



CITY COUNCIL WORKSHOP AGENDA

February 19, 2025, 4:00 p.m.

This is an in-person meeting at Saugatuck City Hall, 102 Butler St, Saugatuck, MI 49453.

The meeting will also be available live, virtually on Zoom.

1. Call to Order

2. Roll Call

3. Agenda Changes (Additions/Deletions)

4. Guest Speaker

5. Public Comment on Agenda Items Only (Limit 3 minutes)

6. Discussion Items:

- A.** Saugatuck Harbor Natural Area Master Plan Update *Pg.2*
- B.** Review Draft Update of 5 Year Capital Improvement Plan *Pg.26*
- C.** Funding Plan for Maple Street Project *Pg.28*
- D.** Proposal for Professional Services for the Preparation of a MDNR Passport Grant Application for the Village Square Courts *Pg.72*
- E.** Request for Comments on Proposed Boat Ramp near Mouth of the Kalamazoo River *Pg.77*

7. Public Comments (Limit 3 minutes)

8. Closed Session:

- A.** Motion to enter into closed session pursuant to 15.243(h) to discuss material exempt from public discussion and disclosure under 16 USC 470hh.

9. Correspondence

- A.** Wendy Colsen

10. Council Comments

11. Adjourn

NOTICE:

Join online by visiting:

<https://us02web.zoom.us/j/2698572603>

Join by phone by dialing:

**(312) 626-6799 -or-
(646) 518-9805**

Then enter "Meeting ID":

2698572603

Please send questions or comments regarding meeting agenda items prior to meeting to:

rcummins@saugatuckcity.com

Requests for accommodations or interpretive services must be made 48 hours prior to this meeting.

Please contact Saugatuck City Clerk at 269-857-2603 or

jwolters@saugatuckcity.com for further information.



City Council Agenda Item Report

FROM: Ryan Cummins, City Manager

MEETING DATE: February 19, 2025

SUBJECT: Updated Saugatuck Harbor Natural Area Master Plan

DESCRIPTION:

In 2010, the City approved a master plan for the Saugatuck Harbor Natural Area. In 2012, with excess funds following the purchase of the property, the Land Conservancy of West Michigan created a Saugatuck Harbor Natural Area Endowment Fund through the Holland/Zeeeland Aea Community Foundation. The purpose of the fund is to support the City in preserving the “sensitive natural and scenic resources, including the native flora, fauna, and natural habits found on the 173-acre natural area located on the south side of the Kalamazoo River on Lake Michigan as outlined in the **Saugatuck Harbor Natural Area Master Plan**. With preservation as the primary goal, the City will emphasize compatible non-motorized recreation and education activities”.

The initial gift to the fund totaled \$450,000. The principal of the fund remains in perpetuity. The fund now has a total value of \$821,821.35. The funds currently available for use total \$225,338.00.

In order to access the funds, the following must be met:

- Request is made from the City Manager
- Demonstration that the funds will be used to further the goals and objectives of the SHNA Management Plan dated April 12, 2010.
- The Management Plan is reviewed, updated, and presented to the Community Foundation ever 5 years.

The master plan has not been updated since its creation and staff are unable to access the funds for current SHNA needs.

Originally, the master plan adopted by the Council contemplated a management board overseeing the property. While a management board was initially created around 2010, it

ceased to exist around the same time. A 2012 Council resolution references the City Council having the authority to update the master plan, but this conflicts with some of the language in the master plan itself.

After staff and legal review, and discussions with the Land Conservancy of West Michigan, the attached updates to the master plan are proposed. The proposed updates include:

- Elimination of a requirement for a separate management board. However, keeping with the spirit of the original plan, the City Council will consult with the Land Conservancy to develop management policies and priorities.
- The Land Conservancy shall be invited to participate and have their advice incorporated into the master plan.
- The City Council may seek recommendations from the Parks and Public Works Committee (PPW) related to the master plan and other items the PPW ordinance references.
- Clarifying that park staff and emergency services may access the property for purposes of carrying out their official duties.
- Updated assessment and management recommendations from the Land Conservancy (see attached report).
- Inspection of the property by knowledgeable personnel at least once per year.

The Land Conservancy is supportive of these updates and will also be at the workshop meeting for any questions.

BUDGET ACTION:

None at this time.

LEGAL REVIEW:

Legal has reviewed historical documents.

SAMPLE MOTION:

Motion to approve the updated Saugatuck Harbor Natural Area master plan.



Management Recommendations for Saugatuck Harbor Natural Area

October 2024

INTRODUCTION

Saugatuck Harbor Natural Area (SHNA) is a 173-acre tract of duneland along the Lake Michigan shoreline, just south of the Kalamazoo River mouth. It was permanently protected in 2009 through a partnership between the Land Conservancy of West Michigan (LCWM) and the City of Saugatuck, which now owns and manages the land. Stewardship of the property is guided by a management plan that was developed around the time of acquisition. The City of Saugatuck is in the process of updating the plan to reflect current conditions and management needs.

In September 2024, LCWM staff visited the property to delineate natural communities, generate a cursory plant species list, conduct an ecological assessment, and identify management needs to assist the City of Saugatuck in updating the plan. This document summarizes those findings, along with management recommendations for each of the four natural communities onsite (open dunes, interdunal wetland, mesic northern forest, and Great Lakes marsh; Figure 1), plus trails and monitoring.

MANAGEMENT RECOMMENDATIONS

Open Dunes

The open dunes are the most extensive community type at SHNA and are in excellent condition overall. Natural processes of sand erosion and deposition have generally been allowed to play out unimpeded, a critical factor for sustaining high-quality dune landscapes. Invasive species – most notably Japanese barberry – present a long-term threat, though their abundance is still quite low. Heavy deer browse is apparent throughout the dunes, potentially limiting biodiversity. Off-trail foot traffic, concentrated in the southwest portion of the property, has led to some trampling of vegetation and excessive erosion, although the overall impact to the dunes is fairly minor at this time.

Management Recommendations

- Remove Japanese barberry, which is concentrated in shaded areas under trees. Small individuals can be hand-pulled. Larger individuals and well-established patches will require foliar herbicide treatments for successful removal. Effective control will likely require multiple years of treatment.
- Periodically monitor for other invasive species and take action if they pose a threat to native ecosystems.
- Continue allowing the natural processes of sand erosion and deposition to continue unimpeded. Avoid planting beach grass, installing sand fences, or taking similar measures to “stabilize” the dunes, except to repair areas of unnatural erosion caused by excessive human activity.

- Consider working with local and regional partners to evaluate options for deer population management.

Great Lakes Marsh

A large Great Lakes marsh occupies the area between the open dunes and Oxbow Lagoon. The marsh is quite diverse, with both inundated zones and upland rises occurring throughout. High Lake Michigan water levels in 2020 and 2021 drowned out many trees, causing a shift to a more herbaceous plant community. The newly opened canopy also likely facilitated the establishment of invasive phragmites. While currently confined to a relatively small area of the marsh, phragmites presents a severe risk to ecosystem integrity since it can expand rapidly and decimate native communities.

Management Recommendations

- Remove phragmites using appropriate foliar herbicide applications. Effective management will likely require multiple years of treatment. This may be the highest management priority on the site, and action should be taken as soon as possible.
- Remove Japanese barberry and black locust that occur on upland rises within the marsh. Black locust should be removed by girdling or drill-and-fill treatments, while Japanese barberry is best treated with foliar herbicide applications.

Interdunal Wetlands

Several interdunal wetlands, a globally rare natural community, occur within the open dunes landscape. These sedge- and rush-dominated communities fluctuate with Lake Michigan water levels. Past and ongoing research studies on the interdunal wetlands at SHNA have improved our understanding of the unique hydrology and biology of these ecosystems. The interdunal wetlands at SHNA are generally in very good ecological condition.

Management Recommendations

- No management is recommended at this time beyond periodically monitoring for invasive species and continuing to allow research on the site.

Mesic Northern Forest

A mesic northern forest with a mature canopy of red oak, sugar maple, hemlock, and white pine occurs in the southeast corner of the site. The ground layer is very sparsely vegetated and there is almost no natural regeneration of canopy trees. This is almost certainly a result of excessive deer browse. Japanese barberry is scattered throughout the forest and is likely to expand without management.

Management Recommendations

- Continue treatments for hemlock woolly adelgid to retain hemlock as an important part of the tree canopy.
- Remove Japanese barberry through appropriate mechanical or chemical treatments. Effective control will likely require multiple years of treatment.
- Consider working with local and regional partners to evaluate options for deer population management.

Trails and User Experience

A network of trails winds through the SHNA property (Figure 2). Some of these are official trails that are marked with signposts in the field and/or are shown on the trail map on the City of Saugatuck website. Some of these official trails are well-marked and well-used, while other trails are faint, difficult to follow, and receive little to no use. User-created social trails also occur throughout the property. These are concentrated in the southern part of the site near the parking lot and Oval Beach. Excessive use of this area has caused some damage to natural features, including vegetation trampling and accelerated erosion.

Management Recommendations

- Use signs and/or natural barriers (e.g., logs or brush piles) to decommission social trails that go through the Deam property and those that traverse highly-erodible areas.
- Consider adopting some well-used social trails in the south part of the property as official trails, assuming they do not lead into private property or cause unacceptable damage to natural features.
- Decommission official trails that are unused and unmaintained.
- Ensure all official trails are clearly marked in the field.
- Update trail maps accordingly on the City of Saugatuck website and elsewhere. Consider installing a trail map sign near the parking lot and/or wayfinding signs throughout the property to help visitors navigate the trail system.

Monitoring

Regular monitoring is important to assess the condition of habitats and infrastructure, track management progress, and identify issues that may require intervention. SHNA should be inspected by knowledgeable personnel at least once per year. This inspection should be oriented towards assessing invasive species populations, evaluating trail use and conditions, and detecting any other management concerns. Generating a brief report after each year's monitoring may be useful for sharing findings and detecting changes over time.

Figure 1. Natural Communities at Saugatuck Harbor Natural Area

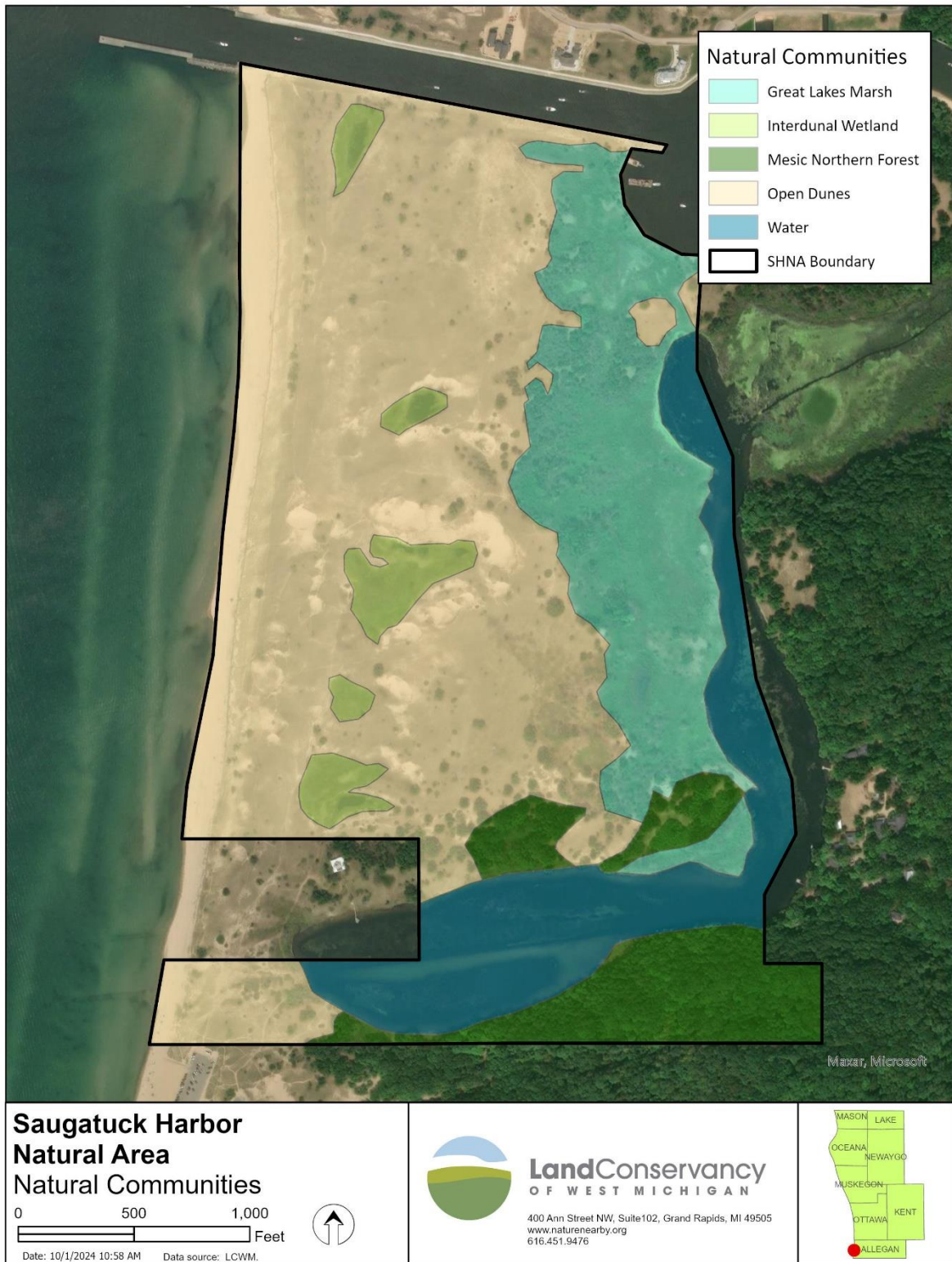


Figure 2. Trail System at Saugatuck Harbor Natural Area



Site: Saugatuck Harbor Natural Area
 Location: Entire Site
 Survey Date: 9.20.24
 Surveyor(s): J. Heslinga

Comments: Plant list is very incomplete, based on a cursory survey done late in the growing season.

FQA Summary

Species Richness:	93
Native Species Richness:	82

Mean C (natives only):	4.9
Mean C (with adventives):	4.3

FQI (natives only):	44.2
FQI (with adventives):	41.5

Mean W (natives only):	-0.4
Mean W (with adventives):	-0.1

Acronym	Scientific Name	Common Name	C	Status	Origin	W	Phys
acesau	Acer saccharum	sugar maple	5		native	3	tree
agapur	Agalinis purpurea	purple false foxglove	7		native	-3	forb
agrhye	Agrostis hyemalis	ticklegass	4		native	0	grass
alninc	Alnus incana; a. rugosa	speckled alder	5		native	-3	shrub
ammbre	Ammophila breviligulata	marram grass	10		native	5	grass
anamar	Anaphalis margaritacea	pearly everlasting	3		native	5	forb
andvir	Andropogon virginicus	broom-sedge	4		native	3	grass
ascsy	Asclepias syriaca	common milkweed	1		native	5	forb
berthu	Berberis thunbergii	japanese barberry	0		non-native	3	shrub
betpen	Betula pendula	european white birch	0		non-native	3	tree
bidfro	Bidens frondosa	common beggar-ticks	1		native	-3	forb
calcan	Calamagrostis canadensis	blue-joint	3		native	-5	grass
callon	Calamovilfa longifolia	sand reed grass	10		native	5	grass
cxhyst	Carex hystericina	sedge	2		native	-5	sedge
cxstri	Carex stricta	sedge	4		native	-5	sedge
cxviru	Carex viridula	sedge	4		native	-5	sedge
cenmac	Centaurea macrocephala	large-headed knapweed	0		non-native	5	forb
cenery	Centaurea erythraea	forking centaury	0		non-native	0	forb
cepocc	Cephalanthus occidentalis	buttonbush	7		native	-5	shrub
chimak	Chimaphila maculata	spotted wintergreen	8		native	5	shrub
cirarv	Cirsium arvense	canada thistle	0		non-native	3	forb
cirvul	Cirsium vulgare	bull thistle	0		non-native	3	forb
clamar	Cladium mariscoides	twig-rush	10		native	-5	sedge
concan	Conyza canadensis	horseweed	0		native	3	forb
corpas	Corispermum pallasii; c. hyssopifolium	bugseed	3		native	5	forb
coramo	Cornus amomum	silky dogwood	2		native	-3	shrub
cypbip	Cyperus bipartitus; c. rivularis	brook nut sedge	3		native	-3	sedge
cypery	Cyperus erythrorhizos	umbrella sedge	6		native	-5	sedge
diccos	Dichanthelium commonsianum; panicum	panic grass	6		native	3	grass
dirpal	Dirca palustris	leatherwood	8		native	0	shrub
eleell	Eleocharis elliptica	golden-seeded spike rush	6		native	-5	sedge
elycan	Elymus canadensis	canada wild rye	5		native	3	grass
elyhys	Elymus hystrix; hystrix patula	bottlebrush grass	5		native	3	grass
erehie	Erechtites hieraciifolius	fireweed	2		native	3	forb
eupper	Eupatorium perfoliatum	boneset	4		native	-3	forb
eupmac	Euphorbia maculata	spotted spurge	0		native	3	forb
fraame	Fraxinus americana	white ash	5		native	3	tree
galtin	Galium tinctorium	stiff bedstraw	5		native	-5	forb
hamvir	Hamamelis virginiana	witch-hazel	5		native	3	shrub
hudtom	Hudsonia tomentosa	beach-heath	10		native	5	shrub
hypkal	Hypericum kalmianum	kalms st. johns-wort	10		native	-3	shrub
irivir	Iris virginica	southern blue flag	5		native	-5	forb

junbal	Juncus balticus	rush	4		native	-5	forb
junbrp	Juncus brachycephalus	rush	7		native	-5	forb
juncan	Juncus canadensis	canadian rush	6		native	-5	forb
jundud	Juncus dudleyi	dudleys rush	1		native	-3	forb
juneff	Juncus effusus	soft-stemmed rush	3		native	-5	forb
junnod	Juncus nodosus	joint rush	5		native	-5	forb
juntcn	Juncus tenuis	path rush	1		native	0	forb
juncoi	Juniperus communis	common or ground juniper	4		native	3	shrub
junvir	Juniperus virginiana	red-cedar	3		native	3	tree
latjap	Lathyrus japonicus	beach pea	10		native	3	vine
litcar	Lithospermum carolinense	plains puccoon	10		native	5	forb
lobkal	Lobelia kalmii	bog lobelia	10		native	-5	forb
lycame	Lycopus americanus	common water horehound	2		native	-5	forb
lycuni	Lycopus uniflorus	northern bugle weed	2		native	-5	forb
monpun	Monarda punctata	horse mint	4		native	5	forb
nyssyl	Nyssa sylvatica	black-gum	9		native	-3	tree
peramp	Persicaria amphibia; polygonum a.	water smartweed	6		native	-5	forb
perlap	Persicaria lapathifolia; polygonum l.	nodding smartweed	0		native	-3	forb
phrauu	Phragmites australis var. australis	reed	0		non-native	-3	grass
pinban	Pinus banksiana	jack pine	5		native	3	tree
pinstr	Pinus strobus	white pine	3		native	3	tree
pinsyl	Pinus sylvestris	scotch pine	0		non-native	3	tree
poacom	Poa compressa	canada bluegrass	0		non-native	3	grass
polart	Polygonella articulata	jointweed	8		native	5	forb
poncor	Pontederia cordata	pickerel-weed	8		native	-5	forb
popdel	Populus deltoides	cottonwood	1		native	0	tree
poptre	Populus tremuloides	quaking aspen	1		native	0	tree
potans	Potentilla anserina	silverweed	5		native	-3	forb
prupum	Prunus pumila	sand cherry	8		native	5	shrub
pruvir	Prunus virginiana	choke cherry	2		native	3	shrub
ptetri	Ptelea trifoliata	hop-tree	4		native	3	shrub
querub	Quercus rubra	red oak	5		native	3	tree
robpse	Robinia pseudoacacia	black locust	0		non-native	3	tree
rospal	Rosa palustris	swamp rose	5		native	-5	shrub
rubhis	Rubus hispidus	swamp dewberry	4		native	-3	shrub
salluc	Salix lucida	shining willow	3		native	-3	shrub
salmyr	Salix myricoides	blueleaf willow	9		native	-3	shrub
sasalb	Sassafras albidum	sassafras	5		native	3	tree
schsco	Schizachyrium scoparium; andropogon s.	little bluestem	5		native	3	grass
schpun	Schoenoplectus pungens; scirpus america	threesquare	5		native	-5	sedge
scugal	Scutellaria galericulata	marsh skullcap	5		native	-5	forb
solcae	Solidago caesia	bluestem goldenrod	6		native	3	forb
solsim	Solidago simplex	gillmans goldenrod	10		native	3	forb
sonasp	Sonchus asper	prickly sow-thistle	0		non-native	3	forb
spitom	Spiraea tomentosa	steeplebush	5		native	-3	shrub
symdum	Symphyotrichum dumosum; aster d.	bushy aster	7		native	0	forb
thepal	Thelypteris palustris	marsh fern	2		native	-3	fern
tilame	Tilia americana	basswood	5		native	3	tree
tsucan	Tsuga canadensis	hemlock	5		native	3	tree
urtdio	Urtica dioica	stinging nettle	1		native	0	forb
vitrip	Vitis riparia	river-bank grape	3		native	0	vine



SAUGATUCK HARBOR NATURAL AREA MASTER PLAN—

Originally Adopted 4/12/10

Updated January 3, 2025

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Mission Statement and Management Goals

The City of Saugatuck shall manage and maintain the Saugatuck Harbor Natural Area as a public natural area designed for low-intensity and non-motorized visitation and the preservation of the property's significant natural and scenic resources, including the native flora, fauna, and natural habitats.

The primary goals for the use and management of the Saugatuck Harbor Natural Area (SHNA) are to preserve the sensitive natural communities and rare plant and animal species found on the property and to maintain the scenic, natural aspect of the property. With preservation as the primary goal, management will emphasize compatible non-motorized recreation and education activities.

To achieve these goals, minimal, low-profile/low-impact facilities, such as marked trails, benches, overlooks, and informational and directional signs, shall be located on the property, all as required to ensure that public use of the property does not damage the natural resources of the Saugatuck Harbor Natural Area or infringe on adjacent private properties. Such improvements shall be located approximately where shown in the concept plan attached as Exhibit 1.

The City of Saugatuck recognizes the need for year-round oversight of the property and seasonal staff dedicated to the management, maintenance, and preservation of the Saugatuck Harbor Natural Area. The City Council, in consultation with the Land Conservancy of West Michigan, shall work ~~with a Management Board~~ to further develop management policies and establish annual management priorities. This Master Plan is intended to establish overall goals for the Saugatuck Harbor Natural Area and to describe management activities. In future years, management activities may change in order to best achieve the goal of preserving the Saugatuck Harbor Natural Area's irreplaceable natural and scenic resources for area residents and visitors – now and in the future.

I. Property Description

The Saugatuck Harbor Natural Area is a unique, approximately 171-acre parcel located on the south side of the Kalamazoo River on Lake Michigan. This magnificent swath of undeveloped dune land includes an amazing diversity of habitats and resources: 3,650 feet of Lake Michigan shoreline, populations of at least 6 rare plant and animal species, open dunes, interdunal wetlands, natural jack pine forest, hardwood-pine dune forest, Great Lakes marsh, an oxbow lake, the south pier of the Kalamazoo River mouth, and a historic site.

This tract was once contiguous with the property to the north, but in 1906 the Army Corps of Engineers constructed a new channel for the mouth of the Kalamazoo River, cutting off the natural bend in the river. The new channel divided the Saugatuck Harbor Natural Area into two areas – north and south of the channel – and created an oxbow lake in place of the old channel.

As a result, the Saugatuck Harbor Natural Area is nearly surrounded by water. To the north is the new Kalamazoo River channel, to the east is the “Oxbow Lagoon” (the old river channel), and to the west is Lake Michigan.

Diverse ecosystems and native species thrive on this property. (See updated attachments listing species and their protected status.) Most notable is the landscape of interdunal wetlands interspersed with open dunes that is unique in the southern stretch of the Lake Michigan shoreline. There are five interdunal wetlands in the Saugatuck Harbor Natural Area and the entire area falls within Michigan’s designated critical dunes area. The nearest similar ecosystem is found far north, at Ludington State Park and Nordhouse Dunes.

In addition to the wealth of natural resources found on the Saugatuck Harbor Natural Area, there is also a notable historic site: “Fishtown.” This small community existed on the north side of the river mouth prior to the relocation of the river channel in 1906, serving the local fishing and shipping industry. Stout wooden pilings that line the southern portion of the Lagoon are the only visible remnants of Fishtown.

The Saugatuck Harbor Natural Area is the heart of approximately 1,700 acres of high-quality natural land – an extraordinary resource for West Michigan. Significant public and private resources have and will continue to be directed to permanent preservation of this landscape. To the north is Saugatuck Dunes State Park. To the south is the City of Saugatuck’s Oval Beach Park and Mount Baldhead Park which have forested and open dune habitats as well as facilities to support the use of the Saugatuck Harbor Natural Area. To the east is 75 acres of forested dunes and wetlands preserved with a conservation easement by the Ox-Bow School of Art, the City of Saugatuck, and the Land Conservancy of West Michigan.

II. Administration and Finances

Beginning in 2010, the City of Saugatuck ~~will lease~~leased the Saugatuck Harbor Natural Area property from the Land Conservancy of West Michigan for the purpose of using and managing it as a public natural area addition to Oval Beach City Park. From 2010 to 2012, the City ~~will purchase~~purchased portions of the property from the Land Conservancy with committed grant funds. While open to the public, the property will be governed by the rules established for Oval Beach City Park (for example, no alcohol will be permitted on the property) and additional use restrictions (such as no motorized vehicles) ~~recommended by the Management Board for City approval.~~

The Land Conservancy of West Michigan shall be invited to participate and have their advice incorporated into any master plan~~will work with the City of Saugatuck as they establish a~~

~~Management Board to oversee the~~ for the ecological management of the property. ~~The Board shall~~
~~be~~

~~modeled on examples such as the Coolbough Conservation Areas Commission in Brooks Township, Michigan. A primary objective of the Board shall be to review, approve, and oversee the implementation of the Master Plan for the Saugatuck Harbor Natural Area.~~

~~The Management Board shall include representatives appointed by the City of Saugatuck, Saugatuck Township, the Land Conservancy of West Michigan, The Nature Conservancy, the Ox-Bow School of Art, and other appropriate parties.~~

The City Council may also seek recommendations from the Parks and Public Works Committee related to updates to the master plan, locations for connecting public pathways, land acquisition opportunities, reconstruction or addition of park facilities, landscaping and groundskeeping and other duties as the City Council may from time to time request.

An endowment to provide a stable source of funds for seasonal staff and year-round supervision and protection of the property, along with funding for development projects, ~~will be~~was funded as part of the establishment of the Saugatuck Harbor Natural Area. This endowment shall be held in a restricted fund dedicated to the management of the Saugatuck Harbor Natural Area.

III. Management of Recreation Uses

The Saugatuck Harbor Natural Area will give visitors the opportunity to experience a unique natural ecosystem and a recreational experience that emphasizes uses that are compatible with this quiet and sensitive natural landscape. The Saugatuck Harbor Natural Area will be open for visitation from dawn to dusk, and access from Oval Beach will follow the normal hours posted for the Oval Beach Park.

Access

Given the unique location of the Saugatuck Harbor Natural Area and the need to protect its sensitive resources, only non-motorized and pedestrian access shall be allowed. An exception to this rule will be made along the Lake Michigan and Kalamazoo River shorelines for visitors requiring a motorized wheelchair and park staff and emergency services for the purpose of carrying out their official duties such as emptying trash receptacles and public safety activities. Many visitors will access the property from Oval Beach City Park and will walk along the Lake Michigan shoreline to the property. There will also be access for boaters who anchor off the Lake Michigan shoreline and in the basin area on the south side of the Kalamazoo River channel east of the east end of the pier.

An access easement across the Deam property's Lake Michigan shoreline ~~will provide~~s pedestrian access across their private property on the dry land along the water's edge. Public recreational uses such as swimming and sunbathing are not ~~be~~ allowed on the Deam property, nor is the public permitted to enter the interior of the property, east of the

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pedestrian access. The access easement across the Deam property also provides for emergency vehicular access.

The Saugatuck Harbor Natural Area includes 18 acres south of the Oxbow Lagoon adjacent to the Mount Baldhead and Oval Beach parks. Access to this property would be through designated foot trails from these parks.

Access to the Saugatuck Harbor Natural Area through the sensitive wetlands that extend from the Kalamazoo River to the Oxbow Lagoon are prohibited. These wetlands are part of Tallmadge Woods and are controlled by the Ox-Bow School of Art and the City of Saugatuck. The use of this wetland is restricted by a permanent conservation easement. As always, the rights of adjacent property owners will be respected.

Trails

The ~~Management Board~~City Council, in consultation with the Land Conservancy of West Michigan, shall recommend a system of designated pedestrian trails. These trails shall be located so that visitors will be able to enjoy the Saugatuck Harbor Natural Area's diverse habitats and scenic views while providing protection for sensitive and rare animals and plants and fragile dune and wetland soils. The approximate location of these trails is shown on Exhibit 1.

Visitors will access the interior trails from the beach by using 1 or 2 stairways built over the foredune, serving as trailheads. Up to two viewing platforms may be created as part of the trail system to allow visitors to appreciate the views of the area from dunes along Lake Michigan without causing erosion. Up to four all-weather interpretive signs may be placed at logical points along the trail system to provide information about the natural communities and appropriate areas for access and various recreational activities.

One of the initial management goals shall be to reduce the number of informal trails that cross the dune ecosystem. These informal trails degrade the scenic views of this landscape and damage the natural dune habitats. Reducing the number of informal trails may be achieved through signage, dune grass plantings, temporary fencing, and/or other means deemed most appropriate.

In the future, the walkway along the Kalamazoo River channel may be improved as this is an area that draws significant foot traffic. Improvements along the river channel and near the basin area may include an unobtrusive toilet facility (not greater than one story) to minimize impacts from the traditional recreational use of the basin and the south pier. This location has been identified on the concept plan attached as Exhibit 1.

Hunting

Initially, the Saugatuck Harbor Natural Area will not be open to recreational hunting because of potential conflicts with other users of the property and users of adjoining properties, which may include school/university student groups, tourists, and ecotourism groups. Should the ~~City and Management Board~~City Council desire to conduct a controlled, permitted hunt, especially for the purpose of reducing habitat destruction in the forested dunes caused by an overabundance of nuisance species, an analysis should be made prior to establishing a hunt of the potential impact of hunting activities on the rare species and habitats, and implement measures to protect these species and habitats.

Fishing

The Natural Area will maintain the traditional access route to the federally-owned south pier of the Kalamazoo River mouth, which provides the primary access to the local fishery. Signs warning of danger and prohibiting swimming from or near the pier shall be erected there.

Funds shall be sought to develop two structures such as platforms or boardwalks on the edge of the Oxbow Lagoon that would provide locations for fishing, as well as viewing the Lagoon. Their general location is shown on Exhibit 1, but it will be based on suitability for fishing and protection of rare species, especially the Blanchard's cricket frog.

Ice fishing on the Oxbow Lagoon is permitted as long as no structures are erected (i.e. no fishing shanties) and private property boundaries are respected. Signs may be erected at the north and south access points to the Lagoon that show property boundaries.

Boating

Private boats shall be permitted to moor in the "basin" area on the Kalamazoo River channel, just east of the south pier, and along the Lake Michigan shoreline, as has been traditionally done.

Non-motorized kayaks and canoes will be allowed on the Oxbow Lagoon. To minimize the impact of watercraft traffic on the sensitive dune and wetland habitats, no facilities to encourage boat access will be provided. Boats must be portaged in from the northeastern section of the Oval Beach parking lot or from the "Basin" area, and boats must be carried in and not dragged, so as not to damage vegetation or to create erosion. Boaters will not be permitted to beach their boats on the west shoreline of the Lagoon, which is critical habitat for the Blanchard's cricket frog.

Swimming and Sunbathing

Public swimming is provided at Oval Beach Park. Swimming will not be encouraged on the Lake Michigan beach of the Saugatuck Harbor Natural Area but it will be permitted there at one's own risk, without provision of lifeguards. Sunbathing will be allowed in these same areas on the beach up to the point where native vegetation begins. Sunbathing from foredune east will not be allowed in order to minimize impacts to the dune slopes and natural communities.

Swimming is not allowed in the Oxbow Lagoon. Submerged logs and piers and extensive weed beds make the Lagoon hazardous and unsuitable for swimming.

Camping and Fires

No camping or fires shall be allowed anywhere in the Saugatuck Harbor Natural Area.

Exercising Dogs

For the portion of the property that is south of the Oxbow Lagoon and adjacent to the Mount Baldhead and Oval Beach Parks, dogs shall be regulated as they are in these parks. For the portion of the property that is north of the Oxbow Lagoon and along the Lake Michigan shoreline, leashed dogs are permitted on the beach between Labor Day and Memorial Day (September to May).

Dogs are not permitted in the interior of the property north of the Oxbow Lagoon, nor are they permitted along the shoreline of the Oxbow Lagoon, because they would be damaging to rare wildlife populations and habitats and would pose a clean-up problem that would be difficult to enforce.

Use by Other Organizations and Institutions

As with other City-owned parks, a special use permit must be obtained from the City for the use of the Saugatuck Harbor Natural Area by other organizations or institutions.

IV. Management of the Natural Resources

The primary management goal of the Saugatuck Harbor Natural Area is to ensure that the native ecosystems and species, many of which are rare, continue to thrive on this remarkable property. Public use of the Saugatuck Harbor Natural Area shall be compatible with the need to preserve sensitive natural habitats and species.

In September 2024, Land Conservancy of West Michigan staff visited the property to delineate natural communities, generate a cursory plant species list, conduct an ecological assessment, and identify management needs to assist the City in updating the plan. Management recommendations stated here are based on current knowledge of the property and are expected to change as information and park use changes over time. New strategies and management tools may develop and management should be responsive to changing conditions, even as the primary goal for this Saugatuck Harbor Natural Area remains constant. Generally, the action taken shall be ‘less is more,’ meaning minimal structural/facility improvements shall be an enduring goal.

Open Dunes

The open dunes are the most extensive community type at SHNA and are in excellent condition overall. Natural processes of sand erosion and deposition have generally been allowed to play out unimpeded, a critical factor for sustaining high-quality dune landscapes. Invasive species – most notably Japanese barberry – present a long-term threat, though their abundance is still quite low. Heavy deer browse is apparent throughout the dunes, potentially limiting biodiversity. Off-trail foot traffic, concentrated in the southwest portion of the property, has led to some trampling of vegetation and excessive erosion, although the

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overall impact to the dunes is fairly minor at this time.

Management Recommendations

- Remove Japanese barberry, which is concentrated in shaded areas under trees. Small individuals can be hand-pulled. Larger individuals and well-established patches will require foliar herbicide treatments for successful removal. Effective control will likely require multiple years of treatment.
- Periodically monitor for other invasive species and take action if they pose a threat to native ecosystems.
- Continue allowing the natural processes of sand erosion and deposition to continue unimpeded. Avoid planting beach grass, installing sand fences, or taking similar measures to “stabilize” the dunes, except to repair areas of unnatural erosion caused by excessive human activity.
- Consider working with local and regional partners to evaluate options for deer population management.

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Great Lakes Marsh

A large Great Lakes marsh occupies the area between the open dunes and Oxbow Lagoon. The marsh is quite diverse, with both inundated zones and upland rises occurring throughout. High Lake Michigan water levels in 2020 and 2021 drowned out many trees, causing a shift to a more herbaceous plant community. The newly opened canopy also likely facilitated the establishment of invasive phragmites. While currently confined to a relatively small area of the marsh, phragmites presents a severe risk to ecosystem integrity since it can expand rapidly and decimate native communities.

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Management Recommendations

- Remove phragmites using appropriate foliar herbicide applications. Effective management will likely require multiple years of treatment. This may be the highest management priority on the site, and action should be taken as soon as possible.
- Remove Japanese barberry and black locust that occur on upland rises within the marsh. Black locust should be removed by girdling or drill-and-fill treatments, while Japanese barberry is best treated with foliar herbicide applications.

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Interdunal Wetlands

Several interdunal wetlands, a globally rare natural community, occur within the open dunes landscape. These sedge- and rush-dominated communities fluctuate with Lake Michigan water levels. Past and ongoing research studies on the interdunal wetlands at SHNA have improved our understanding of the unique hydrology and biology of these ecosystems. The interdunal wetlands at SHNA are generally in very good ecological condition.

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Management Recommendations

- No management is recommended at this time beyond periodically monitoring for invasive species and continuing to allow research on the site.

Mesic Northern Forest

A mesic northern forest with a mature canopy of red oak, sugar maple, hemlock, and white pine occurs in the southeast corner of the site. The ground layer is very sparsely vegetated and there is almost no natural regeneration of canopy trees. This is almost certainly a result

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of excessive deer browse. Japanese barberry is scattered throughout the forest and is likely to expand without management.

Management Recommendations

- Continue treatments for hemlock woolly adelgid a to retain hemlock as an important part of the tree canopy.
- Remove Japanese barberry through appropriate mechanical or chemical treatments. Effective control will likely require multiple years of treatment.
- Consider working with local and regional partners to evaluate options for deer population management.

