUTION DECLARED ADOPTED

I, Maria Johnson, Deputy City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at the regular meeting held on June 30, 2014.

Maria Johnson
Deputy City Clerk

CC: Natalie Rankine

CITY OF WYANDOTTE
REQUEST FOR COUNCIL ACTION

MEETING DATE: June 30, 2014

AGENDA ITEM #

9

ITEM: Boating Infrastructure Grant Program (BIGP)

PRESENTER: Mark A. Kowalewski, City Engineer and Natalie Rankine, DDA Director

Mark Kowalewski 6-24-14
INDIVIDUALS IN ATTENDANCE: Mark A. Kowalewski and Natalie Rankine *N Rankine*

BACKGROUND: On March 18, 2013, City Council authorized the City Engineer to apply for grants for the construction of a Transient Marina at Bishop Park (see attached). The grant request has been approved in the amount of \$1,170,500.00 or 50% of the cost to construct the project. (See attached information from United States Department of Interior).

The City is required to submit a schedule for the project and the City Engineer advised the Department of Natural Resources (DNR) the project could not precede until dredging by the EPA is completed. The EPA estimates that dredging should take place in 2015 and/or 2016. The DNR was fine with a 2016 start date. Another requirement is that City Council must approve the matching funding of \$1,170,500. As of today, TIFA has set aside \$740,000 for this project. Therefore, approximately \$150,000 would be needed to be budgeted for 2015, 2016 and 2017. The final consideration would be how to fund operation of the new marina. The marina would likely be available for boats in 2018. The Wyandotte Marina Operations and Marketing Plan that has been approved by City Council estimates the yearly cost at \$97,058.20 with \$59,058 for staff/training, \$18,000 for maintenance and \$20,000 for marketing/events/promotion. Yearly revenue is estimated at 20% capacity \$34,708; 38% capacity \$47,912 and 50% capacity \$92,138. A funding source would need to be identified to subsidize the operation of the marina to assure its success. The BIGP Regional Coordinator will be in Michigan the week of July 21st and desires to visit our site and discuss the application.

STRATEGIC PLAN/GOALS: Designing and developing a transient marina adjacent to the downtown using external funding sources.

ACTION REQUESTED: Unfortunately, with the current financial condition of the City, the priority would be to fund core services and not commit to an additional annual expense beginning in 2018, of up to \$97,058.00. Therefore, the recommendation is to deny the grant unless an external (Non-City) source of funding is identified for annual expenses.

BUDGET IMPLICATIONS & ACCOUNT NUMBER: TIFA 492-200-850-541: \$150,000 for 2015, 2016 and 2017. Up to \$97,058 annually in funding needed to be identified for operation, maintenance and marketing.

IMPLEMENTATION PLAN: Deny the BIGP Grant or identify a source to subsidize annual operation of the marina to begin in 2018.

COMMISSION RECOMMENDATION: N/A

CITY ADMINISTRATOR'S RECOMMENDATION:

LEGAL COUNSEL'S RECOMMENDATION: N/A

MAYOR'S RECOMMENDATION: 

LIST OF ATTACHMENTS: City Council Resolution and Council Agenda Item dated March 18, 2013, Transient Marina at Bishop Park; United States Department of the Interior Notice of Award Recommendations for BIGP.

OFFICIALS

William R. Griggs
CITY CLERK

Andrew A. Swiecki
CITY TREASURER

Colleen A. Kechn
CITY ASSESSOR

March 19, 2013



RESOLUTION
JOSEPH R. PETERSON
MAYOR

Mark A. Kowalewski
City Engineer
3200 Biddle Avenue
Wyandotte, Michigan 48192

By Councilman Lawrence Stec
Supported by Councilman James R. DeSana

RESOLVED by the City Council that the communication from the City Engineer and Downtown Development Authority regarding the Transient Marina at Bishop Park is hereby received and placed on file; AND BE IT FURTHER RESOLVED that Council authorizes the City Engineer to apply for two (2) different grants from MDNR - Parks and Recreation, The Boating Infrastructure Grant Program Waterways Grant Program; Application # 1 Transient Marina at Bishop Park in the amount of \$2,341,000.00; Application # 2-Day Use Floating Docks at Bishop Park in the amount of \$252,000.00; AND BE IT FURTHER RESOLVED that Council APPROVES the Wyandotte Marina Operations and Market Plan.

YEAS: Councilmembers Browning DeSana Fricke Sabuda Stec

NAYS: Councilman Galeski

RESOLUTION DECLARED ADOPTED

I, William R. Griggs, City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at the regular meeting held on March 18, 2013.

William R. Griggs
William R. Griggs
City Clerk

CC: Downtown Development Authority Director, Recreation Department

COUNCIL

Todd M. Browning
James R. DeSana
Sheri M. Sutherby-Fricke
Daniel E. Galeski
Leonard T. Sabuda
Lawrence S. Stec

MODEL RESOLUTION:

RESOLUTION

Wyandotte, Michigan

Date: June 30, 2014

RESOLUTION by Councilperson _____

BE IT RESOLVED BY THE CITY COUNCIL that the Marina Grant from Boating Infrastructure Grant Program (BIGP) is hereby denied unless an external (non-City) source of funding is available to assist in the operation costs of the marina estimated to be up to \$97,058 annually. If an external source of funding is identified then a report of same shall be reported to City Council before proceeding further.

I move the adoption of the foregoing resolution.

MOTION by Councilperson _____

Supported by Councilperson _____

<u>YEAS</u>	<u>COUNCIL</u>	<u>NAYS</u>
_____	Fricke	_____
_____	Galeski	_____
_____	Miciura	_____
_____	Sabuda	_____
_____	Schultz	_____
_____	Stec	_____

CITY OF WYANDOTTE
REQUEST FOR COUNCIL ACTION

MEETING DATE: March 18, 2013

AGENDA ITEM # _____

ITEM: Transient Marina at Bishop Park

PRESENTER: Mark A. Kowalewski, City Engineer and Natalie Rankine, DDA Director

Mark Kowalewski 3-13-13

INDIVIDUALS IN ATTENDANCE: Mark A. Kowalewski and Natalie Rankine

BACKGROUND: The Engineering Department has been working towards securing funding for the construction of a Transient Marina to be located in Bishop Park. Attached are two (2) grant applications to MDNR – Parks and Recreation, The Boating Infrastructure Grant Program; Application #1 Transient Marina at Bishop Park in the amount of \$2,341,000.00; Application #2 – Day Use Floating Docks at Bishop Park in the amount of \$252,000.00.

Also, attached please find the proposed Wyandotte Marina Operations and Marketing Plan.

STRATEGIC PLAN/GOALS: Committed to protect and manage our natural resources vigorously by assessing riverfront development using standards emphasizing public access to the riverfront and sensitivity to the visual and environmental impacts of proposed developments.

ACTION REQUESTED: Approval of applications to MDNR for grants to construct a marina. Approve the Marina Operations and Marketing Plan.

BUDGET IMPLICATIONS & ACCOUNT NUMBER: N/A

IMPLEMENTATION PLAN: Apply for grant by April 1, 2013.

COMMISSION RECOMMENDATION: Construction matching money is currently being budgeted thru TIFA.

CITY ADMINISTRATOR'S RECOMMENDATION: Although this agenda item is requesting the authority to apply for construction grants for a transient marina, it should be noted that the Operations and Marketing Plan identifies an annual cost to operate the transient marina of over \$97,000 which could widely vary depending on the necessity of the marketing and promotional efforts employed to achieve utilization. The necessary utilization rate to avoid a City subsidy of this facility would need to be in excess of 50% of capacity. A utilization rate at that level does not appear

to be realistic based on actual activity of other transient marina facilities along the Detroit River. Thus, it appears likely that a funding source for the likelihood of an annual revenue shortfall would need to be identified. This funding source should be identified prior to the acceptance of any grant funding that would commit the City to this project. *Shrysdale*

LEGAL COUNSEL'S RECOMMENDATION:

MAYOR'S RECOMMENDATION:

- LIST OF ATTACHMENTS:
1. Grant Application
 2. Marina Operations and Marketing Plan

MODEL RESOLUTION:

RESOLUTION

Wyandotte, Michigan
Date: March 18, 2013

RESOLUTION by Councilperson _____

BE IT RESOLVED that the communication from the City Engineer and Downtown Development Authority regarding Transient Marina at Bishop Park is hereby received and placed on file; AND

BE IT RESOLVED that Council authorizes the City Engineer to apply for two (2) different grants from MDNR – Parks and Recreation, The Boating Infrastructure Grant Program Waterways Grant Program; Application #1 Transient Marina at Bishop Park in the amount of \$2,341,000.00; Application #2 – Day Use Floating Docks at Bishop Park in the amount of \$252,000.00; AND

BE IT RESOLVED that Council approves the Wyandotte Marina Operations and Market Plan

I move the adoption of the foregoing resolution.