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Trails and User Experience

A network of trails winds through the SHNA property (Figure 2). Some of these are official trails that are marked with signposts in the field and/or are shown on the trail map on the City of Saugatuck website. Some of these official trails are well-marked and well-used, while other trails are faint, difficult to follow, and receive little to no use. User-created social trails also occur throughout the property. These are concentrated in the southern part of the site near the parking lot and Oval Beach. Excessive use of this area has caused some damage to natural features, including vegetation trampling and accelerated erosion. Barbed wire that was previously buried has also been located in certain areas.

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Management Recommendations

- Use signs and/or natural barriers (e.g., logs or brush piles) to decommission social trails that go through the Deam property and those that traverse highly-erodible areas.
- Consider adopting some well-used social trails in the south part of the property as official trails, assuming they do not lead into private property or cause unacceptable damage to natural features.
- Decommission official trails that are unused and unmaintained.
- Ensure all official trails are clearly marked in the field.
- Update trail maps accordingly on the City of Saugatuck website and elsewhere. Consider installing a trail map sign near the parking lot and/or wayfinding signs throughout the property to help visitors navigate the trail system.
- Barbed wire will be handled on a case by case basis. Areas may be flagged with temporary signage or other methods of communication.

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Lake Michigan Shoreline and Foredune

The 3,650 feet of Lake Michigan shoreline in the Saugatuck Harbor Natural Area is a continuation of the white sand beach found at the adjacent Oval Beach Park. It is backed by foredunes that rise about 20 feet to an elevation of 600 feet. The foredunes are a mixture of open sand, marram grass, scattered sand cherry and other native foredune plant species.

Lake Michigan levels largely determine the width of the open sand beach. The Kalamazoo River channel pier affects the Saugatuck Harbor Natural Area's beach growth and attrition. This impact is not expected to be remedied or managed through this project.

The primary threat to the beach/foredune natural community at this time is the unrestricted pedestrian use of the property. There are numerous footpaths leading from the beach, up the face of the foredunes, and into the interior dune area. These paths create openings in the vegetation, destabilizing the foredune and trampling native beach vegetation. These numerous paths could also facilitate the invasion of exotic plants that are detrimental to dune systems, such as spotted knapweed and lyme grass.

Management recommendations (foredunes)

The number of pathways through the foredunes shall be limited to preserve vegetation and reduce erosion. Initial activities shall include designating permitted pathways with signage, by blocking off other routes, and restoration plantings. Dune plantings and/or erosion prevention measures may prove useful in this effort.

One to two stairways shall be developed leading over the foredune, approximately where shown on attached Exhibit 1. The stairways will act as trailheads and will help direct foot traffic to the designated trails and scenic overlooks. Invasive exotics will be mapped and removed using standard methods. Surveys for invasive exotics will be done annually, along with their elimination by hand pulling or other best management practices.

Open Dunes and Interdunal Wetlands

Much of the Saugatuck Harbor Natural Area is comprised of open, rolling dunes interspersed with basins that have interdunal wetland plant communities during periods of higher water levels in Lake Michigan. At this time, with several years of low lake levels, the interdunal wetland areas are dry during a majority of the year, but they continue to have distinctly different vegetation than the surrounding open dunes.

Beach grass is now widely established on the dunes. According to accounts of residents, these dunes were much more open and exposed as recently as several decades ago. Areas of open, blowing sand are habitat for Pitcher's thistle, a plant listed as threatened by the federal and state government. This plant has not been found on the parcel to date.

Like the foredunes, the unregulated pedestrian use of the dunes is the principal threat to the dune ecosystem. Foot trails ring the interdunal areas and cross the open dunes. In addition to trampling vegetation and destabilizing the dunes, the potential for the introduction of invasive species is a concern.

Management recommendations (open dunes and interdunal wetlands)

Management for the open dunes and interdunal wetlands is similar to that for the foredunes—limit pedestrian pathways, block off and restore trampled areas and excessive trails, develop a designated pathway to points of interest and scenic views, and survey for and eliminate invasive exotic plants annually. Management tools and methods for reducing erosion should be considered, such as a version of a snow fence that can be used as a roll-out pathway in dune environments to mitigate the loss of disturbed sand. It can also be considered on areas exposed to wind.

Special attention shall be given to the preservation of the interdunal wetlands. These areas are especially sensitive to trampling. The habitat quality should be maintained so that they are in good condition for times of higher lake levels.

Oxbow Lagoon Shoreline

The banks of the Oxbow Lagoon or lake are fringed with an emergent wetland that is classified as a Great Lakes marsh because the water levels in the system rise and fall in tandem with Lake Michigan. The width of this wetland varies—in places it is relatively narrow, but in others it is quite wide, particularly toward the northern end of the Oxbow Lagoon.

This marsh is the home base for the State Threatened Blanchard's cricket frog, and thus is a very important and sensitive habitat. Any management of this area shall take into consideration the potential impacts to the cricket frog population.

One of the greatest threats to the marsh fringing the Oxbow Lagoon is trampling. In the past, people walked the banks of the Oxbow Lagoon to fish from the banks or simply to navigate around the lake. During times of low water levels it is very easy to trample a path through the wetland vegetation and to accidentally tread on the diminutive frogs.

Management Recommendations (Oxbow Lagoon shoreline)

To reduce the trampling the wetland receives, no fishing from the wetland shoreline shall be permitted, except at the fishing/viewing structures. A designated trail should re-route traffic onto dry land.

Exotic species, such as purple loosestrife and giant reed, will be mapped and controlled annually. These species should be controlled using the best appropriate methods, which will often involve using spot application of herbicides approved for wetland use.

Eurasian milfoil is an issue in the Oxbow Lagoon and is sprayed by adjacent landowners. More should be learned about the chemical used in spraying and the potential effect on the cricket frog.

Jack-Pine Forest

The Jack-pine forest is located along the edge of the Oxbow Lagoon on that portion of the SHNA property that lies north of the east-west arm of the Lagoon. The pines grow between the open dune/interdunal wetland complex to the west and the marsh along the Lagoon to the east.

The significance of this Jack-pine forest is due to the use of the forest-wetland edge by the Prairie warbler, which has endangered status in Michigan. There is a population of Prairie warblers that nest in this area each year. The stands of pine also include Austrian pine, a non-native that is currently being removed from the Saugatuck State Park by DNR. In the future, the removal of Austrian pine could be considered for the Saugatuck Harbor Natural Area.

Management Recommendations

To protect the prairie-warbler habitat, the Jack-pine forest should not be fragmented or degraded. Trails should not be put into the warbler habitat. Additional research should be done to determine the numbers of warblers using the habitat and what, if anything should be done to promote a sustainable population. This area includes exotic Austrian-pine and white poplar, which should ideally be removed. However, studies should be done first to determine what detrimental effect, if any, this would have on the prairie-warbler population.

Hardwood/Pine-Forested Dunes South of the Oxbow Lagoon

The wooded dunes south of the Lagoon are higher and have steeper slopes than the open dunes on the remainder of the property. Dominant trees include beech, maple, and oak on the drier slopes, and hemlock in the shadier ravines. Scattered white pines are present as well as other species such as cherry and witch-hazel. There is little ground cover, probably due to the sandy soil and the amount of deer browsing on the herbaceous and shrub layers.

These wooded dunes are contiguous with the Mount Baldhead Park wooded dunes and also adjacent to Oval Beach Park. Trails already run through existing property onto the Saugatuck Harbor Natural Area.

Management Recommendations

This area is contiguous to the Mount Baldhead Park and is cut off from the main portion of the property by the Oxbow Lagoon and the Deam (Lighthouse) parcel. Therefore, it shall be managed as part of the Mount Baldhead Park rather than as a part of the Saugatuck Harbor Natural Area. Preservation of its natural communities will remain the primary management goal.

~~The wooded dunes should be allowed to reach an “old-growth” condition, where possible. There should be no timber harvesting and cutting should be allowed only when a tree poses a danger to park users or to the health of the ecosystem. Standing dead trees and fallen timber should not be removed, since they are an important part of the dune ecosystem and support a diversity of animals and plants. Limited and permitted hunting may become necessary to allow the forest to regenerate from deer browse.~~

~~Trails through the forest should be designated and limited in number to reduce the fragmentation of this forest and to reduce pathways for invasive exotic species. The property will be monitored annually for exotic species, such as garlic mustard, and they should be eliminated through best management practices for use in natural areas.~~

V. Management of Historic Resources

Fishtown Site

Little remains of the historic fishing village that was once located on the north side of the old Kalamazoo River channel near its confluence with Lake Michigan. The site will remain undisturbed and undeveloped and removal of artifacts shall be strictly prohibited.

VI. General Facilities ~~and~~ Staffing, and Monitoring

In order to meet the needs described above, seasonal staff will be hired annually to manage the property and to assist and orient visitors. Available ~~S~~staff will be responsible for patrolling the property, picking up litter, enforcing rules, monitoring the ecological health of the property, leading volunteers in removing invasive species, and maintaining signs and trail structures.

In the future, consideration should be given to establishing a small, staffed “welcome” kiosk/structure at the primary entrance to the property from Oval Beach to orient visitors to the property and provide educational material. Staffing hours are anticipated to run from the week before Memorial Day through mid-September annually.

It is recommended that ~~the Management Board and City create a Safety Committee to~~ City staff coordinate with first responders and develop plans to address potential emergencies.

Regular monitoring is important to assess the condition of habitats and infrastructure, track management progress, and identify issues that may require intervention. SHNA should be inspected by knowledgeable personnel at least once per year. This inspection should be oriented towards assessing invasive species populations, evaluating trail use and conditions, and detecting any other management concerns. Generating a brief report after each year’s monitoring may be useful for sharing findings and detecting changes over time.

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VII. Protection of Adjacent Private Property

The Land Conservancy of West Michigan and the City of Saugatuck respect the rights of adjacent property owners and will manage the public use of the Saugatuck Harbor Natural Area

so that it does not infringe on private property rights. Visitors shall be directed away from adjacent private lands, especially the Deam (Lighthouse) parcel, by means of signage, fencing (if needed), and other appropriate means. On-site management staff will support enforcement of these boundaries.



City Council Agenda Item Report

FROM: Scott Herbert – Public Works Superintendent

MEETING DATE: February 19th, 2025

SUBJECT: Capital Improvements Planning (CIP)

DESCRIPTION:

An annual review of the City's Capital Improvements Plan (CIP) provides an opportunity to discuss the various projects that the City has planned for the upcoming fiscal year and beyond. Infrastructure needs remain high on the City's list of priorities and addressing these needs helps support the safety and growth of our community for our residents, businesses, and visitors. Your thoughts, ideas, and recommendations during this discussion are valuable in the effort to deliver on this mission.

BUDGET ACTION REQUIRED:

N/A

COMMITTEE/COMMISSION REVIEW:

N/A

LEGAL REVIEW:

N/A

SAMPLE MOTION:

Discussion Only

DRAFT

City of Saugatuck
Capital Improvements Plan 2025-2030
January 28, 2025

Project	Anticipated Funding Source(s)	Anticipated Project Cost By Year							Total	Notes
		FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2030-31		
Roadways (Streets, Sidewalks, Streetscapes, Storm Sewer & Bridges)										
Systemwide Patching+Microsurfacing/Slurry Sealing or Mill & Fill	Local		\$ 200,000		\$ 200,000		\$ 200,000		\$ 600,000	Applicable streets TBD during preparation of bid package.
Systemwide Crack Sealing	Local			\$ 20,000		\$ 25,000		\$ 30,000	\$ 75,000	Applicable streets TBD during preparation of bid package.
Gravel Road Maintenance	Local	\$ 5,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 65,000	Grading, dust control, millings
Annual Pavement Markings	Local	\$ 32,000	\$ 35,000	\$ 38,000	\$ 40,000	\$ 42,000	\$ 45,000	\$ 50,000	\$ 282,000	Annual restriping.
Culvert & Storm Sewer Outfall Inspections	Local	\$ 25,000					\$ 25,000		\$ 50,000	Combination of diving, rover, CCTV and simple visual anticipated.
Blue Star Highway - West Side Valley Gutter & Shoulder Repairs	Local, Potentially MDOT/MDNR		\$ 10,000						\$ 10,000	DPW is coordinating the work with the Blue Star Trail project.
Maple Street Improvements, Blue Star Hwy to S of North Street	Local/Township/MDOT Category B	\$ 50,000	\$ 500,000	\$ 300,000					\$ 850,000	With water main replacement. 2025 design, 2026 construction.
Maple Street Drainage Improvements	Local + TBD	\$ 20,000	\$ 50,000	\$ 50,000					\$ 120,000	Underground detention or similar, coordinated with road work.
Maple Street Non-Motorized Improvements	Local	\$ 50,000	\$ 600,000	\$ 500,000					\$ 1,150,000	Coordinated with road work. 2025 design, 2026 construction.
Park Street Planning, Campbell Rd to Mt. Baldhead Park	Local/EGLE		\$ 40,000						\$ 40,000	EGLE MCMP grant application is pending.
Elizabeth Street Improvements, Allegan St to Francis St	Local		\$ 60,000	\$ 350,000	\$ 350,000				\$ 760,000	Potentially 2026 design, 2027 construction.
Park Street Improvements, Campbell Rd to Mt. Baldhead Park	Local + TBD			\$ 100,000	\$ 550,000	\$ 550,000			\$ 1,200,000	Potentially 2027 design, 2028 construction.
Mill Street Improvements	Local				\$ 40,000	\$ 120,000	\$ 90,000		\$ 250,000	Potentially 2028 design, 2029 construction.
Lakeview, Brooks & Interlaken Street Improvements	Local				\$ 50,000	\$ 225,000	\$ 225,000		\$ 500,000	Potentially 2028 design, 2029 construction.
Butler Street Improvements - Culver to Lucy	Local + TBD					\$ 200,000	\$ 750,000	\$ 750,000	\$ 1,700,000	Potentially 2029 design, 2030 construction.
Lucy Street Resurfacing - Water to Butler	Local					\$ 15,000	\$ 35,000	\$ 35,000	\$ 85,000	Timeframe TBD, based on available funding and other projects.
Hoffman Street Improvements - Griffith to Grand & E of Elizabeth	Local					\$ 30,000	\$ 125,000	\$ 125,000	\$ 280,000	Timeframe TBD, based on available funding and other projects.
Grand Street Improvements - Mason to Hoffman & Francis to St. Joseph	Local					\$ 30,000	\$ 75,000	\$ 75,000	\$ 180,000	Timeframe TBD, based on available funding and other projects.
Mason Street Improvements - Grand to Elizabeth	Local						\$ 10,000	\$ 100,000	\$ 110,000	Timeframe TBD, based on available funding and other projects.
Spear Street Resurfacing - East and West of Grand	Local						\$ 10,000	\$ 100,000	\$ 110,000	Timeframe TBD, based on available funding and other projects.
Subtotal Roadways		\$ 182,000	\$ 1,505,000	\$ 1,368,000	\$ 1,240,000	\$ 1,247,000	\$ 1,600,000	\$ 1,275,000	\$ 8,417,000	
Water System										
Final Distribution System Materials Inventory (DSMI)	EGLE TMF Grant (no local cost)								\$ -	Completion in spring 2025.
Lead Service Line Replacement - Systemwide	Local, Potentially State/Federal		\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,800,000	Annually addressing services prior to road work plus others.
Maple Street Water Main Replacement - Blue Star to S of North Street	Local/Township	\$ 35,000	\$ 400,000	\$ 400,000					\$ 835,000	Coordinated with road improvements.
Elizabeth Street Water Main Replacement - Allegan to Francis	Local		\$ 60,000	\$ 300,000	\$ 300,000				\$ 660,000	Coordinated with road improvements.
Park Street Water Main Improvements	Local			\$ 10,000	\$ 50,000	\$ 50,000			\$ 110,000	Non-traffic hydrant replacement & misc. improvements.
Non-Traffic Hydrant Replacement	Local							\$ 100,000	\$ 100,000	Those not replaced as part of other projects.
Water Street Gate Valve Installation	Local		\$ 50,000						\$ 50,000	Locations TBD.
Wicks Park Water Service Separation	Local		\$ 50,000	\$ 50,000					\$ 100,000	Placeholder only. Required scope of work TBD.
Butler Street Water Main Replacement - Culver to Lucy	Local					\$ 150,000	\$ 700,000	\$ 700,000	\$ 1,550,000	Coordinated with road improvements.
Lucy Street Water Main Replacement - Water to Butler	Local					\$ 30,000	\$ 60,000	\$ 60,000	\$ 150,000	Coordinated with road improvements.
Hoffman Street Water Main Replacement - Griffith to Grand & E of Elizabeth	Local		\$ 25,000	\$ 125,000	\$ 125,000	\$ 30,000	\$ 150,000	\$ 150,000	\$ 605,000	Contingent on EGLE funding.
Grand Street Water Main Replacement - Mason to Hoffman & Francis to Joseph	Local					\$ 25,000	\$ 125,000	\$ 120,000	\$ 270,000	Contingent on EGLE funding.
Subtotal Water System		\$ 35,000	\$ 885,000	\$ 1,185,000	\$ 775,000	\$ 585,000	\$ 1,335,000	\$ 1,430,000	\$ 6,230,000	
Wastewater System										
Maple Street Sanitary Sewer Improvements	Local/Township	\$ 5,000	\$ 35,000	\$ 20,000					\$ 60,000	Coordinated with road improvements.
Elizabeth Street Sanitary Sewer Improvements	Local		\$ 10,000	\$ 45,000	\$ 35,000				\$ 90,000	Coordinated with road improvements, scope TBD.
Park Street Sanitary Sewer Improvements	Local			\$ 20,000	\$ 75,000	\$ 75,000			\$ 170,000	Coordinated with road improvements, scope TBD.
Sanitary Sewer Lining - Systemwide	Local					\$ 25,000	\$ 250,000		\$ 275,000	Portions of Butler, Culver, Mary, Grand & Newnham (per SAW).
Sanitary Manhole Rehabilitation - Systemwide	Local					\$ 25,000	\$ 250,000		\$ 275,000	Locations as identified in wastewater AMP (SAW).
Mason Street Sanitary Sewer Replacement - Grand to Elizabeth	Local						\$ 25,000	\$ 200,000	\$ 225,000	Coordinated with road improvements.
Subtotal Wastewater System		\$ 5,000	\$ 45,000	\$ 85,000	\$ 110,000	\$ 125,000	\$ 525,000	\$ 200,000	\$ 1,095,000	
Other										
Mt. Baldhead Restroom Building Replacement	Local	\$ 150,000	\$ 175,000						\$ 325,000	Spring/summer 2025 construction.
Village Square Restroom Building Siding Replacement	Local		\$ 10,000	\$ 50,000	\$ 50,000				\$ 110,000	Placeholder for scope and timeframe TBD.
City Hall Interior Renovation	Local		\$ 35,000	\$ 150,000	\$ 100,000				\$ 285,000	Placeholder for scope and timeframe TBD.
Mt. Baldhead Observation Platform Replacement	Local + TBD		\$ 25,000	\$ 300,000					\$ 325,000	Design authorized, survey complete.
DPW Resurfacing	Local	\$ 10,000	\$ 80,000	\$ 80,000					\$ 170,000	Coordinated with Maple Street project.
Sea Wall and Misc. Structure Repairs	Local	\$ 15,000	\$ 100,000						\$ 115,000	Design proposal pending.
Subtotal City Hall		\$ 175,000	\$ 425,000	\$ 580,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 1,330,000	

Note: Project costs shown are budgetary in nature for comparison only to be refined during project development & design.



City Council Agenda Item Report

FROM: Ryan Cummins, City Manager

MEETING DATE: February 19, 2025

SUBJECT: Funding Plan for Maple Street Project

DESCRIPTION:

Maple Street and the underground water main are in need of replacement. City Council listed roads, asset management, and lead service line replacement as essential infrastructure priorities for the fiscal year. This work is also on the City's capital improvement plan.

In June, Council approved an engineering proposal to plan for the Maple Street improvements. Since that time, the City's engineers and staff have conducted an open house to gather public feedback, topographic surveys, meetings with Township officials, and developed estimates for various options, which include:

- Road resurfacing or reconstruction
- Water main replacement (including replacement of services, some to inside the home/building)
- Drainage and stormwater management improvements
- Non-motorized improvements (widened shoulders, sidewalk, or similar)

The City Engineer presented the options and costs at the January 22 work. Attached are the documents from that meeting. Council requested a plan to fund the project items below.

Fund Balances and Revenues

The City currently has healthy fund balances and additional anticipated revenues in its various funds:

Current Fund Balances (Savings)	
General Fund	6,258,658
Major Streets	780,669
Local Streets	2,249,674

Water-Sewer	579,449
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Road Revenue Per Year		Notes
Local Road Millage	388,000	Local millage that can be used for "repair, maintenance, renovation, and improvement of public roads".
County Road Millage	190,000	County millage dollars to the City that can be used for "preservation and preparation" along with resurfacing.
Act 51	190,000	State dollars used for maintenance and winter needs as well as road rehabilitation. Portion also has to be used for non-motorized.
Total	768,000	

Water Fund Revenue Per Year	
Water Infrastructure Fee	300,000

Other Funding Sources

The Township is agreeable to a 50/50 cost share on water main and sanitary sewer work, as well as rehabilitation of one lane of road above the water main.

The City secured a \$250,000 state grant to crush and reshape the road.

Proposed Funding Plan

The project is scheduled to occur at the end of FY 25/26 and beginning of FY 26/27. Based on current fund balances, anticipated water infrastructure revenue, and road revenues (Act 51, local road millage, and county road millage), staff recommends funding the following project elements as follows:

Maple Street Project Items	
Water Main Replacement - City	\$835,000
Water Main Replacement - Township	\$835,000
Sanitary Sewer Repairs - City	\$60,000
Sanitary Sewer Repairs - Township	\$60,000
Crush and Shape Road Rehabilitation - City	\$1,005,000
Crush and Shape Road Rehabilitation - Township	\$405,000
5-Foot Concrete Sidewalk	\$1,070,000
Underground Stormwater Detention	\$120,000
Culvert Repairs	\$30,000

DPW Parking Lot Paving	\$170,000
Estimated Project Cost	\$4,590,000

Proposed Funding	
Township Half/Share of Water Main Replacement, Sanitary Repairs, and Rehabilitation of Road Over Watermain	\$1,300,000
MDOT Category B Grant - Road Rehabilitation	\$250,000
Water-Sewer Fund	\$900,000
Local Streets Fund	\$1,220,000
General Fund	\$920,000

Additional Options

- HMA Path Instead of Sidewalk
 - If Council desires an HMA path instead of the sidewalk, an additional \$90,000 would come from the general fund.
- Full Road Replacement
 - If Council desires full road reconstruction on the eastern lane instead of crush and shape, this will be an additional \$415,000 from the local streets fund.
- Additional Grants
 - The Township and City have reached out to staff for State Senator Nesbit and State Representative Andrews to request a \$3,080,000 Michigan Enhancement Grant (one time appropriation/earmark) to fund the watermain and lead service line replacements, sanitary sewer work, and road rehabilitation.
- Phased Project
 - The project could be phased and spread out over more years, but will end up in a more costly project with mobilization and inflationary increases in construction costs.
- Special Assessment
 - The City could choose to do a special assessment to the Maple Street property owners for a portion of the project costs.
- Bonds or Loans
 - The City could choose to use debt service to fund the project. This would add interest costs to the project but spread the payments out over several years.

If Council is comfortable with the current funding plan, the City Engineer will prepare an engineering proposal to proceed with design of the elements.

LEGAL REVIEW:

The City Attorney will be at your meeting to answer any questions you may have.

SAMPLE MOTION:

N/A. Workshop item at this time.



January 18, 2024

Via Email: rcummins@saugatuckcity.com

Ryan Cummins, City Manager
City of Saugatuck
102 Butler Street
PO Box 86
Saugatuck, MI 49453

RE: Maple Street Improvements Planning (DRAFT for City Review/Feedback)

Ryan,

In coordination with the City of Saugatuck, Saugatuck Township, corridor residents and other stakeholders, Fleis & VandenBrink (F&V) has completed planning activities for various improvements on Maple Street between Blue Star Highway and the work completed in 2023 near North Street, approximately 1 mile in length. The purpose of this planning phase was to identify and evaluate options to help City Council to determine the scope of improvements to be made on Maple Street, looking toward design in 2025 and construction in 2026.

Background and Existing Conditions

Maple Street serves as the part of the eastern border of the City, along with being a de facto detour whenever Blue Star Highway is closed for construction, accidents or other reasons. The Maple Street corridor includes significant public utility infrastructure that serves a wider area than the corridor itself – two wastewater lift stations with associated force mains, the City's two municipal wells, regional stormwater infrastructure and others. A generational improvement project should consider all of these aspects.

Water System Infrastructure

The existing water main is a combination of 4-inch and 6-inch diameter cast iron pipe. Construction records are not available for much of the corridor, and its age is largely unknown. The water main has experienced several breaks in recent years, which result in costly emergency repairs, boil water advisories and traffic impacts. In recent years, a private water service was discovered to be connected to the system through the private water main that serves the Olde Mill Apartments, which has caused operational issues. As customers are reconnected to the new water main, it is anticipated that situation will be resolved with a direct connection to the public system. Fire hydrant locations and spacing will be coordinated with Kalamazoo Lake Sewer and Water Authority (KLSWA) from an operations and maintenance standpoint (hydrant flushing and other activities) and the Saugatuck Township Fire District (STFD).

The City's two wells are located west of Maple Street. A looped water main connects the wells to the distribution system at Maple Street to the east and along the east side of the high school to the west (the water main loop around the high school was replaced in recent years). This water main was identified as a priority for replacement in recent years, as it is expected to be similar age and construction as on Maple Street. The water main connection to Maple Street is through an easement on private property, while the access road to the wells uses the frontage of the City's property.

In 2024, the City received a Technical, Managerial, and Financial (TMF) Grant from the Michigan Department of Environment, Great Lakes and Energy (EGLE) to investigate the materials of its customers' existing water services for which the material was unknown. The TMF project is ongoing and will not confirm 100% of the service materials, however, those results that are available have been incorporated here. Of the 18 City water services on Maple Street that have been physically exposed ("potholed") as part of the TMF project, eight were found to be galvanized, four copper, and six plastic. EGLE's current Lead and Copper Rule requires galvanized services to be replaced from the main to the home/business, as they are more likely to contain leaded "gooseneck" connections at the water main (or may have at some point in the past). The Township recently undertook a similar process and has reported similar results for their services in the corridor.

Wastewater System Infrastructure

Wastewater system infrastructure in the corridor includes sanitary sewer collection system piping, primarily 8-inch diameter, a lift station on the west side of Maple Street north of Mason Street (with forcemain running south in Maple Street and west in Mason Street), a lift station on the east side of Maple Street south of North Street (with forcemain running north in Maple Street and west in North Street) and a pair of 16-inch forcemains that cross through the Maple Street corridor around 610 N Maple Street. Most of the corridor is served with sanitary sewer, with the exception of approximately 3 City parcels near North Street (Ridgewood Apartments are served through the lift station near North Street), which are assumed to be served by private septic systems.

The existing wastewater infrastructure was evaluated in 2016 as a part of the KLSWA Stormwater, Asset Management and Wastewater (SAW) project. The sanitary sewer was televised, and the condition of the manholes was evaluated. The sewer was generally found to be in fair to good condition. Recommended repairs included lining one section of sanitary sewer and repairs to most of the manholes.

Drainage System Infrastructure

A series of cross culverts run underneath Maple Street, carrying stormwater runoff from the east side of the road to the west, following the topography of the area. They include a 12-inch crossing at Blue Star Highway, a 36-inch plus 12/15-inch crossing north of Mason Street (which is the end point of the Allegan County Drain Commissioner's ongoing Blue Star Highway Drain project), a 15-inch crossing south of Ridgeview Lane, a 36-inch crossing near 730 N Maple Street, and a 15-inch crossing just south of North Street (which was evaluated in 2022-2023 as part of that project). Visual evaluation was completed as part of this planning process and additional investigation is being considered, however, visual evaluation has found the observable portions of the culverts to be in an acceptable condition.

The City has storm sewer infrastructure at many of the intersections within the corridor and sections along the west side of the road between Blue Star Highway and Mason Street with an outfall in the northwest quadrant of the Mason Street intersection, serving portions of Pleasant Street, Allegan Street, Mason Street and Maple Street itself. Between Mason Street and North Street, storm sewer infrastructure is limited to the area between Maple Woods Drive and north of Singapore Drive, which primarily serves the corridor itself. Notably, the City's outfall at the northwest quadrant of Mason Street outfalls to an open channel (small stream) that runs through private properties to the northwest. F&V completed a drainage study in 2022 (letter report dated November 22, 2022) that reviewed bank erosion concerns in the open channel and presented a range of mitigation options, which have been further evaluated and incorporated in this planning process.

The south approach of Maple Street at Blue Star Highway has experienced seasonal seepage through the pavement for a number of years, which is a maintenance concern and tends to prematurely deteriorate the road. A similar condition existed on Campbell Road near Park/Ferry Street and was resolved with additional underdrain.

The current roadway is not curbed, either with asphalt or concrete. Water sheds off the road into the adjacent green areas and in some cases shallow swales or ditches before entering the storm sewer system, where it exists.

Roadway Infrastructure

The asphalt pavement received a Paser Rating of 2 ("very poor") in the 2022 Paser Rating study and has deteriorated further since that time. The Department of Public Works (DPW) regularly patches potholes, but the additional traffic during closure of Blue Star Highway in 2024 for roundabout construction highlighted the

deteriorated condition of the roadway on Maple Street. The asphalt is beyond its useful life and needs to be replaced, along with improvement of the base material.

Non-Motorized Infrastructure

Finally, the Maple Street corridor currently has no non-motorized infrastructure, and the pavement is narrow, making walking or other non-motorized travel problematic. The City and Township have sidewalk on the north side of Allegan Street and are working toward constructing the Blue Star Trail, which is anticipated to cross Maple Street along the north side of Blue Star Highway. No other cross streets in the corridor currently have non-motorized facilities.

Other Infrastructure

The Maple Street corridor serves as secondary/rear access for the City's DPW facilities at 3338 Blue Star Highway and the STFD facility at 3342 Blue Star Highway. Configuration and construction of the drive approaches for both facilities will be coordinated with the appropriate personnel. The asphalt pavement at the DPW facility is in poor condition and has been considered as part of planning activities.

Evaluation of Options

F&V considered all of the above concerns during this planning process and identified improvement options for the City's consideration.

Water System Infrastructure

The existing 4-inch and 6-inch water main should be replaced with an 8-inch water main. While 6-inch is the minimum allowable diameter allowed by EGLE for public water main, 8-inch is the recommended minimum size, as it provides significantly greater capacity for fire flows with just a nominal increase in cost.

An updated water agreement amongst the community members of KLSWA is in process. In the meantime, F&V met with representatives from the City and the Township to discuss a 50-50 cost sharing for the water main and related infrastructure (fittings, valves and hydrants) in the portion of the corridor that has City parcels on the west side and Township parcels on the east side (near North Street, the City Limits cover both sides of Maple Street). A similar cost sharing for one lane of road restoration was also discussed, as that work is required for water main replacement. The details will need to be finalized, but based on the discussion, cost estimates have been broken down using those assumptions, as well as each community being responsible for water service replacements for customers within its own jurisdiction. This breakdown is in alignment with the City's recent project on Cambell Road with Douglas, in terms of precedent.

Another item in the ongoing water system agreement discussions is the development of standard specifications amongst the KLSWA member communities. The Maple Street project could be an opportunity for determining/using those standards.

An estimate has provided for replacing the water main loop for the well field between Maple Street and the high school loop. In light of the ongoing discussions related to ownership of this infrastructure, we would recommend constructing a simple stub for future relocation of the connection at Maple Street (relocating it from the easement to follow the access road) and addressing replacement of the loop itself with a future project.

Wastewater System Infrastructure

In accordance with the recommendations from the KLSWA SAW project, cost estimates have been prepared for a section of sewer lining and manhole repairs. Similar to the water main, it is assumed that sanitary sewer and manhole repairs would be shared costs, as they all occur in the portion of the corridor with City parcels on the west side and Township on the east.

A separate estimate has been prepared for extending 8-inch sanitary sewer to serve 721, 730, and 1042 N Maple Street, all of which are located in the City (1039 is Ridgewood Apartments, which is already served and the parcel north of 1042 is City-owned property, primarily Goshorn Creek floodplain area not suitable for development). With only three parcels, the cost per parcel may make gravity sewer extension cost prohibitive. Instead, the City could consider extending smaller diameter (~2-inch) and shallower pipe for future grinder/ejector pump connections (how 713 N Maple is connected to the system), which would be a much more cost-effective solution.

Drainage System Infrastructure

Visual evaluation of the culvert crossings was completed as part of the planning process, to the extent they are observable from the ends of the pipe. Additional evaluation with sewer televising or other technology is currently being discussed with the DPW. Based on the visual evaluation, the cross culverts appear to be in serviceable condition. It is anticipated that the cross culverts could be lined or other repairs made short of full replacement, if conditions warrant at some point. We have prepared cost estimates for replacement for reference.

Storm sewer in the corridor is relatively new. Adjustment of structures and other nominal modifications are anticipated as part of road improvements and are included in those estimates.

To help mitigate peak flows at the Mason Street storm sewer outfall (and lower the erosive forces downstream), we have prepared a cost estimate for constructing underground detention at the intersection of Maple Street and Mason Street. Property acquisition required for a traditional detention pond proved to be cost-prohibitive and redirecting the flow is anticipated to have environmental and maintenance challenges, along with potentially causing or exacerbating similar erosion issues elsewhere.

A cost estimate has been prepared to address the seepage issues on the south side of Blue Star Highway. Because it is not directly contiguous with the rest of the project, the City could consider addressing the seepage as part of a future or standalone project without affecting the other work in the corridor.

In conjunction with road improvements, the City could curb the road, either with concrete curb and gutter or asphalt valley gutter. To realize the full benefit of curbing the roadway, a series of catch basins (or leach basins) and storm sewer would be required (the alternative would be a series of spillways to improved swales/ditches). A public open house was held on September 17, 2024. A few drainage concerns were raised, but they were not generally ones that curbing would directly address. Furthermore, curbing the road improves the efficiency of transporting stormwater. Similar improvements on other streets in the area are understood to have contributed to the current concerns at the Mason Street outfall. Cost estimates for curbing, either with concrete or asphalt, have been provided, but based on cost and other factors are likely not warranted.

Roadway Infrastructure

Replacement of the water main will require reconstructing the west lane of the road, which involves installing new sand subbase (typically 12 inches) and gravel aggregate base (typically 8 inches) prior to asphalt paving. The east lane could be reconstructed to match the west, or a crush and shape strategy could be used. Crush and shape involves grinding up the existing pavement to supplement the existing base materials and placing new asphalt on the improved base. Crush and shape will raise the road elevation a few inches. With less earthwork required, crush and shape is less costly than full reconstruction, while still improving the base strength. This was the strategy used on the recent Campbell Road project. Allegan Street between Lake Street and Elizabeth Street is a recent example of a full reconstruction. Cost estimates have been provided for both options and we consider them to be “good” and “better”.

A 3-inch asphalt thickness is common of residential streets. Cost estimates include 4 inches for Maple Street, due to DPW and STFD and other non-residential properties along the corridor. The assumed cross section for either option is a 10-foot travel lane, with 1-foot asphalt shoulders and 2-foot gravel shoulders. Striping the shoulder helps to make the road feel narrower to drivers, a traffic calming strategy for controlling speeds that tend to increase on new, smooth asphalt.

The City received \$250,000 in funding from the Michigan Department of Transportation’s Category B (Villages and Small Cities) program, which will offset some of the roadway costs. The application for that funding assumed a crush and shape strategy would be used for the east side of the road, but we anticipate MDOT would be open to the reconstruction option as well.

Non-Motorized Infrastructure

The addition of non-motorized infrastructure has been a focus of the planning process and was the most common topic of conversation at the open house. Cost estimates have been developed for three options (a combination could be used also).

A widened shoulder could be a 3-foot asphalt shoulder on the west side of Maple Street (the width selected for Campbell Road), which is what the cost estimate reflects. It could also be widened shoulder on the east side or

both sides. A widened shoulder has the advantage of being the lowest cost option, both in terms of the initial capital cost and the long-term maintenance cost (the asphalt can be plowed, resurfaced, etc. along with the rest of the road). One disadvantage is that it places non-motorized corridor users directly adjacent to the vehicle lane, though it would still be an improvement. Another disadvantage is the wider pavement potentially producing increased speeds.

A standard 5-foot concrete sidewalk could be constructed on the west side of Maple Street. Sidewalks tend to be constructed in straight segments but can also be strategically curved around trees and other obstructions to limit the impact, which is one of the concerns commonly raised at the open house.

An asphalt path could also be constructed. The practical minimum pavement width (based on readily available asphalt paving equipment) is approximately 6 feet, which is what has been used in the cost estimate. The slightly wider section has proportionally greater impact, but asphalt tends to be more conducive to curved alignments around obstructions. The additional width also more conducive to bicycle traffic (some communities restrict bicycle riding on sidewalks).

Removals, grading, retaining walls and fencing are anticipated for either a sidewalk or path, depending on the northern limits of construction. For the purposes of the estimates, the northern end point has assumed to be the Ridgewood Apartments entrance area.

All these options were discussed at the open house. From the responses received during and following the open house, approximately 7% of respondents wanted no pedestrian facility, 10% wanted a widened shoulder, 34% wanted a sidewalk, and 7% wanted an HMA shared use path. 21% wanted some version of a pedestrian facility but had no opinion on which of the options occurred. 21% of respondents had no opinion on the matter. All but one of the 29 responses received were from year-round residents.

Other Infrastructure

As part of road improvements, some portion of all drive approaches will need to be rebuilt, including the STFD approach. Sight distance for that approach is impacted by a large tree (approximately 5-foot diameter) directly adjacent to the road. Its proximity to the vehicle lane makes the tree a hazard to the road itself. Removal of that tree is recommended.

Repaving the parking lot and access roads at the DPW facility has been on the DPW's "wish list" for some time. With the DPW property being adjacent to the work occurring on Maple Street, it would be economically efficient to including crushing, shaping and resurfacing those areas as a part of this project. A cost estimate has been provided for Council's consideration.

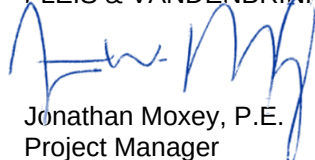
Conclusion

Cost estimates for the various options presented are attached. The cost estimates are presented in a "menu" format to allow the City to pick which options they want to move forward with vs. which options they want to forgo. We will prepare a proposal for design phase engineering services when the project scope has been determined.

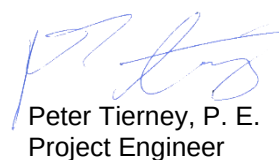
We appreciate the opportunity to assist you with this study and look forward to discussing it with City Council and other stakeholders. In the meantime, please feel free to contact us with any questions.

Sincerely,

FLEIS & VANDENBRINK



Jonathan Moxey, P.E.
Project Manager



Peter Tierney, P. E.
Project Engineer

Cc: Scott Herbert, City of Saugatuck, Public Works Superintendent (scott@saugatuckcity.com)

City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost Maple Street Improvements- Blue Star Highway to S of North Street Summary of Estimates



Project: 859771

Date: 12/16/2024

By: PMT

Description: Summary of Estimates

Water Main Estimates	
Option	Project Estimate
Water Main Loop Replacement	\$ 430,000
Water Main Replacement (City)	\$ 835,000
Water Main Replacement (Township)	\$ 835,000

Sanitary Sewer Estimate	
Option	Project Estimate
Sanitary Sewer Repairs (City)	\$ 60,000
Sanitary Sewer Repairs (Township)	\$ 60,000
Sanitary Sewer Extension	\$ 130,000

Storm Water Estimates	
Option	Project Estimate
Seepage Repair	\$ 40,000
Underground Detention	\$ 120,000
Cross Culvert Replacement	\$ 170,000
HMA Valley Gutter	\$ 860,000
Concrete Curb and Gutter	\$ 1,080,000

Pedestrian Facilities Estimates	
Option	Project Estimate
Widened HMA Shoulder	\$ 120,000
5-foot Concrete Sidewalk	\$ 1,070,000
6-foot HMA Path	\$ 1,160,000

Road Rehabilitation Estimates	
Option	Project Estimate
Crush and Shape (City)	\$ 1,005,000
Crush and Shape (Township)	\$ 405,000
Full Road Reconstruction (City)	\$ 1,420,000
Full Road Reconstruction (Township)	\$ 410,000

DPW Paving Estimate	
Option	Project Estimate
DPW Paving	\$ 170,000

City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Water Main Replacement



Project: 859771
Date: 12/16/2024
By: PMT

Description: Water Main Replacement along Maple Street, including water services along the road.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 60,475.00	\$ 60,475.00
2	Remove Hydrant	Each	7	\$ 1,500.00	\$ 10,500.00
3	8" Watermain	Ft	4,450	\$ 120.00	\$ 534,000.00
4	6" Water Main	Ft	100	\$ 110.00	\$ 11,000.00
5	8" Valve & Box	Each	33	\$ 2,750.00	\$ 90,750.00
6	6" Valve & Box	Each	17	\$ 2,100.00	\$ 35,700.00
7	8"x8"x8" Tee	Each	6	\$ 1,250.00	\$ 7,500.00
8	8"x8"x6" Tee	Each	12	\$ 1,200.00	\$ 14,400.00
9	45 Deg Bend, 8 inch	Each	20	\$ 700.00	\$ 14,000.00
10	Fire Hydrant	Each	12	\$ 6,000.00	\$ 72,000.00
11	Connect to Existing Watermain	Each	8	\$ 3,000.00	\$ 24,000.00
12	Cut & Plug Existing Watermain	Each	8	\$ 1,600.00	\$ 12,800.00
13	1" Corporation, Curb Stop and Box (City side)	Each	31	\$ 1,400.00	\$ 43,400.00
14	1" Water Service (City side)	Ft	2,015	\$ 55.00	\$ 110,825.00
15	Water Service, Building Connection (City side)	Each	31	\$ 1,200.00	\$ 37,200.00
16	1" Corporation, Curb Stop and Box (Township side)	Each	31	\$ 1,400.00	\$ 43,400.00
17	1" Water Service (Township side)	Ft	2,015	\$ 55.00	\$ 110,825.00
18	Water Service, Building Connection (Township side)	Each	31	\$ 1,200.00	\$ 37,200.00

Subtotal Construction (Rounded): \$ 1,270,000
Undeveloped Details & Contingencies (15%): \$ 200,000
Engineering, Permitting, and Administration (15%): \$ 200,000
Total Estimated Project Budget (Rounded): \$ 1,670,000

Total Estimated Project Budget (City - 50%) \$ 835,000
Total Estimated Project Budget (Township - 50%) \$ 835,000

***The Design Professional has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing. Bid prices may vary significantly based on these factors and market conditions at time of bid.*

City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Water Main Loop Replacement



Project: 859771
Date: 10/31/2024
By: PMT

Description: Replacing water main loop behind the Saugatuck High School.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 15,500.00	\$ 15,500.00
2	Clearing	Acre	1	\$ 35,000.00	\$ 35,000.00
3	12" Watermain, Directional Drill	Ft	900	\$ 225.00	\$ 202,500.00
4	12" Watermain	Ft	300	\$ 135.00	\$ 40,500.00
5	12" Valve & Box	Each	8	\$ 3,250.00	\$ 26,000.00
6	Connect to Existing Watermain	Each	3	\$ 2,000.00	\$ 6,000.00

Subtotal Construction (Rounded): \$ 330,000
Undeveloped Details & Contingencies (15%): \$ 50,000
Engineering, Permitting, and Administration (15%): \$ 50,000
Total Estimated Project Budget (Rounded): \$ 430,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Sanitary Sewer Repairs



Project: 859771
Date: 12/16/2024
By: PMT

Description: Sanitary Sewer Repairs along Maple Street.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 3,600.00	\$ 3,600.00
2	Sanitary Sewer Lining	Ft	300	\$ 60.00	\$ 18,000.00
3	Sanitary Frame & Cover Replacement & Adjustment	Each	14	\$ 2,500.00	\$ 35,000.00
4	Sanitary Chimney Repair	Each	6	\$ 2,000.00	\$ 12,000.00
5	Grout Sanitary Structure Joints	Each	7	\$ 1,000.00	\$ 7,000.00

Subtotal Construction (Rounded): \$ 80,000
Undeveloped Details & Contingencies (15%): \$ 20,000
Engineering, Permitting, and Administration (15%): \$ 20,000
Total Estimated Project Budget (Rounded): \$ 120,000

Total Estimated Project Budget (City - 50%) \$ 60,000
Total Estimated Project Budget (Township - 50%) \$ 60,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Sanitary Sewer Extension



Project: 859771
Date: 12/16/2024
By: PMT

Description: Extend existing sanitary sewer to service #713, #721, #730, and #1042.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 4,122.50	\$ 4,122.50
2	Sanitary Sewer, 8 inch	Ft	800	\$ 80.00	\$ 64,000.00
3	Sanitary Manhole, 48 inch	Ea	2	\$ 4,500.00	\$ 9,000.00
4	Sanitary Manhole Cover	Ea	2	\$ 1,000.00	\$ 2,000.00
5	8"x6" Wye	Ea	4	\$ 300.00	\$ 1,200.00
6	Sanitary Lateral, 6 inch	Ft	150	\$ 35.00	\$ 5,250.00
7	Sanitary Manhole Tap, 8 inch	Ea	1	\$ 1,000.00	\$ 1,000.00

Subtotal Construction (Rounded): \$ 90,000
Undeveloped Details & Contingencies (15%): \$ 20,000
Engineering, Permitting, and Administration (15%): \$ 20,000
Total Estimated Project Budget (Rounded): \$ 130,000

***The Design Professional has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing. Bid prices may vary significantly based on these factors and market conditions at time of bid.*

City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Cross Culvert Replacement



Project: 859771
Date: 10/31/2024
By: PMT

Description: Replace 3 cross culvert across Maple Street.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 5,935.00	\$ 5,935.00
2	Culvert, 72-inch	Ft	190	\$ 400.00	\$ 76,000.00
3	Culvert End Section, 72 inch	Ea	4	\$ 7,500.00	\$ 30,000.00
4	Culvert, 30-inch	Ft	50	\$ 170.00	\$ 8,500.00
5	Culvert End Section, 30 inch	Ea	2	\$ 2,100.00	\$ 4,200.00

Subtotal Construction (Rounded): \$ 130,000
Undeveloped Details & Contingencies (15%): \$ 20,000
Engineering, Permitting, and Administration (15%): \$ 20,000
Total Estimated Project Budget (Rounded): \$ 170,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Underground Detention



Project: 859771
Date: 10/31/2024
By: PMT

Description: Installation of approximately 3,000 cft of storm water detention at Maple Street & Mason Street.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 3,750.00	\$ 3,750.00
2	ADS Storm Water Detention	Cft	3,000	\$ 25.00	\$ 75,000.00

Subtotal Construction (Rounded): \$ 80,000
Undeveloped Details & Contingencies (15%): \$ 20,000
Engineering, Permitting, and Administration (15%): \$ 20,000
Total Estimated Project Budget (Rounded): \$ 120,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Blue Star Hwy Seepage Repair



Project: 859771
Date: 10/31/2024
By: PMT

Description: Repair seepage issue at Maple Street and Blue Star Highway.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 511.25	\$ 511.25
2	HMA Surface, Rem	Syd	75	\$ 10.00	\$ 750.00
3	Underdrain, 6 inch	Ft	85	\$ 15.00	\$ 1,275.00
4	Underdrain, End Section	Ea	2	\$ 200.00	\$ 400.00
5	Subbase	Cyd	25	\$ 18.00	\$ 450.00
6	8" Aggregate Base	Syd	75	\$ 18.00	\$ 1,350.00
7	Hand Patching	Ton	30	\$ 200.00	\$ 6,000.00

Subtotal Construction (Rounded): \$ 20,000
Undeveloped Details & Contingencies (15%): \$ 10,000
Engineering, Permitting, and Administration (15%): \$ 10,000
Total Estimated Project Budget (Rounded): \$ 40,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street HMA Valley Gutter



Project: 859771
Date: 10/31/2024
By: PMT

Description: Installing HMA Valley Gutter along Maple Street, including storm sewer and all related work.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 31,230.00	\$ 31,230.00
2	Surface Restoration - Filling in existing ditching	Sta	50	\$ 300.00	\$ 15,000.00
3	Storm Sewer	Ft	3,750	\$ 100.00	\$ 375,000.00
4	Dr Structures	Ea	30	\$ 4,500.00	\$ 135,000.00
3	Subbase	Cyd	950	\$ 18.00	\$ 17,100.00
4	HMA, 13A	Ton	270	\$ 110.00	\$ 29,700.00
5	HMA Valley Gutter	Ft	8,800	\$ 6.00	\$ 52,800.00

Subtotal Construction (Rounded): \$ 660,000
Undeveloped Details & Contingencies (15%): \$ 100,000
Engineering, Permitting, and Administration (15%): \$ 100,000
Total Estimated Project Budget (Rounded): \$ 860,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Concrete Curb & Gutter



Project: 859771
Date: 10/31/2024
By: PMT

Description: Installing concrete curb and gutter along Maple Street, including storm sewer and all related work.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 38,980.00	\$ 38,980.00
2	Surface Restoration - Filling in existing ditching	Sta	50	\$ 300.00	\$ 15,000.00
3	Storm Sewer	Ft	3,750	\$ 100.00	\$ 375,000.00
4	Dr Structures	Ea	30	\$ 4,500.00	\$ 135,000.00
5	Subbase	Cyd	950	\$ 18.00	\$ 17,100.00
6	Curb and Gutter	Ft	9,500	\$ 25.00	\$ 237,500.00

Subtotal Construction (Rounded): \$ 820,000
Undeveloped Details & Contingencies (15%): \$ 130,000
Engineering, Permitting, and Administration (15%): \$ 130,000
Total Estimated Project Budget (Rounded): \$ 1,080,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost**

Maple Street Improvements- Blue Star Highway to S of North Street

Crush and Shape



Project: 859771
 Date: 12/16/2024
 By: PMT

Description: West lane road reconstruct and east lane crush and shape, with 10' HMA lanes, 1' HMA shoulder, 4" of Asphalt and 2' gravel shoulders.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY (CITY ONLY NORTH OF 721 MAPLE)	QUANTITY (CITY ONLY - EAST LANE SOUTH OF 721 MAPLE)	QUANTITY (CITY/TOWNSHIP - WEST LANE SOUTH OF 721 MAPLE)	TOTAL QUANTITIES	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT (CITY ONLY)	ESTIMATED AMOUNT (CITY/TOWNSHIP)
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	0.14	0.43	0.43	1.00	\$ 50,522.00	\$ 28,797.54	\$ 21,724.46
2	Pre-Construction Video Survey	LSum	0.14	0.43	0.43	1.00	\$ 3,000.00	\$ 1,710.00	\$ 1,290.00
3	Traffic Control	LSum	0.14	0.43	0.43	1.00	\$ 35,000.00	\$ 19,950.00	\$ 15,050.00
4	Tree Removal 37"+	Each	0	1	1	2	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
5	HMA Base Crushing and Shaping	Syd	850	5,600	0	6,450	\$ 4.00	\$ 25,800.00	\$ -
6	Remove HMA Pavement	Syd	850	0	5,800	6,650	\$ 10.00	\$ 8,500.00	\$ 58,000.00
7	Remove HMA Driveway	Syd	275	425	325	1,025	\$ 10.00	\$ 7,000.00	\$ 3,250.00
8	HMA Approach	Ton	50	80	60	190	\$ 175.00	\$ 22,750.00	\$ 10,500.00
9	Approach, CI I, 6 inch	Syd	275	425	325	1,025	\$ 13.00	\$ 9,100.00	\$ 4,225.00
10	Approach, CI II, 6 inch	Syd	0	740	340	1,080	\$ 13.00	\$ 9,620.00	\$ 4,420.00
11	Remove Concrete Driveway	Syd	0	200	225	425	\$ 15.00	\$ 3,000.00	\$ 3,375.00
12	Roadway Grading	Sta	0.65	0.00	21.00	21.65	\$ 4,500.00	\$ 2,925.00	\$ 94,500.00
13	Shld Gravel, 4 inch	Syd	300	1,870	1,870	4,040	\$ 8.00	\$ 17,360.00	\$ 14,960.00
14	Curb and Gutter	Ft	0	120	175	295	\$ 35.00	\$ 4,200.00	\$ 6,125.00
15	HMA Valley Gutter	Ft	85	580	450	1,115	\$ 6.00	\$ 3,990.00	\$ 2,700.00
16	Subbase	Cyd	280	0	2,000	2,280	\$ 18.00	\$ 5,040.00	\$ 36,000.00
17	8" Aggregate Base	Syd	850	0	5,800	6,650	\$ 18.00	\$ 15,300.00	\$ 104,400.00
18	HMA, 13A	Ton	390	1,400	1,500	3,290	\$ 110.00	\$ 196,900.00	\$ 165,000.00
19	6" Nonreinforced Concrete Driveway	Syd	0	200	225	425	\$ 60.00	\$ 12,000.00	\$ 13,500.00
20	Turf Establishment	Syd	700	2,150	2,150	5,000	\$ 20.00	\$ 57,000.00	\$ 43,000.00

	CITY ONLY	CITY & TOWNSHIP 50%-50%
Subtotal Construction (Rounded):	\$ 460,000	\$ 610,000
Undeveloped Details & Contingencies (15%):	\$ 70,000	\$ 100,000
Engineering, Permitting, and Administration (15%):	\$ 70,000	\$ 100,000
Total Estimated Project Budget (Rounded):	\$ 600,000	\$ 810,000

Total Estimated Project Budget (CITY - Rounded): \$ 1,005,000
Total Estimated Project Budget (TOWNSHIP - Rounded): \$ 405,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost**

Maple Street Improvements- Blue Star Highway to S of North Street

Full Road Reconstruction



Project: 859771
Date: 12/16/2024
By: PMT

Description: Full road reconstruction, with 10' HMA lanes, 1' HMA shoulder, 4" of Asphalt and 2' gravel shoulders.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY (CITY ONLY NORTH OF 721 MAPLE)	QUANTITY (CITY ONLY - EAST LANE SOUTH OF 721 MAPLE)	QUANTITY (CITY/TOWNSHIP - WEST LANE SOUTH OF 721 MAPLE)	TOTAL QUANTITIES	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT (CITY ONLY)	ESTIMATED AMOUNT (CITY/TOWNSHIP)
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	0.14	0.43	0.43	1.00	\$ 65,498.00	\$ 37,333.86	\$ 28,164.14
2	Pre-Construction Video Survey	LSum	0.14	0.43	0.43	1.00	\$ 3,000.00	\$ 1,710.00	\$ 1,290.00
3	Traffic Control	LSum	0.14	0.43	0.43	1.00	\$ 35,000.00	\$ 19,950.00	\$ 15,050.00
4	Tree Removal 37"+	Each	0	1	1	2	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
5	Remove HMA Pavement	Syd	1,700	5,600	5,800	13,100	\$ 10.00	\$ 73,000.00	\$ 58,000.00
6	Remove HMA Driveway	Syd	275	425	325	1,025	\$ 10.00	\$ 7,000.00	\$ 3,250.00
7	HMA Approach	Ton	50	80	60	190	\$ 175.00	\$ 22,750.00	\$ 10,500.00
8	Approach, CI I, 6 inch	Syd	275	425	325	1,025	\$ 13.00	\$ 9,100.00	\$ 4,225.00
9	Approach, CI II, 6 inch	Syd	0	740	340	1,080	\$ 13.00	\$ 9,620.00	\$ 4,420.00
10	Remove Concrete Driveway	Syd	0	200	225	425	\$ 15.00	\$ 3,000.00	\$ 3,375.00
11	Roadway Grading	Sta	0.65	21.00	21.00	42.65	\$ 4,500.00	\$ 97,425.00	\$ 94,500.00
12	Shld Gravel, 4 inch	Syd	300	1,870	1,870	4,040	\$ 8.00	\$ 17,360.00	\$ 14,960.00
13	Curb and Gutter	Ft	0	120	175	295	\$ 35.00	\$ 4,200.00	\$ 6,125.00
14	HMA Valley Gutter	Ft	85	580	450	1,115	\$ 6.00	\$ 3,990.00	\$ 2,700.00
15	Subbase	Cyd	570	2,000	2,000	4,570	\$ 18.00	\$ 46,260.00	\$ 36,000.00
16	8" Aggregate Base	Syd	1,800	6,000	5,800	13,600	\$ 18.00	\$ 140,400.00	\$ 104,400.00
17	HMA, 13A	Ton	390	1,400	1,500	3,290	\$ 110.00	\$ 196,900.00	\$ 165,000.00
18	6" Nonreinforced Concrete Driveway	Syd	0	200	225	425	\$ 60.00	\$ 12,000.00	\$ 13,500.00
19	Turf Establishment	Syd	700	2,150	2,150	5,000	\$ 20.00	\$ 57,000.00	\$ 43,000.00

	CITY ONLY	CITY & TOWNSHIP 50%-50%
Subtotal Construction (Rounded):	\$ 770,000	\$ 620,000
Undeveloped Details & Contingencies (15%):	\$ 120,000	\$ 100,000
Engineering, Permitting, and Administration (15%):	\$ 120,000	\$ 100,000
Total Estimated Project Budget (Rounded):	\$ 1,010,000	\$ 820,000

Total Estimated Project Budget (CITY - Rounded): \$ 1,420,000
Total Estimated Project Budget (TOWNSHIP - Rounded): \$ 410,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Widened Shoulder



Project: 859771
Date: 10/31/2024
By: PMT

Description: Place additional 2' of HMA shoulder for a total of a 3' HMA shoulder. This will only be on the west side of Maple Street.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 3,337.50	\$ 3,337.50
2	HMA Aggregate Base	Syd	1,400	\$ 18.00	\$ 25,200.00
3	Subbase	Cyd	475	\$ 18.00	\$ 8,550.00
4	HMA, 13A	Ton	300	\$ 110.00	\$ 33,000.00

Subtotal Construction (Rounded): \$ 80,000
Undeveloped Details & Contingencies (15%): \$ 20,000
Engineering, Permitting, and Administration (15%): \$ 20,000
Total Estimated Project Budget (Rounded): \$ 120,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street 5-Foot Concrete Sidewalk



Project: 859771
Date: 10/31/2024
By: PMT

Description: Installation of a 5-foot concrete sidewalk along the west side of Maple Street, including tree and landscaping removal and driveway culvert replacements

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 38,357.50	\$ 38,357.50
2	Landscape Removal/Repair	LSum	1	\$ 30,000.00	\$ 30,000.00
3	Clearing	LSum	1	\$ 25,000.00	\$ 25,000.00
4	Tree Removal 6" to 18"	Each	23	\$ 1,000.00	\$ 23,000.00
5	Tree Removal 19" to 36"	Each	26	\$ 2,000.00	\$ 52,000.00
6	Tree Removal 37"+	Each	6	\$ 4,000.00	\$ 24,000.00
7	Ditching	Sta	4.50	\$ 600.00	\$ 2,700.00
8	4" Concrete Sidewalk	Sft	21,000	\$ 7.00	\$ 147,000.00
9	6" Concrete Sidewalk Ramp, ADA	Sft	1,500	\$ 13.00	\$ 19,500.00
10	Detectable Warning Surface	Ft	80	\$ 80.00	\$ 6,400.00
11	Subbase	Cyd	500	\$ 18.00	\$ 9,000.00
12	Retaining Wall	Sft	3,500	\$ 100.00	\$ 350,000.00
13	Fencing	Ft	700	\$ 40.00	\$ 28,000.00
14	Driveway Culvert Replacement	Ft	630	\$ 65.00	\$ 40,950.00
15	Culvert End Section	Each	16	\$ 600.00	\$ 9,600.00

Subtotal Construction (Rounded): \$ 810,000
Undeveloped Details & Contingencies (15%): \$ 130,000
Engineering, Permitting, and Administration (15%): \$ 130,000
Total Estimated Project Budget (Rounded): \$ 1,070,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street 6-Foot HMA Path



Project: 859771
Date: 10/31/2024
By: PMT

Description: Installation of a 6-foot HMA Path along the west side of Maple Street, including tree and landscaping removal and driveway culvert replacements

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 41,723.75	\$ 41,723.75
2	Landscape Removal/Repair	LSum	1	\$ 30,000.00	\$ 30,000.00
3	Clearing	LSum	1	\$ 25,000.00	\$ 25,000.00
4	Tree Removal 6" to 18"	Each	23	\$ 1,000.00	\$ 23,000.00
5	Tree Removal 19" to 36"	Each	26	\$ 2,000.00	\$ 52,000.00
6	Tree Removal 37"+	Each	6	\$ 4,000.00	\$ 24,000.00
7	Ditching	Sta	4.50	\$ 600.00	\$ 2,700.00
8	Shared-Use Path, Grading	Ft	5,000	\$ 20.00	\$ 100,000.00
9	HMA shared use Path (3")	Ton	425	\$ 125.00	\$ 53,125.00
10	Aggregate Base	Syd	3,300	\$ 18.00	\$ 59,400.00
11	Subbase	Cyd	600	\$ 18.00	\$ 10,800.00
12	Detectable Warning Surface	Ft	80	\$ 80.00	\$ 6,400.00
13	6" Concrete Sidewalk Ramp, ADA	Sft	1,500	\$ 13.00	\$ 19,500.00
14	Retaining Wall	Sft	3,500	\$ 100.00	\$ 350,000.00
15	Fencing	Ft	700	\$ 40.00	\$ 28,000.00
16	Driveway Culvert Replacement	Ft	630	\$ 65.00	\$ 40,950.00
17	Culvert End Section	Each	16	\$ 600.00	\$ 9,600.00

Subtotal Construction (Rounded): \$ 880,000
Undeveloped Details & Contingencies (15%): \$ 140,000
Engineering, Permitting, and Administration (15%): \$ 140,000
Total Estimated Project Budget (Rounded): \$ 1,160,000

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City of Saugatuck

Engineer's Pre-Design Estimate of Project Cost** Maple Street Improvements- Blue Star Highway to S of North Street Resurfacing DPW Parking Lot



Project: 859771
Date: 10/31/2024
By: PMT

Description: Crushing and shaping and resurfacing the DPW parking lot. Assume 4" Asphalt.

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	ESTIMATE UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, and Insurances, Max. 5%	LSum	1	\$ 5,970.00	\$ 5,970.00
2	HMA Base Crushing and Shaping	Syd	3,600	\$ 4.00	\$ 14,400.00
4	HMA, 13A	Ton	900	\$ 110.00	\$ 99,000.00
5	Turf Establishment	Syd	300	\$ 20.00	\$ 6,000.00

Subtotal Construction (Rounded): \$ 130,000
Undeveloped Details & Contingencies (15%): \$ 20,000
Engineering, Permitting, and Administration (15%): \$ 20,000
Total Estimated Project Budget (Rounded): \$ 170,000

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MAPLE STREET IMPROVEMENTS PROJECT PLANNING

Jon Moxey and Peter Tierney: January 22, 2025

Agenda

Project Components to Consider

- Water System Infrastructure
- Wastewater System Infrastructure
- Drainage System Infrastructure
- Roadway Infrastructure
- Non-Motorized Infrastructure
- Other Infrastructure

Summary of Anticipated Costs

Anticipated Project Schedule / Next Steps

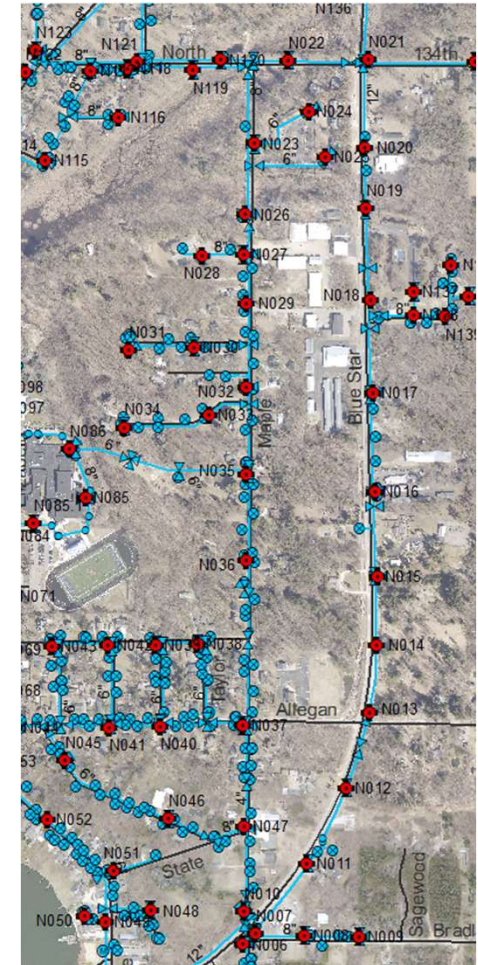
Construction Considerations

Additional Questions and Discussion

Water System Infrastructure

Water Distribution Main

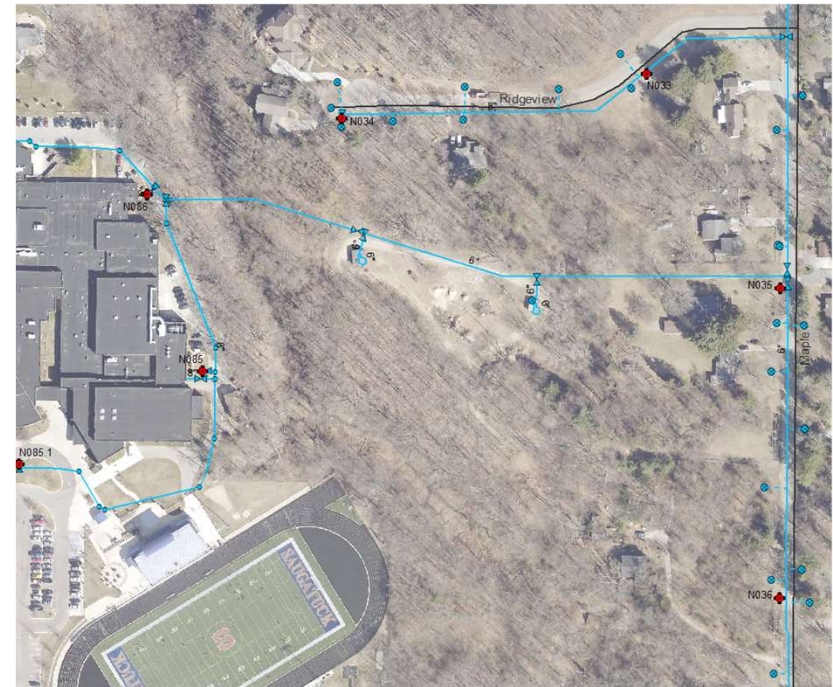
- Combination of 4-inch and 6-inch cast iron vs. 8-inch ductile iron recommended and unknown construction date.
- Several recent breaks (repair costs, boil water advisories, traffic impacts).
- Several water services in the corridor meet the requirements for replacement to the home/building under EGLE's Lead and Copper Rules.
- Replacement is the only practical option.
- Estimated project cost is \$1,670,000 (\$835,000 City cost, assuming a 50/50 cost share with Saugatuck Township).



Water System Infrastructure

Well Field Looping

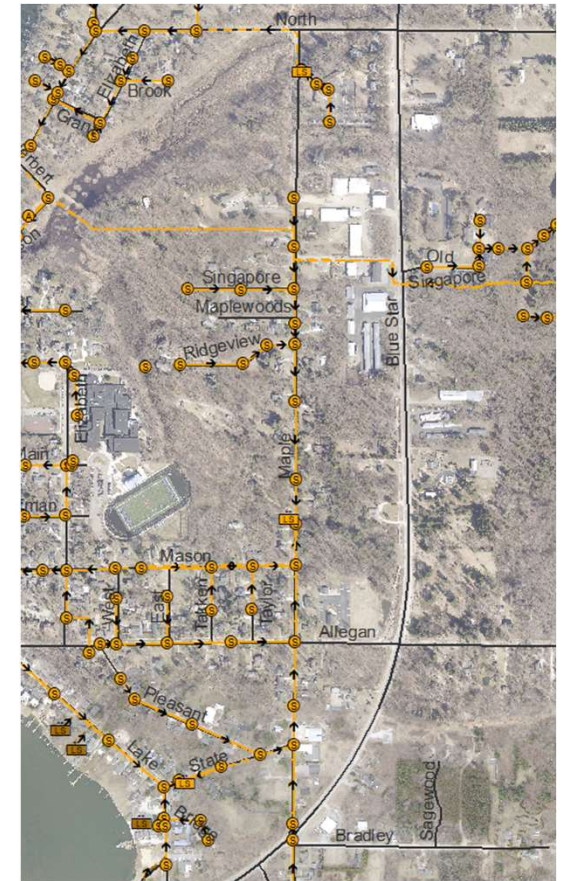
- City's two municipal wells are located on the west side of Maple Street.
- Water main is 6" and assumed to be similar age and construction as Maple Street.
- Looping connects the wells to the system at Maple Street and at the high school loop, which was recently replaced.
- Pipe traverses the ravine area behind the high school.
- Estimated project cost is \$430,000. Estimate includes upsizing to 12".
- This portion of the project lends itself to a future phase by including a new stub from Maple Street near the access road.



Wastewater System Infrastructure

Existing Infrastructure

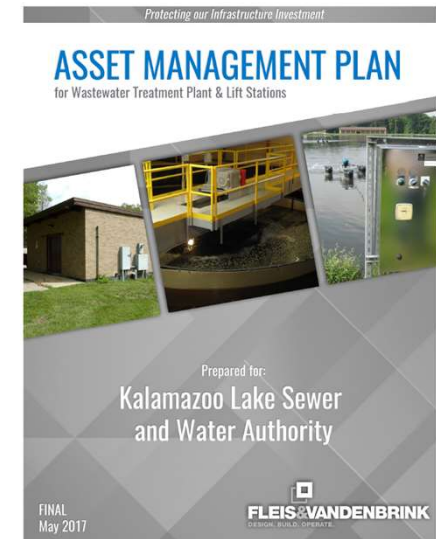
- Two municipal lift stations are located in the corridor (west side north of Mason Street and east side south of North Street) with associated forcemains.
- There is a dual 16" forcemain crossing in the corridor.
- 8" gravity sewer serves most of the corridor currently.
- KLSWA completed a Stormwater, Asset Management and Wastewater (SAW) project in 2016-2018, that evaluated the gravity sewer, manholes and lift stations.



Wastewater System Infrastructure

Lift Stations and Forcemains

- Neither lift station was identified as having urgent needs, and lift station work would be more conducive to a standalone project than included with the work in Maple Street.
- The various forcemains have been illustrated in the survey that will be used for design to help avoid conflict with proposed improvements. Notes will be provided for the contractor to use due care to avoid damaging them during construction. No improvements are anticipated to be necessary as part of the Maple Street project.



Wastewater System Infrastructure

Gravity Sewer

- Based on the findings from SAW, 300 feet of sewer lining and repair of manholes has been included, with an estimated project cost of \$120,000. Similar to the water main, this cost is anticipated to be shared 50/50 with the Township.
- Three parcels near North Street (all located within the City) are currently unserved by sanitary sewer (it is assumed the existing homes are on private septic systems). A fourth parcel is currently served via an ejector pump with 2" private force main. The estimated cost to extend traditional 8-inch gravity sewer is \$130,000. Alternatively, individual 2" stubs could be provided for future ejector pump connections for a fraction of that cost.



Drainage System Infrastructure

Cross Culverts

- The corridor includes a series of cross culverts from 12-inch to 36-inch diameter, which were visually evaluated from the ends.
- Concrete culverts are in fair to good condition. Corrugated metal culverts are generally in fair condition with several poor or failing sections. Additional investigation is being considered.
- The estimated cost for replacement is \$170,000. A portion of that, on the order of \$30,000 is recommended to budget for spot repairs as part of the Maple Street project. If additional repairs are found to be warranted, they can be made using contingency funds or trenchless technology (e.g. lining) in the future.



Drainage System Infrastructure

Storm Sewer

- The City has storm sewer at State Street, Allegan to Mason, and near Singapore Drive.
- Most storm sewer is newer construction and anticipated to be in fair to good condition.
- Cost estimates for roadway improvements include adjustment of structures but no significant storm sewer replacement is anticipated to be necessary.



Drainage System Infrastructure

Stormwater Management

- Previous improvement projects on Pleasant, Allegan and Mason Streets with curbing and storm sewer have increased downstream impacts.
- A 2022 study by F&V presented background and a range of alternatives for mitigation.
- Mitigation work began with the installation of leach basins on Takken and Taylor Streets in 2023 and asphalt spillways by the DPW.
- The recommended next step is underground detention at the Mason Street intersection as part of the Maple Street project.
- The estimated cost to utilize the practical space available is \$120,000, which is less than originally presented in 2022 due to combination with the road project.
- Periodic maintenance will be required.



Drainage System Infrastructure

Seepage Repair

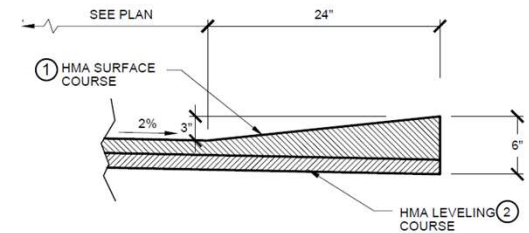
- The south approach of Maple Street at Blue Star Highway has had historic seasonal seepage through the pavement.
- Seepage is a nuisance and causes premature deterioration of the pavement.
- The estimated cost for repair with underdrain to the ditch line is \$40,000.
- This work is not contiguous to the rest of the work on Maple Street and could be addressed as a standalone or part of a future project.



Drainage System Infrastructure

Curbing and Storm Sewer Extension

- The road is currently uncurbed, except at several intersections. Road runoff is directed to grassy lawn, shallow swale or ditch areas.
- Curbing the road, either with asphalt valley gutter or concrete curb and gutter would require extension of the storm sewer system or a series of spillways.
- The estimated cost is \$860,000 for asphalt valley gutter or \$1,080,000 for concrete curb and gutter (both including associated storm sewer extension).
- Additional budget should be allocated to leach basins and/or detention, if either option is selected.