MOTION by Councilperson _____

Supported by Councilperson _____

YEAS

COUNCIL

NAYS

Browning
DeSana
Fricke
Galeski
Sabuda
Stec

**BOATING INFRASTRUCTURE GRANT PROGRAM APPLICATION***This information is required by Authority of Act 320 of 1947.***GRANT APPLICATIONS MUST BE RECEIVED BY 5 PM EST, APRIL 1**

Applicant Name (Local Government) City of Wyandotte		Name of Contact Person/Title Mark A. Kowalewski	
Address 3200 Biddle Avenue Suite 200		Address 3200 Biddle Avenue Suite 200	
City, State, ZIP Wyandotte, Michigan 48192		City, State, ZIP Wyandotte, MI 48192	
Federal Employer Identification Number (FEIN) (REQUIRED) 30-6004749		E-mail Address mkowalewski@ryan.org	
NOTE: FEIN Number of municipality identified as Applicant Name (Local Government) above MUST be provided to receive grant funds.			
Applicant Telephone (734) 324-4554	Applicant FAX (734) 324-4535	Contact Person Telephone (734) 324-4554	Contact Person FAX (734) 324-4535
PROJECT LOCATION <input type="checkbox"/> Village <input checked="" type="checkbox"/> City <input type="checkbox"/> Township	County Wayne	State Senate District 8	State House of Representative District 13
PROJECT TITLE (approximately 25 characters; please do not use acronyms or scientific terms) Transient Marina at Bishop Park			
DESCRIPTION OF PROJECT Attach a description of the overall project (including scope items, estimated costs, estimated construction schedule, and digital site photos) and a needs assessment.			
BUDGET SUMMARY			
A. Estimated Project Cost (B + C):		\$	2,341,000.00
B. Requested Grant Amount:		\$	1,170,500.00
C. Applicant's Matching Funds:		\$	1,170,500.00
D. DNR/DMB Project Management (.03 x A):		\$	35115.00
E. Final Reimbursement Amount (B - D):		\$	1,135,385.00

As Designated Representative of above-named Applicant, I hereby agree to implement this project according to the materials provided with this application and to abide by the provisions of the Waterways Grant program, including compliance with all applicable Federal and State laws and regulations.

Printed Name and Title of Applicant's Designated Representative

Signature

Date

THE APPLICATION WITH ATTACHED PROJECT DESCRIPTION MUST BE RECEIVED BY 5 PM EST, APRIL 1

Applications should be mailed to:

WATERWAYS PLANNING UNIT
PARKS AND RECREATION
MICHIGAN DEPARTMENT OF NATURAL RESOURCES
PO BOX 30257
LANSING MI 48909

Overnight or Express Mail Address:

WATERWAYS PLANNING UNIT
PARKS AND RECREATION
MICHIGAN DEPARTMENT OF NATURAL RESOURCES
530 WEST ALLEGAN
LANSING MI 48933

FOR DNR USE ONLY Facility No. Parks & Recreation Compliance Review

Parks & Recreation Comments

Parks & Recreation Program Manager (please print)

Signature

Date



BOATING INFRASTRUCTURE GRANT PROGRAM APPLICATION

This information is required by Authority of Act 320 of 1947.

GRANT APPLICATIONS MUST BE RECEIVED BY 5 PM EST, APRIL 1

Applicant Name (Local Government) City of Wyandotte		Name of Contact Person/Title Mark A. Kowalewski	
Address 3200 Biddle Avenue Suite 200		Address 3200 Biddle Avenue Suite 200	
City, State, ZIP Wyandotte, Michigan 48192		City, State, ZIP Wyandotte, Michigan 48192	
Federal Employer Identification Number (FEIN) (REQUIRED) 38-6004749		E-mail Address mkowalewski@wyan.org	
NOTE: FEIN Number of municipality identified as Applicant Name (Local Government) above MUST be provided to receive grant funds.			
Applicant Telephone (734)324-4554	Applicant FAX (734)324-4535	Contact Person Telephone (734)324-4554	Contact Person FAX (734)324-4535
PROJECT LOCATION <input type="checkbox"/> Village <input checked="" type="checkbox"/> City <input type="checkbox"/> Township		County Wayne	State Senate District 8
			State House of Representative District 13
PROJECT TITLE (approximately 25 characters; please do not use acronyms or scientific terms) Transient Marina at Bishop Park - Day Use Floating Docks Only			
DESCRIPTION OF PROJECT Attach a description of the overall project (including scope items, estimated costs, estimated construction schedule, and digital site photos) and a needs assessment.			
BUDGET SUMMARY			
A. Estimated Project Cost (B + C):		\$	252,000.00
B. Requested Grant Amount:		\$	126,000.00
C. Applicant's Matching Funds:		\$	126,000.00
D. DNR/DMB Project Management (.03 x A):		\$	3,780.00
E. Final Reimbursement Amount (B - D):		\$	122,220.00

As Designated Representative of above-named Applicant, I hereby agree to implement this project according to the materials provided with this application and to abide by the provisions of the Waterways Grant program, including compliance with all applicable Federal and State laws and regulations.

Printed Name and Title of Applicant's Designated Representative _____ Signature _____ Date _____

THE APPLICATION WITH ATTACHED PROJECT DESCRIPTION MUST BE RECEIVED BY 5 PM EST, APRIL 1	
Applications should be <u>mailed</u> to: WATERWAYS PLANNING UNIT PARKS AND RECREATION MICHIGAN DEPARTMENT OF NATURAL RESOURCES PO BOX 30257 LANSING MI 48909	Overnight or Express Mail Address: WATERWAYS PLANNING UNIT PARKS AND RECREATION MICHIGAN DEPARTMENT OF NATURAL RESOURCES 530 WEST ALLEGAN LANSING MI 48933

FOR DNR USE ONLY	
<input type="checkbox"/> Facility No.:	<input type="checkbox"/> Parks & Recreation Compliance Review
Parks & Recreation Comments	
Parks & Recreation Program Manager (please print) _____ Signature _____ Date _____	

ESTIMATED COSTS

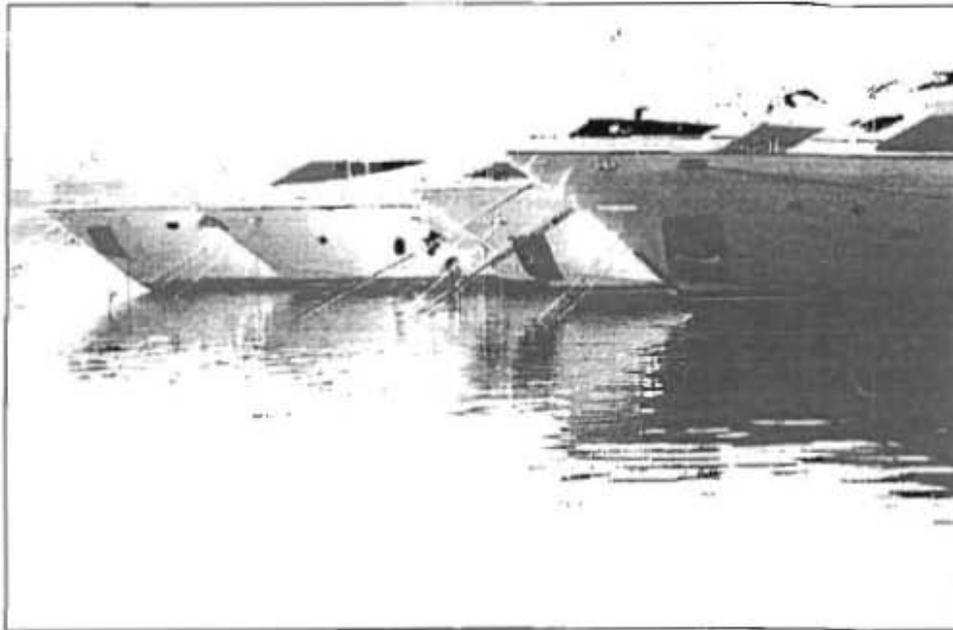
Timber deck/fenders	\$ 48,800.00	Floating Dockage System	
	\$ 95,000.00		
Structural Steel	\$145,100.00	Dockage Anchor age System	
	\$ 47,500.00		
Foundation Piles	\$360,400.00	Access Gangway	
	\$ <u>19,200.00</u>		
Spring Piles	\$ 50,700.00	*Sub Total Floating Dockage	\$161,700.
Wave Attenuator Wall	\$251,400.00	Engineering & Design Fee	\$ 15,000.
Misc. Attachments	\$ 17,300.00	Construction Engineering	\$ 2,000.
Utility Services	\$167,900.00	Contingency	\$ 34,000.
Marina Building	\$200,000.00	**Inflation Adjustment	\$ <u>39,300.</u>
Utility Services	\$100,000.00	TOTAL FLOATING DOCKAGE	\$252,000.
Site Work	\$ <u>50,000.00</u>		
*Sub-Total Fixed Dock Plan B1	\$1,391,600.00		
Contingency	\$ 280,000.00		
Engineering & Architectural	\$ 120,000.00		
Design Fee			
Construction Engineering Services	\$ 13,000.00		
**Inflation Adjustment	\$ <u>284,400.00</u>		
Total Fixed Dock Plan B1	\$2,089,000.00		
Total Fixed Dock Plan B1	\$2,089,000.00		
Day Use Floating Dock	\$ <u>252,000.00</u>		
TOTAL	\$2,341,000.00		