Roadway Infrastructure

Road Restoration and Improvement

- The road is currently a PASER rating of 2 (or worse), which warrants complete replacement.
- The west lane is anticipated to be reconstructed with new sand and gravel base, due to water main trenching.
- The east lane could be full reconstruction like the west lane, or crush, shape and resurface, which was the strategy recently used on Campbell Road.
- The estimate for part reconstruct and part crush and shape is \$1,005,000 City and \$405,000 Township (assuming the Township participates 50-50 in the cost of the west lane). The estimate for full reconstruct of both lanes is \$1,420,000 City and \$410,000 Township (difference being due to rounding).
- The City received \$250,000 in funding through the MDOT Category B program to help offset a portion of the road costs on the project.

Quality	Rating	Treatment (Asphalt)
Excellent	9,10	No maintenance required
Good	7,8	Crack sealing and minor patching
Fair	5,6	Preservative treatments (non-structural)
Poor	3,4	Structural renewal (overlay)
Failed	1,2	Reconstruction

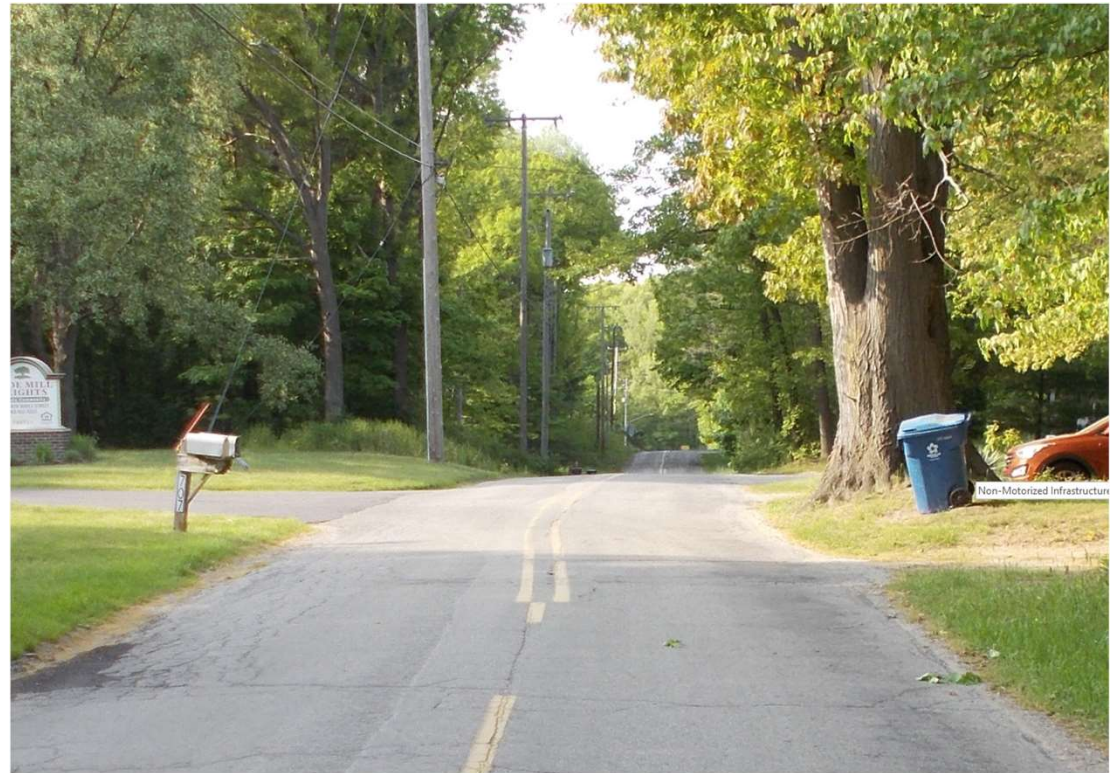
Non-Motorized Infrastructure

Alternatives Considered

- Do nothing. The existing road is narrow and currently has no non-motorized facilities. Walkers would continue use the road, which a higher traffic volume than most other residential streets.
- Widening one or both shoulders (similar to what was recently done on Campbell Road) provides additional space, but directly adjacent to traffic. The estimated cost for one shoulder is \$120,000.
- Constructing a traditional 5-foot concrete sidewalk has an estimated cost of \$1,070,000 between Blue Star Highway and the Ridgewood Oak Apartments entrance, including associated retaining walls and fencing where grade warrants. Sidewalk would generally be straight but curved around more significant obstacles.
- Constructing a 6-foot asphalt path has an estimated cost of \$1,160,000, using a more curved alignment around obstacles, still with associated retaining walls and fencing, where grade warrants.
- Responses received during and following the open house were in favor of including non-motorized facilities (7% none, 10% widened shoulder, 34% sidewalk, 7% asphalt path, 21% any of the options and 21% no opinion provided).

Other Infrastructure

- Saugatuck Township Fire District will be engaged on hydrant layout, as well as its drive approach access, which will need to be rebuilt to some degree regardless of the specific road option selected.
- The large tree (~5-foot diameter) on the east side of the road south of the STFD access is proposed to be removed for sight distance and related reasons.
- The asphalt pavement at the Department of Public Works facility is in poor condition. The estimated cost for crushing, shaping and resurfacing is \$170,000. That could be a standalone project but does have some economy of scale advantages for doing it as part of a larger project.



Summary of Estimated Costs

Water Main Estimates	
Option	Project Estimate
Water Main Loop Replacement	\$ 430,000
Water Main Replacement (City)	\$ 835,000
Water Main Replacement (Township)	\$ 835,000

Sanitary Sewer Estimate	
Option	Project Estimate
Sanitary Sewer Repairs (City)	\$ 60,000
Sanitary Sewer Repairs (Township)	\$ 60,000
Sanitary Sewer Extension	\$ 130,000

Storm Water Estimates	
Option	Project Estimate
Seepage Repair	\$ 40,000
Underground Detention	\$ 120,000
Cross Culvert Replacement	\$ 170,000
HMA Valley Gutter	\$ 860,000
Concrete Curb and Gutter	\$ 1,080,000

*

Pedestrian Facilities Estimates	
Option	Project Estimate
Widened HMA Shoulder	\$ 120,000
5-foot Concrete Sidewalk	\$ 1,070,000
6-foot HMA Path	\$ 1,160,000

Road Rehabilitation Estimates	
Option	Project Estimate
Crush and Shape (City)	\$ 1,005,000
Crush and Shape (Township)	\$ 405,000
Full Road Reconstruction (City)	\$ 1,420,000
Full Road Reconstruction (Township)	\$ 410,000

DPW Paving Estimate	
Option	Project Estimate
DPW Paving	\$ 170,000

* Recommended minimum of \$30,000 for repairs.

Anticipated Project Schedule / Next Steps

Finalize Project Scope – ideally January 2025

Authorize Design Phase Engineering – February 2025

Finalize Cost Sharing Details – Spring/Summer 2025

Design Engineering and Permitting – 2025

Bidding – late 2025 or early 2026

Construction – 2026 (April to November anticipated)

Construction Considerations

- Phasing the project provides easier access and may be easier from a budgeting standpoint (extending it over more budget years) but will increase the overall project cost.
- During construction, a minimum of one lane will be open for local traffic and emergency vehicles. There will be times when access is only available from one direction or the other, often with a short wait for construction traffic to clear. Access will be on gravel or crushed asphalt during most of the project.
- Contract provisions are included to restrict work hours (typically 7am – 7pm, M-F unless authorized otherwise), as well as control noise, dust and other construction nuisances.
- Deliveries, trash collection and mail service (if applicable) will be maintained throughout construction using the same access as residents and emergency services.
- A formal detour route may not be warranted, due to the nature of Maple Street. BSH is the primary north-south detour.



Additional Questions and Discussion



City Council Agenda Item Report

FROM: Ryan Cummins, City Manager

MEETING DATE: February 19, 2025

SUBJECT: Proposal for Professional Services for the Preparation of a MDNR Passport Grant Application for the Village Square Courts

DESCRIPTION:

Improvements to the courts at Village Square Park are listed as a priority for this fiscal year and next fiscal year.

Our engineers have evaluated the area. The condition of the concrete isn't a concern, but the current courts are smaller than regulation courts as they don't contain the out of bounds perimeters. The Parks and Public Works Committee previously suggested making the courts more multipurpose. The DPW Superintendent has noted that improvements to the courts have been planned for many years and could benefit from improvements to fencing and bringing back bleachers.

Our engineer has provided the attached project cost estimate of \$300,000 to:

- Enlarge the existing basketball court to 56-foot width by 100-foot length (50'x94' plus 3' out of bounds area around the perimeter).
- Enlarge the existing tennis court to 60-foot width by 102-foot length (36'x78' plus 12' out of bounds area around the perimeter).
- Replace the basketball hoops.
- Replace the tennis net.
- Replace perimeter fencing.
- Add bleachers.
- Resurface both courts.
- Incorporate a Futsal (or other multi-sport) court

A donor has come forward and offered to pay \$100,000 toward a project. Our engineers have recommended applying for a \$150,000 DNR Passport Grant to also help fund the project.

Attached is a proposal to prepare and submit the grant application. The donor is willing to cover the cost of the grant application. A grant announcement would not occur until December 2025. If awarded the grant, design would start fall 2025 and construction would occur in fall 2026.

If we are unsuccessful with the grant application, staff will re-evaluate project options and cost and discuss further with Parks and Public Works and City Council.

LEGAL REVIEW:

The City Attorney will be at your meeting if you have any questions.

SAMPLE MOTION:

Motion to approve the proposal for professional services from Fleis and Vandenbrink for the preparation of a Michigan DNR Passport Grant application in the amount of \$3,600.

February 12, 2025

Via Email: rcummins@saugatuckcity.com

Ryan Cummins
City of Saugatuck
102 Butler Street
Saugatuck, MI 49453

Re: Proposal for Professional Services for the Preparation of a MDNR Passport Grant Application

Dear Ryan,

We are pleased to provide our proposal for preparing a grant application for the Michigan Department of Natural Resources (MDNR) Passport Grant Program. This application would be for proposed improvements to the east portion of Village Square Park, the City's 2.5 acre centrally located park at the three corners of the intersection of Butler and Main Street. The park has both active and passive zones with the northwest corner of the park containing the recently renovated Children's playground and serves as the site of Memorial Day/Veterans Day festivities. The east portion currently contains a tennis court and basketball court area, that are north and south respectively, of the existing public restroom building. Improvements to these court areas will be the focus of the grant application.



SCOPE OF SERVICES

TASK A – Passport Grant Application

Many communities rely on MDNR grant programs to acquire, develop or redevelop recreational facilities to improve the quality of life for their residents and promote a healthy active lifestyle. The following is an overview of basics and key factors that can lead to a successful grant application.

The application must be submitted by the application deadline of April 1, 2025 with the following:

- Completion of a MDNR Grant Application Form via the MDNR MiGrants online portal.
- Application narrative prepared by F&V with information and input from community staff.
- Revise site master plan as needed based on City comments and labeling proposed elements identified as part of this grant application.
- Project location map will be prepared by F&V.
- Boundary map – Provided by community and must delineate the legal boundaries of the property identified for park use. F&V will assist in map delineation.
- Documentation of Site Control Form (PR1956-1). Completed by community and community's legal counsel.

2960 Lucerne Drive Se
Grand Rapids, MI 49546

P: 616.977.1000

F: 661.977.1005

www.fveng.com

- g. Certified resolution from the governing body committing to the application. This resolution should be adopted at a public hearing with an advertisement 7 days prior to meeting. F&V will provide a sample ad and resolution. City to provide a copy of affidavit of publication from local paper.
- h. Documentation of local match sources – letters of commitment for match sources.
- i. Prepare elevation and plan view of any proposed structures, if necessary.
- j. City will be tasked with gathering any letters of support from local stakeholders and groups.
- k. Prepare supplemental information, if necessary, after preliminary application scoring.

Professional Fee

We propose to complete the work described in the Scope of Services for a lump sum fee, invoiced monthly based on percent complete in the amount below.

Task	Description	Fee
Task A	Prepare MDNR Passport Grant Application	\$3,600

If the project is selected for funding, we will prepare a separate proposal for professional design, bidding and construction phase services that will be required for the project.

Authorization to proceed with Task A may be given by returning a signed copy of this letter. Please let us know if there are any questions.

Sincerely,

FLEIS & VANDENBRINK

Rick Stout, LLA LEED AP
Landscape Architect

Jon Moxey, PE
Principal

WORK AUTHORIZATION

Fleis & VandenBrink Engineering, Inc. is hereby authorized to perform MDNR Passport Grant Application for the City of Saugatuck as detailed in this letter dated February 12, 2025 and authorized as additional services under the existing agreement with F&V to provide Professional Engineering services to the City dated October 13, 2018.

Authorized Local Official

Date

City of Saugatuck
Village Square Court Improvements
Engineer's Pre-Design Estimate of Probable Project Cost



Project No.: 3187-38
 By: JWM
 Date: 10/24/2024

Scope: Enlarge the existing basketball court to 56-foot width by 100-foot length (50'x94' plus 3' out of bounds area around the perimeter). Enlarge the existing tennis court to 60-foot width by 102-foot length (36'x78' plus 12' out of bounds area around the perimeter). Replace the basketball hoops. Replace the tennis net. Replace perimeter fencing. Add bleachers. Resurface both courts. Incorporate a Futsal court.

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED AMOUNT
1	General Conditions, Bonds, Insurance & Mobilization (10%)	LSUM	1	\$ 21,800.00	\$ 21,800
2	Soil Erosion and Sedimentation Control	LSUM	1	\$ 1,000.00	\$ 1,000
3	Fence Removal	Ft	100	\$ 10.00	\$ 1,000
4	Miscellaneous Removals	LSUM	1	\$ 2,500.00	\$ 2,500
5	Excavation and Grading	LSUM	1	\$ 5,000.00	\$ 5,000
6	Sand Subbase (6")	Cyd	90	\$ 30.00	\$ 2,700
7	Concrete Court Paving, 4 inch	Sft	4,240	\$ 10.00	\$ 42,400
8	Court Joint Repair and Coating	Syd	1,330	\$ 25.00	\$ 33,250
9	Basketball Goal Replacement (New Posts)	Ea	2	\$ 7,500.00	\$ 15,000
10	Tennis Net Replacement (New Posts)	Ea	1	\$ 5,000.00	\$ 5,000
11	Bleacher Structure, 5 Rows w/Guardrails, 15' Long	LSUM	1	\$ 10,000.00	\$ 10,000
12	Perimeter Fencing, 10 foot (Tennis Backstops)	Ft	100	\$ 130.00	\$ 13,000
13	Perimeter Fencing, 4 foot (Remainder of Perimeter, Both Courts)	Ft	530	\$ 105.00	\$ 55,650
14	Stone Edging Along Fencing	Syd	150	\$ 40.00	\$ 6,000
15	Upgrade Basketball Goals and Fencing with Futsal Nets	Ea	2	\$ 10,000.00	\$ 20,000
16	Turf Restoration	Syd	500	\$ 10.00	\$ 5,000

Estimated Construction Costs (Rounded): \$ 240,000
 Undeveloped Details & Contingencies (10%): \$ 24,000
Est. Design & Construction Engineering, Permitting & Admin (15%): \$ 36,000
Total Estimated Project Cost: \$ 300,000

The Design Professional has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing. Bid prices may vary significantly based on these factors and market conditions at time of bid.



City Council Agenda Item Report

FROM: Ryan Cummins, City Manager

MEETING DATE: February 19, 2025

SUBJECT: Request for Comments on Proposed Boat Ramp near Mouth of the Kalamazoo River

DESCRIPTION:

The Saugatuck Dunes Coastal Alliance (Coastal Alliance) has submitted the attached letter requesting that the City provide comments via resolution and/or letter to the Army Corps of Engineers related to an application by North Shores of Saugatuck LLC, for a permit to install a boat ramp in the Kalamazoo River.

Further details of the proposed project, Coastal Alliance concerns, and prior Council resolution related to a marina basin are attached.

Saugatuck Township advised they will not be submitting comments as they view this as an improvement of an existing piece of infrastructure that is for private use and the Township defers to EGLE for decisions on launch permits.

The Michigan Environment, Great Lakes, and Energy is considering the request and conducted a public hearing last summer. The video of the hearing can be viewed here: https://www.youtube.com/watch?v=C4X8U6IA_TM

Staff is seeking Council direction on whether you desire to make formal comments on the application for permits.

BUDGET ACTION:

None at this time.

LEGAL REVIEW:

Legal will be at your meeting for any questions.

SAMPLE MOTION:

Workshop item at this time.



SAUGATUCK DUNES COASTAL ALLIANCE
PO 1013, Saugatuck, MI 49453

February 5, 2025

Mayor Holly Anderson
Mayor Pro-Temp Lauren Stanton
Manager Ryan Cummins
City of Saugatuck
102 Butler St.
PO Box 86
Saugatuck, MI 49453
(269) 857-2603

Dear Holly, Lauren, and Ryan,

On December 3, 2024, the US Army Corps of Engineers requested comment from the Coastal Alliance in their Section 106 National Historic Preservation Act Review of a proposed boat ramp at the mouth of the Kalamazoo River; attached you will find the Coastal Alliance comments.

The substance of our argument to deny the boat ramp is public safety. We believe it does not matter “how” boats and other watercraft enter the river; what matters is “where” the watercraft enters and “how many” boats there are. Whether a high-intensity boat basin or a boat ramp, the Kalamazoo River Mouth should not be considered a safe location for either of these uses. For this reason, we believe the Boat Ramp should be denied.

The City previously and unanimously approved two resolutions (attached) opposing the proposed marina at the Kalamazoo River Mouth; one was sent to USACE, and the other to EGLE. We believe the boat traffic associated with the proposed boat ramp will almost certainly exceed that of the proposed marina (see calculations on page 5 of the attached document).

We are asking the City, therefore, to take one of two possible courses of action:

1. Prepare and pass a resolution similar to the one unanimously approved on 10/24/22; or,
2. Submit the same resolution to the Army Corps accompanied by a letter expressing concerns with public safety threatened by allowing too many boats to enter the river at the proposed location of the boat ramp.

Thank you for your consideration of this request. Please let us know what questions you may have; and if it would be helpful, we are available to assist in drafting the resolution or letter.

Bobbie Gaunt
Chair, Board of Directors
Saugatuck Dunes Coastal Alliance

David Swan
President, Board of Directors and Co-Founder
Saugatuck Dunes Coastal Alliance

January 25, 2025

Kerrie E. Kuhne
Chief, Western Section
Regulatory Branch
U.S. Army Corps of Engineers, Detroit District
477 Michigan Avenue, Room 603
Detroit, MI 48226-2550

Dear Ms. Kuhne,

Please accept the following comments and supporting evidence from the Saugatuck Dunes Coastal Alliance in your Section 106 National Historic Preservation Act review of NorthShore of Saugatuck's application for permits to construct a high-intensity boat ramp, which you requested on December 3, 2024.

In terms of adverse impacts, NorthShore's proposed boat ramp is nearly identical to its proposed marina, which was denied by USACE and the Michigan Department of Environmental and Great Lakes (EGLE) in February 2024. The adverse impacts are not created by how the boats enter the river (marina or ramp). The adverse impacts result from where and how many boats enter the channel.

The boat traffic associated with the proposed boat ramp will almost certainly exceed that of the proposed marina (see calculations on page 5 of this document). Allowing significant boat traffic to enter the water at the River Mouth is not consistent with current and past uses and will create significant adverse impacts on ecological, historic, and cultural values as well as the Public Interest.

Executive Summary

The Saugatuck Dunes Coastal Alliance, a group of local residents, tribal nations, businesses, and environmental, historic, and civic organizations committed to protecting and preserving the Saugatuck Dunes and Kalamazoo River Mouth, vigorously opposes NorthShore of Saugatuck's proposal to construct an intensive-use boat ramp at the Kalamazoo River Mouth. **We strongly urge USACE to deny the permit because:**

- The USACE review does not consider two surrounding sites identified as historically significant by Michigan State Historic Preservation Office (SHPO) and Advisory Council on Historic Preservation (ACHP).
- The Permit Area is too small. The proposed boat ramp would not be proposed 'but for' the entire NorthShore development, which is not part of the permit area. Piecemealing their applications obfuscates the cumulative impacts of their proposed development.
- The proposed project is not consistent with past and current uses of the River Mouth area, including the Potawatomi lifeways and cultural and spiritual beliefs and practices associated with use of the River Mouth.

- Use of the proposed boat ramp is completely unlike that of Broward Marine, which operated for just 27 years and whose use was restricted to the launch of boats that Broward produced, which averaged three boats per year.
- Federal, state, and local regulators and lawmakers have enacted explicit conditions, criteria, policies and regulations that prohibit the proposed boat ramp. Again, it **doesn't matter how the boats enter the river. It matters where and how many.**
- The cumulative impact of the proposed project will change the established character of the Traditional Cultural Property (TCP) of the Potawatomi and other Historic Districts.
- There are prudent and feasible alternatives that are more consistent with how local residents, business owners, tourists, and tribal nations use the Kalamazoo River Mouth.
- The proposed project violates the Public Trust and Public Interest.

Given these factors and evidence outlined below, USACE has no choice but to deny NorthShore of Saugatuck's permit application.

The Area of Potential Effect (APE) should be expanded to include all Historic Properties that would be potentially impacted by the proposed boat ramp.

800.1(a): "The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties."

In addition to the three adjacent properties that USACE has identified for the permit area, there are two additional surrounding properties – a cultural landscape based upon the theme of Art and a cultural landscape based upon the theme of Landscape by Design (Conservation) that have been identified in earlier Section 106 reviews associated with the NorthShore marina development.

The Michigan State Historic Preservation Office (SHPO) and Advisory Council on Historic Preservation (ACHP) have both contacted USACE to underscore the significance of these two historic sites:

- "The SHPO had made a determination that the Ox-Bow School of Art appears to meet the criteria for eligibility for listing in the NHRP [National Register of Historic Places] prior to the review of these documents, however the boundaries for an overall district have not been conclusively determined." *August 26, 2020, letter from SHPO to USACE*
- "We are aware that by letter of August 26, 2020, the Michigan SHPO has also disagreed with the USACE's determinations of eligibility for the referenced cultural landscapes. To resolve this disagreement, and in accordance with 36 CFR §800.4(c)(2), the agency official shall now obtain a determination of eligibility from the Keeper of the National Register of Historic Places pursuant to 36 CFR part 63. We also advise the USACE to conduct supplemental efforts to identify historic properties within an appropriately defined APE, including consideration of properties located outside the Corps' permit area which may not have been previously determined to be eligible for inclusion on the National Register." *September 20, 2020, letter from ACHP to USACE to request a determination of eligibility for a cultural landscape designation from the Keeper of National Register of Historic Places.*

To our knowledge, USACE has failed to pursue identifying the two additional historic properties that both SHPO and ACHP have recognized:

- “Page 4 of the ACHP’s 9/10/20 letter recommended that the Corps undertake seven actions, including seeking DOEs [Determination of Effect] from the Keeper for both the Ox-Box [sic]/Saugatuck Dunes HD [Historic District] and the Mouth of the Kalamazoo TCP/TCL. As the Corps’ 9/18/20 letter to the Keeper seeks a DOE for the Mouth of the Kalamazoo River TCP only, this DOE is limited to that request.” *Footnote 1 of the Determination of Eligibility from the Keeper of the National Register of Historic Places*

The proposed project is not consistent with current and past uses of the Kalamazoo River Mouth area.

800.3(b) “...the agency official may use information for other reviews under Federal, State, or tribal law to meet the requirements of section 106.”

800.3(f)1 “The agency official shall invite any local governments or applicants that are entitled to be consulting parties under 800.2(c).”

The introduction of a high-intensity boat ramp is inconsistent with current and past uses of the Kalamazoo River Mouth area.

For nearly 140 years, the Kalamazoo River Mouth has been identified as an area of great ecological, historic, artistic and cultural significance:

- Potawatomi cultural and spiritual beliefs and practices associated with use of the River Mouth
- Inspiration for artists affiliated with the Ox-Bow School of Art over the past 100+ years
- Low-impact recreational use by local residents and tourists, including hiking, fishing, boating, birding, etc.
- Habitat for lake sturgeon and endangered mussels (purple wartyback). From the 2019 Lower Kalamazoo River Greenway Plan:
“Some of the highest quality habitat and rarest species can be found within a couple mile stretch of the mouth of the Kalamazoo River. There are several parks and preserves, including Saugatuck State Park, Tallmadge Woods, Patricia Birkholz Natural Area, and Saugatuck Harbor Natural Area, where visitors can experience these areas. Protecting and preserving these areas around Saugatuck should be one of the highest conservation priorities along the greenway.”

These values have inspired the local communities and the State of Michigan to invest more than **\$20 million** to secure and protect parks and natural areas at the River Mouth – protections that drive the area’s robust and sustainable tourism economy.

The Kalamazoo River Mouth is -- and has always been -- historically and culturally significant to the Potawatomi

In 2020, the Keeper of the National Register of Historic Places determined that the River Mouth meets the criteria of a Traditional Cultural Property (TCP) of the Potawatomi.

In the Keeper's November 5, 2020, Determination of Eligibility Notification it was noted: "What the MBPI THPO referred to in her 11/29/19 letter as "the distinct historical and contemporary cultural significance of the mouth of the river" is manifest in the Tribe's ethnogenesis, language, rituals, handicrafts, foodways, traditions, social structure, governance, place names, and ongoing cultural identity."

As noted in *National Register Bulletin 38, Guidelines for Evaluating and Documenting Traditional Cultural Properties (rev. 1998)*, a TCP "... can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (p. 1).

USACE itself documented the "past and present cultural use of the Kalamazoo River" in its November 15, 2022, Memorandum for Record (MFR). We urge you to re-read the MFR, especially the Conclusion, which states in part:

"The introduction of a 50-slip marina in the vicinity of the river mouth would introduce additional boats and docking structures into an area that has remained primarily natural and where no marinas currently exist."

"Due to the extent of past and present cultural use of the Kalamazoo River itself, views of the area from the river are particularly important, and the visual effects of the undertaking on the character of the river mouth for viewers in the river weigh heavily in our review of the undertaking's effect on the TCP."

"In summary, the undertaking would cause an adverse effect on the Kalamazoo River Mouth TCP due to its direct physical effects on the landscape; visual and auditory characteristics of the river mouth (i.e., the place where river, lake, and forest meet); the feeling and character of the river mouth area; Potawatomi cultural and spiritual beliefs and practices associated with use of the river mouth; and potential impacts on lake sturgeon, water quality, and the ecological characteristics of the area."

The proposed boat ramp is inconsistent with the historic use of the River Mouth as a respite for artists "in rural isolation."

The Ox-Bow School of Art established and has sustained a vibrant arts culture in the Saugatuck area since 1908. According to the Ox-Bow website, the 110-acre natural area was founded to "serve as a respite for artists from the industrializing havoc of Chicago." Founders Frederick Fursman and Walter Marshall Clute, artists from The School of the Art Institute of Chicago, selected the site for "the natural beauty of the area, as well as its rural isolation."

A high-intensity boat ramp will diminish the integrity of how the surrounding landscape has been used for more than 100 years. **The proposed project will diminish the established setting, feeling, and association of the river mouth, the dunes, and wetlands.**

Use of the proposed boat ramp is completely unlike that of Broward Marine, which operated at the same location for a very different purpose.

USACE's assumption in its December 3, 2024, letter to consulting parties that the primary use of the area is as a marina is false. In 1977, the late Frank Denison, owner of Broward Marine, was issued a Special Land Use Variance from Saugatuck Township on April 27, 1977, to construct a boat ramp at the site of the proposed boat ramp. Broward Marine operated for just 27 years (1977-2004) and its use was limited to the launch of boats produced by the manufacturer, which averaged **three boats per year**.

The conditions of the Broward Marine variance (attached) confined activity to a 850' X 850' space and limited the use to [emphasis added]:

"the purpose of building watercraft and maintaining and servicing such watercraft that you build, subject to the following conditions:

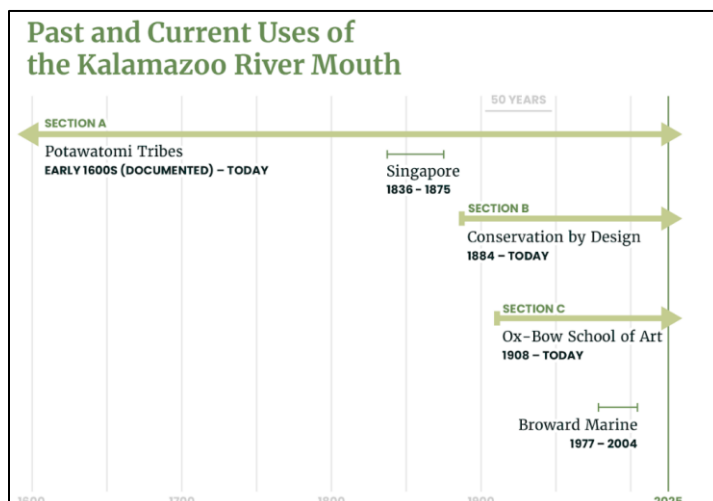
...

5. The subject property may not be used for any commercial or industrial use other than for maintenance and service work upon boats built at that facility.

6. The existing green belt must be maintained and improved so as to blend the commercial buildings with the natural environment so as to make said buildings inconspicuous as reasonably possible to persons on the river and to your neighbors located to the east.

Your failure to comply with the foregoing conditions will entitle the Township of Saugatuck to withdraw the variance; you must understand that your proposed use is contrary to the existing zoning ordinance and your proposed use is allowed under and by virtue of the above variance subject to the six (6) specified conditions."

In contrast, the developer has already built 65 boat storage facilities on its property, has plans to construct 96 more homes, and is approved for 17 additional lots. Conservative estimates put the number of boats using the boat ramp could easily reach or exceed 100, double the 50 that would have been docked at the developer's proposed **marina**, which both USACE and EGLE denied. **This is a significant change in current and past uses of the Kalamazoo River Mouth area.**



Again, the adverse impacts on the ecological, historic, and cultural values of the River Mouth **don't result from how the boats enter the river, but where and how many boats enter.**

Federal, state, and local regulators and lawmakers have enacted explicit policies and regulations that prohibit the proposed boat ramp.

- EGLE denied the developer's application to build a marina at the same location. The boat traffic associated with the proposed high-volume boat ramp has potential to far exceed that of the proposed boat basin marina (see calculation on p. 5). EGLE cited 'significant adverse impacts' in denying the permit on February 9, 2024 [emphasis added]:

"The proposed project will have significant adverse effects on the natural resources associated with the Kalamazoo River, the uses of the Kalamazoo River, and the public trust.

"The proposed marina will likely have significant effects on the public and tribal uses of the river, and thus infringe on the public trust rights to navigate and fish. Other uses of the water, including recreation, fish and wildlife, and aesthetics, will also be affected.

"EGLE finds the proposed project would adversely impact the natural resources of the Kalamazoo River and the public's right to navigate and fish."

- **In 2017, the Saugatuck Township Planning Commission placed restrictions on NorthShore of Saugatuck's use of the River Mouth** including a condition that explicitly prohibited boat launch facilities and in and out boat service. Minutes from the April 26, 2027, minutes state [emphasis added]:

"Prietz read the list of conditions suggested by the township attorney and added at this meeting:

1. The applicant shall obtain all required state and federal permits and approvals to construct the boat basin and marina, including, without limitation, any that are needed from the United States Corps of Engineers (USACE), the United States Environmental Protection Agency (USEPA) and the Michigan Department of Environmental Quality (MDEQ).

2. There shall be no fuel sales, no pump-out services or facilities, no boat storage facilities, no boat launch facilities and no in and out boat service provided at the marina."

- **The 2005 and the 2016 Tri-Community Master Plans address concerns about boat traffic on the Kalamazoo River being at capacity** [emphasis added]:

"Carrying capacity refers to the physical capacity and intrinsic suitability of water to absorb and support various types of use. Such an analysis is typically performed by an inventory of existing surface water use during weekdays and peak weekends. Data is then examined to match the size of the waterbody and its capacity to assimilate various mixes of use. Such an analysis would probably reveal there is not much excess capacity for new boat slips in Kalamazoo Lake and River."

“In seeking to balance economic development with environmental protection, the concept of carrying capacity should be a major consideration. If the carrying capacity of land or water is exceeded, then activities cannot be undertaken without unacceptable impacts on users, the environment, or both. Impacts can include increased trip times, decreased safety, pollution, loss of open space, and many other considerations. The key is prevention of overuse by limiting intensity of use on adjoining lands and regulating surface water use.”

- **The Saugatuck Township Planning Commission in 2009 revised its Water Access Code of Ordinances with provisions to limit boat access at the River Mouth.**

“ARTICLE XII. - WATER ACCESS AND DOCK DENSITY REGULATIONS

Sec. 40-906. - Intent and purpose.

(a) The township, after extensive deliberations and discussions, has concluded that the use of water resources situated within the township must be considered within the framework of the township's longterm costs and benefits. Further, the township has concluded that it is desirable to retain and maintain the physical, cultural and aesthetic characteristics of its Inland Waterways and its portion of Lake Michigan.

(b) Pursuant to its deliberations and discussions, the township has concluded that a lack of regulation regarding the density of Docks on and general access to Inland Waterways and Lake Michigan within or adjacent to the township has resulted in a Nuisance condition and an impairment of irreplaceable natural resources of the township. Further, the lack of regulation is resulting in the destruction of property values and constitutes a threat to the public health, safety and welfare of all persons utilizing these Inland Waterways and Lake Michigan and occupying adjacent properties within the township. Consequently, the township desires to adopt reasonable regulations regarding Dock density and general water access to protect the public health, safety and welfare, as well as the irreplaceable natural resources of the township.

(c) The township has further concluded that regulation of water access and Dock density will help reduce conflicts which occur between residential single-Family use of the waterfront and shared waterfront use.”

- **The City of Saugatuck, which owns a nature preserve across from the proposed marina and boat ramp, unanimously passed a resolution in October 2022 detailing concerns with NorthShore of Saugatuck's use of the River Mouth.** The Resolution (attached), which was submitted to USACE and EGLE lists the adverse effects on navigation, fishing, recreation, fish and wildlife that will result from excessive additional boat traffic at the Kalamazoo River Mouth [emphasis added]: Following are representative excerpts:

“The City finds that the proposed marina will have an adverse effect on the public trust, and may impact related riparian rights.

“The City finds that by damaging the historical, ecological, and cultural values of the area which attract tourism and recreation to the Tri-Communities, the proposed marina will negatively impact the use of waters for recreation, aesthetics and the local tourism industry. The proposed marina may further impact fish and wildlife.

“The City finds that the proposed marina basin is not consistent with the public uses in and around the area.”

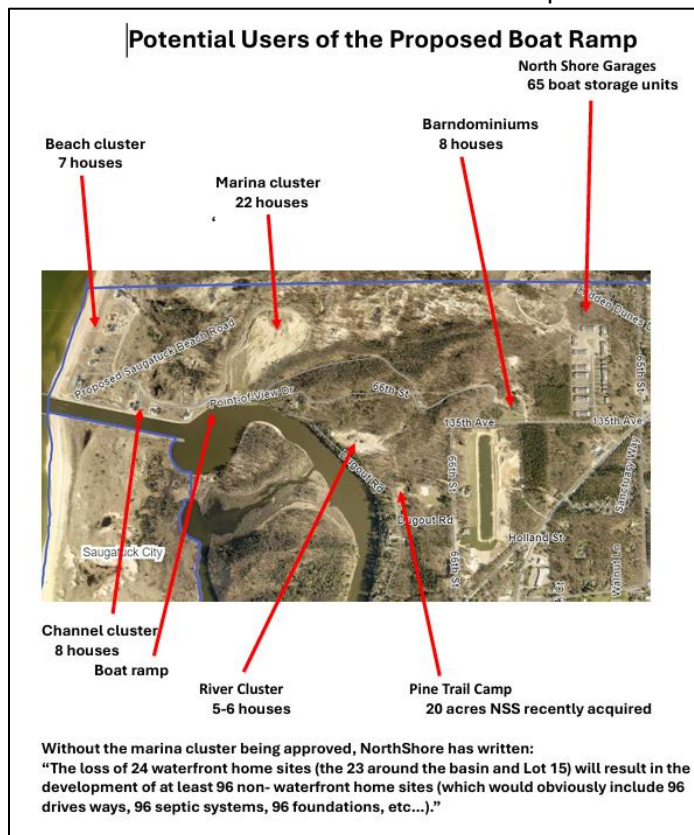
The cumulative impacts of the proposed project are significant.

Section 800.5(a)1: "Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be further removed in distance, or be cumulative."

The sections above detail how regulatory agencies since 1977 have limited excessive boat traffic at the Kalamazoo River Mouth to protect ecological, historic, artistic and cultural values.

The proposed NorthShore marina project has changed considerably since 2017 when it was initially discussed with USACE and EGLE. While the agencies were aware of plans for the 50-slip marina and denied that permit, the USACE may not be aware are that:

- NorthShore has built over 65 boat storage units, each capable of housing several large boats on the eastern end of their development that could potentially have use of the boat ramp.
- NorthShore stated in their June 14, 2019, response letter to Army Corps they plan to construct 96 more houses if denied the marina permit.



As noted on page 5, the number of boats using the proposed boat ramp could easily reach 100 or more, double the number of docks at the proposed marina that USACE and EGLE denied.

- How will NorthShore schedule the use of the boat ramp given that number of boats?
- How will they coordinate the return of that many boats?

- What will happen during a sudden storm if many boats need to quickly use the boat ramp?
- How will that many boats waiting for the boat ramp impact other boaters navigating to the docks further upriver via the channel?

There remain many unanswered questions about the scope, impacts, and purpose of the proposed projects – the boat ramp, the boat storage, the number of houses, the number of boats that will be granted access to the marina area. During [EGLE's public hearing](#) for the boat ramp, NorthShore refused to say how many boats would have access to the ramp and whether they would limit use in any way. While it is impossible to precisely measure each of the adverse impacts, we do know that the previously identified impacts, in aggregate, will have a profound negative impact on the River Mouth – to its ecological, historic, and cultural values ... to cultural lifeways and tribal rights ... to navigational safety ... to the arts community ... to the Public Interest and Public Trust.

There are Prudent and Feasible Alternatives to the Boat Ramp

NorthShore has several options to avoid the negative impacts of its proposed boat ramp:

- The developer owns approximately 1,100 feet of frontage on the Kalamazoo River where homeowners have a legal right to docks.
 - Given lot width requirements, the developer could build up to nearly 9 (8.96 lots) lots along the river where the boat launch and marina are proposed.
 - According to the Saugatuck Township Code of Ordinances, 125-foot lots are permitted 1 dock with 2 slips. This would allow for a total of 18 boats.
- Additionally, there are existing boat ramps and marinas available for use further upriver.

Additional Key Considerations and Facts

- The City of Saugatuck, which owns a nature preserve immediately across from the proposed boat ramp, **was not noticed**. As noted above, the City detailed its concerns about the proposed marina in a letter to EGLE dated August 14, 2023 and a letter to USACE dated October 24, 2022. [800.3(f)1 “The agency official shall invite any local governments or applicants that are entitled to be consulting parties under 800.2(c).”]
- To our knowledge, USACE has not yet requested comments on the Public Interest Factors Review, as well as the Environmental Review. We request a Public Hearing so that interested stakeholders may submit evidence and provide comment on those reviews.

Conclusion

It doesn't matter how the boats enter the river. It matters where and how many. The adverse impacts to the historic and cultural uses of the River Mouth that would result from the proposed boat ramp are potentially more significant to those of the applicant's proposed marina, which USACE denied in February 2024.

Until the applicant addresses the scope and impacts of, and alternatives to, the boat ramp, we urge USACE to deny the permit.

The Coastal Alliance appreciates USACE's consideration of the evidence we have submitted. We are happy to answer any questions you may have.

Thank you for your service.

Sincerely,

Bobbie Gaunt
Chair, Board of Directors
Saugatuck Dunes Coastal Alliance

David Swan
President, Board of Directors and Co-Founder
Saugatuck Dunes Coastal Alliance

Attachments

- Application Denial Letter_EGLE_020924
- Built by Broward Marine in Saugatuck
- City of Saugatuck Resolution No. 221024-A
- City of Saugatuck Resolution No. 230814-A
- Tri-Community Master Plan 2016
- Kalamazoo River Mouth TCP DOE_110520
- Letter ACHP to USACE_091020
- Lower Kalamazoo River Greenway Plan_2019
- Location and Construction of proposed boat ramp
- Map – Potential users of the proposed boat ramp
- MBPI comments_112919
- McClurken affidavit and exhibits_2018
- MFR TCP_effect determination_111522
- Mouth of the Kalamazoo River TCP_Ethnographic Report
- NWP-36_Boat Ramps regulations
- Saugatuck Historic Walking Guide
- Section 106_regulations
- USACE letter to consulting parties_120324
- SHPO letter to USACE_082620
- Variance Broward Marine_042777
- Saugatuck Township Code of Ordinances
- Saugatuck Township Planning Commission Minutes April 26, 2017_Permit Conditions
- NorthShore June 14, 2019, response to USACE pg. 64 for comment regarding 96 additional houses
- YouTube video of EGLE's August 13, 2024, public hearing on the proposed boat ramp (https://www.youtube.com/watch?v=C4X8U6IA_TM)



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
477 MICHIGAN AVENUE ROOM 603
DETROIT MI 48226-2550

December 4, 2024

Regulatory Branch
File No. LRE-2010-00304-52-N24

Saugatuck Dunes Coastal Alliance
PO Box 1013
Saugatuck, Michigan 49453

Dear Mr. Swan:

The Detroit District of the U.S. Army Corps of Engineers is reviewing an application by North Shores of Saugatuck, LLC for a Department of the Army (DA) permit to install a boat ramp in the Kalamazoo River offshore Saugatuck Beach Road in Saugatuck Township, Section 4, Township 3N, Range 16W, Allegan County, Michigan (Encl. 1). A copy of the proposed plans is attached (Encl. 4). The proposed project is within the Kalamazoo River Mouth Traditional Cultural Property (TCP) and near an archaeological site. We are writing to seek your input on historic property concerns to assist with our review under Section 106 of the National Historic Preservation Act (Section 106).

The applicant proposes to replace an existing gravel launch ramp with a concrete surface ramp along the western wall of an existing boat well. The parcel contains approximately 1,100 feet of water frontage. Our scope of analysis and the permit area for our review of the project under Section 106 is a 255 foot long by 135-foot-wide area (Encl. 3) along the Kalamazoo River and adjacent shoreline, including a 104 foot long by 23-foot-wide area (Encl. 4, p.3) within the river where the proposed concrete boat ramp would be installed and the adjacent upland areas where equipment use and storage would occur. As shown on the attached plans, the work would involve mechanical grading of approximately 96 cubic yards of a 2.28-foot-deep layer of accumulated sand to evenly spread the material and level the slope within a 48 foot long by 23-foot wide (1,104 sq. ft.) area on the riverbed. Gravel stone fill (bedding material) would be placed over a geotextile fabric within a 104 foot long by 23-foot-wide area and pre-cast concrete panels would be placed atop the gravel to form a 104 foot long by 23-foot-wide boat ramp. All proposed work would be performed from dry land with no need for any barge-mounted equipment in the water.

Historical imagery dated 1955 and 1976 (Encl. 5) shows the parcel's natural shoreline prior to construction of the existing seawall. By 1988, the initial construction of inland boat wells and seawall installation had been completed along the entire waterfront parcel (Encl. 8). Offshore work/structures and disturbances along the waterfront previously permitted by the Corps include new seawall installation and excavation of an inland boat slip (1978), dredging to construct a 3-slip inland boat well (1980), new seawall installation with 5,000 cubic yards of backfill shoreward of the

seawall to create upland areas (1983 and 1990), dredging and backfill within 30 feet landward of a failed seawall, seawall replacement with areas of toe stone, and discharges to construct the existing crushed-rock surface boat ramp (2011-2017) (Encl. 6-9, 11-12). Some of this work occurred within the permit area when it was developed and used as part of Broward Marine boat building facility. This facility consisted of a large industrial building and boat wells along the riverbank, in the mid-1970s. Related offshore structures shown in aerial photographs dated between 1988 through 2011 included boat lifts, docks, and mooring piles along the seawall; all have been removed. The Broward Marine building was removed by 2010 but the two boat wells remain in place and are currently protected by a steel sheet pile seawall that extends inland along their borders.

The project site is directly adjacent to the Corps' Navigational Structures at the Saugatuck Harbor, which is listed in the NRHP. The permit area is located about 250 feet away from the eastern edge of the seawall that connects to Saugatuck Harbor's north pier (Encl. 10). We have preliminarily determined that the proposed work would have no adverse effect on the Corps' Navigational Structure.

The permit area is encompassed by archaeological site 20AE619. We believe site 20AE619 is eligible for listing in the NRHP based on intact archaeological deposits located in previously conducted surveys outside the permit area for this project. We understand the boundary of site 20AE619 is unverified by field study. Archaeological surveys have not been conducted within the permit area. The permit area is not expected to contain intact archaeological resources given the extent of previous disturbance, including excavation of a boat well, installation of seawall, and grading and fill associated with installation of the existing gravel boat ramp.

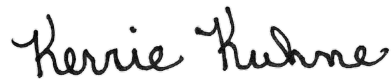
The work proposed within the permit area is mostly located waterward of the OHWM elevation of 581.5 feet (IGLD 85) within a previously excavated boat well, and the proposed work does not require any dredging or excavation activities. The boat ramp and bedding materials would be installed on top of riverbed sediments that will be leveled and redistributed to create a smooth surface. The constructed boat ramp would not extend beyond the waterward limits of the surrounding seawall. Overall, the depth of previous ground disturbances that have occurred within the permit area is much greater than the depth of ground disturbance proposed on the riverbed for the installation of the boat ramp. Therefore it is very unlikely that any undiscovered resources shall be discovered during construction of the project. Based on the extent of recent disturbances to the site, it is our preliminary determination that the proposed project would have no adverse effect to site 20AE619.

The permit area is within the boundaries of the Kalamazoo River Mouth Traditional Cultural Property (TCP) which is eligible for listing in the NRHP. We expect the proposed work would cause minor, temporary turbidity in the waterway due to leveling of existing sand and construction discharges for the installation of the boat ramp. The

proposed project would have minimal impacts to lake sturgeon, and would not impact wild rice, birch, white pine, black ash or cattails. The project is consistent with the current use of the river in general, and consistent with past and current use of the permit area. Noise and visual characteristics of the area after construction would be similar to current conditions. If a permit is issued, it could include special conditions prohibiting in-water work between March 15-June 30 and September 1-December 15 as recommended by the MDNR Fisheries Division to minimize potential impacts during lake sturgeon spawning and migration periods. Special conditions could also include the use of a turbidity barrier around the work area during construction and requiring the applicant to immediately stop work and notify the Corps upon discovery of a potential resource eligible for listing in the NRHP. Based on our review, we preliminarily determined that the project, with the aforementioned special conditions, would have no adverse effect on the Kalamazoo River Mouth TCP.

If you have comments on the proposed project, we request your response within 30 days from the date of this letter. In the absence of a response, we will assume that you do not have concerns about the proposed work. If you need additional time, or have questions on this matter, please contact Kristi DeFoe at the above address, by E-Mail at Kristi.M.DeFoe@usace.army.mil, or by telephone at (313) 226-7718. In all communications, please refer to File Number LRE-2010-00304-52-N24.

Sincerely,

A handwritten signature in black ink that reads "Kerrie Kuhne". The signature is written in a cursive, flowing style.

Kerrie E. Kuhne
Chief, Western Section
Regulatory Branch

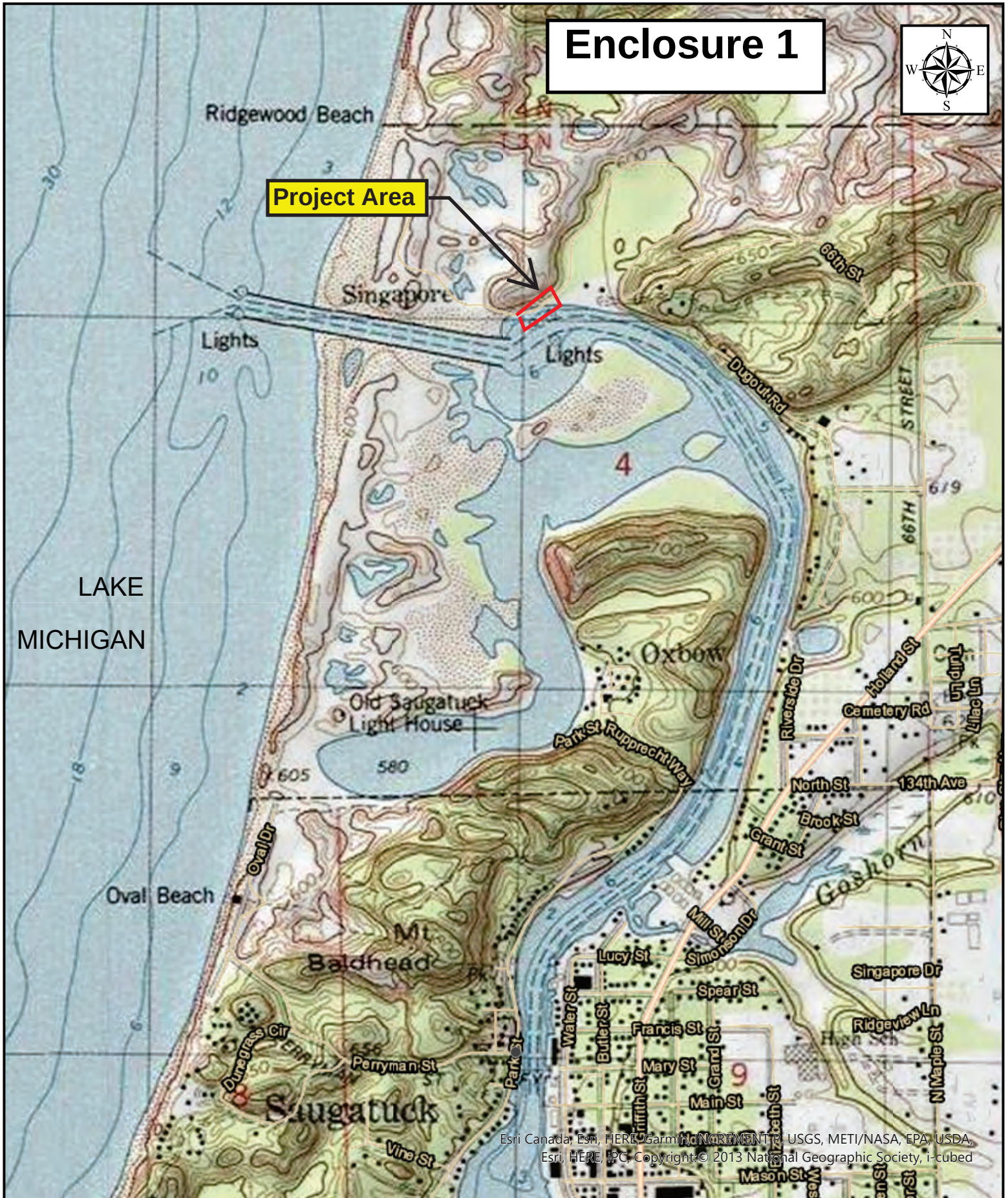
Enclosures

Enclosure 1



Project Area

LAKE
MICHIGAN



Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA,
Esri, HERE, IBC, Copyright © 2013 National Geographic Society, i-cubed



Saugatuck quad.

0 0.13 0.25 0.5
mi

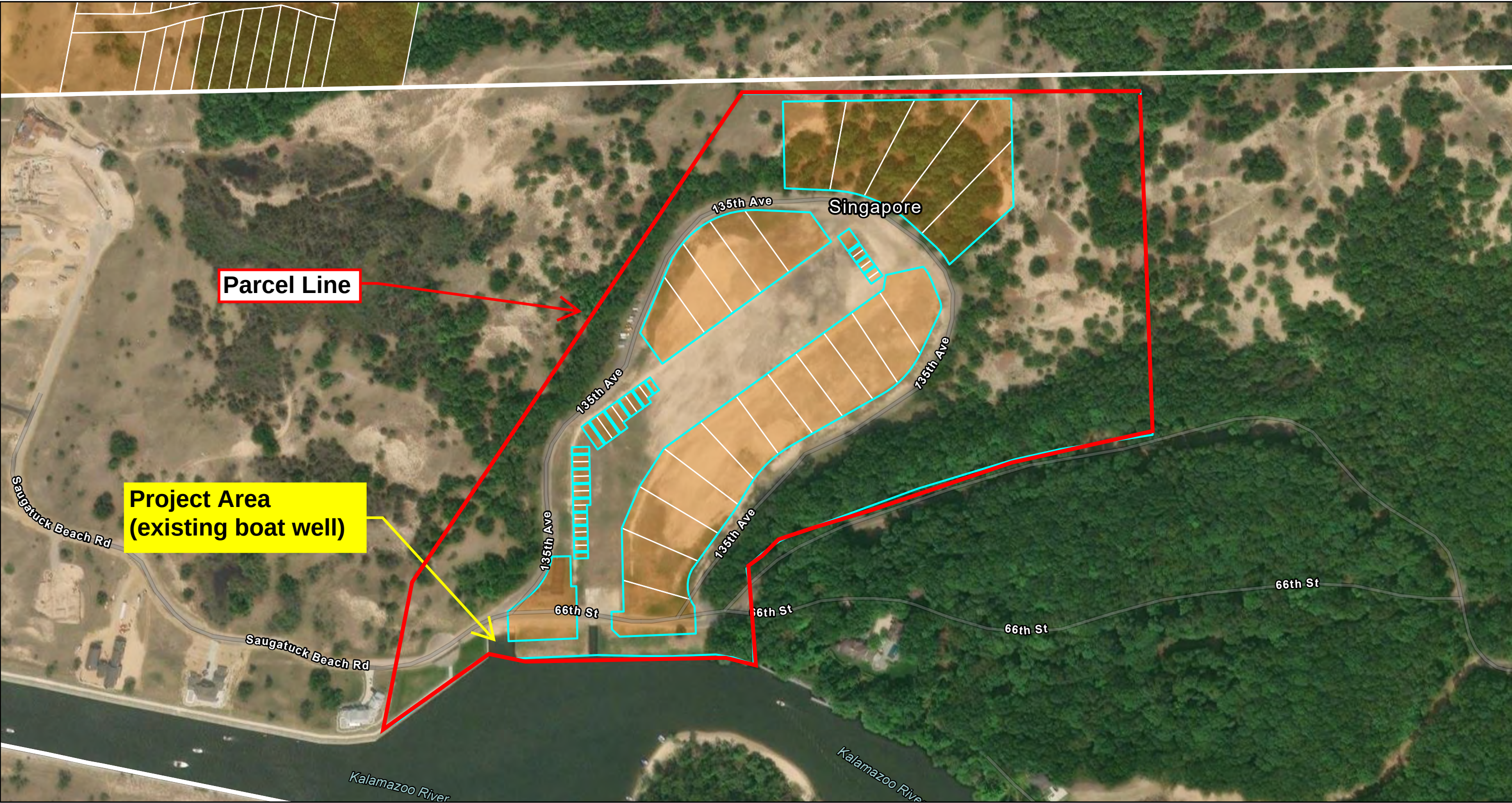
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Map Created by: PM NAME

Date: 8/21/2024

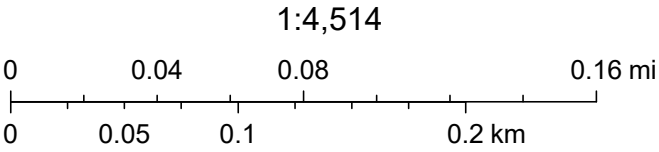
Coordinate System: WGS 1984 Web
Mercator Auxiliary Sphere

92



8/14/2024, 2:24:44 PM

- Sublots
- Allegan County Units



Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar

March 2021

Enclosure 3

Legend

Measure

Unauthorized
concrete boat ramp
has been removed

Saugatuck Bch Rd

66th St

135'

255'

Permit Area

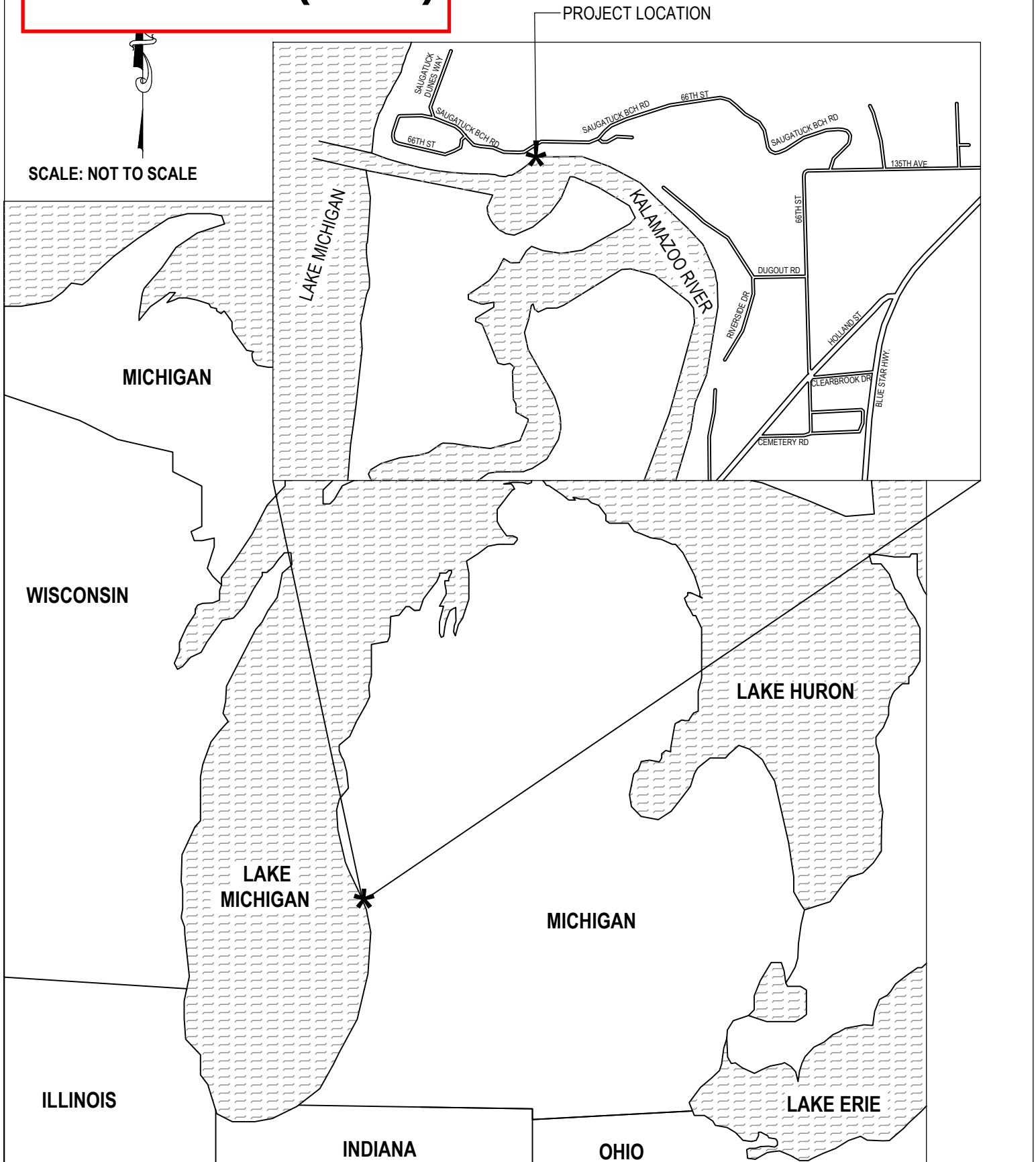
Kalamazoo River

Google Earth

300 ft 94



Enclosure 4 (1 of 6)



NOTES:

1. TOPOGRAPHIC AND BATHYMETRIC SURVEY PERFORMED BY EDGEWATER RESOURCES ON 01/11/2023
2. VERTICAL DATUM IS IGLD'85
3. HORIZONTAL DATUM IS MICHIGAN STATE PLANE, SOUTH ZONE, NAD83, INTERNATIONAL FOOT.
4. AVERAGE WATER LEVEL ON DAY OF SURVEY = 578' IGLD'85
5. PROPERTY LINES ARE APPROXIMATE. NO BOUNDARY SURVEY WAS PERFORMED BY EDGEWATER RESOURCES.
6. USACE OHWM = 581.5' (IGLD'85), EGLE OHWM = 580.5' (IGLD'85)
7. FEMA 100-YEAR FLOODPLAIN: 583.0' (NAVD88) - 0.45 = 582.55' (IGLD'85)
8. LWD = 577.5' (IGLD'85)

ADJACENT PROPERTY OWNER:
NORTH SHORES OF SAUGATUCK LLC
148 S RIVER AVE STE 100
HOLLAND, MI 49423

APPROX.
PROP LINE

ROAD RIGHT-
OF-WAY

FEMA 100-YEAR FLOODPLAIN 582.55' (BLUE LINE)

USACE OHWM 581.5' (RED LINE)

STEEL SHEET
PILE WALL

STEEL SHEET
PILE WALL

APPROX.
PROP LINE

CONC. SIDE
WALK

REVETMENT
STONE

KALAMAZOO RIVER

ADJACENT PROPERTY
OWNER
DENISON GERTRUDE
WINSLOW TRUST
RYDER DAVID R TRUSTEE
MCDERMOTT WILL &
EMERY LLP
PO BOX 1088
SAUGATUCK, MI 49453

(2 of 6)

EXISTING CONDITIONS

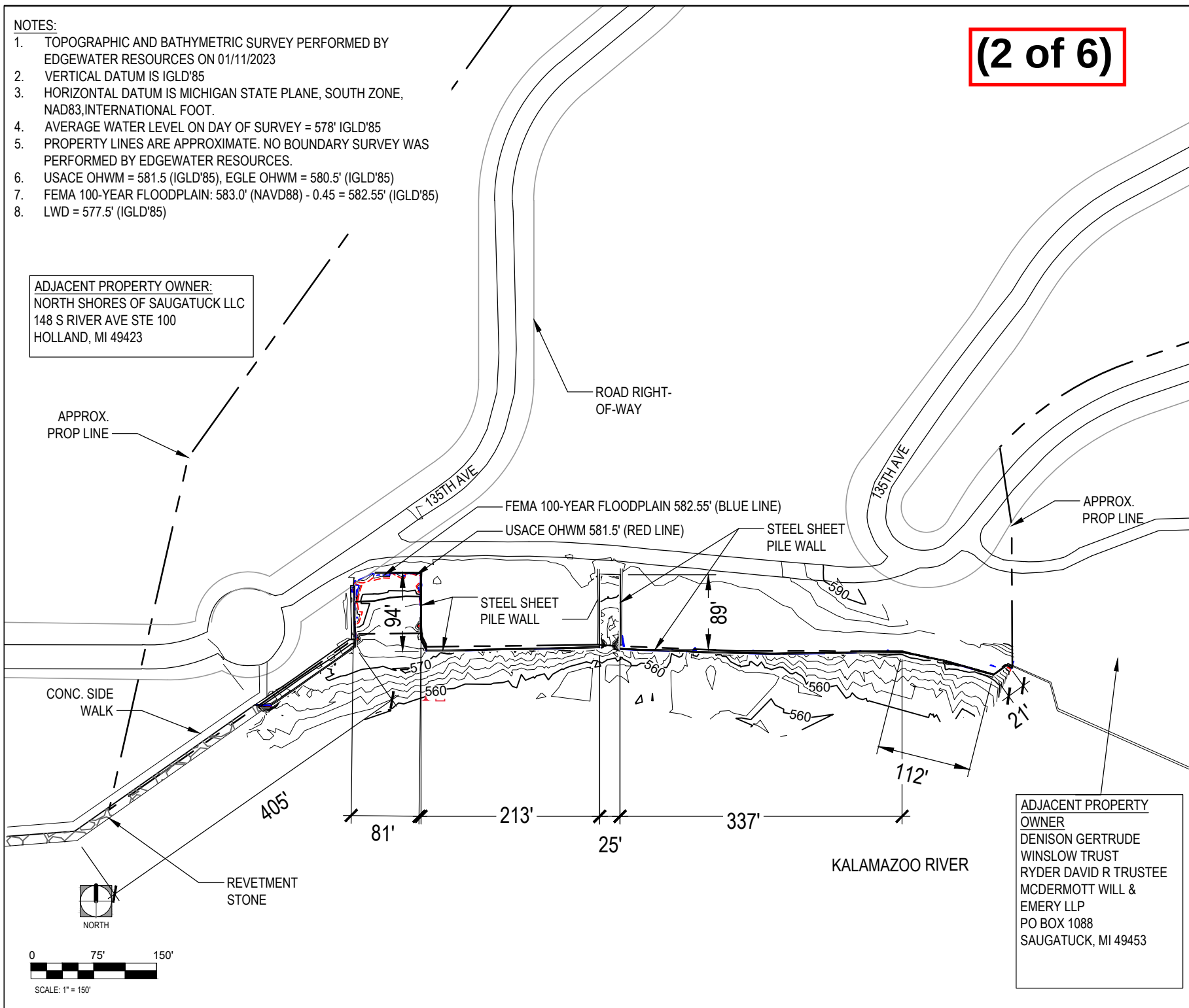
APPLICANT: NORTHSHORE OF SAUGATUCK
WATERWAY: KALAMAZOO RIVER
CITY: SAUGATUCK TOWNSHIP
COUNTY: ALLEGAN
DATE: 02/27/2024 (REVISED 4/15/24)
DATUM: IGLD85

SHEET: 2 OF 6

Edgewater
resources

518 BROAD STREET, SUITE 200
ST. JOSEPH, MI 49085
P: 269.932.4502
edgewaterresources.com

0 75' 150'
SCALE: 1" = 150'

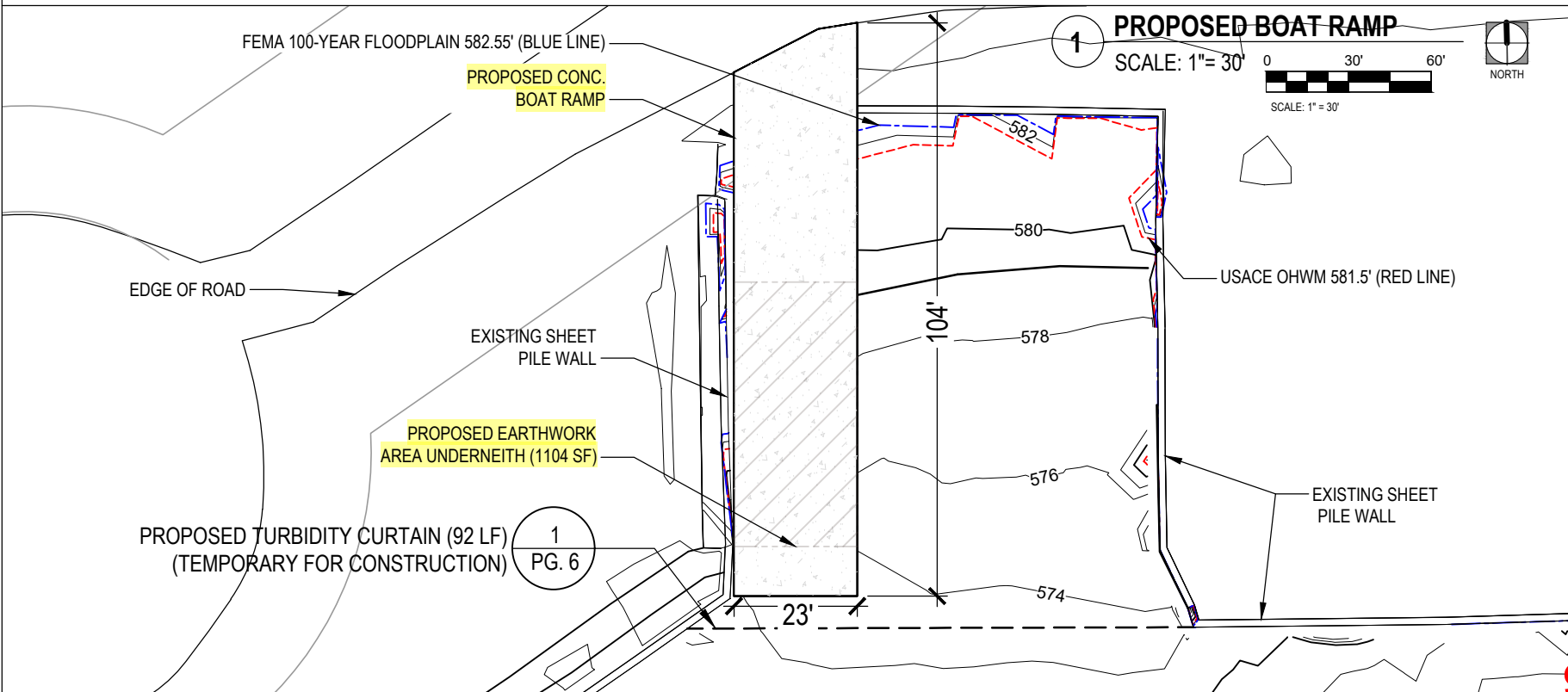
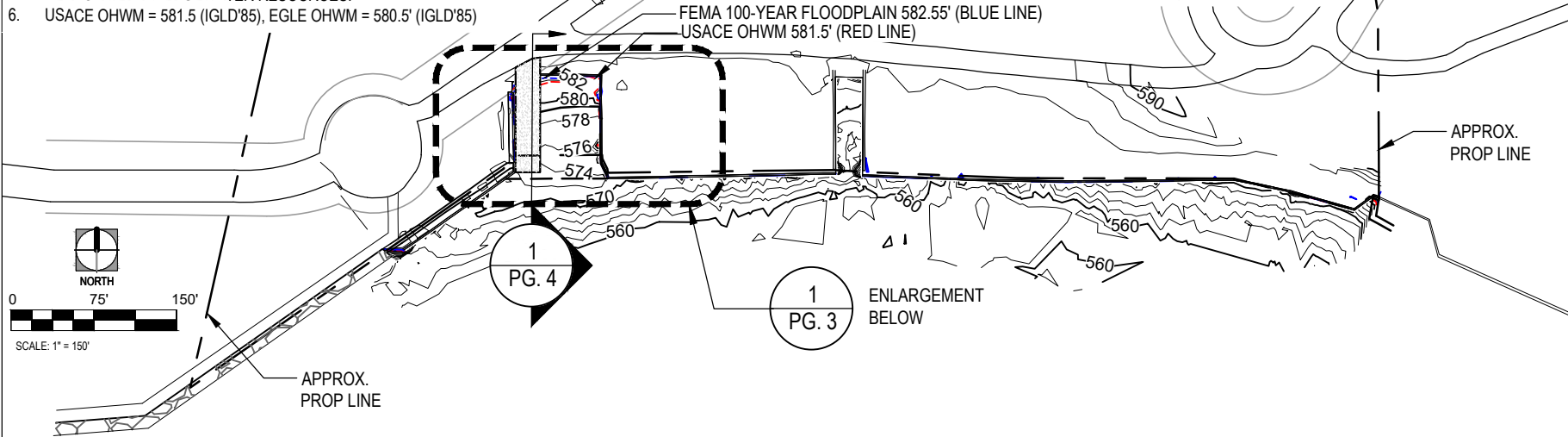


NOTES:

1. TOPOGRAPHIC AND BATHYMETRIC SURVEY PERFORMED BY EDGEWATER RESOURCES ON 01/11/2023
2. VERTICAL DATUM IS IGLD'85
3. HORIZONTAL DATUM IS MICHIGAN STATE PLANE, SOUTH ZONE, NAD83, INTERNATIONAL FOOT.
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7. LWD = 577.5' (IGLD'85)
8. FEMA 100-YEAR FLOODPLAIN: 583.0' (NAVD88) - 0.45 = 582.55' (IGLD'85)
9. OWNER TO CONDUCT ANNUAL INSPECTION OF POTENTIAL LOCALIZED EROSION AND SETTLEMENT. WHEN APPLICABLE, OWNER TO IMPLEMENT SUFFICIENT CORRECTIVE MEASURES PER CODE
10. ALL SESC MEASURES & CORRECTIVE ACTIONS TO COMPLY WITH THE APPLICABLE SOIL EROSION AND SEDIMENTATION CONTROL (SESC) RULES AND REGULATIONS (SOIL EROSION AND SEDIMENTATION CONTROL - 1994 PA 451, PART 91, AS AMENDED, MCL 324.9101 ET SEQ.)