Wyandotte



PROPOSED TRANSIENT MARINA

Operations and Marketing



March 4, 2013

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AD HOC MARINA COMMITTEE

Dale Brennan, Recreation Commission

Jim Knopp, Interim Superintendent of Recreation

Mark Kowalewski, City Engineer

Justin Lanagan, Administrative Trainee

Gerald Lucas, Downtown Development Authority

Wally Merritt, Recreation Commission

Natalie Rankine, Downtown Development Authority

Leonard Sabuda, City Council Member

Lynn Steffensky, Wyandotte Business Association

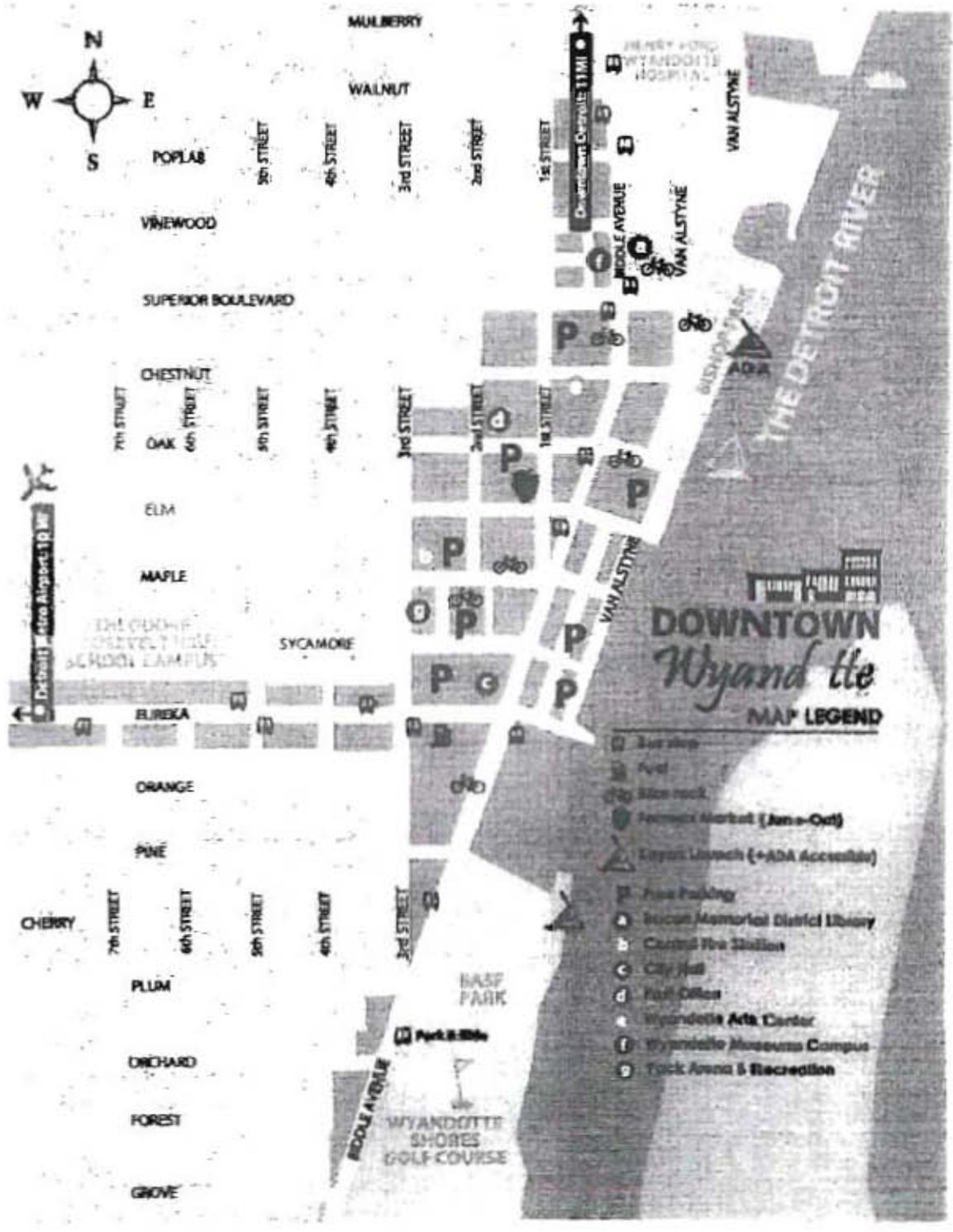
FORWARD

A waterfront community, Wyandotte is rich in history and is known for its distinctive architecture, charming downtown district, waterfront parks, golf course and variety of cultural and recreational offerings. Downtown Wyandotte is comprised of more than a dozen blocks along Biddle Avenue, and extends 5 blocks along First and Second Streets and 7 blocks to the west along the Eureka corridor. The map on the following page illustrates the various downtown amenities and attractions adjacent to the Detroit River: Wyandotte Shores Golf Course, Kayak Launch, Bacon Memorial Library, Henry Ford Wyandotte Hospital, United States Post Office, Wyandotte Arts Center, Wyandotte Museums Campus, Yack Ice Arena, BASF Park, Bishop Park, Smart Bus Stops, Smart Bus Park & Ride, Wyandotte Farmers Market, free parking, bike racks and downtown shopping and dining. The map on page 5 illustrates the location of the various amenities in relationship to the riverfront.

From a development standpoint, it can be challenging to attract certain types of businesses to Downtown Wyandotte. This is largely due to the fact that the district cannot draw traffic from 360 degrees. It is largely believed that a transient marina is needed to keep Wyandotte's Central Business District economically viable and draw visitors to the district from the riverfront. The marina would also serve as a safe haven for boaters during inclement weather and attract potential waterfront events, activities and recreational programming. Wyandotte's Strategic Plan, adopted on January 11th, 2010 further supports the City's desire for marina development:

Wyandotte's riverfront is its most attractive natural feature of the City. Substantial development along this riverfront has enhanced it as a dining, recreational and entertainment designation. A downtown riverfront marina provides access to the downtown area as a destination.





PLAN OBJECTIVES

1. To investigate the logistics and costs of promotion of the Wyandotte Marina as a destination in Southeast Michigan;
2. To investigate the costs of operation of proposed facilities and amenities for the marina;
3. To estimate the costs of events, programming and promotions that cater to marina guests with the Department of Recreation, Special Events Office, Downtown Development Authority, Wyandotte Business Association and local businesses;
4. To outline personnel needs and cost estimates associated with operating and maintaining the marina.

WYANDOTTE AS A BOATER'S DESTINATION

Destinations for Transient boaters are typically attraction driven. Boaters desire to dock in a location with a variety of activities, services and amenities within close proximity or walking distance to the marina. The ultimate success of a transient marina is inherently linked to the availability of attractions, activities and events located within this proximity. Downtown Wyandotte currently has 38 restaurants, bars and sweet shops within walking distance to the proposed marina location. These restaurants range from fast food and casual to fine dining. These Downtown restaurants also offer ample seasonal outdoor café seating. Downtown retail shopping offers an array of men's, women's and children's apparel, home furnishings, accessories, jewelry and several art galleries. In addition, the downtown offers a variety of service based industries: laundry, hair and nail salons, dental, medical, law, finance and banking. Downtown Wyandotte has one local Bed and Breakfast and plans are underway for a boutique hotel development. Wyandotte has no shortage of events during the boating season, as the City is host to over 80 events each year, a seasonal golf course and weekly Downtown Farmers Market.

The Downtown District also houses two popular cultural institutions; The Wyandotte Museums Campus and the Downriver Council for the Arts, and several independently owned art galleries. The Wyandotte Museums Campus located at 2610 Biddle Avenue houses important archives for the City of Wyandotte, a house-museum, and a gallery dedicated to the history of The City of Wyandotte. The Museum hosts the very successful Heritage Event Series each year. The Heritage Event Series is comprised to engage the community and raise awareness about the history of the City of Wyandotte and includes the Victorian Mad Hatter Tea Party, Historic Cemetery Walk, Historical Film Fest, World War II Victory Rally, and Pie & Ice Cream Social & Christmas Open House.

The Downriver Council for the Arts (DCA) is housed at the James R. DeSana Center for Arts and Culture located at 81 Chestnut. The James R. DeSana Center for Arts and Culture was developed by the City of Wyandotte and is owned by the Wyandotte Art Center, LLC. The Downtown Development Authority provides grant funding to assist the Downriver Council for the Arts in operating the facility. The DCA hosts art exhibits, classes, lectures, live music, performing arts, summer youth art camps and theatrical productions throughout the year.

Interviews with current marina owners indicate that boater registration has decreased and that boaters are traveling less and that transient usage is down. According to the National Marine Manufacturer's Association (NMMA) boater registration has declined by more than 20% in the state of Michigan since 2001. There are currently 90,000 registered boats in the State of Michigan and 3,200 boat wells within 30 miles of Wyandotte. Despite these facts, our location makes it ideal for a proposed transient marina and should allow Wyandotte to capture a good share of the transient boater traffic. *A list of existing local marina facilities may be found in the Transient Marina Study from February 4, 2009.*

MARINA OPERATIONS

There are two possible methods of operating the proposed transient marina: in-house operation or third party operation.

IN-HOUSE OPERATION

The marina would be operated through additional staffing of our Recreation Department. Maintenance would be provided for the facility through our Department of Public Services.

Advantages:

1. Wyandotte would maintain full control of and oversee all marina business and it would be easier to coordinate special events with marina operations.
2. Creation of additional part-time jobs within the City.

Disadvantages:

1. It is highly unlikely that revenue would cover the costs associated with staffing the project in the beginning, but the marina could be a source of potential revenue in the distant future.
2. The city is already facing financial difficulties and cutting staff where applicable. We expect this trend to continue and it may be difficult to justify hiring additional staff.
3. The additional need for maintenance, operations and marketing of the facility would put an additional strain on the already understaffed departments.