(3 of 6)



PROPOSED CONDITIONS

APPLICANT: NORTHSORE OF SAUGATUCK
WATERWAY: KALAMAZOO RIVER
CITY: SAUGATUCK TOWNSHIP
COUNTY: ALLEGAN
DATE: 02/27/2024 (REVISED 4/15/24)
DATUM: IGLD85

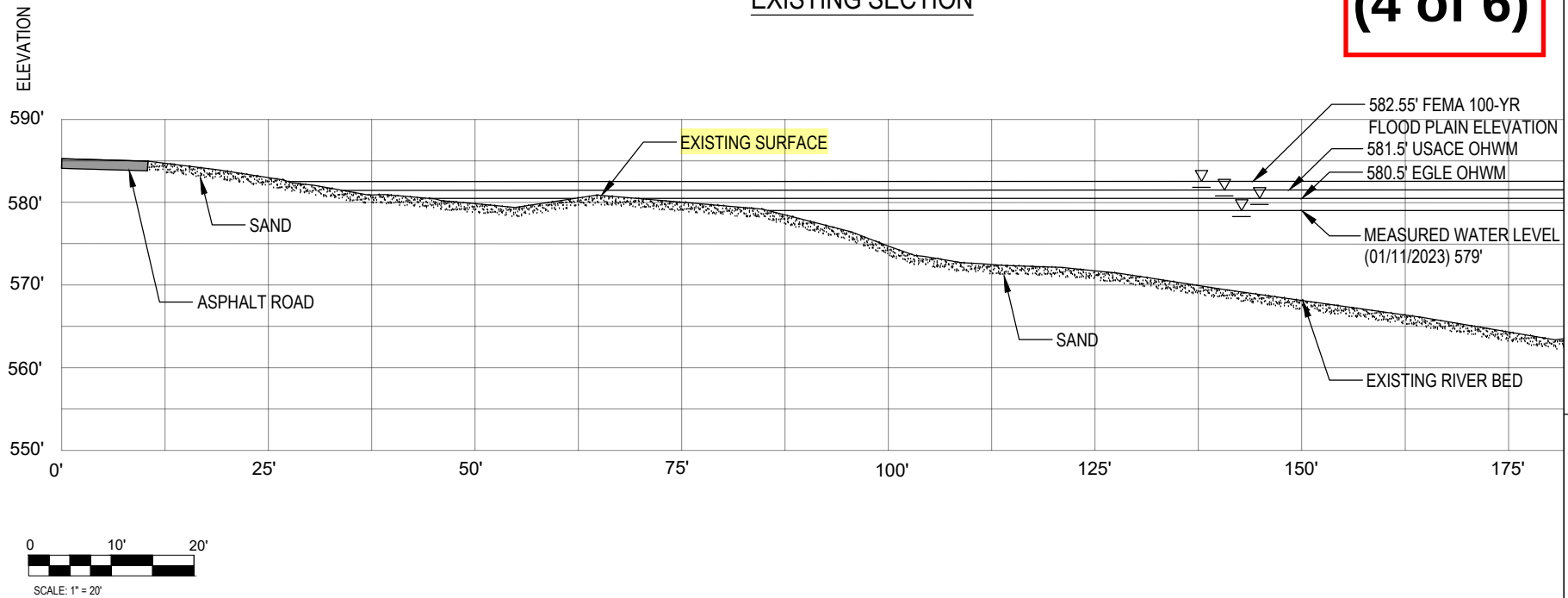
SHEET: 3 OF 6

Edgewater
resources

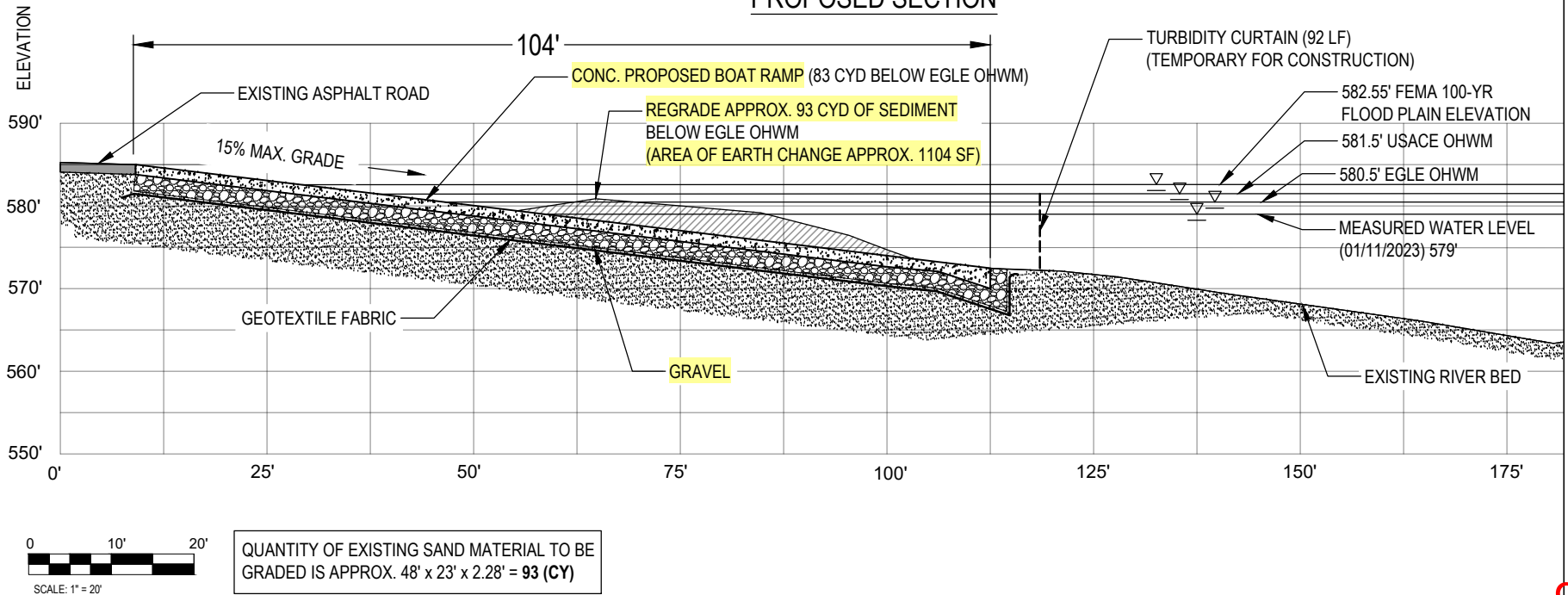
518 BROAD STREET, SUITE 200
ST. JOSEPH, MI 49085
P: 269.932.4502
edgewaterresources.com

EXISTING SECTION

(4 of 6)



PROPOSED SECTION



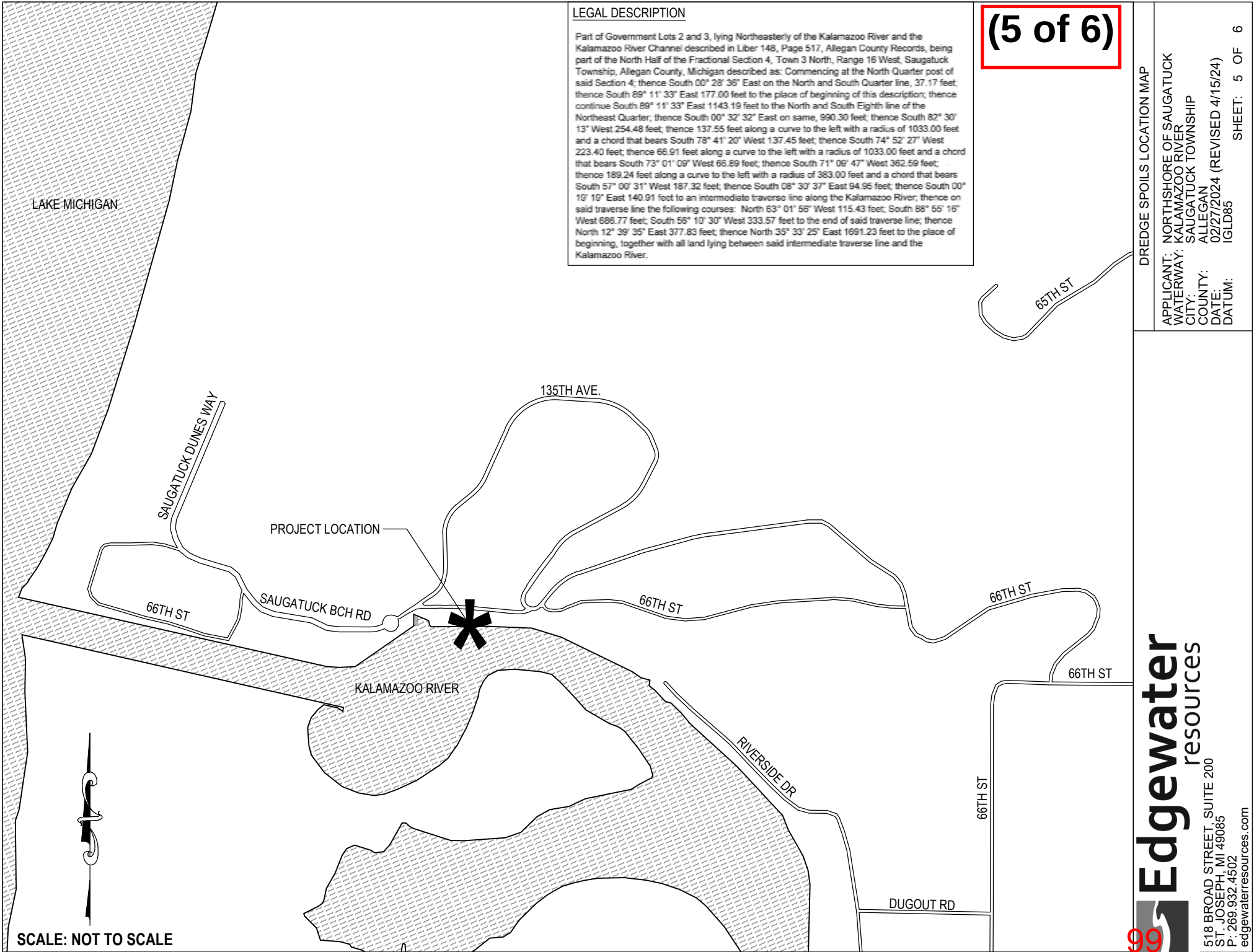
PROPOSED SECTIONS

APPLICANT: NORTHSIDE OF SAUGATUCK
WATERWAY: KALAMAZOO RIVER
CITY: SAUGATUCK TOWNSHIP
COUNTY: ALLEGAN
DATE: 02/27/2024 (REVISED 4/15/24)
DATUM: IGLD85

SHEET: 4 OF 6

Edgewater
resources

518 BROAD STREET, SUITE 200
ST. JOSEPH, MI 49085
P: 269.932.4502
edgewaterresources.com



LEGAL DESCRIPTION

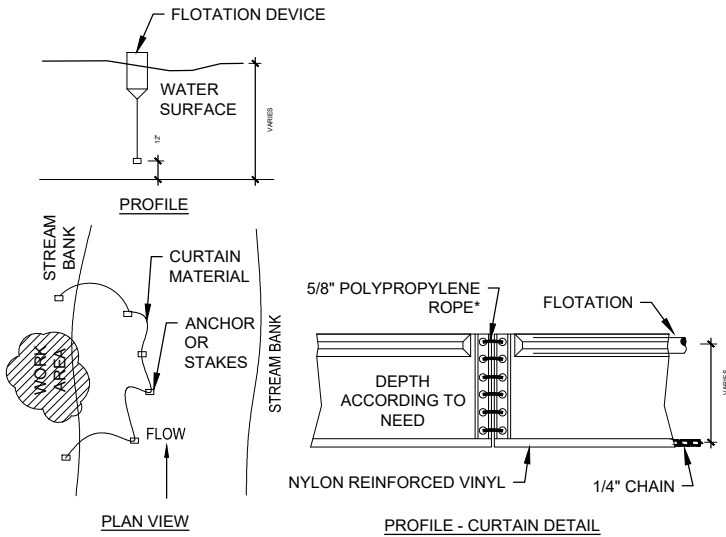
Part of Government Lots 2 and 3, lying Northeasterly of the Kalamazoo River and the Kalamazoo River Channel described in Liber 148, Page 517, Allegan County Records, being part of the North Half of the Fractional Section 4, Town 3 North, Range 16 West, Saugatuck Township, Allegan County, Michigan described as: Commencing at the North Quarter post of said Section 4; thence South 00° 28' 36" East on the North and South Quarter line, 37.17 feet; thence South 89° 11' 33" East 177.00 feet to the place of beginning of this description; thence continue South 89° 11' 33" East 1143.19 feet to the North and South Eighth line of the Northeast Quarter; thence South 00° 32' 32" East on same, 990.30 feet; thence South 82° 30' 13" West 254.48 feet; thence 137.55 feet along a curve to the left with a radius of 1033.00 feet and a chord that bears South 78° 41' 20" West 137.45 feet; thence South 74° 52' 27" West 223.40 feet; thence 66.91 feet along a curve to the left with a radius of 1033.00 feet and a chord that bears South 73° 01' 09" West 66.89 feet; thence South 71° 09' 47" West 362.59 feet; thence 189.24 feet along a curve to the left with a radius of 383.00 feet and a chord that bears South 57° 00' 31" West 187.32 feet; thence South 08° 30' 37" East 94.95 feet; thence South 00° 19' 19" East 140.91 feet to an intermediate traverse line along the Kalamazoo River; thence on said traverse line the following courses: North 63° 01' 55" West 115.43 feet; South 88° 55' 16" West 686.77 feet; South 56° 10' 30" West 333.57 feet to the end of said traverse line; thence North 12° 39' 35" East 377.83 feet; thence North 35° 33' 25" East 1691.23 feet to the place of beginning, together with all land lying between said intermediate traverse line and the Kalamazoo River.

(5 of 6)

DREDGE SPOILS LOCATION MAP

APPLICANT: NORTHSORE OF SAUGATUCK
WATERWAY: KALAMAZOO RIVER
CITY: SAUGATUCK TOWNSHIP
COUNTY: ALLEGAN
DATE: 02/27/2024 (REVISED 4/15/24)
DATUM: IGLD85

SHEET: 5 OF 6



1 **TURBIDITY CURTAIN DETAIL**
SCALE: NTS

NOTES:

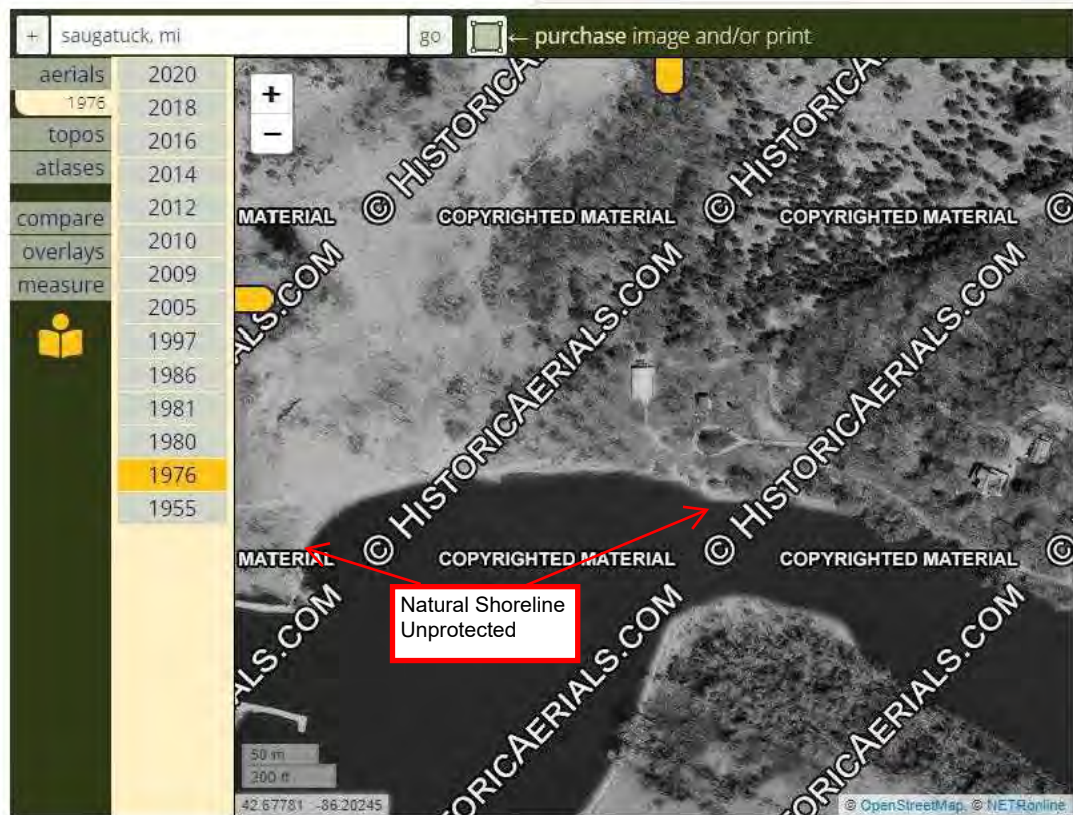
1. TYPE OF TURBIDITY CURTAIN TO BE DETERMINED BY A QUALIFIED ENGINEER OR CPESC.
2. *ANCHORS & JOINTS VARY DEPENDING ON TYPE OF WATERBODY AND VELOCITY OF WATERFLOW.
3. PRIOR TO DREDGING A SILTATION (TURBIDITY) BARRIER CURTAIN WILL BE INSTALLED AS SHOWN ON PG. 3 (SUPPORTED BY FLOTATION AND ANCHORING DEVICES) .
4. THE SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL CONFORM TO STATE OF MICHIGAN SOIL EROSION AND SEDIMENTATION CONTROL GUIDEBOOK, LATEST EDITION.
5. TURBIDITY CURTAIN SHALL BE PROVIDED AND INSTALLED PER DETAIL S61 OF THE STATE OF MICHIGAN SOIL EROSION AND SEDIMENTATION CONTROL GUIDEBOOK, LATEST EDITION.
6. SESC MEASURES WILL BE CHECKED TO ENSURE THE ARE CORRECTLY INSTALLED OR MAINTAINED, CORRECTIVE ACTION SHALL BE TAKEN TO REPAIR OR FIX INSTALLED SESC MEASURES.

PROPOSED CONDITIONS

APPLICANT: NORTHSORE OF SAUGATUCK
WATERWAY: KALAMAZOO RIVER
CITY: SAUGATUCK TOWNSHIP
COUNTY: ALLEGAN
DATE: 02/27/2024 (REVISED 4/15/24)
DATUM: IGLD85

SHEET: 6 OF 6

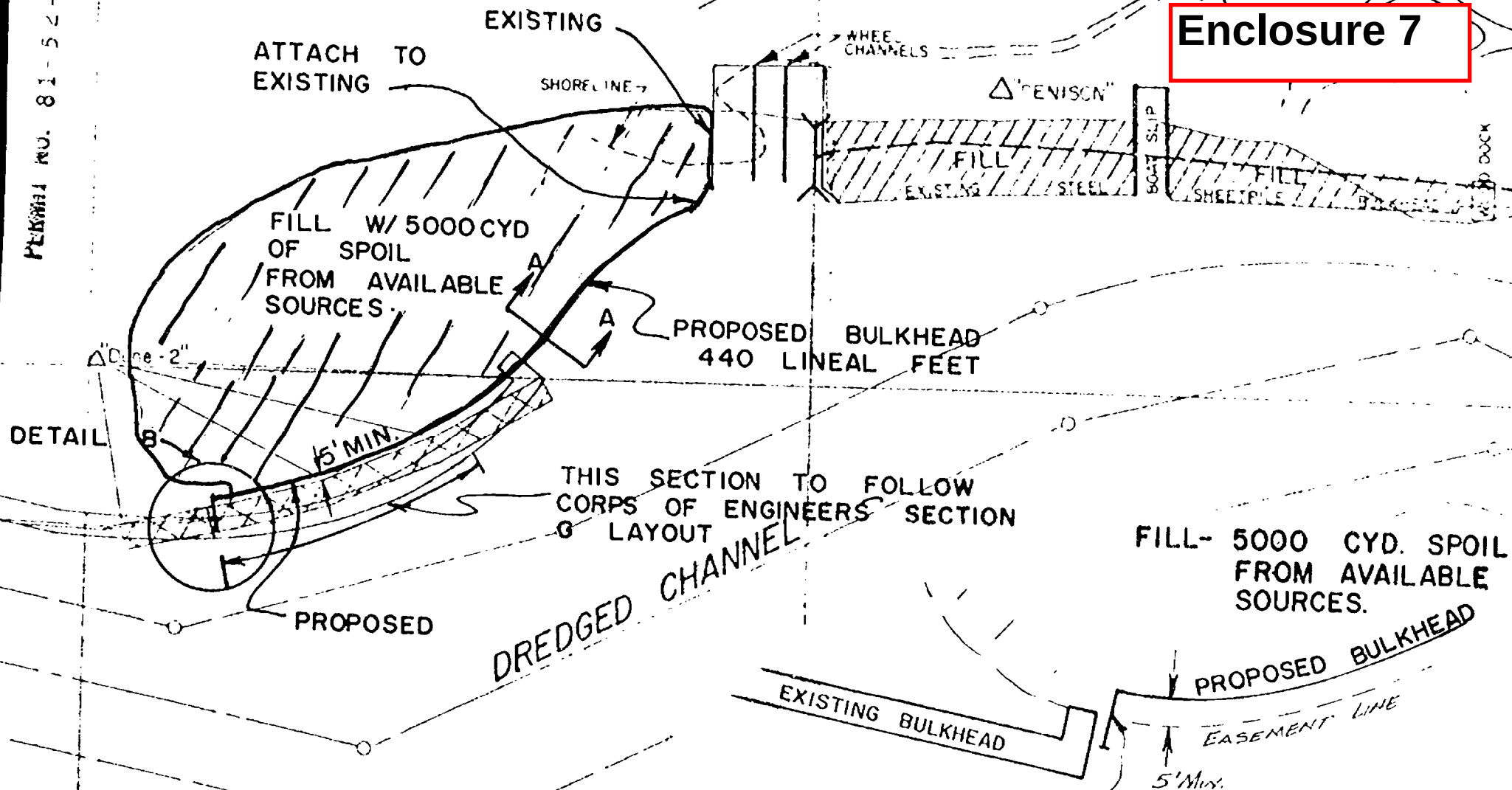
Enclosure 5



Corps 1983 aerial photo depicting work areas authorized by the Corps for excavated boat wells, new seawall installation, and associated areas of backfill.



Enclosure 7



Corps Aerial 1988

Enclosure 8



April 2011

Enclosure 9

Permit Area



Saugatuck Bch Rd

66th St

Previous dock and mooring piles



Google Earth

Kalamazoo River

Kalamazoo



September
2017

Enclosure 10

Permit Area

Saugatuck Bch Rd

Saugatuck Bch Rd

Approximate end of USACE
seawall structure for the
North Pier

250'

Approximate
Parcel Line

Kalamazoo River

Google Earth

300 ft

106

N

Gravel Ramp

Excavation and backfill areas

Excavation and backfill areas

Seawall improvements

Seawall replacement w/toe stone

SHEET PILE REPLACEMENT LOCATION PLAN

SCALE 1" = 60'

Reduced from original 64%
1" = 93.75'

PHASING NOTES:
AREA 1 - EMERGENCY REPAIRS, 2009
AREAS 2, 5 AND 7 - EMERGENCY REPAIRS 2010
AREAS 3, 4 AND 6 FUTURE REPAIRS

FILE NUMBER: LRE-2010-00304-52
Singapore Dunes, LLC - ATF and Proposed Bulkheads, Fill
BY: Singapore Dunes, LLC; Agent: Stephen M. Neumer
Kalamazoo River, Saugatuck
ALLEGAN County, MICHIGAN
SHEET 3 OF 13

ISSUED FOR	DATE
PERMIT APPLICATION	7/20/2010
PERMIT RESPONSE	8/11/2010
REVISED PERMIT	8/28/2010
SPACE REVISION	01/28/2011

DRAWING TITLE
PHASING PLAN

SCALE
AS NOTED
PROJECT NUMBER
24-730-000

NOTE: ELEVATION CONTOUR LINES

Previous disturbances authorized by the Corps in 2011- overlaid on a 2018 aerial photo. Work related to gravel launch ramp, landward excavation and backfill for installation of tie-back walls, tie-rods, and structural walers for seawall replacement/improvements.

Enclosure 12

PROPERTY OWNER:
SINGAPORE DUNES, LLC

5" COMPACTED LIMESTONE, 1" TO 3"
PLACED OVER GEOTEXTILE FABRIC
AND LIGHTWEIGHT STEEL GRATING

EXISTING
SAND
BEACH

SEAWALL EMERGENCY
REPAIR PROJECT

Owner:
SINGAPORE DUNES, LLC

JJR
landscape architecture
planning
urban design
civil engineering
environmental science
JJR, LLC
110 MILLER AVENUE
ANN ARBOR, MI 48104
734.662.4457 F
734.662.0779 F
www.jjr-us.com

ISSUED FOR	DATE
PERMIT RESPONSE	8/11/2010
USACE REVISION	01/25/2011

DRAWING TITLE
**PHASE 4
LAYOUT**

SCALE	AS NOTED
PROJECT NUMBER	24730.000
DRAWING NUMBER	C31

Reduced from original 64%
1" = 62.5'

SHEET PILE LAYOUT PLAN
SCALE 1" = 40'

NOTE: ELEVATION CONTOUR LINES
ARE FROM AN AERIAL SURVEY. ACTUAL
EXISTING GRADE ALONG THE SEAWALL
VARIES. VERTICAL DATUM IS NGVD29.

FILE NUMBER: LRE-2010-00304-52
Singapore Dunes, LLC - ATF and Proposed Bulkheads, Fill
BY: Singapore Dunes, LLC; Agent: Stephen M. Neumer
Kalamazoo River, Saugatuck
ALLEGAN County, MICHIGAN
SHEET 11 OF 13

2011 Corps permit site plan depicting
authorized gravel launch ramp and
disturbances 30 feet landward of the
seawall.



Unauthorized concrete boat ramp being removed.



Existing gravel ramp to be replaced with proposed concrete boat ramp.

**CITY OF SAUGATUCK
COUNTY OF ALLEGAN
STATE OF MICHIGAN**

RESOLUTION NO. 221024-A

**A RESOLUTION PROVIDING CITY COUNCIL'S PUBLIC COMMENT
TO THE UNITED STATES ARMY CORPS OF ENGINEERS ON NORTHSORE OF
SAUGATUCK, LLC'S PERMIT TO BUILD A MARINA BASIN**

Council Member Leo offered the following resolution and moved for its adoption, seconded by Council Member Gardner.

WHEREAS, NorthShore of Saugatuck, LLC has applied for a United States Army Corps of Engineers (the "USACE") permit (with USACE review file no. LRE-2010-00304-52-517-2) under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act to build a marina basin located in the Kalamazoo River, near the mouth of the Kalamazoo in Saugatuck Township (the "Township"), Michigan.

WHEREAS, the site is located upland at 3574 Dugout Road and 6500 135th Avenue, Allegan County, Michigan 49453.

WHEREAS, the City's jurisdictional boundaries, including its jurisdiction and control over the Kalamazoo River that exists within the City's boundaries, is near to the proposed marina basin.

WHEREAS, the City further owns extensive acreage held as public lands with substantial frontage on the Kalamazoo River that is directly south of the proposed marina basin.

WHEREAS, the City has interests, as reflected below, that are impacted by developments in the area, including the City's interests as a fiduciary in holding public lands in trust for its community and representing the general interests of the public within the City.

WHEREAS, the USACE is required to take into account the effects of proposed undertakings on historic properties both within and beyond waters of the United States.

WHEREAS, the USACE provided further Public Notice to the City on July 2, 2018, specifically regarding Section 106 to seek input on historic properties issues regarding the subject application pursuant to Section 106 of the National Historic Preservation Act and pursuant to 33 CFR 325, Appendix C.

WHEREAS, in response to the Public Notice and the understanding that the USACE will still consider public comment as part of the open application, City Council desires to provide public comment on the pending application and stress the importance of

the USACE to carefully review and weigh the public interest factors as well as historic preservation of the historic and cultural history at and around the proposed location as set forth below.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. In its evaluation of permit applications, the USACE will conduct a public interest review in which “due consideration shall be given to” a “local agency having jurisdiction or interest over the particular activity” and the USACE will consider “those official views as a reflection of local factors of the public interest.”¹
2. It is true that “[w]hen private enterprise makes application for a permit, it will generally be assumed that appropriate economic evaluations have been completed, the proposal is economically viable, and is needed in the market place. *However, the district engineer in appropriate cases, may make an independent review of the need for the project from the perspective of the overall public interest*” (emphasis added).²
3. In every application, the USACE will consider “[t]he extent and permanence of the beneficial and/or detrimental effects which the proposed structure or work is likely to have on the public and private uses to which the area is suited.”³
4. With regard to “other Federal, state, or local requirements,” “where the required Federal, state and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application, the district engineer will, after considering the likelihood of subsequent approval of the other authorization and/or certification and the time and effort remaining to complete processing the Army permit application, either immediately deny the Army permit without prejudice or continue processing the application to a conclusion. If the district engineer continues processing the application, he will conclude by either denying the permit as contrary to the public interest, or denying it without prejudice indicating that except for the other Federal state or local denial the Army permit could, under appropriate conditions, be issued.”⁴
5. The City, as a “local agency having jurisdiction or interest over the particular activity,” finds that the proposed excavation to build a marina basin within the Critical Dune Area adjacent to the Kalamazoo River appears “contrary to the public interest.”

¹ 33 CFR § 320.4.

² *Id.*

³ *Id.*

⁴ *Id.*

6. The City finds that the cumulative, permanent detrimental impacts of the excavation and construction of the proposed marina basin on the Tri-Community tourist-based economy (City of Saugatuck, City of the Village of Douglas, and Saugatuck Township) far outweigh any possible economic benefit. The City therefore questions that the marina basin is clearly “needed in the market place.”
7. The City finds that the Tri-Community tourist-based economy relies on the preservation of the historical, ecological, and cultural values in the river mouth area, which appear will be impacted by the proposed marina basin.
8. The City finds that the proposed marina basin has the potential of impacting well-established “public and private uses to which the area is suited,” including public lands held by governmental agencies to the north and south of the proposed marina basin.
9. With regard to “other Federal, state, or local requirements,” the City only notes that litigation continues between the Saugatuck Dunes Coastal Alliance and Saugatuck Township regarding local approvals related to the marina basin.
10. The City particularly notes the following facts:
 - a. The construction of the canal will decrease Michigan’s Critical Dune Area by 6.5 acres.⁵
 - b. The construction of the canal will destroy the historic site of Singapore, a 19th century lumber town buried under the dunes and eligible for the National Register of Historic Places.⁶
 - c. The construction of the canal may damage the Potawatomi traditional cultural resources, disturbing Lake Sturgeon, wild rice growth traditionally gathered and connected to the area, and traditional burial grounds at the mouth of the Kalamazoo River.⁷

⁵ US Army Corps of Engineers, Public Notice: Proposed Marina in the Kalamazoo River and Beach Nourishment in Lake Michigan at Saugatuck, Michigan 1 (2017) (“[a] total of 241,750 cubic yards of sand would be excavated from a 6.54-acre upland area approximately 1,639 feet long and up to 200 feet wide, temporarily leaving a soil plug at the marina basin entrance”).

⁶ US Army Corps of Engineers, Public Notice: Historic Properties Review for Proposed Marina Basin in the Kalamazoo River in Saugatuck Township, Michigan 4 (2018) (finding “the undertaking would have no adverse effect on Areas A, B, and D, but the undertaking would have an adverse effect on Area C, as defined in 36 CFR 800.5(a)(1)”). Area C has been identified as part of the buried 19th Century lumber town of Singapore.

⁷ Mario Battaglia & Rebecca A. Hawkins, Ethnographic Traditional Cultural Property Study of the Mouth of the Kalamazoo River, Allegan County, Michigan 13-18, 23 (2019).

- d. The disposal of spoils from the construction of the canal will contribute to deforestation of a significant tree canopy of wooded sand dunes along the Kalamazoo River.⁸
- e. The construction of the canal will contribute to devaluation of the tri-communities' more than \$20 million in investments in the adjacent Saugatuck Harbor Natural Area, Tallmadge Woods Nature Preserve, and the Patty Birkholtz Natural Area.⁹

HISTORY OF THE TRI-COMMUNITIES' VALUES AND TOURIST ECONOMY: THE CANAL IS "CONTRARY TO THE PUBLIC INTEREST" AND NOT "NEEDED IN THE MARKET PLACE"

- 11. The Tri-Communities have a 137-year history of deliberately building a tourist-based economy centered on the *preservation* and *conservation* of public open space in the river mouth area.
- 12. In 1884, the Village of Saugatuck—the former governmental entity prior to incorporation of the Village into the now City of Saugatuck—purchased Mount Baldhead and the lake frontage to the west. The lake frontage would eventually become Oval Beach. Stairs up the east side of the dune and a pavilion at the bottom were built to attract tourists to the area.
- 13. In 1920, Thomas Eddy Tallmadge purchased 105 acres of forested dunes surrounding the Ox-Bow School of Art. To protect the school and land, Tallmadge made arrangements with the City to preserve the land as green space in times the school did not operate.
- 14. In 1936, the City opened Oval Beach.
- 15. In 1957, the National Park Service conducted a survey of potential park sites along Lake Michigan. The Park Service wrote in its study: "[b]y virtue of its fine beaches (Oval Beach) and scenic hinterlands, Saugatuck has a high public use value. . . . *Immediate steps should be taken to safeguard these values in order to meet the recreation demands of this region*" (emphasis added).

⁸ City of Saugatuck, et al., Tri-Community Master Plan 4-23 (2016) ("Mature trees represent a valuable resource in maintaining the aesthetic character of the area, not to mention their overall importance to wildlife and the natural environment. In particular, the wooded sand dunes along the Kalamazoo River and Lake Michigan, and those buffering adjacent uses from I-196, are especially important. They should be managed to insure their long term existence"). Recent drone images reveal that the "laydown area" proposed by NorthShore of Saugatuck in both the USACE and EGLE permit applications has been clearcut and excavated.

⁹ See Letter from Lana Pollack, Chair of Michigan Natural Resources Trust Fund Board, to National Trust for Historic Preservation (Jan. 15, 2010) (on file with the City of Saugatuck).

16. Between 1977 and 1988, local citizens worked to establish Saugatuck Dunes State Park and Natural Area.
17. In 1977, the Natural Areas Conservancy of West Michigan (“NACOWMI”) acquired a 300-acre parcel, known as the Luther-Uhl property, which was adjacent to what would become the Saugatuck Dunes State Park.
18. Around this time, the State acquired 550 acres from the Augustinian Seminary. It kept 40 acres of this land for the operation of a prison and gave the remainder of the land to the Department of Natural Resources (“DNR”).
19. Following its acquisition of the land, it advocated for the Luther-Uhl land to be protected as a natural area for scientific study.
20. Following this, the DNR announced its state park plan which called for a 1,500-car parking lot on the beach and an off-road vehicle area. *The local response was immediate and unanimously negative.*
21. The DNR withdrew its state park plan and allowed for the formation of a citizen’s advisory committee to draft a master plan for Saugatuck Dunes State Park. *This was the first time a citizen’s advisory committee was entrusted to create a State Park Master Plan.*
22. Patty Birkholz, a Parks Commissioner from the Township, was appointed Chair of the committee.
23. The committee’s Master Plan called for a *low-impact nature study* and prohibited overnight camping—a rare prohibition in the state park system.
24. The Master Plan included detailed expansion plans for acquiring, among other lands, those around the proposed marina basin, including the NorthShore of Saugatuck property. These plans called for an expanded natural area and designated historic site where the buried ghost town of Singapore lies.
25. The Master Plan required the Luther-Uhl property to be legally designated as a Natural Area.
26. The citizens charged with drafting the Master Plan worked with the conservancy community, the DNR, and the State for six years to ensure the protection of the land. In 1982, the Master Plan was unanimously approved by the Natural Resources Commission.
27. In January 2004, *the DNR received over 100 individual letters supporting a proposed expansion of the Saugatuck Dunes State Park to include the Denison property, which then became the Singapore Dunes LLC property and most recently became the NorthShore of Saugatuck property.*

28. Between the years 2003 and 2005, the communities of the City of Saugatuck, the City of the Village of Douglas, and Saugatuck Township came together for a series of meetings to discuss and debate land use issues and future development. This meeting led to the publication of the 2005 Tri-Community Master Plan (the “2005 Master Plan”), which focused on protecting the historical, ecological, and cultural values that drive the tourist-based economy.
29. During this period of time, there were two townhall-style meetings, as well as the collection of data from a community survey. Almost every other resident in the community responded.
30. The 2005 Master Plan was unanimously approved by the City of Saugatuck, the City of the Village of Douglas, Saugatuck Township, and Allegan County.
31. To put the 2005 Master Plan into place, the municipalities took several actions towards protecting the natural areas.
32. In 2007, the Tri-Communities placed a conservative easement onto Tallmadge Woods Nature Preserve.
33. In 2009, the Tri-Communities assisted in the \$20 million public acquisition of the Saugatuck Harbor Natural Area. A grant of \$10.5 million from the Michigan Natural Resources Trust Fund was the largest public grant ever extended by this state fund.
34. In 2010, the City voters passed a millage to tax themselves for better support of the natural resources’ local zoning protections.
35. In 2010, local organizations applied to have the Wild Heart of Saugatuck, an area including the river mouth, added to the National Trust for Historic Preservation’s annual list of America’s 11 Most Endangered Places.
36. Lana Pollack, former Chair of the Michigan Natural Resources Trust Fund Board, submitted the following letter to the National Trust for Historic Preservation in support of the designation, primarily in hopes of protecting the state’s investment:

My own valuation of this area is best demonstrated by the recent MNRTF decision to grant \$10.5 million to protect a portion of the land now representing a significant part of this application. The grant approved in December 2009 is one of the largest MNRTF has ever made and is a particularly impressive commitment given the intense competition from other worthy applicants that year. Support for the grant did not come easily, but not because of a questioned worth of the project – 171 acres of critical dunes with globally imperiled inter-dunal wetlands, habitat that is home to several threatened and endangered species. The project’s value was undoubtedly enhanced by its immediate proximity to Saugatuck’s Oval Beach, the Saugatuck Lighthouse Cottage and the Ox-Bow School of Art.

Although MNRTF is focused on saving natural landscapes, we also recognized in this case the historic and cultural context of the particular 171 acres that our grant was supporting.