HOURS AND DATES OF OPERATION:

Projected costs for transient marina operation are estimated as having an April 1st opening date (to accommodate the fishing season) and a September 29th closing date. These dates are subject to change depending upon the weather each year.

Hours of operation for staffing the marina are estimated at 14 hours per day from 8:00 am to 10:00 pm, seven day a week. It is also anticipated that hours may be extended due to special events.

PROJECTED STAFFING NEEDS:

It is estimated that one dock-master and one boat handler will be scheduled at all times that the marina is in operation. These positions would both be part-time positions and, as such, filled by more than two people, with a minimum of two shifts per day. On Saturdays, Sundays and holidays one additional boat handler will be on duty.

Additional hours from DPS Employees for clean-up and maintenance of the marina and facilities would also be required to operate the marina in-house. It is estimated that an additional 15-20 hours per week will be required for these duties.

Estimated employee wages:

Dock-master will be paid \$10.00 per hour. Boat handler will be paid \$7.40 per hour.

In-house staffing costs:

26 weeks @ 7 days a week @ 14 hours per day @ 17.40 per hour = \$44,335.20

55 days @ 14 hours per day @ 7.40 per hour = \$5,698.00

Additional DPS hours: 20 hours @ 26 weeks @ 10.00 per hour = \$3,900.00

Total Salary = \$53,933.20

FICA = 7.65% x \$53,933.20 = \$4,125.89

Total amount for staffing one season (based on the year 2013) = \$58,058.20

State of Michigan training is required for dock-master and boat handlers. Estimated training costs are \$500.00 to \$1000.00 per year.

YEARLY CAPITAL MAINTENANCE COSTS:

Per discussions with neighboring facilities, it was determined that some of the maintenance could be accomplished by our Department of Public Service, but that funding for routine maintenance will have to be established. All marinas interviewed indicated that it was difficult to estimate maintenance costs, as they can vary significantly from year to year. One marina that was interviewed indicated that they spent \$4,000.00 one year only to incur more than \$32,000.00 in repair costs the very next year.

An annual budget of \$18,000.00 for capital maintenance and upkeep is estimated.

If the facility is operated by the City, daily maintenance would be covered by the Department of Public Services and costs are illustrated on page 10.

THIRD PARTY OPERATION

The marina would be overseen by a third-party organization who will be responsible for day-to-day operations and maintenance of the marina.

Advantages:

1. The City would not incur the cost of hiring additional employees.
2. It would be advantageous for a Third-Party operator to have a vested interest in making the transient marina a for-profit initiative.
3. The City would not incur staffing or maintenance costs for the marina.

Disadvantages:

1. The City would not retain ultimate control over events and happenings at the marina.

Projected staffing needs:

The City would incur the initial cost of constructing the marina and facilities, but costs would not be incurred for staffing, maintenance and cleaning of the marina facilities.

Note: As a part of the investigation process, Councilman Leonard Sabuda met with The American Legion Post 217, which is located adjacent to the proposed marina location. The purpose of his meeting was to determine if the current staff of the facility would be open to operating the marina for the City. The Legion indicated that they did not have an interest in making marina operations a part of the services they offer, but did mention that the legion has great enthusiasm for the project and would provide a letter of support for the City.

Marketing and promotion:

The city could contract with a third-party to provide marketing for the proposed marina or elect to market the facility in-house. Projected in-house marketing and promotion costs are illustrated beginning on page 12.

MARKETING AND PROMOTION

Upon discussions with current marina owners and operators, it was discovered that proper marketing and promotion of the proposed marina is equally as important as the operation of a quality facility. The operators that were interviewed all suggested that we begin marketing the marina one full year in advance of its opening and continue to market the marina throughout the year, despite it being a seasonal destination. Additionally, the City Departments and Business Association would work with other boat and yacht clubs to obtain regional boater contact information and to cross-promote the proposed Wyandotte marina. Our primary target market would be boaters located in Michigan, Ohio and Canada. The majority of reservations would be accomplished through the DNR's Reservable Harbor's website at www.michigan.gov/dnr

Please note: A Market Feasibility Evaluation which outlines an investigation of competing facilities may be found in the Transient Marina Study dated February 4th, 2009.

In-house promotion:

If the City elects to operate the facility, it is anticipated that the marina would be jointly marketed in-house by the Recreation, Leisure and Culture Department, Special Events Office and Downtown Development Authority as our other events and programs are.

1. Promotional Print

Promotional print advertising includes: Posters, newspaper advertisements, flyers and inclusion in the City's Guidebook and Special Events calendar. Yearly costs for promotional print are estimated at \$20,100.00 per year and would include the following:

10 Full-page advertisements in a regional newspaper @ \$1,200.00 each = \$12,000.00

6 Full-page advertisements in local newspapers @ \$850.00 each = \$5,100.00

Inclusion of marina in City Guidebook: \$1,000.00

Miscellaneous print, posters & flyers: \$2,000.00

2. Regional boating shows/events

It is expected that the marina would have representation in regional boating shows and special events that promote boating in the region.

Yearly costs for attendance, representation and the cost of print media to distribute at these events are estimated at \$5,000.00 per year.

3. Television and radio marketing

Due to the high cost of television and radio marketing, the City utilizes this as a limited means of promotion, mostly for the Wyandotte Street Art Fair; therefore the likelihood of being able to fund this type of promotion is doubtful. The marina would be promoted at no cost on our local access cable, but because of the limited audience, it is doubtful that this means of advertising would be effective. Projected costs to market the Wyandotte marina through television and radio marketing are as follows:

Eight (8) 15 second radio spots @ \$2,500.00 each = \$20,000.00

Two (2) 20 second television spots @ \$5,000.00 each = \$10,000.00

4. Billboard Advertising

Promotional billboard advertising would be an effective means of advertising the proposed Wyandotte marina regionally. As with television and radio marketing, billboard advertising is very costly and has not been utilized by the City to market. Costs for billboard advertising are as follows:

Two (2) billboard advertisements for 30 days @ \$4,000.00 each = \$8,000.00

5. Web, email and social media promotion

The City of Wyandotte currently utilizes our website, email subscription list and social media to promote the City programs and events. Yearly costs to promote the marina through these means are negligible.

6. Events driven marketing campaigns:

It is anticipated that the Recreation, Culture & Leisure Department, Special Events Office, Downtown Development Authority and the Wyandotte Business Association would work together to create programming and events that would cater to and attract boaters to the area.

Two (2) to three (3) boater related events @ \$8,000.00 each = \$24,000.00

TOTAL ESTIMATED COST OF EVENTS, MARKETING AND PROMOTION: Up to \$87,000.00

This figure would vary greatly dependent upon the scope and extent of marketing and promotion the City elected to fund. This figure could also be reduced by partnering with other businesses and organizations for corporate sponsorship of events and programming

ANTICIPATED REVENUE

Based on interviews with neighboring facilities, the committee estimated per - foot daily charges for dockage as follows:

Charge by length of boat		Charge by length of boat	
25 feet	\$ 27.00	52 feet	\$71.00
26 feet	\$ 28.00	53 feet	\$72.00
27 feet	\$ 29.00	54 feet	\$73.00
28 feet	\$ 30.00	55 feet	\$75.00
29 feet	\$ 31.00	56 feet	\$76.00
30 feet	\$ 32.00	57 feet	\$78.00
31 feet	\$ 36.00	58 feet	\$79.00
32 feet	\$ 37.00	59 feet	\$80.00
33 feet	\$ 38.00	60 feet	\$82.00
34 feet	\$ 39.00	61 feet	\$89.00
35 feet	\$ 41.00	62 feet	\$91.00
36 feet	\$ 42.00	63 feet	\$92.00
37 feet	\$ 43.00	64 feet	\$93.00
38 feet	\$ 44.00	65 feet	\$95.00
39 feet	\$ 49.00	66 feet	\$96.00
40 feet	\$ 50.00	67 feet	\$98.00
41 feet	\$ 52.00	68 feet	\$99.00
42 feet	\$ 53.00	69 feet	\$101.00
43 feet	\$ 54.00	70 feet	\$102.00
44 feet	\$ 55.00	71 feet	\$104.00
45 feet	\$ 57.00	72 feet	\$105.00
46 feet	\$ 63.00	73 feet	\$107.00
47 feet	\$ 64.00	74 feet	\$108.00
48 feet	\$ 65.00	75 feet	\$110.00
49 feet	\$ 67.00	76 feet	\$111.00
50 feet	\$ 68.00	77 feet	\$112.00
51 feet	\$ 69.00		

Based on discussions with nearby marina owners and operators, it is anticipated that our target for initial capacity will be 20%. The charts on pages 15 and 16 illustrate the marina revenue that would be generated at 20% and 38% capacity, respectively with an average charge of \$40.50.

PROJECTED MARINA REVENUE

Estimate for yearly averages based upon a 20% capacity for the year

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Weekly		
	Boats	Total								
April										Charge per FT
week 1	6	2	2	2	2	2	6	22	25	\$ 27.00
week 2	6	1	1	2	2	2	6	20	26	\$ 28.00
week 3/ 3rd Fri	4	1	1	2	2	14	6	30	27	\$ 29.00
week 4	6	2	2	2	2	2	6	22	28	\$ 30.00
May									29	\$ 31.00
week 1	6	3	3	3	3	3	7	28	30	\$ 32.00
week 2	6	3	3	3	3	3	6	27	31	\$ 36.00
week 3/3rd Fri	6	3	3	3	3	14	8	40	32	\$ 37.00
week 4	6	3	3	3	3	3	6	27	33	\$ 38.00
Memorial Day	10	18							34	\$ 39.00
June									35	\$ 41.00
Week 1	8	4	4	4	4	4	8	36	36	\$ 42.00
week 2	8	4	4	4	4	4	8	36	37	\$ 43.00
week 3/3rd Fri	8	4	4	4	4	14	8	46	38	\$ 44.00
week 4	8	4	4	4	4	4	8	36	39	\$ 49.00
July									40	\$ 42.00
week 1	10	4	4	4	4	4	10	40	41	\$ 43.00
4 th of July	12	12						24	42	\$ 44.00
week 2/Art Fair	6	6	6	14	14	14	18	78	43	\$ 45.00
week 3/3rd Fri	6	3	3	3	3	14	6	38	44	\$ 46.00
week 4	6	3	3	3	3	3	6	27		\$ 810.00
August									Avg	\$ 40.50
week 1	6	3	3	3	3	3	6	27		
week 2	6	3	3	3	3	3	6	27		
week 3/3rd Fri	6	3	3	3	3	14	6	38		
week 4	6	3	3	3	3	3	6	27		
September										
week 1	6	3	3	3	3	3	6	27		
Labor Day	18	18					6	42		
week 2	6	3	3	3	3	3	6	27		
week 3/3rd Fri	6	3	3	3	3	14	6	38		
week 4	6	3	3	3	3	3	6	27		
							Total	857		

Total estimated revenue: 857 boats x \$40.50 = \$34,708.50

*Total number of boats for approximate 26 week season at 100% capacity = 4550

PROPOSED MARINA SPECIFICS

The proposed transient marina is located in Downtown Wyandotte at the south end of Bishop Park between Oak and Elm Streets, just east of Van Alstyne Street. The specifics of the proposed transient marina are as follows:

1. Fixed Docks:

This permanent dockage system is steel frame with a wood deck supported by steel H pile framing and wave attenuator wall. This structure is located 75 feet south of the existing Bishop Park fishing pier. Specifications are as follows:

- a. 18 slips @ 30 feet each
- b. 3 slips @ 60 feet each
- c. Broadside mooring for larger cruise ships or tall ships

All slips will be served by utility pedestals with electric, water and possible cable/data hook-up for boater use.

2. Floating Dock System:

The floating dock system would be removable and comparable to the existing Kayak Launch. This proposed dock system will be located just south of the existing Kayak Launch and west of the Bishop Park fishing pier. Specifications are as follows:

- a. 6-10 boats broadside "day docking" mooring for smaller boats with a maximum size of 40 feet.
3. Each access pier will have a secured gate. The facility will either have a new building or an addition to one of the existing buildings in Bishop Park to provide restrooms, showers and laundry facilities for the marina.

Please note: Proposed Costs for Construction of the Marina and Amenities are outlined in the Transient Marina Study dated February 4, 2009.

OTHER DEVELOPMENT CONSIDERATIONS/RECOMMENDATIONS

Over the course of the committee's investigation and discussions with neighboring facilities, owners, operators and boaters, we were given the following recommendations and thoughts to consider. Although, this was not an assigned task, or considered in the Transient Marina Study from 2009, the committee felt that these were important points for the City to consider to insure the successful development of the proposed marina:

1. Consider implementation of rates and dockage accommodations for personal watercraft (jetskis) and larger ships/boats are unique watercraft.
2. Consider the addition of a pump-out station in the design of the marina facility which would be staffed and maintained by marina. Our research shows that most boaters are willing to pump their own fuel, but reluctant to pump out their own sewage. Marinas that offer this service are more attractive to boaters and this would have the potential of creating more revenue for the facility. Facilities in the area generate between \$4,500 and \$8,500.00 more revenue per year for this service.
3. Consider flexibility for marina operations when creating the schedule and budget for operations each year. The weather in Michigan is unpredictable and the season may need to be easily extended if the temperatures permit.
4. Consider multiple methods for making reservations: On-line, marine phone, landline, email. With the popularity of smartphones and e-devices on the rise, it is important that the proposed marina embrace this technology.
5. Form a partnership with local boat mechanics and formulate a plan or services for boats that will be at the marina for an unexpected period of time due to emergency mooring.
6. Establish a maximum length of stay for transient customers. Most operators recommended no longer than one week.

Upon discussions with neighboring facilities, it was determined that if properly operated and marketed, the marina could expect to see a modest increase in capacity utilization. The chart below illustrates a 38% increase in occupancy, over the course of a number of years:

PROJECTED MARINA REVENUE										
Estimate for yearly averages based upon a 38% capacity for the year										
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Weekly		
	Boats	Total								
April									Charge per FT	
week 1	6	6	6	6	6	6	6	42	25	\$ 27.00
week 2	6	6	6	6	6	6	6	42	26	\$ 28.00
week 3/ 3rd Fri	4	6	6	6	6	14	6	48	27	\$ 29.00
week 4	6	6	6	6	6	6	6	42	28	\$ 30.00
May									29	\$ 31.00
week 1	6	6	6	6	6	6	7	43	30	\$ 32.00
week 2	6	6	6	6	6	6	6	42	31	\$ 36.00
week 3/3rd Fri	6	6	6	6	6	14	8	52	32	\$ 37.00
week 4	6	6	6	6	6	6	6	42	33	\$ 38.00
Memorial Day	10	18							34	\$ 39.00
June									35	\$ 41.00
Week 1	8	6	6	6	6	6	8	46	36	\$ 42.00
week 2	8	6	6	6	6	6	8	46	37	\$ 43.00
week 3/3rd Fri	6	6	6	6	6	14	6	54	38	\$ 44.00
week 4	8	6	6	6	6	6	8	46	39	\$ 49.00
July									40	\$ 42.00
week 1	10	6	6	6	6	6	10	50	41	\$ 43.00
4 th of July	12	12						24	42	\$ 44.00
week 2/Art Fair	6	6	6	14	14	14	18	78	43	\$ 45.00
week 3/3rd Fri	6	6	6	6	6	14	6	50	44	\$ 46.00
week 4	6	6	6	6	6	6	6	42		\$ 810.00
August									Avg	\$ 40.50
week 1	6	6	6	6	6	6	6	42		
week 2	6	6	6	6	6	6	6	42		
week 3/3rd Fri	6	6	6	6	6	14	6	50		
week 4	6	6	6	6	6	6	6	42		
September										
week 1	6	6	6	6	6	6	6	42		
Labor Day	18	18					6	42		
week 2	6	6	6	6	6	6	6	42		
week 3/3rd Fri	6	6	6	6	3	14	6	50		
week 4	6	6	6	6	6	6	6	42		
							Total	1183		
Total estimated revenue: 1183 boats x \$40.50 = \$47,911.50										

*Total number of boats for approximate 26 week season at 100% capacity = 4550

Yearly revenue scenarios

A 20% marina capacity would yield yearly revenue of \$34,708.50

A 38% marina capacity would yield yearly revenue of \$47,911.50

A 50% marina capacity would yield yearly revenue of \$92,137.50

Based on preliminary projections, it is evident that revenue generated from the proposed transient marina would not generate enough revenue to cover staffing, maintenance or promotion of the marina. However, the downtown and surrounding businesses would benefit from the addition of the facility. The chart below illustrates the minimum costs associated with yearly marina operations. This figure would vary greatly dependent upon the scope and extent of marketing and promotion the City elected to fund. An annual budget of \$ 20,000.00 is estimated, but an outline of projected marketing costs are illustrated on pages 13 and 14.

PROJECTED YEARLY COSTS	
Staff	\$ 58,058.20
Training	\$ 1,000.00
Maintenance	\$ 18,000.00
Marketing/Events/Promotion	\$ 20,000.00
Total	\$ 97,058.20

The above chart illustrates the project yearly costs associated with operating and marketing of the marina on a yearly basis. In order to recover these costs, the marina would have to maintain a capacity of more than 50% and find alternate sources of funding through the addition of user-paid services at the facility or obtainment of corporate sponsorship of events and programming.

mkowalewski mkowalewski

From: Petersen, Paul (DNR)
Sent: Monday, May 12, 2014 11:22 AM
To: mkowalewski@wyandotte.net; kroberts@wyan.org
Cc: Boik, William (DNR); Sink, Eric (DNR)
Subject: Wyandotte BIGP - Congratulations!
Attachments: BIG Directors Approval Package_FY14.pdf; FA Document Checklist.doc; THPO mailing list.pdf; FW: Tribal Chairman - Lac Vieux Desert (30.7 KB); Grant Documents (109 KB)

Hello Mark and Kelly:

Congratulations! It is official (as of the May 7th USFWS public announcement)...you have been approved for BIGP funding!!

Now the fun begins...attached is a checklist of the full package that is to be submitted to the USFWS via the DNR's Federal Aid Coordinator. Other BIGP package development information attached.

Again...congratulations! I look forward to working with you as you progress through the package development and submission.

Paul

Paul R. Petersen
Waterways Grants Program Manager
DNR – Parks and Recreation Division
Phone (517) 284-6122
Fax: (517) 373-4625
E-Mail: petersenp@michigan.gov

Support the Recreation Passport when you renew your license!