The designation that we now seek from the National Trust for Historic Preservation is needed because of the threat of development on the parcel immediately north of the Saugatuck Harbor Natural Area. The current proposal calls for a major marina development with a suggested nine story hotel, restaurants, retail businesses as well as a 70 slip marina near the site of the buried ghost town of Singapore – all prohibited by current zoning. *If completed, the proposed development's impact on MNRTF's investment of \$10.5 million still leaves me concerned that our public investment may become mostly the enhanced viewscape for a commercial development.*

Fortunately, the history of preservation of the Saugatuck Dunes is strong. In the 1940's the State of Michigan looked at constructing a State Park at the mouth of the Kalamazoo River. In the 1950's the National Park Service surveyed the Saugatuck Dunes for its potential as a National Lakeshore. In the 1980's area citizens worked together to draft the Master Plan for the Saugatuck Dunes State Park and Natural Area. This followed the initial plan from the state DNR that called for paved roads and a parking plot on the beach, which was met with near unanimous resistance. Since that time several additional key parcels have been placed into conservation easements or turned into parks; historic buildings have been acquired by the local Historical Society; and progressive planning has established a Lakeshore Open Space District designed to better protect the historic and ecological treasures along the river and lakeshore.

It was with this in mind – the long and determinedly fought history of protecting the Saugatuck Dunes – that I felt comfortable urging MNRTF to award the \$10.5 million grant. The tenacious commitment of the local community to protect the Saugatuck Dunes' many historic, cultural and ecological resources ultimately held more sway than the threat of a developer's legal war chest to overturn protective zoning controls [emphasis added].

37. In 2016, the updated Tri-Community Master Plan (the “2016 Master Plan”) was released. The priority among the Tri-Communities remains: “Public acquisition of the Denison property on both sides of the Kalamazoo River is the top priority for the Tri-Communities.”¹⁰

38. Today, the City owns nearly 16,000 feet of water frontage in the River Mouth Area immediately adjacent to the proposed canal. A portion of this is the Saugatuck Harbor Natural Area, a 177-acre designated natural area/sanctuary held under the supervision

¹⁰ City of Saugatuck, et al., Tri-Community Master Plan 9-6 (2016).

of the City. The Saugatuck Harbor Natural Area has 570 feet of water frontage on the Kalamazoo River and nearly 6,200 feet of water frontage on the Old Harbor. All of this water frontage is in its natural state and does not have seawalls or riprap. The City also manages the Tallmadge Woods Nature Preserve, a 100-acre preserve with 6,200 feet of Kalamazoo River frontage and 2,900 feet of Old Harbor water frontage.

39. The Saugatuck Harbor Natural Area and the Tallmadge Woods Nature Preserve connect with Saugatuck's Oval Beach and Mount Baldhead Park, together comprising 415 acres of park land and natural areas. These areas are all managed as low-impact natural areas to ensure the protection of the ecological, historical, and cultural values that drive Saugatuck's tourism-based economy. These areas are indispensable to the economic well-being of the City of Saugatuck, the City of the Village of Douglas, and Saugatuck Township (the "Tri-Communities").
40. The NorthShore of Saugatuck development and management may directly affect these natural areas and sanctuaries that the City manages for the benefit of the community.
41. Because of its effect on the low-impact natural areas and City-owned property, the NorthShore of Saugatuck development may have significant impacts on the Tri-Communities' tourist-based economy.
42. Among the goals listed in the 2016 Master Plan is the goal to "[p]rotect special environments and open spaces, including but not limited to sand dunes, wetlands, and critical wildlife habitat, from the harmful effects of incompatible development activity by limiting the type and intensity of land development in those areas."¹¹
43. The 2016 Master Plan also outlines the goal to "[g]uide development in a manner which is orderly, consistent with the planned expansion of public facilities, and strives to preserve the scenic beauty, foster the wise use of natural resources, protect environmentally sensitive areas, and enhance the special character of the Tri-Communities."¹²
44. The 2016 Master Plan states that "[t]hese joint goals and policies are premised on a pledge by Saugatuck Township, the City of Saugatuck, and the City of the Village of Douglas to mutually cooperate in guiding future development to advance a common vision. It is intended that these goals and policies be consulted when considering future land use decisions within an individual jurisdiction, as well as those decisions that affect the interests of more than one jurisdiction."¹³

¹¹ City of Saugatuck, et al., Tri-Community Master Plan 1-12 (2016).

¹² *Id.* at 1-4.

¹³ *Id.* at 1-2.

45. The goals and policies in the 2016 Master Plan “are premised on a pledge by Saugatuck Township, the City of Saugatuck, and the City of the Village of Douglas to mutually cooperate in guiding future development to advance a common vision.”¹⁴
46. The goals and policies outlined in the 2016 Master Plan and those outlined by the City here represent a “local agency having jurisdiction or interest over the particular activity” and should be considered “as a reflection of the local factors of the public interest.”¹⁵
47. The 2016 Master Plan articulates the economic public interest in preserving the river mouth area of the Kalamazoo River for “low-impact development” or public open space.¹⁶
48. The City considers the 2016 Master Plan to be “a reflection of local factors of the public interest.” The 2016 Master Plan states “[t]hese joint goals and policies are premised on a pledge by Saugatuck Township, the City of Saugatuck, and the City of the Village of Douglas to mutually cooperate in guiding future development to advance a common vision. It is intended that these goals and policies be consulted when considering future land use decisions within an individual jurisdiction, as well as those decisions that affect the interests of more than one jurisdiction.”¹⁷
49. Specifically, the City considers the following 36 excerpts from the 2016 Plan to be “a reflection of local factors of the public interest”:
- a. “Goal: Guide development in a manner which is orderly, consistent with the planned expansion of public facilities, and strives to preserve the scenic beauty, foster the wise use of natural resources, protect environmentally sensitive areas, and enhance the special character of the Tri-Communities.”¹⁸
 - b. “Policy: Insure compatible land use planning and zoning across municipal borders and minimize land use conflicts by separating incompatible uses and requiring buffers where necessary.”¹⁹
 - c. “Policy: Support efforts to foster tourism by preserving the scenic beauty of the environment, expanding recreational opportunities, improving tourist attractions, preserving the historic character of the communities through the preservation of historic structures, expanding cultural and arts opportunities and encouraging development of promotional material which highlight the attractions of the Tri-Communities.”²⁰

¹⁴ *Id.*

¹⁵ 33 CFR § 320.4(j)(1).

¹⁶ See, generally, City of Saugatuck, et al., Tri-Community Master Plan (2016).

¹⁷ *Id.*

¹⁸ *Id.* at 1-4.

¹⁹ *Id.* at 1-5.

²⁰ *Id.* at 1-6.

- d. “Goal: Encourage planning efforts based on the understanding, knowledge and respect for the Tri-Community’s historical and cultural resources.”²¹
- e. “Policy: Discourage the development of high intensity residential uses along the waterfront.”²²
- f. “Goal: Protect special environments and open spaces, including but not limited to sand dunes, wetlands, and critical wildlife habitat, from the harmful effects of incompatible development activity by limiting the type and intensity of land development in those areas.”²³
- g. “Policy: Identify development limitations on special environments which classify environments based on their value to the ecosystem, unique attributes, the presence of endangered plant and wildlife species, and other characteristics deemed significant.”²⁴
- h. “Policy: Encourage acquisition of special environments of significant public value by public agencies or nonprofit conservancy organizations for the purpose of preservation.”²⁵
- i. “Policy: Prepare and maintain a subarea plan for the Oxbow Peninsula including the [NorthShore of Saugatuck Property] ‘Denison Property.’”²⁶
- j. “Policy: Promote the preservation of open spaces and natural areas, as well as limited, carefully planned development along the Kalamazoo River, Kalamazoo Lake, Silver Lake, Goshorn Lake, and Lake Michigan and connecting streams, creeks, and drainage ways to protect and enhance the scenic beauty of these waterfront areas.”²⁷
- k. “In 2002 the City of Saugatuck completed a strategic plan for purposes of future growth and development and efforts involved an examination of local tourism and public opinion. The following data was secured from the plan’s survey of visitors to the area, and provides useful information considered applicable to each of the Tri-Communities when considering economic and recreational impacts on the area. . . Activities – beach (40%), dune rides (12%), and boating (11%) Spending Patterns - \$500 to \$599 (median range), 15% spend +\$1,000. . .”²⁸

²¹ *Id.* at 1-10.

²² *Id.* at 1-12.

²³ *Id.*

²⁴ *Id.*

²⁵ *Id.*

²⁶ *Id.*

²⁷ *Id.* at 1-13.

²⁸ *Id.* at 2-8.

- l. “The primary reasons people visit or live in the three communities are to enjoy the scenery and recreational opportunities and to live in a picturesque, safe place while they commute to nearby (or distant) urban centers. Beach recreation, boating and other water activities, shopping, art galleries and enjoying the scenery are the primary attractions for both tourists and year-around residents. While agriculture, industry and tourism are important economic sectors represented in the Tri-Communities, *tourism is king*” (emphasis added).²⁹
- m. “Mature trees represent a valuable resource in maintaining the aesthetic character of the area, not to mention their overall importance to wildlife and the natural environment. *In particular, the wooded sand dunes along the Kalamazoo River and Lake Michigan, and those buffering adjacent uses from I-196, are especially important. They should be managed to insure their long term existence*” (emphasis added).³⁰
- n. “A large portion of the lakeshore both north and south of the mouth of the Kalamazoo River is undeveloped or very sparsely developed. *A portion of this segment of the shoreline is in public ownership as Oval Beach Park. In 2011, the City of Saugatuck completed its acquisition of the 173 acres of natural dunes and 3,650 feet of undeveloped Lake Michigan Shoreline, formerly owned by the Denison family, between the south Kalamazoo River pier and Oval Beach City Park. This was made possibly through a partnership between the City; the Land Conservancy of West Michigan; a 10.5 million grant from the Michigan Natural Resources Trust Fund; The Nature Conservancy; The Conservation Fund; and generous private donors.* The Saugatuck Harbor Natural Area, as it is now called, is open year round for low impact uses such as hiking, fishing, bird watching and beach combing.”³¹
- o. “The Tri-Community area is rich in cultural, and historical points of interest and many archaeological sites can be found throughout the area. Leading economists and forward-thinking governmental leaders have recognized the social and economic value of promoting and preserving cultural and historic assets. The state of Michigan has made community cultural; planning a key part of its most publicized and marketed economic development strategies: the ‘smart growth’; ‘heritage/cultural tourism’; and ‘cool cities’ initiatives.”³²
- p. “Archaeological sites are of particular scientific value to the fields of anthropology, ecology and biology, and may have historic or ethnic significance as well. There are 120 archaeological sites scattered throughout the Tri-Community area, mostly related to Ottawa and Potawatomi cultures. Their exact locations have not been disclosed by the Bureau of history to protect them

²⁹ *Id.* at 3-1.

³⁰ *Id.* at 4-23.

³¹ *Id.* at 5-7.

³² *Id.* at 5-9.

from exploitation. One of these sites, the Hacklander Site, located in Section 23 is listed on the National Register of Historic Places and has components representing Middle and Late Woodland periods. *A second important site is the old Singapore site located at the north edge of the 'new' (1906) harbor channel. Recipients of Federal assistance must ensure that their projects avoid damage or destruction of significant historical and archaeological resources.* The Michigan Bureau of History reviews these projects to assess their impact on archaeological sites” (emphasis added).³³

- q. “Parks, recreation, and open space are essential to the quality of life of area residents, and are an important component of the local tourist economy. They enhance property values, as well as physical and psychological well-being.”³⁴
- r. “According to the 2004 community opinion survey, following was the response to the question of whether the respondent would support the additional recreation-related activities even if it meant an increase in general property taxes. . . . The greatest support among recreation-related topics was for better water quality with 62.5%, bike lanes/pathways with 60.5% support and *parks and recreation at 50.9%. When citizens express a willingness to pay higher taxes for a service that is very significant*” (emphasis added).³⁵
- s. “Recreation is important to the Tri-Communities and the visual experience of the community is tied to the recreational experience. Residents like to live in the Tri-Communities, in part, because it is a uniquely attractive location. *Tourists visit and spend money in the Tri-Communities based in part on the visual experience. Natural features and open spaces are important components of the Tri-Communities,* contrasting with the concentrated, developed areas of the City of Saugatuck and the City of the Village of Douglas. The compact, strong identities of the City and Village are enhanced when natural, open spaces surround the two communities. Water is one of the natural features surrounding the City and Village and helping to give them form and identity. Wetlands, woodlands, farms and parks are other existing natural features that currently contribute to natural open space.”³⁶
- t. “Tourists have always been attracted to the area, but tourism is now the number one economic activity. . . . Consequently, how the waterfront is used will be of crucial importance to the future of the Tri-Community area.”³⁷
- u. *“Although waterfront lands have high revenue generating potential, a major attraction of both the Lake Michigan and Kalamazoo River waterfronts is their*

³³ *Id.* at 5-11.

³⁴ *Id.* at 7-1.

³⁵ *Id.* at 7-18.

³⁶ *Id.*

³⁷ *Id.* at 8-1.

*scenic, natural shorelines composed of forested sand dunes and large wetland areas. Should these natural areas be greatly damaged or destroyed through inappropriate development, then the 'goose that laid the golden egg' will be dead. It is essential that the natural beauty of the waterfront be maintained along the Lake Michigan shoreline, the Kalamazoo River from the channel to Saugatuck, and from the Blue Star Highway Bridge inland" (emphasis added).*³⁸

- v. "This plan seeks to define a balance between competing uses. It places protection of the natural environment at first and foremost in making future land use decisions along the Lake Michigan and Kalamazoo River waterfronts. The ultimate goal is to minimize disruption of the natural environment so that new development and redevelopment is in harmony with the environment, rather than in conflict with it. Alteration of existing natural features should be very limited, and with mitigation to provide the same values and functions nearby."³⁹
- w. "Under the state Wilderness, Wild, and Natural Areas Program (Part 351 of the Natural Resources and Environmental Protection Act of 1994), the DNR is charged with identifying, dedicating and administering wilderness, wild and natural areas. Within the Saugatuck region, the DNR has dedicated the Saugatuck Dunes Natural Area to protect the unique dune ecosystem of open dunes, blowouts, interdunal wetlands and wooded dunes, Pitcher's Thistle occurs within the area and is listed as a threatened species by both the state and federal government. The Saugatuck Dunes Natural Area is within Saugatuck Dunes State Park. Sensitive dune ecosystems also occur in the dune areas on either side of the Kalamazoo River mouth at Lake Michigan. This area is planned for protection but details have yet to be finalized. Management would likely be the responsibility of the City of Saugatuck, Saugatuck Township and the State Park. The entire Kalamazoo River, including the Saugatuck/Douglas area is designated as an area of particular concern by the DNR. Areas of particular concern are those having scarce resources, unusual scenic beauty, unusual economic value, recreational attractions, or some combination of the above. They are only located in coastal areas. Altering the environment in an area of 'particular concern' could have a significant impact on the quality of coastal and Great Lakes waters."⁴⁰
- x. "As has been emphasized throughout this Plan, *the natural beauty of the waterfront has much to do with the attraction of the Tri-Community area*" (emphasis added).⁴¹

³⁸ *Id.* at 8-1 through 8-2.

³⁹ *Id.* at 8-2.

⁴⁰ *Id.* at 8-6.

⁴¹ *Id.* at 8-25

- y. *“Several vistas have public values that deserve protection. These include the entry into and exit from Lake Michigan on the Kalamazoo River, the view from Mount Baldhead, the view of Kalamazoo Lake from both ends, and approaches to the Kalamazoo River Bridge”* (emphasis added).⁴²
- z. “In seeking to balance economic development with environmental protection, the concept of carrying capacity should be a major consideration. If the carrying capacity of land or water is exceeded, then activities cannot be undertaken without unacceptable impacts on users, the environment, or both. Impacts can include increased trip times, decreased safety, pollution, loss of open space, and many other considerations. The key is prevention of overuse by limiting intensity of use on adjoining lands and regulating surface water use. Environmental protection must be a leading principle in making future land use decisions along the waterfront. Environmentally sensitive areas such as sand dunes, wetlands, high risk erosion areas, floodplains, and key woodlands should be protected from unnecessary destruction. Development should complement rather than destroy these areas and their values. By doing so the environmental quality of the air and water will be improved, wildlife habitat will be preserved, scenic values will be protected, and the character of the area will be maintained. Some new intensive shoreline development will be desirable and necessary, but the balance should not be disproportionately on the side of new tax base as it has been for the past three decades. Opportunities to enhance the waterfront should be seized. Parks and open spaces should eventually be linked with other public places.”⁴³
- aa. “Protection mechanisms, like the Natural River designation, should be recognized for the ancillary benefits they bring to the community.”⁴⁴
- bb. “Good land use planning is essential to the future quality of life in the Tri-Communities. Actual future land uses are difficult to predict and guide to achieve desired results. A future land use map and plan expresses local and use goals and policies and provides a land use scenario which a community may use as a physical guide. Goals and policies, in turn, drive land use and development decisions.”⁴⁵
- cc. “The following planning and design principles are the technical foundation in support of the proposed land use arrangements graphically depicted on the Future Land Use Map. These principles are consistent with the goals and policies in Chapter 1 and should remain the basis for reviewing any subsequent changes to the proposed Future Land Use Map. These planning principles are:

⁴² *Id.*

⁴³ *Id.* at 8-25 through 8-26.

⁴⁴ *Id.* at 8-27.

⁴⁵ *Id.* at 10-1.

- Protection of public health and safety
- *Conservation of natural resources*
- *Environmental Protection*
- Minimizing public service costs
- Efficiency and convenience in meeting land use needs
- *Insuring compatibility between land uses*” (emphasis added).⁴⁶

dd. “Failure to consciously protect nonrenewable natural resources exposes a community to unbridled destruction of those resources which are the foundation for an area’s character and quality of life. Conservation of natural resources usually focuses on: land, water, minerals, certain soils (such as prime farmland), wetlands, sand dunes, areas supporting an abundance and diversity of wildlife, and unique forested lands. Areas where the land and the water meet are the most important. Indiscriminate land subdivision frequently reduces the size or alters the shape of land, thereby compromising the resource value and production potential of those lands. This occurs frequently in prime agricultural areas and once lost, these lands may never be reclaimed for food production purposes.”⁴⁷

ee. “This principle aims at preventing pollution, impairment or destruction of the environment. While there is considerable overlap with natural resource conservation issues, environmental protection measures focus primarily on air and water quality, and the impact of activities where the water meets the land. Environmental quality is best preserved by planning for appropriate land use activities in and near sensitive environmental areas, and managing development accordingly.”⁴⁸

ff. “A central objective of land use planning is to locate future land uses so that they are compatible with one another. This prevents future nuisance situations between adjacent land uses, such as loud sound, ground vibrations, dust, bright lights, restricted air flow, shadows, odors, traffic, and similar impacts.”⁴⁹

gg. “Other natural resource areas include sand dunes, wetlands, floodplains, streams, creeks and drains, the Kalamazoo River, Lake Kalamazoo, and areas at high risk of erosion along Lake Michigan. *These areas are proposed for very limited future development in keeping with their fragility and importance in buffering Lake Michigan storms*, filtering and storing water during periods of flooding, draining stormwater from land, providing habitat for a wide range of plants and animals, and for their wide ranging open space values. *Destroying these resources would destroy the essential qualities which continue to attract residents and tourists to the area.* If conserved and wisely used, waterways and farms will become a natural greenbelt system that continues to enhance the area

⁴⁶ *Id.* at 10-1.

⁴⁷ *Id.* at 10-3.

⁴⁸ *Id.*

⁴⁹ *Id.* at 10-4.

for years to come. Local zoning ordinances should be reviewed to ensure they include adequate conservation practices” (emphasis added).⁵⁰

hh. “The R-3 Lakeshore Residential Zoned District is that area of the township where controls are placed upon the use and development of areas adjacent to the shoreline of Lake Michigan *so as to preserve the shoreline as a natural resource to prevent and/or control erosion and to maintain the aesthetic qualities of the area*” (emphasis added).⁵¹

ii. “Public acquisition of the Denison property on both sides of the Kalamazoo River is the top priority for the Tri-Communities.”⁵²

jj. “While the above priority initiatives are being implemented, the matters that come before planning commissions and governing bodies month-to-month will permit many opportunities to implement key policies in this Plan (see policies in Chapter 1). Following are key strategies that should be implemented at every opportunity through local zoning, subdivision regulations and capital improvement programs. Many may first require updates to existing Zoning Ordinances. Most of the following strategies focus on preservation of the existing charter of the Tri-Communities:

- Protect the natural environment of the area AND Protect the visual quality of and visual access to the waterfront.”⁵³

50. The City finds that, as a “local agency having jurisdiction or interest over the particular activity,” the marina basin will harm the firmly established tourist-based economy and the standards and interests of the community and therefore is “contrary to the public interest” and contrary to the well-established “public and private uses to which the area is suited.”

51. The City, based on the policies and goals accepted by the tri-communities, finds that such policies and goals demonstrate that the marina basin will pose negative impacts to the local environment, tourism, and use of the Kalamazoo River, and therefore is not “needed in the market place.”

HISTORIC LAND-USE AND PLANNING: THE CANAL IS NOT UNIFORM WITH “THE PUBLIC AND PRIVATE USES TO WHICH THE AREA IS SUITED”

52. The City finds that the 2005 Master Plan and the 2016 Master Plan reflect the “public and private uses to which the area is suited.”

⁵⁰ *Id.*

⁵¹ *Id.* at 10-12.

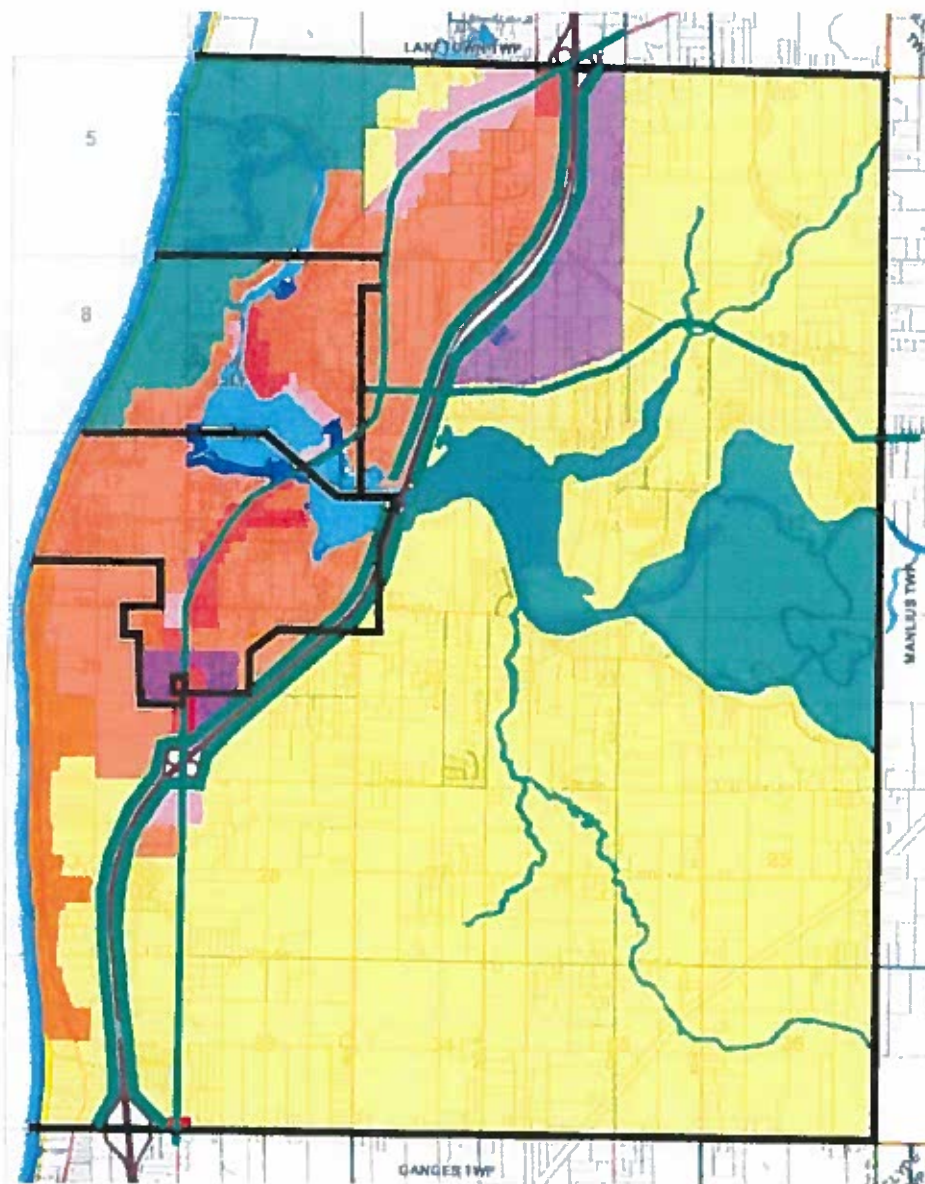
⁵² *Id.* at 13-2.

⁵³ *Id.* at 13-5.

53. The 2005 Master Plan states: “The northwest corner of the Township, along with [] most of the land in Saugatuck west of the Kalamazoo lake should be preserved for public open space and the portion that remains in private ownership should be maintained for low intensity uses (like the art colony and church camp).”⁵⁴
54. The 2005 Master Plan and the 2016 master plan state: “Although waterfront lands have a high revenue generating potential, a major attraction of both the Lake Michigan and Kalamazoo River waterfronts is their scenic, natural shorelines composed of forested sand dunes and large wetland areas. Should these natural areas be greatly damaged or destroyed through inappropriate development, then the ‘goose that laid the golden egg’ will be dead. It is essential that the natural beauty of the waterfront be maintained along the Lake Michigan shoreline, the Kalamazoo River from the channel to Saugatuck, and from the Blue Star Highway Bridge inland.”⁵⁵
55. The 300-acre Patty Birkholz Natural Area is immediately adjacent to the proposed marina basin. It is one of only 20 legally-designated natural areas in the State of Michigan, and the City finds its preservation as one of the preeminent natural areas in the State of great importance to the local community and City.
56. The Master Plan for Saugatuck Dunes State Park and Patty Birkholz Natural Area calls for a low-impact nature area.
57. The parking lot for these nature areas was situated to be as far from the natural area as possible to ensure no noise, vibrations, glare, or fumes would be introduced into this sanctuary. The proposed marina basin itself would be contrary to those extra efforts to maintain the natural area in pristine environmental condition and quality.
58. The City finds that the proposed marina basin is contrary to the well-established “public and private uses to which the area is suited.”
59. For reference, the City acknowledges that the following is the future land use map proposed by the 2016 Master Plan:

⁵⁴ City of Saugatuck, et al., Tri-Community Master Plan, 10-7 (2005).

⁵⁵ *Id.* at 8-1 through 8-2; City of Saugatuck, et al., Tri-Community Master Plan 8-1 through 8-2 (2016).



Legend

Rural Low Density Single Family Residential/Agricultural
 Medium to High Density Single and Multi-Family Residential
 Mixed Use Residential/Commercial
 Waterfront Mixed Use

Commercial
 Industrial
 Greenspace, Preserve
 Highway Buffer

CONCLUSION

60. The City, as a “local agency having . . . interest over the particular activity,” finds that the proposed marina basin is “contrary to the public interest.”
61. The City finds that the cumulative, permanent detrimental impacts of the excavation and construction of the proposed marina basin on property held by the City, adjacent natural areas, and on the Tri-Community tourist-based economy far outweigh any benefits from the construction of the marina basin. The City therefore finds that the canal is not necessary for development of the property at issue.
62. The City finds that the Tri-Community tourist-based economy relies on the preservation of the historical, ecological, and cultural values in the river mouth area.
63. The City finds that the proposed marina basin is contrary to the well-established “public and private uses to which the area is suited.”
64. Based on the findings in this Resolution, the City of Saugatuck asks the United States Army Corps of Engineers to make an independent review of the need for the project from the perspective of the overall public interest.
65. Based on the findings in this Resolution, the City of Saugatuck asks the United States Army Corps of Engineers to strongly consider the public interest factors.

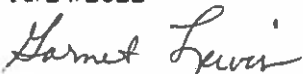
YEAS: Council Members: Bekken, Gardner, Leo, Stanton, Trester

NAYS: Council Members: None

ABSTAIN: Council Members: Dean

ABSENT: Council Members: Lewis

RESOLUTION DECLARED ADOPTED. Dated: 10/24/2022

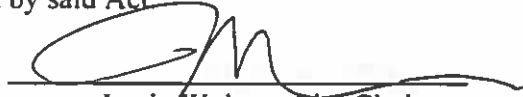


Garnet Lewis, Mayor

CERTIFICATION

I, Jamie Wolters, the City Clerk of the City of Saugatuck, do hereby certify the foregoing is a true and complete copy of a resolution adopted by the Saugatuck City Council at a regular meeting held on 10/24/2022, in compliance with the Open Meetings Act, Act No. 267 of the Public Acts of Michigan, 1976, as amended, for which the minutes of the meeting were kept and will be or have been made available as required by said Act

Attest:


Jamie Wolters, City Clerk



CITY OF SAUGATUCK
COUNTY OF ALLEGAN
STATE OF MICHIGAN

RESOLUTION NO. 230814-A

**A RESOLUTION PROVIDING CITY COUNCIL'S PUBLIC COMMENT
TO THE DEPARTMENT OF ENVIRONMENT, GREAT LAKES AND ENERGY ON
NORTH SHORES OF SAUGATUCK, LLC'S PERMIT TO BUILD A MARINA BASIN**

Council Member Lewis, offered the following resolution and moved for its adoption,
seconded by Council Member Gardner,

WHEREAS, North Shores of Saugatuck, LLC has applied for a permit from the Department of Environment, Great Lakes and Energy ("EGLE") (with EGLE Submission Number HPF-7A8A-RGC7Q) under 1994 Public Act 451 to build a marina basin located in the Kalamazoo River, near the mouth of the Kalamazoo in Saugatuck Township (the "Township"), Michigan.

WHEREAS, the site is located offshore at 3574 Dugout Road and 6500 135th Avenue, Allegan County, Michigan 49453.

WHEREAS, the City's jurisdictional boundaries, including its jurisdiction and control over the Kalamazoo River that exists within the City's boundaries, is near to the proposed marina basin.

WHEREAS, the City further owns extensive acreage held as public lands with substantial frontage on the Kalamazoo River that is directly south of the proposed marina basin.

WHEREAS, the City has interests, as reflected below, that are impacted by developments in the area, including the City's interests as a fiduciary in holding public lands in trust for its community and representing the general interests of the public within the City.

WHEREAS, on June 2, 2023, EGLE provided Public Notice to the City to seek input on the HPF-7A8A-RGC7Q application to build a marina basin (the "Application").

WHEREAS, in response to the Public Notice and the understanding that EGLE will still consider public comment as part of the open application, City Council desires to provide public comment on the pending Application and stress to EGLE the importance of carefully reviewing and considering whether the project will adversely affect the public trust and riparian rights as set forth below.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The legislature of the State of Michigan has found that "[t]he critical dune areas of this state are a unique, irreplaceable, and fragile resource that provide significant recreational, economic, scientific, geological, scenic, botanical, educational, agricultural, and ecological benefits to the people of this state and to people from other states and

countries who visit this resource.”¹

2. Michigan law states that EGLE “shall issue a permit if it finds that the structure or project will not adversely affect the public trust or riparian rights.”²
3. EGLE is required to “consider the possible effects of the proposed action upon the inland lake or stream and upon waters from which or into which its waters flow and the uses of all such waters, including uses for recreation, fish and wildlife, aesthetics, local government, agriculture, commerce, and industry.”³
4. The legislature of this State has chosen to regulate use impacting the critical dunes of this state in order to “[e]nsure and enhance the diversity, quality, functions, and values of the critical dunes in a manner that is compatible with private property rights.”⁴
5. The legislature of this State has recognized the importance of critical dune areas and the “benefits to the people of this state and to people from other states and countries who visit this resource.”⁵
6. Subject to section 35316, EGLE must approve a permit “unless the local unit of government or the department determines that the use will significantly damage the public interest on the privately owned land, or, if the land is publicly owned, the public interest in the publicly owned land, by significant and unreasonable depletion or degradation of any of the following: (i) The diversity of the critical dune areas within the local unit of government. (ii) The quality of the critical dune areas within the local unit of government. (iii) The functions of the critical dune areas within the local unit of government.”⁶
7. The City, as a municipality having particular interest in the project finds that the proposed excavation to build a marina basin in the Kalamazoo River near the City will “adversely affect the public trust. . . .”⁷
8. The City finds that the excavation and construction of the proposed marina will have significant adverse environmental effects on Michigan’s Critical Dune Area and its tree canopy and wooded sand dunes along the Kalamazoo River.
9. The City finds that the excavation and construction of the proposed marina will have significant negative effects on uses of the area for recreation, agriculture, and aesthetics by destroying the historic site of Singapore and damaging wild rice growth gathered and connected to the area, a Potawatomi traditional cultural resource.
10. The City finds that the Tri-Community tourist-based economy relies on the preservation of the historical, ecological, and cultural values in the river mouth area and that the excavation and construction of the proposed marina will have a significant negative impact on the uses of the surrounding waters for commerce and industry.
11. The City finds that the proposed marina basin has the potential of impacting well-

1 MCL 324.35302.

2 MCL 324.30106.

3 MCL 324.30106.

4 MCL 324.35302.

5 *Id.*

6 MCL 324.35304.

7 MCL 324.30106.

established public and private uses of the area, including public lands held by governmental agencies to the north and south of the proposed marina basin.

ECOLOGICAL OVERVIEW: THE PROPOSED PROJECT WILL RESULT IN A SIGNIFICANT AND UNREASONABLE DEPLETION AND DEGRADATION OF THE QUALITY AND DIVERSITY OF THE CRITICAL DUNE AREAS

1. The construction of the canal will decrease Michigan's Critical Dune Area by 6.5 acres.⁸
2. The construction of the canal will destroy the historic site of Singapore, a 19th century lumber town buried under the dunes and eligible for the National Register of Historic Places.⁹
3. The construction of the canal may damage the Potawatomi traditional cultural resources, disturbing Lake Sturgeon, wild rice growth traditionally gathered and connected to the area, and traditional burial grounds at the mouth of the Kalamazoo River.¹⁰
4. The construction of the canal will contribute to deforestation of a significant tree canopy of wooded sand dunes along the Kalamazoo River.¹¹
5. The construction of the canal will contribute to negative impacts to the City of Saugatuck effort to maintain its own areas, as well as conservation measures taken to support, augment, and further the positive environmental impacts of the City's property, such as the adjacent Saugatuck Harbor Natural Area, Tallmadge Woods Nature Preserve, and the Patty Birkholtz Natural Area.¹²

HISTORY OF THE TRI-COMMUNITY'S VALUES AND TOURIST ECONOMY: THE PROPOSED PROJECT WILL HAVE AN ADVERSE EFFECT ON THE USE OF THE AREA FOR RECREATION, FISH AND WILDLIFE, AESTHETICS, LOCAL GOVERNMENT, AND COMMERCE.

1. The City of Saugatuck, Saugatuck Township, and the Village of the City of Douglas ("Tri-Communities") have a 137-year history of deliberately building a tourist-based economy centered on the *preservation* and *conservation* of public open space in the river mouth area.

8 US Army Corps of Engineers, Public Notice: Proposed Marina in the Kalamazoo River and Beach Nourishment in Lake Michigan at Saugatuck, Michigan 1 (2017) ("[a] total of 241,750 cubic yards of sand would be excavated from a 6.54-acre upland area approximately 1,639 feet long and up to 200 feet wide, temporarily leaving a soil plug at the marina basin entrance.").

9 US Army Corps of Engineers, Public Notice: Historic Properties Review for Proposed Marina Basin in the Kalamazoo River in Saugatuck Township, Michigan 4 (2018) (finding "the undertaking would have no adverse effect on Areas A, B, and D, but the undertaking would have an adverse effect on Area C, as defined in 36 CFR 800.5(a)(1)"). Area C has been identified as part of the buried 19th Century lumber town of Singapore.

10 Mario Battaglia & Rebecca A. Hawkins, Ethnographic Traditional Cultural Property Study of the Mouth of the Kalamazoo River, Allegan County, Michigan 13-18, 23 (2019).

11 City of Saugatuck et al., Tri-Community Master Plan 4-23 (2016) ("Mature trees represent a valuable resource in maintaining the aesthetic character of the area, not to mention their overall importance to wildlife and the natural environment. In particular, the wooded sand dunes along the Kalamazoo River and Lake Michigan, and those buffering adjacent uses from I-196, are especially important. They should be managed to insure their long term existence."). Recent drone images reveal that the "laydown area" proposed by NorthShore of Saugatuck in both the USACE and EGLE permit applications has been clearcut and excavated.

12 See Letter from Lana Pollack, chair of Michigan Natural Resources Trust Fund Board, to National Trust for Historic Preservation (Jan. 15, 2010) (on file with the City of Saugatuck).