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Washington, D.C. 20240



In Reply Refer To
FWS/WSFR/POP/056857

MAR 31 2014

Memorandum

To: Director

From: Assistant Director, Wildlife and Sport Fish Restoration *Hannibal Bolton*

Subject: Boating Infrastructure Grant Program Award Recommendations, Fiscal Year 2014

This memorandum seeks your approval of awards for the Fiscal Year (FY) 2014 Boating Infrastructure Grant (BIG) program. The Wildlife and Sport Fish Restoration Program (WSFR) recommends fully funding 27 Tier 1 and 16 Tier 2 projects totaling \$16,760,066 in Federal awards. Applicants and their partners propose to construct, renovate, or maintain boating infrastructure facilities and associated amenities for transient, nontrailerable recreational boats at least 26 feet long.

The BIG program offers two levels of funding, Tier 1 and Tier 2. Through Tier 1, each State, Commonwealth, territory, and the District of Columbia (States) may receive up to \$100,000 each year by submitting an eligible application to the U.S. Fish and Wildlife Service (Service). Projects may be competitive within the States. Twenty-Seven States requested a total of \$2,485,306 in BIG Tier 1 funds (Enclosure 1). We recommend fully funding all Tier 1 applications.

Tier 2 is nationally competitive and typically for larger-scale projects with a maximum Federal award of \$1.5 million. Fifteen States requested a total of \$16,841,448 for 24 Tier 2 projects. WSFR recommends fully funding 16 Tier 2 projects for a total Federal share of \$14,274,760. Brief descriptions of all submitted Tier 2 proposals are attached for your review (Enclosure 2). Enclosure 3 contains the list of recommended Tier 2 projects in spreadsheet format.

Both the Tier 1 and Tier 2 subprograms require at least 25 percent cost share, and many proposed Tier 2 projects include more than the minimum requirement. Non-Federal cost share for the sixteen recommended Tier 2 projects totals \$11,307,044.

The appropriate Regional Office and Headquarters reviewed each Tier 2 application for eligibility. The Tier 2 recommendations were based upon combined numerical scores assigned by a review team consisting of WSFR Regional BIG Coordinators and members of the Sport Fishing and Boating Partnership Council (SFBPC). The SFBPC's review letter is enclosed (Enclosure 4).

The Tier 2 projects will contribute approximately 489 new slips, plus other amenities—including restrooms, fuel and pump-out stations, and navigational aids—for the use and enjoyment of the transient nontrailerable recreational boating public.

If you have specific questions please contact Mr. Tom Busiahn, Chief, Division of Policy and Programs, Wildlife and Sport Fish Restoration at (703)358-2231.

Concur: Styl [Signature]
Deputy Director

Date: 3/31/14

Concur with Changes: _____

Date: _____

Attachments

FY 2014 Tier 1 Boating Infrastructure Grant Program Applications

State	Region	BiG Grant	Non-Federal Share	Total Project Costs
Arkansas	4	\$ 100,000	\$ 33,426.44	\$ 133,426.44
Guam	1	\$ 86,181		\$ 86,181.00
Hawaii	1	\$ 100,000	\$ 33,333.00	\$ 133,333.00
Indiana	3	\$ 100,000	\$ 33,334.00	\$ 133,334.00
Iowa	3	\$ 50,680	\$ 16,894.00	\$ 67,574.00
Kentucky	4	\$ 100,000	\$ 33,333.00	\$ 133,333.00
Louisiana	4	\$ 100,000	\$ 86,687.00	\$ 186,687.00
Maine	5	\$ 100,000	\$ 405,448.00	\$ 505,448.00
Maryland	5	\$ 100,000	\$ 40,549.00	\$ 140,549.00
Massachusetts	5	\$ 100,000	\$ 33,333.00	\$ 133,333.00
Michigan	3	\$ 100,000	\$ 33,333.00	\$ 133,333.00
Mississippi	4	\$ 100,000	\$ 33,334.00	\$ 133,334.00
New Jersey	5	\$ 39,768	\$ 13,257.00	\$ 53,025.00
New York	5	\$ 100,000	\$ 55,100.00	\$ 155,100.00
North Carolina	4	\$ 100,000	\$ 105,575.00	\$ 205,575.00
Ohio	3	\$ 75,000	\$ 25,000.00	\$ 100,000.00
Oklahoma	2	\$ 100,000	\$ 34,850.00	\$ 134,850.00
Oregon	1	\$ 100,000	\$ 33,334.00	\$ 133,334.00
Rhode Island	5	\$ 99,998	\$ 33,366.00	\$ 133,364.00
South Carolina	4	\$ 69,566	\$ 89,889.00	\$ 159,455.00
Tennessee	4	\$ 100,000	\$ 48,600.00	\$ 148,600.00
Texas	2	\$ 100,000	\$ 35,000.00	\$ 135,000.00
Vermont	5	\$ 100,000	\$ 33,333.00	\$ 133,333.00
Virginia	5	\$ 100,000	\$ 33,333.00	\$ 133,333.00
Washington	1	\$ 64,113	\$ 21,371.00	\$ 85,484.00
West Virginia	5	\$ 100,000	\$ 94,642.00	\$ 194,642.00
Wisconsin	3	\$ 100,000	\$ 123,900.00	\$ 223,900.00
Total		\$ 2,485,306	\$ 1,530,128.00	\$ 4,015,434.00

Project Summaries

Boating Infrastructure Grant Program FY 2014
Total Amount Available: \$14,274,760

1) Anacostia River Boating Facility, Washington, D.C. (recommended)

The District of Columbia's Division of Planning and Economic Development will continue development of the District's southeastern waterfront as part of a larger plan for urban renewal at this historic site on the Anacostia River. This project will establish a new secure and ADA compliant docking facility for 26 eligible vessels. Development of this site provides access to numerous attractions within D.C., such as the Nationals baseball stadium, the U. S. Naval Museum, and the monuments and other historic attractions provided by the National Park Service.

Federal Funds requested: \$1,167,586; Non-Federal match: \$ 1,167,586; Total: \$ 2,335,172

2) Harborage Marina Transient Slips, St. Petersburg, Florida (recommended)

The Florida Fish and Wildlife Conservation Commission will partner with Marinas International in support of a project to construct new transient slips at the Harborage Marina, located on St. Petersburg's downtown waterfront. Due to economic pressure to develop waterfront parcels for residential housing, this area has experienced a net decrease in the number of slips available to the recreational boating public. With this project, 33 new slips will be developed for use by eligible transient recreational boaters traveling along the Florida coastline and the Gulf of Mexico.

Federal Funds requested: \$919,851; Non-Federal match: \$971,850; Total: \$1,891,701

3) Marathon Marina Rehabilitation, Marathon, Florida (recommended)

The Florida Fish and Wildlife Conservation Commission will partner with the Marathon Marina and other partners in the City of Marathon to rehabilitate existing docks for eligible transient boaters which have reached the end of their useful life. The marina is located in an idyllic island setting between Key Largo and Key West. By replacing the Marathon Marina's east dock and fuel pumps, the partners will provide 20 transient slips as well as a transient boater support building, fuel pumps, and other amenities for transient boaters. This building includes office space for managing fuel sales as well as a restroom and shower facilities for eligible boaters.

Federal Funds requested: \$1,500,000; Non-Federal match: \$871,258; Total: \$2,371,258

4) City Lights Marina Transient Dock, Savannah, Georgia (recommended)

The Coastal Resources Division of the Georgia Department of Natural Resources will provide funding to private partners to develop a new marina on Hutchinson Island, located in the Savannah River adjacent to the City of Savannah. The partners will create new transient dockage for up to 42 eligible vessels ranging in length from 26 to 200 ft. Utilities will be installed to these slips, including potable water, shore power, fire protection and wireless internet service. In addition, a state-of-the-art, in-slip fueling system will be installed to provide convenient fueling for eligible vessels. This project will provide safe dockage in downtown Savannah for vessels up to 80 feet in length, which is currently unavailable to boats of this size.

Federal Funds requested: \$1,500,000; Non-Federal Match: \$1,592,518; Total: \$3,092,518

5) Kittery Point Boatyard Rehab and Expansion, Kittery Point, Maine (recommended)

The Maine Department of Transportation will join with the Kittery Point Yacht Yard Corporation to rehabilitate and expand an existing marina facility to attract and accommodate transient boaters traveling Maine's marine waterways. The project consists of a walkway, pier, ramp and float system which will serve up to 15 transient vessels. This marina is located in one of the most protected and accessible sections of the Piscataqua River watershed, and is a recognized harbor of refuge for boaters escaping inclement weather. Improvements will be ADA compliant and include shore power and potable water.

Federal Funds Requested: \$165,504; Non-Federal Match: \$93,496; Total: \$259,000

6) Harbor Shores Transient Marina, Benton Harbor, Michigan (recommended)

The Michigan Department of Natural Resources, Division of Parks and Recreation will partner with a private development corporation to build the Harbor Shores Transient Marina on the St. Joseph River, which lies adjacent to the City of Benton Harbor. The project will create 33 new slips for eligible vessels, including all utilities such as electricity, water, and pump-out services. In addition, the project will provide boaters with access to showers, restrooms and laundry facilities. The proposed marina is part of a larger brownfield redevelopment effort which has transformed a blighted industrial site into a successful mixed-use development providing an economic stimulus to the communities it serves.