2. In 1884, the Village of Saugatuck—the former governmental entity prior to incorporation of the Village into the now City of Saugatuck— purchased Mount Baldhead and the lake frontage to the west. The lake frontage would eventually become Oval Beach. Stairs up the east side of the dune and a pavilion at the bottom were built to attract tourists to the area.
3. In 1920, Thomas Eddy Tallmadge purchased 105 acres of forested dunes surrounding the Ox-Bow School of Art. To protect the school and land, Tallmadge made arrangements with the City to preserve the land as green space in times the school did not operate.
4. In 1936, the City opened Oval Beach.
5. In 1957, the National Park Service conducted a survey of potential park sites along Lake Michigan. The Park Service wrote in its study: “[b]y virtue of its fine beaches (Oval Beach) and scenic hinterlands, Saugatuck has a high public use value. . . . *Immediate steps should be taken to safeguard these values in order to meet the recreation demands of this region.*” (emphasis added).
6. Between 1977 and 1988, local citizens worked to establish Saugatuck Dunes State Park and Natural Area.
7. In 1977, the Natural Areas Conservancy of West Michigan (NACOWMI) acquired a 300-acre parcel, known as the Luther-Uhl property, which was adjacent to what would become the Saugatuck Dunes State Park.
8. Around this time, the State acquired 550 acres from the Augustinian Seminary. It kept 40 acres of this land for the operation of a prison and gave the remainder of the land to the Department of Natural Resources (DNR).
9. Following its acquisition of the land, the DNR advocated for the Luther-Uhl land to be protected as a natural area for scientific study.
10. Following this, the DNR announced its state park plan which called for a 1,500 car parking lot on the beach and an off-road vehicle area. *The local response was immediate and unanimously negative.*
11. The DNR withdrew its state park plan and allowed for the formation of a citizen’s advisory committee to draft a master plan for Saugatuck Dunes State Park. *This was the first time a citizen’s advisory committee was entrusted to create a State Park Master Plan.*
12. Patty Birkholz, a Parks Commissioner from the Township, was appointed Chair of the committee.
13. The committee’s Master Plan called for a *low-impact nature study* and prohibited overnight camping—a rare prohibition in the state park system.
14. The Master Plan included detailed expansion plans for acquiring, among other lands, those around the proposed marina basin, including the NorthShore of Saugatuck property. These plans called for an expanded natural area and designated historic site where the buried ghost town of Singapore lies.
15. The Master Plan required the Luther-Uhl property to be legally designated as a Natural Area until October 1988.

16. The citizens charged with drafting the Master Plan worked with the conservancy community, the DNR, and the State for six years to ensure the protection of the land. In 1982, the Master Plan was unanimously approved by the Natural Resources Commission.
17. In January 2004, the DNR received over 100 individual letters supporting a proposed expansion of the Saugatuck Dunes State Park to include Denison property, which then became the Singapore Dunes LLC property and most recently became the NorthShore of Saugatuck property.
18. Between the years 2003 and 2005, the Tri-Communities came together for a series of meetings to discuss and debate land use issues and future development. This meeting led to the publication of the 2005 Tri-Community Master Plan, (the “2005 Master Plan”) which focused on protecting the historical, ecological, and cultural values that drive the tourist-based economy.
19. During this period of time, there were two townhall-style meetings, as well as the collection of data from a community survey. Almost every other resident in the community responded.
20. The 2005 Master Plan was unanimously approved by the City of Saugatuck, the City of the Village of Douglas, Saugatuck Township, and Allegan County.
21. To put the 2005 Master Plan into place, the municipalities took several actions towards protecting the natural areas.
22. In 2007, the Tri-Communities placed a conservative easement onto Tallmadge Woods Nature Preserve.
23. In 2009, the Tri-Communities assisted in the \$20 million public acquisition of the Saugatuck Harbor Natural Area. A grant of \$10.5 million from the Michigan Natural Resources Trust Fund was the largest public grant ever extended by this state fund.
24. In 2010, the City voters passed a millage to tax themselves for better support of the natural resources’ local zoning protections.
25. In 2010, local organizations applied to have the Wild Heart of Saugatuck, an area near the river mouth, added to the National Trust for Historic Preservation’s annual list of America’s 11 Most Endangered Places.
26. Lana Pollack, former Chair of the Michigan Natural Resources Trust Fund Board, submitted the following letter to the National Trust for Historic Preservation in support of the designation, primarily in hopes of protecting the state’s investment:

“My own valuation of this area is best demonstrated by the recent MNRTF decision to grant \$10.5 million to protect a portion of the land now representing a significant part of this application. The grant approved in December 2009 is one of the largest MNRTF has ever made and is a particularly impressive commitment given the intense competition from other worthy applicants that year. Support for the grant did not come easily, but not because of a questioned worth of the project – 171 acres of critical dunes with globally imperiled inter-dunal wetlands, habitat that is home to several threatened and endangered species. The project’s value was undoubtedly enhanced by its immediate proximity to Saugatuck’s Oval Beach, the Saugatuck Lighthouse Cottage and the Ox-Bow School of Art. Although MNRTF is focused on saving natural landscapes, we also recognized in

this case the historic and cultural context of the particular 171 acres that our grant was supporting.

“The designation that we now seek from the National Trust for Historic Preservation is needed because of the threat of development on the parcel immediately north of the Saugatuck Harbor Natural Area. The current proposal calls for a major marina development with a suggested nine story hotel, restaurants, retail businesses as well as a 70 slip marina near the site of the buried ghost town of Singapore – all prohibited by current zoning. If completed, the proposed development’s impact on MNRTF’s investment of \$10.5 million still leaves me concerned that our public investment may become mostly the enhanced viewscape for a commercial development.

“Fortunately, the history of preservation of the Saugatuck Dunes is strong. In the 1940’s the State of Michigan looked at constructing a State Park at the mouth of the Kalamazoo River. In the 1950’s the National Park Service surveyed the Saugatuck Dunes for its potential as a National Lakeshore. In the 1980’s area citizens worked together to draft the Master Plan for the Saugatuck Dunes State Park and Natural Area. This followed the initial plan from the state DNR that called for paved roads and a parking plot on the beach, which was met with near unanimous resistance. Since that time several additional key parcels have been placed into conservation easements or turned into parks; historic buildings have been acquired by the local Historical Society; and progressive planning has established a Lakeshore Open Space District designed to better protect the historic and ecological treasures along the river and lakeshore.

“It was with this in mind – the long and determinedly fought history of protecting the Saugatuck Dunes – that I felt comfortable urging MNRTF to award the \$10.5 million grant. The tenacious commitment of the local community to protect the Saugatuck Dunes’ many historic, cultural and ecological resources ultimately held more sway than the threat of a developer’s legal war chest to overturn protective zoning controls.” (emphasis added).

27. In 2016, the updated Tri-Community Master Plan (the “2016 Master Plan”) was released. The priority among the Tri-Communities remains: “Public acquisition of the Denison property on both sides of the Kalamazoo River is the top priority for the Tri-Communities.”¹³
28. Today, the City owns nearly 16,000 feet of water frontage in the River Mouth Area immediately adjacent to the proposed canal. A portion of this is the Saugatuck Harbor Natural Area, a 177 acre designated natural area/sanctuary held under the supervision of the City. The Saugatuck Harbor Natural Area has 570 feet of water frontage on the Kalamazoo River, 1,800 feet of water frontage along the USACE channel, and nearly 6,200 feet of water frontage on the Old Harbor. All of this water frontage is in its natural state and does not have seawalls or riprap. The City also manages the Tallmadge Woods Nature Preserve, a 100-acre preserve with 6,200 feet of Kalamazoo River frontage and 2,900 feet of Old Harbor water frontage.
29. The Saugatuck Harbor Natural Area and the Tallmadge Woods Nature Preserve connect with Saugatuck’s Oval Beach and Mount Baldhead Park, together comprising 415 acres of park land and natural areas. These areas are all managed as low-impact natural areas to ensure the protection of the ecological, historical, and cultural values that drive

13 City of Saugatuck et al., Tri-Community Master Plan 9-6 (2016).

Saugatuck's tourism-based economy. These areas are indispensable to the economic well-being of the Tri-Communities.

30. The NorthShore of Saugatuck development and management may directly affect these natural areas and sanctuaries that the City manages for the benefit of the community.
31. Because of its effect on the low-impact natural areas and City-owned property, the NorthShore of Saugatuck development may have significant impacts on the Tri-Communities' tourist-based economy.
32. Among the goals listed in the 2016 Master Plan is the goal to "[p]rotect special environments and open spaces, including but not limited to sand dunes, wetlands, and critical wildlife habitat, from the harmful effects of incompatible development activity by limiting the type and intensity of land development in those areas."¹⁴
33. The 2016 Master Plan also outlines the goal to "[g]uide development in a manner which is orderly, consistent with the planned expansion of public facilities, and strives to preserve the scenic beauty, foster the wise use of natural resources, protect environmentally sensitive areas, and enhance the special character of the Tri-Communities."¹⁵
34. The 2016 Master Plan states that "[t]hese joint goals and policies are premised on a pledge by Saugatuck Township, the City of Saugatuck, and the City of the Village of Douglas to mutually cooperate in guiding future development to advance a common vision. It is intended that these goals and policies be consulted when considering future land use decisions within an individual jurisdiction, as well as those decisions that affect the interests of more than one jurisdiction."¹⁶
35. The goals and policies in the 2016 Master Plan "are premised on a pledge by Saugatuck Township, the City of Saugatuck, and the City of the Village of Douglas to mutually cooperate in guiding future development to advance a common vision."¹⁷
36. The goals and policies outlined in the 2016 Master Plan and those outlined by the City here should be considered a representation of the uses of bodies of water "for recreation, fish and wildlife, aesthetics, local government, agriculture, commerce, and industry."¹⁸
37. The 2016 Master Plan articulates the economic public interest in preserving the river mouth area of the Kalamazoo River for "low-impact development" or public open space.¹⁹
38. The City considers the 2016 Master Plan to be a reflection of the uses of bodies of water connected to the proposed project "for recreation, fish and wildlife, aesthetics, local government, agriculture, commerce, and industry." The 2016 Master Plan states "[t]hese joint goals and policies are premised on a pledge by Saugatuck Township, the City of Saugatuck, and the City of the Village of Douglas to mutually cooperate in guiding future development to advance a common vision. It is intended that these goals and policies be

¹⁴ City of Saugatuck et al., Tri-Community Master Plan 1-12 (2016).

¹⁵ *Id.* at 1-4.

¹⁶ *Id.* at 1-2.

¹⁷ *Id.*

¹⁸ MCL 324.30106.

¹⁹ See generally City of Saugatuck et al., Tri-Community Master Plan (2016).

consulted when considering future land use decisions within an individual jurisdiction, as well as those decisions that affect the interests of more than one jurisdiction.”²⁰

39. Specifically, the City considers the following 36 excerpts from the 2016 Plan to be a reflection of the plans for “recreation, fish and wildlife, aesthetics, local government, agriculture, commerce, and industry”²¹:

1. “Goal: Guide development in a manner which is orderly, consistent with the planned expansion of public facilities, and strives to preserve the scenic beauty, foster the wise use of natural resources, protect environmentally sensitive areas, and enhance the special character of the Tri-Communities.”²²
2. “Policy: Insure compatible land use planning and zoning across municipal borders and minimize land use conflicts by separating incompatible uses and requiring buffers where necessary.”²³
3. “Policy: Support efforts to foster tourism by preserving the scenic beauty of the environment, expanding recreational opportunities, improving tourist attractions, preserving the historic character of the communities through the preservation of historic structures, expanding cultural and arts opportunities and encouraging development of promotional material which highlight the attractions of the Tri-Communities.”²⁴
4. “Goal: Encourage planning efforts based on the understanding, knowledge and respect for the Tri-Community’s historical and cultural resources.”²⁵
5. “Policy: Discourage the development of high intensity residential uses along the waterfront.”²⁶
6. “Goal: Protect special environments and open spaces, including but not limited to sand dunes, wetlands, and critical wildlife habitat, from the harmful effects of incompatible development activity by limiting the type and intensity of land development in those areas.”²⁷
7. “Policy: Identify development limitations on special environments which classify environments based on their value to the ecosystem, unique attributes, the presence of endangered plant and wildlife species, and other characteristics deemed significant.”²⁸
8. “Policy: Encourage acquisition of special environments of significant public value by public agencies or nonprofit conservancy organizations for the purpose of preservation.”²⁹
9. “Policy: Prepare and maintain a subarea plan for the Oxbow Peninsula including the [NorthShore of Saugatuck Property] ‘Denison Property.’”³⁰
10. “Policy: Promote the preservation of open spaces and natural areas, as well as limited, carefully planned development along the Kalamazoo River, Kalamazoo Lake, Silver Lake, Goshorn Lake, and Lake Michigan and connecting streams, creeks, and drainage ways to protect and enhance the scenic beauty of these waterfront areas.”³¹

20 *See id.*; see also MCL 324.30106.

21 *See* MCL 324.30106.

22 *Id.* at 1-4.

23 *Id.* at 1-5.

24 *Id.* at 1-6.

25 *Id.* at 1-10.

26 *Id.* at 1-12.

27 *Id.*

28 *Id.*

29 *Id.*

30 *Id.*

31 *Id.* at 1-13.

11. "In 2002 the City of Saugatuck completed a strategic plan for purposes of future growth and development and efforts involved an examination of local tourism and public opinion. The following data was secured from the plan's survey of visitors to the area, and provides useful information considered applicable to each of the Tri-Communities when considering economic and recreational impacts on the area. . . Activities – beach (40%), dune rides (12%), and boating (11%) Spending Patterns - \$500 to \$599 (median range), 15% spend +\$1,000. . . ."32
12. "The primary reasons people visit or live in the three communities are to enjoy the scenery and recreational opportunities and to live in a picturesque, safe place while they commute to nearby (or distant) urban centers. Beach recreation, boating and other water activities, shopping, art galleries and enjoying the scenery are the primary attractions for both tourists and year-around residents. *While agriculture, industry and tourism are important economic sectors represented in the Tri-Communities, tourism is king.*" (emphasis added).33
13. "Mature trees represent a valuable resource in maintaining the aesthetic character of the area, not to mention their overall importance to wildlife and the natural environment. *In particular, the wooded sand dunes along the Kalamazoo River and Lake Michigan, and those buffering adjacent uses from I-196, are especially important. They should be managed to insure their long term existence.*" (emphasis added).34
14. "A large portion of the lakeshore both north and south of the mouth of the Kalamazoo River is undeveloped or very sparsely developed. *A portion of this segment of the shoreline is in public ownership as Oval Beach Park. In 2011, the City of Saugatuck completed its acquisition of the 173 acres of natural dunes and 3,650 feet of undeveloped Lake Michigan Shoreline, formerly owned by the Denison family, between the south Kalamazoo River pier and Oval Beach City Park. This was made possible through a partnership between the City; the Land Conservancy of West Michigan; a 10.5 million grant from the Michigan Natural Resources Trust Fund; The Nature Conservancy; The Conservation Fund; and generous private donors.* The Saugatuck Harbor Natural Area, as it is now called, is open year round for low impact uses such as hiking, fishing, bird watching and beach combing."35
15. "The Tri-Community area is rich in cultural, and historical points of interest and many archaeological sites can be found throughout the area. Leading economists and forward-thinking governmental leaders have recognized the social and economic value of promoting and preserving cultural and historic assets. The state of Michigan has made community cultural; planning a key part of its most publicized and marketed economic development strategies: the 'smart growth'; 'heritage/cultural tourism'; and 'cool cities' initiatives."36
16. "Archaeological sites are of particular scientific value to the fields of anthropology, ecology and biology, and may have historic or ethnic significance as well. There are 120 archaeological sites scattered throughout the Tri-Community area, mostly related to Ottawa and Potawatomi cultures. Their exact locations have not been disclosed by the Bureau of history to protect them from exploitation. One of these sites, the Hacklander Site, located in Section 23 is listed on the National Register of Historic Places and has components representing Middle and Late Woodland periods. *A second important site is the old Singapore site located at the north edge of the 'new' (1906) harbor channel. Recipients of Federal assistance must ensure that their projects avoid damage or destruction of significant historical and archaeological resources.* The

32 *Id.* at 2-8.

33 *Id.* at 3-1.

34 *Id.* at 4-23.

35 *Id.* at 5-7.

36 *Id.* at 5-9.

Michigan Bureau of History reviews these projects to assess their impact on archaeological sites.” (emphasis added).³⁷

17. “Parks, recreation, and open space are essential to the quality of life of area residents, and are an important component of the local tourist economy. They enhance property values, as well as physical and psychological well-being.”³⁸
18. “According to the 2004 community opinion survey, following was the response to the question of whether the respondent would support the additional recreation-related activities even if it meant an increase in general property taxes. . . . The greatest support among recreation-related topics was for better water quality with 62.5%, bike lanes/pathways with 60.5% support and *parks and recreation at 50.9%. When citizens express a willingness to pay higher taxes for a service that is very significant.*” (emphasis added).³⁹
19. “*Recreation is important to the Tri-Communities and the visual experience of the community is tied to the recreational experience.* Residents like to live in the Tri-Communities, in part, because it is a uniquely attractive location. *Tourists visit and spend money in the Tri-Communities based in part on the visual experience. Natural features and open spaces are important components of the Tri-Communities,* contrasting with the concentrated, developed areas of the City of Saugatuck and the City of the Village of Douglas. The compact, strong identities of the City and Village are enhanced when natural, open spaces surround the two communities. Water is one of the natural features surrounding the City and Village and helping to give them form and identity. Wetlands, woodlands, farms and parks are other existing natural features that currently contribute to natural open space.”⁴⁰
20. “Tourists have always been attracted to the area, but tourism is now the number one economic activity. . . . Consequently, how the waterfront is used will be of crucial importance to the future of the Tri-Community area.”⁴¹
21. “*Although waterfront lands have high revenue generating potential, a major attraction of both the Lake Michigan and Kalamazoo River waterfronts is their scenic, natural shorelines composed of forested sand dunes and large wetland areas. Should these natural areas be greatly damaged or destroyed through inappropriate development, then the ‘goose that laid the golden egg’ will be dead. It is essential that the natural beauty of the waterfront be maintained along the Lake Michigan shoreline, the Kalamazoo River from the channel to Saugatuck, and from the Blue Star Highway Bridge inland.*” (emphasis added).⁴²
22. “This plan seeks to define a balance between competing uses. It places protection of the natural environment at first and foremost in making future land use decisions along the Lake Michigan and Kalamazoo River waterfronts. The ultimate goal is to minimize disruption of the natural environment so that new development and redevelopment is in harmony with the environment, rather than in conflict with it. Alteration of existing natural features should be very limited, and with mitigation to provide the same values and functions nearby.”⁴³
23. “Under the state Wilderness, Wild, and Natural Areas Program (Part 351 of the Natural Resources and Environmental Protection Act of 1994), the DNR is charged with identifying, dedicating and administering wilderness, wild and natural areas. Within the Saugatuck region, the DNR has dedicated the Saugatuck Dunes Natural Area to

37 *Id.* at 5-11.

38 *Id.* at 7-1.

39 *Id.* at 7-18.

40 *Id.*

41 *Id.* at 8-1.

42 *Id.* at 8-1 through 8-2.

43 *Id.* at 8-2.

protect the unique dune ecosystem of open dunes, blowouts, interdunal wetlands and wooded dunes, Pitcher's Thistle occurs within the area and is listed as a threatened species by both the state and federal government. The Saugatuck Dunes Natural Area is within Saugatuck Dunes State Park. Sensitive dune ecosystems also occur in the dune areas on either side of the Kalamazoo River mouth at Lake Michigan. This area is planned for protection but details have yet to be finalized. Management would likely be the responsibility of the City of Saugatuck, Saugatuck Township and the State Park. The entire Kalamazoo River, including the Saugatuck/Douglas area is designated as an area of particular concern by the DNR. Areas of particular concern are those having scarce resources, unusual scenic beauty, unusual economic value, recreational attractions, or some combination of the above. They are only located in coastal areas. Altering the environment in an area of 'particular concern' could have a significant impact on the quality of coastal and Great Lakes waters."⁴⁴

24. "As has been emphasized throughout this Plan, *the natural beauty of the waterfront has much to do with the attraction of the Tri-Community area.*" (emphasis added).⁴⁵
25. "*Several vistas have public values that deserve protection. These include the entry into and exit from Lake Michigan on the Kalamazoo River, the view from Mount Baldhead, the view of Kalamazoo Lake from both ends, and approaches to the Kalamazoo River Bridge.*" (emphasis added).⁴⁶
26. "In seeking to balance economic development with environmental protection, the concept of carrying capacity should be a major consideration. If the carrying capacity of land or water is exceeded, then activities cannot be undertaken without unacceptable impacts on users, the environment, or both. Impacts can include increased trip times, decreased safety, pollution, loss of open space, and many other considerations. The key is prevention of overuse by limiting intensity of use on adjoining lands and regulating surface water use. Environmental protection must be a leading principle in making future land use decisions along the waterfront. Environmentally sensitive areas such as sand dunes, wetlands, high risk erosion areas, floodplains, and key woodlands should be protected from unnecessary destruction. Development should complement rather than destroy these areas and their values. By doing so the environmental quality of the air and water will be improved, wildlife habitat will be preserved, scenic values will be protected, and the character of the area will be maintained. Some new intensive shoreline development will be desirable and necessary, but the balance should not be disproportionately on the side of new tax base as it has been for the past three decades. Opportunities to enhance the waterfront should be seized. Parks and open spaces should eventually be linked with other public places."⁴⁷
27. "Protection mechanisms, like the Natural River designation, should be recognized for the ancillary benefits they bring to the community."⁴⁸
28. "Good land use planning is essential to the future quality of life in the Tri-Communities. Actual future land uses are difficult to predict and guide to achieve desired results. A future land use map and plan expresses local and use goals and policies and provides a land use scenario which a community may use as a physical guide. Goals and policies, in turn, drive land use and development decisions."⁴⁹
29. "The following planning and design principles are the technical foundation in support of the proposed land use arrangements graphically depicted on the Future Land Use Map. These principles are consistent with the goals and policies in Chapter 1 and

44 *Id.* at 8-6.

45 *Id.* at 8-25

46 *Id.*

47 *Id.* at 8-25 through 8-26.

48 *Id.* at 8-27.

49 *Id.* at 10-1.

should remain the basis for reviewing any subsequent changes to the proposed Future Land Use Map. These planning principles are:

- Protection of public health and safety
- *Conservation of natural resources*
- *Environmental Protection*
- Minimizing public service costs
- Efficiency and convenience in meeting land use needs
- *Insuring compatibility between land uses.*" (emphasis added).⁵⁰

30. "Failure to consciously protect nonrenewable natural resources exposes a community to unbridled destruction of those resources which are the foundation for an area's character and quality of life. Conservation of natural resources usually focuses on: land, water, minerals, certain soils (such as prime farmland), wetlands, sand dunes, areas supporting an abundance and diversity of wildlife, and unique forested lands. Areas where the land and the water meet are the most important. Indiscriminate land subdivision frequently reduces the size or alters the shape of land, thereby compromising the resource value and production potential of those lands. This occurs frequently in prime agricultural areas and once lost, these lands may never be reclaimed for food production purposes."⁵¹
31. "This principle aims at preventing pollution, impairment or destruction of the environment. While there is considerable overlap with natural resource conservation issues, environmental protection measures focus primarily on air and water quality, and the impact of activities where the water meets the land. Environmental quality is best preserved by planning for appropriate land use activities in and near sensitive environmental areas, and managing development accordingly."⁵²
32. "A central objective of land use planning is to locate future land uses so that they are compatible with one another. This prevents future nuisance situations between adjacent land uses, such as loud sound, ground vibrations, dust, bright lights, restricted air flow, shadows, odors, traffic, and similar impacts."⁵³
33. "Other natural resource areas include sand dunes, wetlands, floodplains, streams, creeks and drains, the Kalamazoo River, Lake Kalamazoo, and areas at high risk of erosion along Lake Michigan. *These areas are proposed for very limited future development in keeping with their fragility and importance in buffering Lake Michigan storms*, filtering and storing water during periods of flooding, draining stormwater from land, providing habitat for a wide range of plants and animals, and for their wide ranging open space values. *Destroying these resources would destroy the essential qualities which continue to attract residents and tourists to the area.* If conserved and wisely used, waterways and farms will become a natural greenbelt system that continues to enhance the area for years to come. Local zoning ordinances should be reviewed to ensure they include adequate conservation practices." (emphasis added).⁵⁴
34. "The R-3 Lakeshore Residential Zoned District is that area of the township where controls are placed upon the use and development of areas adjacent to the shoreline of Lake Michigan *so as to preserve the shoreline as a natural resource to prevent and/or control erosion and to maintain the aesthetic qualities of the area.*" (emphasis added).⁵⁵

⁵⁰ *Id.* at 10-1.

⁵¹ *Id.* at 10-3.

⁵² *Id.*

⁵³ *Id.* at 10-4.

⁵⁴ *Id.*

⁵⁵ *Id.* at 10-12.

35. "Public acquisition of the Denison property on both sides of the Kalamazoo River is the top priority for the Tri-Communities."⁵⁶
36. "While the above priority initiatives are being implemented, the matters that come before planning commissions and governing bodies month-to-month will permit many opportunities to implement key policies in this Plan (see policies in Chapter 1). Following are key strategies that should be implemented at every opportunity through local zoning, subdivision regulations and capital improvement programs. Many may first require updates to existing Zoning Ordinances. Most of the following strategies focus on preservation of the existing charter of the Tri-Communities:
- Protect the natural environment of the area AND Protect the visual quality of and visual access to the waterfront."⁵⁷
40. The City finds that the marina basin may cause harm to the long-protected uses of public bodies of water for "recreation, fish and wildlife, aesthetics, local government, agriculture, commerce, and industry."⁵⁸

HISTORIC LAND-USE AND PLANNING: THE CANAL WILL HAVE AN ADVERSE AFFECT ON "PRIVATE PROPERTY RIGHTS" AND TO THE USE OF THE AREA BY "THE PEOPLE OF THIS STATE AND TO PEOPLE FROM OTHER STATES AND COUNTRIES WHO VISIT THIS RESOURCE"

41. The City finds that the 2005 Master Plan and the 2016 Master Plan reflect the designation of the area for the use by private landowners and by "people of this state and to people from other states and countries who visit this resource."⁵⁹
42. The 2005 Master Plan states "The northwest corner of the Township, along with [] most of the land in Saugatuck west of the Kalamazoo lake should be preserved for public open space and the portion that remains in private ownership should be maintained for low intensity uses (like the art colony and church camp)."⁶⁰
43. The 2005 Master Plan and the 2016 master plan state "Although waterfront lands have a high revenue generating potential, a major attraction of both the Lake Michigan and Kalamazoo River waterfronts is their scenic, natural shorelines composed of forested sand dunes and large wetland areas. Should these natural areas be greatly damaged or destroyed through inappropriate development, then the 'goose that laid the golden egg' will be dead. It is essential that the natural beauty of the waterfront be maintained along the Lake Michigan shoreline, the Kalamazoo River from the channel to Saugatuck, and from the Blue Star Highway Bridge inland."⁶¹
44. The 300-acre Patty Birkholz Natural Area is immediately adjacent to the proposed marina basin. It is one of only 20 legally-designated natural areas in the State of Michigan, and the City finds its preservation as one of the preeminent natural areas in the State of great importance to the local community and City.
45. The Master Plan for Saugatuck Dunes State Park and Patty Birkholz Natural Area calls for a low-impact nature area.

⁵⁶ *Id.* at 13-2.

⁵⁷ *Id.* at 13-5.

⁵⁸ MCL 324.30106.

⁵⁹ *Id.*

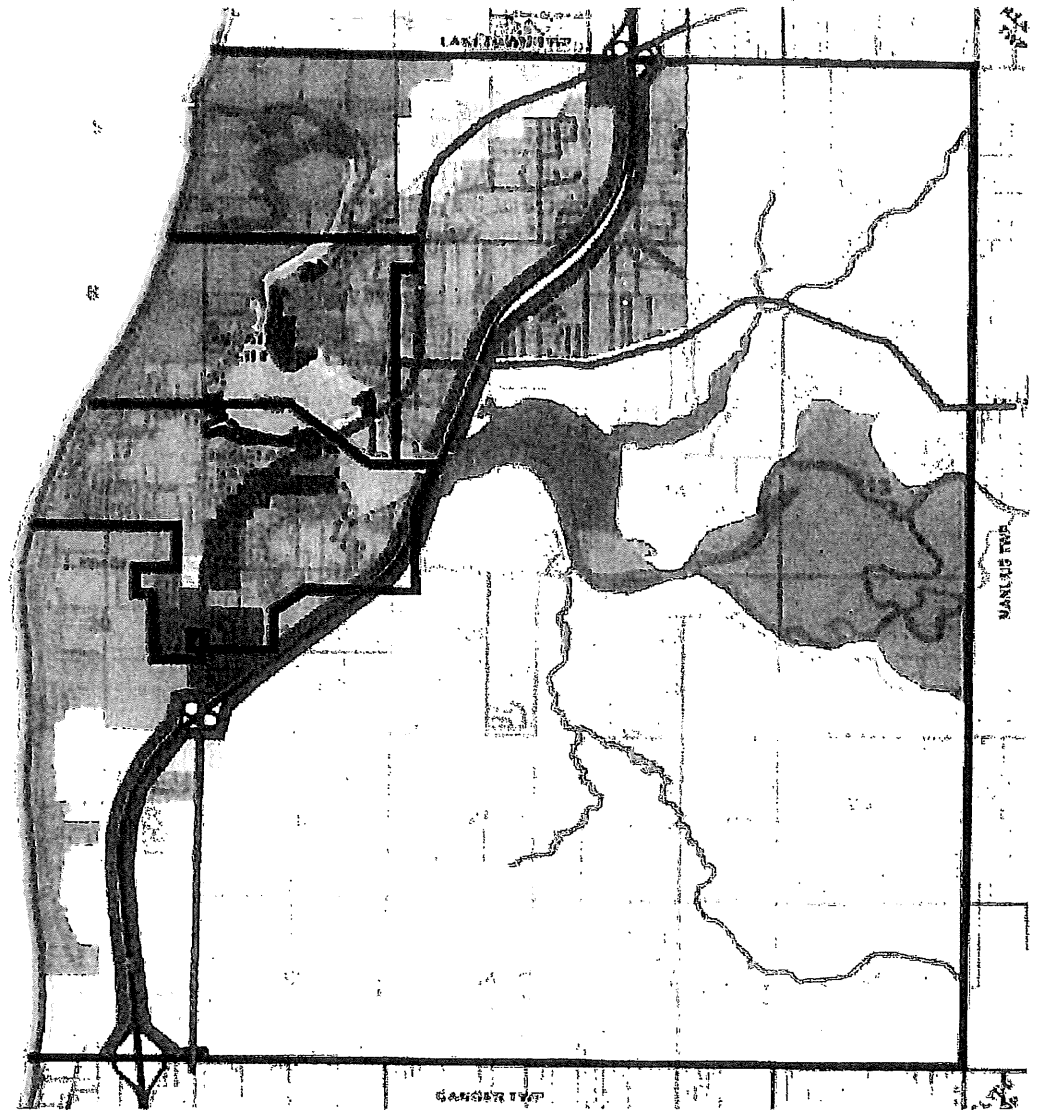
⁶⁰ City of Saugatuck et al., Tri-Community Master Plan 10-7 (2005).

⁶¹ *Id.* at 8-1 through 8-2; City of Saugatuck et al., Tri-Community Master Plan 8-1 through 8-2 (2016).

46. The parking lot for these nature areas was situated to be as far from the natural area as possible to ensure no noise, vibrations, glare, or fumes would be introduced into this sanctuary. The proposed marina basin itself would be contrary to those extra efforts to maintain the natural area in pristine environmental condition and quality.
47. The City finds that the proposed marina basin is contrary to the well-established riparian rights and responsibilities of adjacent private landowners.
48. The City finds that the proposed marina basin is contrary to the rights of those from this state and from other states and countries who visit the dunes.
49. For reference, the City acknowledges that the following is the future land use map proposed by the 2016 Master Plan:

Map 10-1

Future Land Use Map



Legend

Rural Low Density Single Family Residential/Agricultural	Commercial
Medium to High Density Single and Multi-Family Residential	Industrial
Mixed Use Residential/Commercial	Greenspace, Preserve
Waterfront Mixed Use	Highway Buffer

Tri-Community Master Plan Update
2016
10-2

PLEASE NOTE:

Any promise of future conservation easements, trails, land swaps by the property owner of NorthShore of Saugatuck, based upon what happens with permitting, is considered a Quid Pro Quo and is thus not considered a conservation easement permissible for tax reduction. xvi

50.

CONCLUSION

51. The City finds that the proposed marina will have an adverse effect on the public trust, and may impact related riparian rights.
52. The City finds that by damaging the historical, ecological, and cultural values of the area which attract tourism and recreation to the Tri-Communities, the proposed marina will negatively impact the use of waters for recreation, aesthetics and the local tourism industry. The proposed marina may further impact fish and wildlife.
53. The City finds that the proposed marina basin is not consistent with the public uses in and around the area.
54. Based on the findings in this Resolution, the City of Saugatuck asks the Department of Environment, Great Lakes and Energy to strongly consider standards and findings established by the Michigan Legislature in 1994 Public Act 451, to consider the appropriateness of the requests made.

YEAS: Council Members: Baldwin, Muncy, Leo, Gardner, Lewis

NAYS: Council Members: None

ABSENT: Council Members: Stanton

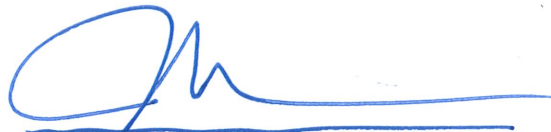
Abstain: Council Member: Dean

RESOLUTION DECLARED ADOPTED.

Dated: 8-14-23



Scott Dean, Mayor



Jamie Wolters, City Clerk

CERTIFICATION

I, Jamie Wolters, the City Clerk of the City of Saugatuck do hereby certify the foregoing is a true and complete copy of a resolution adopted by the Saugatuck City Council at a regular meeting held 8-14-23, in compliance with the Open Meetings Act, Act No. 267 of the Public Acts of Michigan, 1976, as amended, the minutes of the meeting were kept and will be or have been made available as required by said Act.

Attest:



Jamie Wolters, City Clerk

Jamie Wolters

From: Jamie Wolters
Sent: Monday, February 10, 2025 2:55 PM
To: Jamie Wolters
Subject: FW: Maple Street Drainage Response from Engineer
Attachments: Maple St. Drainage Study Response 1-28-25.pdf

Hi everyone,

Attached is the response from my engineer regarding the proposal for the Maple Street Drainage issue. Please include it in the February 19th workshop packet.

If you haven't had a chance yet, here's the link to watch the videos/photos of the Maple/Mason Street drainage issue to get a clearer picture of the velocity and volume of the water eroding the property.

<https://www.dropbox.com/scl/fo/qzon6mvpb81lr62ajkgv0/ABSHqHeSKcoSBGPSKIQpWcE?rlkey=m5zslq6cgoy6hdoov2q1ujr4n&st=3gs3qln0&dl=0>

Also, the offer still stands for the members of the council who have not yet walked the property to do so. Feel free to access it from both sides.

Thanks for your time and consideration. I appreciate all the work that has gone into trying to resolve this problem. I'm hoping to be able to finally get some closure on this. See you on the 19th!

Thank you,
Wendy Colsen



January 28, 2025

Wendy Colsen
208 N. Maple Street
Saugatuck, MI 49453

Re: 208 N. Maple Street Drainage Issues

Ms. Wendy Colsen:

We had the opportunity to attend the City Council workshop on 01/22/2025 to listen to a discussion regarding the drainage issues that have been ongoing at your property at 208 N. Maple Street for the last 10+ years.

After hearing the presentation from Fleis & Vandenbrink, it appears that the current solution being proposed is to install underground detention upstream of, and in close proximity to your property. This solution closely aligns with our original recommendations as provided in a letter dated Jan 05, 2022.

To re-iterate, the erosion problems being experienced are the result of street improvement projects completed 'up-stream' of your property which have resulted in decreasing the time of concentration, or the time it takes water to reach the drainage course through your yard. The changes have resulted in higher volumes of water reaching the drain and at higher velocities than were experienced prior to this work. Stormwater detention is one of the most effective ways to decrease flows to this drainage course and decrease the water velocity which will create less erosion in this receiving drainage course.

As there are also significant projects planned to improve water and sewer infrastructure in the area, the construction of stormwater improvements also have the added benefit of being less costly to build now than as a standalone project at a future date. Pay items such as contractor mobilization, road demolition, road repair etc. can be shared between infrastructure projects rather than just included on the stormwater project.

In summary, we believe the detention system will have a lasting, positive impact on your property. However, it should be noted that the system will have a design storm. This storm will likely be a 25-year event. The proposed system will provide benefit for all events below the design storm, but for events larger than the design storm the system will be designed to overflow and route the water to the existing drainage course. In our previous report we mentioned that a combination of underground detention and a flood event bypass pipe would be the most effective solution in the long term and provide benefits for all storm events. That recommendation remains unchanged and the original exhibit showing underground detention along with a 250' bypass pipe to the existing country drain just north of your property has been reposted here for reference.

Again, we appreciate your reaching out to us to provide insight into this issue and look forward to assisting as you work with the appropriate agencies to implement a solution.

Sincerely,

A handwritten signature in black ink, appearing to read "BS" with a stylized flourish.

Brandon Simon, P.E.
Progressive AE

BS
P:\94970001\03 WIP\C3 DISCIPLINE\Civ\Drainage Study Response.docx

Proposed Infrastructure Improvements to Reduce Erosion