Federal Funds Requested: \$699,500; Non-Fed Match: \$701,578; Total: \$1,401,078

7) State Harbor Dock Renovation, East Tawas, Michigan (recommended)

The Michigan Department of Natural Resources, Division of Parks and Recreation will remove, replace, and expand boating infrastructure at the East Tawas State Harbor Dock. This existing facility is in need of repair and upgrades to meet ADA standards and to meet increasing demand

from eligible cruising vessels traveling Michigan's Lake Huron between Detroit and Mackinaw City. The project will result in 52 slips with utilities, shoreline improvements, and an ice suppression system. The facility also serves as a harbor of refuge and is a key economic driver to the City of East Tawas.

Federal Funds Requested: \$1,300,000; Non-Fed Match: \$950,000; Total: \$2,250,000

8) Bishop Park Floating Pier, Wyandotte, Michigan (recommended)

The Michigan Department of Natural Resources, Division of Parks and Recreation will partner with the City of Wyandotte to construct a transient marina at Bishop Park along the Detroit River. This location is directly contiguous to the Wyandotte Central Business District, and so this project will have significant economic benefits for small businesses due to an anticipated increase in tourism-related spending during summer months. The project includes walkways, floating piers with utility pedestals and additional amenities, resulting in 21 new slips for use by eligible boaters.

Federal Funds Requested: \$1,170,500; Non-Fed Match: \$1,170,500; Total: \$2,341,000

9) Sandy Hook Bay Marina Dock Restoration, Highlands, New Jersey (recommended)

The New Jersey Department of Transportation's Office of Maritime Resources will provide funding to the Sandy Hook Bay Marina located near the Atlantic Intracoastal Waterway along the New Jersey coast. On October 29, 2012, Hurricane Sandy inflicted severe damage to an older section of the marina, although docks and a wave screen built to the latest standards for storm resilience survived with minimal damage. The partners will rebuild and restore 15 transient slips with full services for the benefit of transient visitors, using design standards that are proven to withstand severe storms.

Federal Funds Requested: \$692,890; Non-Fed Match: \$ 243,448; Total: \$936,338

10) Key Harbor Marina Transient Dock Restoration, Ocean County, New Jersey (recommended)

The Office of Maritime Resources, a division of the New Jersey Department of Transportation, will support Key Harbor Marina in their renovation of ten transient slips which were destroyed during Hurricane Sandy, along with other damage estimated to total \$1.2 million. The marina is located on Barnegat Bay in Ocean County, New Jersey and is a participating marina in the BIG Blueways Guide in cooperation with multiple States along the eastern seaboard. Additional features of this project include shore power and dock lighting.

Federal Funds Requested: \$271,565; Non-Fed Match: \$ 97,190; Total: \$ 368,755

11) Smale Riverfront Park Transient Marina, Cincinnati, Ohio (recommended)

The Ohio Department of Natural Resources, Division of Watercraft will partner with the City of Cincinnati to construct the Smale Riverfront Park Marina on the Ohio River. The marina will feature a floating dock system for up to 28 eligible vessels, as well as a harbor master facility with restrooms, laundry, shower facilities, and a pump-out station. The proposed marina will provide a key accessible connection for transient boaters to the downtown core of the City including national museums and two professional sports venues, as well as the Ohio River Trail.

Federal Funds Requested: \$1,500,000; Non-Fed Match: \$1,500,000; Total: \$3,000,000

12) Beaufort Marina Transient Dock Upgrades, Beaufort, South Carolina (recommended)

The South Carolina Department of Natural Resources, Division of Marine Resources will partner with the City of Beaufort to provide updates to a key waypoint and historic destination between Charleston and Savannah, Georgia. Beaufort is the second-oldest city in South Carolina, and it attracts a great number of transient boaters due partly to its location along the Atlantic Intracoastal Waterway. The facility will be upgraded to safely accommodate up to 36 eligible vessels by improving the structural integrity of the floating dock system, upgrading a fire suppression system, and replacing damaged equipment.

Federal Funds Requested: \$189,287; Non-Fed Match: \$107,833; Total: \$297,120

13) St. Johns Harbor Marina Transient Dock, Charleston, South Carolina (recommended)

Located along the Atlantic Intracoastal Waterway, the St. Johns Yacht Harbor in Charleston, South Carolina affords a variety of recreational activities to visiting sailing and power vessels, including inshore and offshore fishing. To accommodate these boaters and meet the demand, the South Carolina Department of Natural Resources will support the St. Johns Yacht Harbor in the construction of 50 slips and a state-of-the-art marine fueling system. The project will provide transient boaters with easy access to historic downtown Charleston.

Federal Funds Requested: \$983,320; Non-Fed Match: \$344,774; Total: \$1,328,094

14) Municipal Marina Transient Dock, Corpus Christi, Texas (recommended)

Texas Parks and Wildlife Department has partnered with the City of Corpus Christi to expand and enhance a municipal marina located in the heart of the City's downtown entertainment and tourism district. Due to the high demand for slips in the 30 to 40-foot range, Corpus Christi Municipal Marina will be retrofitted to offer 35 new slips for eligible recreational vessels. This cost-effective project also includes installation of shore power and potable water.

Federal Funds Requested: \$502,496; Non-Fed Match: \$282,654; Total: \$785,150

15) Crown Pointe Marina Dock Rehabilitation, Gloucester, Virginia (recommended)

Located on the north shore of the York River, Crown Pointe Marina provides a stopover for boaters traveling to and from the Chesapeake Bay. The Virginia Environmental Health Services, Division of Marina Programs will provide funds to the marina for dock rehabilitation which will make 13 new slips available to eligible boaters. In addition, the marina will install shore power and renovate a bath house for visitors. Crown Pointe is designated as a Virginia Clean Marina.

Federal Funds Requested: \$212,555; Non-Fed Match: \$212,555; Total: \$425,110

16) Perkins Pier Marina Enhancement, Burlington, Vermont (recommended)

The Vermont Department of Fish and Wildlife will provide funds to the City of Burlington to implement a planned downtown redevelopment strategy by expanding an existing marina. The City will install a floating wave attenuator and transient dock system which will make 95 new slips available to eligible transient boaters. The slips will provide boaters with power and water and the wave attenuator will provide protection to boaters from wave action on Lake Champlain.

Federal Funds Requested: \$1,499,706; Non-Fed Match: \$999,804; Total: \$2,499,510

17) Cabin Creek Marina Revitalization Project, Johnson County, Arkansas (not recommended)

Stretching 50 miles along the 450-mile McClellan-Kerr Arkansas River Navigation System, Lake Dardanelle is part of a larger impoundment constructed by the U.S. Army Corps of Engineers in 1957. At Cabin Creek Park, the Arkansas Department of Health seeks to construct a new transient marina for the benefit of eligible boaters traveling the Lake and river system. Features include a new dock and wave attenuator as well as utilities and services such as a marine sanitation and fueling station.

Federal Funds Requested: \$833,659; Non-Fed Match: \$292,907; Total: \$1,126,566

18) Harbor Park Transient Dock, Middletown, Connecticut (not recommended)

The Connecticut Department of Energy and Environmental Protection's Bureau of Outdoor Programs requests funding to assist the Town of Middletown in developing a new facility for transient boaters on the Connecticut River. The Town plans to implement a multi-phase project, initially installing 185 linear feet of dock space along an existing bulkhead. A future phase would include a mooring field and dockside utilities.

Federal Funds Requested: \$191,660; Non-Fed Match: \$67,340; Total: \$259,000

19) Gulfport Marina Mooring Field, City of Gulfport, Florida (not recommended)

The Florida Fish and Wildlife Conservation Commission proposes to partner with the City of Gulfport to construct a mooring field on Boca Ciega Bay, expanding the Gulfport Municipal Marina for the benefit of eligible transient boaters. The new facility would add 25 mooring buoys, of which 22 will be reserved for transient use. This project seeks to address the issue of unregulated anchoring in the area, which is associated with damage to sea grass colonies, while meeting demand for a transient boater mooring facility.

Federal Funds Requested: \$191,176; Non-Fed Match: \$70,237; Total: \$261,413

20) North Pier Marina Cruisers' Dock, Delcambre, Louisiana (not recommended)

The Louisiana Department of Wildlife and Fisheries proposes to support the North Pier Marina in their plans to build out an existing facility for the benefit of eligible transient boaters. The marina seeks to add 15 slips with shore power, water, and communications. The marina also proposes to construct a new building to house restrooms, showers, laundry, and other amenities for the use and enjoyment of transient boaters traveling the Atlantic Intracoastal Waterway.

Federal Funds Requested: \$397,000; Non-Fed Match: \$353,000; Total: \$750,000

21) Cliff Island Pier Rehab and Expansion, Portland, Maine (not recommended)

The Maine Department of Transportation proposes to partner with the City of Portland to repair and expand floating docks on Cliff Island, approximately six miles offshore from the mainland. The City seeks to replace two deteriorating floats along with their associated ramps and gangways, and expand the docking system with four additional floats. The proposed project would help an island business with increased traffic and support the vacation rental industry while providing updated infrastructure for island residents.

Federal Funds Requested: \$258,769; Non-Fed Match: \$277,481; Total: \$536,250

22) Charleston Harbor Resort and Marina Utility Upgrade, Charleston, South Carolina (not recommended)

The South Carolina Department of Natural Resources proposes to assist the Charleston Harbor Resort and Marina in a project to upgrade utilities at their facility near historic downtown Charleston. Planned upgrades include installation of shore power, an updated fueling system and other amenities such as restrooms and showers for eligible boaters. Charleston Harbor Resort and

Marina is located next to the Atlantic Intracoastal Waterway and offers a full suite of services to transient boaters.

Federal Funds Requested: \$775,324; Non-Fed Match: \$504,576; Total: \$1,279,900

23) Whitman Hollow Marina Transient Dock, LaFollette, Tennessee (not recommended)

The Tennessee Wildlife Resources Agency seeks funding to support the construction of a new floating dock for the use and enjoyment of eligible transient boaters in Norris Reservoir's Big Creek area. This reservoir, created in 1936 by the Tennessee Valley Authority, is a 34,200-acre impoundment of the Clinch and Powell Rivers. The partners propose to build 24 covered slips with shore power, dockside communications, restrooms, and other amenities for boaters.

Federal Funds Requested: \$350,000; Non-Fed Match: \$350,000; Total: \$700,000

24) Town of LaPointe Transient Dock, LaPointe, Wisconsin (not recommended)

The Wisconsin Department of Natural Resources seeks to partner with the Town of LaPointe, located on Madeleine Island. This island sits offshore from the Town of Bayfield in Lake Superior. The partners seek to build a new transient dock to meet demand from eligible boaters, while upgrading navigational aids that would improve boating safety for all boaters plying the waters surrounding the Apostle Islands National Lakeshore.

Federal Funds Requested: \$365,278; Non-Fed Match: \$128,341; Total: \$493,619

FY 2014 Boating Infrastructure Grant Program
Tier 2 Recommended Projects

State	Region	Project Title	BIG Federal Request	Non-Federal Share	Total Project Costs
DC	5	Anacostia River Boating Facility	\$ 1,167,586	\$ 1,167,586	\$ 2,335,172
FL	4	Harborage Marina Transient Slips	\$ 919,851	\$ 971,850	\$ 1,891,701
FL	4	Marathon Marina Rehabilitation	\$ 1,500,000	\$ 871,258	\$ 2,371,258
GA	4	City Lights Marina Transient Dock	\$ 1,500,000	\$ 1,592,518	\$ 3,092,518
ME	5	Kittery Point Boatyard Rehab and Expansion	\$ 165,504	\$ 93,496	\$ 259,000
MI	3	Harbor Shores Transient Marina	\$ 699,500	\$ 701,578	\$ 1,401,078
MI	3	East Tawas State Harbor Dock Renovation	\$ 1,300,000	\$ 950,000	\$ 2,250,000
MI	3	Bishop Park Floating Pier	\$ 1,170,500	\$ 1,170,500	\$ 2,341,000
NJ	5	Sandy Hook Bay Marina Dock Restoration	\$ 692,890	\$ 243,448	\$ 936,338
NJ	5	Key Harbor Marina Transient Dock Restoration	\$ 271,565	\$ 97,190	\$ 368,755
OH	3	Smale Riverfront Park Transient Marina	\$ 1,500,000	\$ 1,500,000	\$ 3,000,000
SC	4	Beaufort Marina Transient Dock Upgrades	\$ 189,287	\$ 107,833	\$ 297,120
SC	4	St. Johns Harbor Marina Transient Dock	\$ 983,320	\$ 344,774	\$ 1,328,094
TX	2	Municipal Marina Transient Dock	\$ 502,496	\$ 282,654	\$ 785,150
VA	5	Crown Pointe Marina Dock Rehabilitation	\$ 212,555	\$ 212,555	\$ 425,110
VT	5	Perkins Pier Marina Enhancement	\$ 1,499,706	\$ 999,804	\$ 2,499,510
Totals			\$ 14,274,760	\$ 11,307,044	\$ 25,581,804



**SPORT FISHING & BOATING
PARTNERSHIP COUNCIL**

Mr. Daniel M. Ashe
Director
U.S. Fish and Wildlife Service
1849 C Street, NW, Mailstop 3331
Washington, D.C. 20240

MAR 10 2014

Dear Director Ashe:

As Chairman of the Sport Fishing and Boating Partnership Council (Council), I am pleased to convey the Council's recommended ranking of fiscal year 2014 projects submitted for funding through the Boating Infrastructure Grant (BIG) Tier 2 Program. We provide funding recommendations annually at the request of the Fish and Wildlife Service (FWS). These project funding recommendations were approved at the February 25, 2014, meeting of the Council. We recommend funding projects in their ranked order, as shown on the attached table. In order to make BIG funds go as far as possible, we ask that FWS staff determine if the Sandy Hook project is eligible for funding with Superstorm Sandy recovery dollars before providing funding through BIG Tier 2. If not, it should be funded as requested through the BIG Program.

As always, the Council appreciates the role it plays in facilitating the delivery of the BIG program. We look forward to continuing as an active partner in strengthening this popular program in the years to come. If you have any questions or require any additional information, please feel free to contact me directly.

Sincerely,

Thomas J. Dammrich
Chairman

Attachment

Cc: SFBPC members
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FY 2014 SFBC Boating Infrastructure Grant Tier 2 Program funding recommendation to the FWS Director

Region	Application	Title	Total Federal		Non-Federal		Total Project Costs	Cumulative Fed request	TOTAL	NOTES
			Funds Requested	Share	Share					
3	Michigan	Harbor Shores Transient Marina	\$ 699,500.00	\$ 570,578.00	\$ 1,401,078.00	\$ 699,500.00	\$ 699,500.00	520		
4	Florida	Marathon Marina	\$ 1,500,000.00	\$ 871,258.00	\$ 2,371,258.00	\$ 2,199,500.00	\$ 2,199,500.00	482		
3	Michigan	East Tawas	\$ 1,300,000.00	\$ 950,000.00	\$ 2,250,000.00	\$ 3,499,500.00	\$ 3,499,500.00	470		
4	South Carolina	Beaufort Downtown Marina	\$ 189,287.00	\$ 950,000.00	\$ 1,139,287.00	\$ 3,688,787.00	\$ 3,688,787.00	467		
3	Ohio	Smale Riverfront Park	\$ 1,500,000.00	\$ 1,500,000.00	\$ 3,000,000.00	\$ 5,188,787.00	\$ 5,188,787.00	446		
4	South Carolina	St. Johns Yacht Harbor	\$ 983,370.00	\$ 344,774.00	\$ 1,328,094.00	\$ 6,172,107.00	\$ 6,172,107.00	432		
5	Vermont	Perkins Pier Marina	\$ 1,499,706.00	\$ 999,804.00	\$ 2,499,510.00	\$ 7,671,813.00	\$ 7,671,813.00	425		
4	Georgia	City Lights	\$ 1,500,000.00	\$ 1,592,518.00	\$ 3,092,518.00	\$ 9,171,813.00	\$ 9,171,813.00	423		
5	Virginia	Crown Point (Gloucester)	\$ 212,555.00	\$ 712,555.00	\$ 425,110.00	\$ 9,384,368.00	\$ 9,384,368.00	423		
5	Maine	Kittery Point	\$ 185,504.00	\$ 93,496.00	\$ 259,000.00	\$ 9,549,872.00	\$ 9,549,872.00	420		
4	Florida	Harborage Marina	\$ 919,831.00	\$ 971,850.00	\$ 1,891,701.00	\$ 10,469,723.00	\$ 10,469,723.00	414		
2	Texas	Corpus Christi	\$ 502,496.00	\$ 287,654.00	\$ 785,150.00	\$ 10,372,219.00	\$ 10,372,219.00	412		
5	DC	The Yards Marina (Anacostia)	\$ 1,167,586.00	\$ 1,167,586.00	\$ 2,335,172.00	\$ 12,139,805.00	\$ 12,139,805.00	398		
5	New Jersey	Sandy Hook	\$ 822,447.00	\$ 1,113,891.00	\$ 936,338.00	\$ 12,962,252.00	\$ 12,962,252.00	384		
3	Wisconsin	Isa Pointe	\$ 365,000.00	\$ 178,341.00	\$ 493,341.00	\$ 13,327,252.00	\$ 13,327,252.00	362		
3	Michigan	Bishop Point	\$ 1,170,500.00	\$ 1,170,500.00	\$ 2,341,000.00	\$ 14,497,752.00	\$ 14,497,752.00	358		
5	New Jersey	Key Harbor Marina	\$ 276,614.00	\$ 97,190.00	\$ 373,804.00	\$ 14,774,366.00	\$ 14,774,366.00	349		
4	South Carolina	Charleston Harbor Marina	\$ 775,374.00	\$ 504,576.00	\$ 1,279,900.00	\$ 15,549,690.00	\$ 15,549,690.00	341		
4	Louisiana	North Pier	\$ 357,000.00	\$ 533,000.00	\$ 750,000.00	\$ 15,946,690.00	\$ 15,946,690.00	322		
4	Arkansas	Cabin Creek	\$ 833,669.00	\$ 529,507.00	\$ 1,126,566.00	\$ 16,780,349.00	\$ 16,780,349.00	315		
4	Tennessee	Whitman Hollow	\$ 350,000.00	\$ 350,000.00	\$ 700,000.00	\$ 17,130,349.00	\$ 17,130,349.00	301		
4	Florida	City of Gulfport	\$ 191,176.00	\$ 70,237.00	\$ 261,413.00	\$ 17,321,525.00	\$ 17,321,525.00	271	INELIGIBLE	
5	Connecticut	Middletown Harbor	\$ 191,660.00	\$ 67,340.00	\$ 259,000.00	\$ 17,513,185.00	\$ 17,513,185.00	237		
5	Maine	City of Portland	\$ 296,250.00	\$ 323,750.00	\$ 620,000.00	\$ 17,869,435.00	\$ 17,869,435.00	137		