

Harbor Commission

Regular Meeting Agenda

Tuesday, May 19, 2015, 5:30 p.m.
Council Chambers, South Haven City Hall



City of South Haven

Please note that the meeting will be held in South Haven City Hall, Council Chambers.

1. Call to Order

Roll Call: Chairman Jeff Arnold, Vice-Chairman Mary Stephens, Cathy Pyle, Tim Reineck, Alan Silverman, Tim Stegeman, Greg Sullivan.

2. Approval of Agenda

3. Approval of Minutes: April 21, 2015 Regular Meeting
 April 21, 2015 Workshop Meeting

4. Interested Citizens in the Audience Will be Heard on Items Not on the Agenda

5. Black River Park Accessible Launch

6. South Haven Municipal Marina Website

Member and Staff Comments

Adjourn

RESPECTFULLY SUBMITTED,
Paul VandenBosch
Secretary, Harbor Commission

SOUTH HAVEN CITY HALL IS BARRIER FREE AND THE CITY OF SOUTH HAVEN WILL PROVIDE THE NECESSARY REASONABLE AUXILIARY AIDS AND SERVICES FOR PERSONS WITH DISABILITIES, SUCH AS SIGNERS FOR THE HEARING IMPAIRED AND AUDIO TAPES OF PRINTED MATERIALS BEING CONSIDERED AT THE MEETING TO INDIVIDUALS WITH DISABILITIES AT THE MEETING UPON SEVEN (7) DAYS NOTICE TO THE SOUTH HAVEN CITY HALL.

Harbor Commission

Regular Meeting Minutes

Tuesday, April 21, 2015, 5:30 p.m.
Council Chambers, South Haven City Hall



City of South Haven

1. Call to Order by Arnold at 5:30 p.m.

Present: Pyle, Reineck, Silverman, Stegeman, Stephens, Arnold
Absent: Sullivan

Also present: John Marple, Marina Manager

2. Approval of Agenda

Motion by Stephens, second by Silverman to approve the March 17, 2015 Harbor Commission regular meeting agenda as presented.

All in favor. Motion carried.

3. Approval of Minutes: March 17, 2015 Regular Meeting

Motion by Silverman, second by Stephens to approve the April 21, 2015 Harbor Commission regular meeting minutes as written.

All in favor. Motion carried.

4. Interested Citizens in the Audience Will be Heard on Items Not on the Agenda

None at this time.

5. Marina Reports

VandenBosch reviewed the Marina Reports.

6. Tour Boat

VandenBosch noted that the City Council voted to send this item back to the Harbor Commission for a recommendation. At the last meeting the commission was unable to come to an agreement on a recommendation. VandenBosch stated that in his memo he attempted to answer some of the questions that came up at the last meeting.

VandenBosch explained that to expand the marina operation on the South Marina party deck, the Zoning Ordinance requires that three (3) parking spaces would have to be created. Because of that staff recommends the withdrawal of the transient marina expansion at this time.

Silverman requested clarification that if the facility is expanded to permit docking of transient boats where presently there is that red metal barrier, which is eighty (80) feet long, to add two (2) boats, you would have to add three (3) parking spaces, but for the tour boat, with forty-nine (49) passengers, there is no city requirement to create parking.

VandenBosch said this is a fairly old Zoning Ordinance change and noted that city staff did not want to get caught in a situation where a cruise ship would come into town and that cruise ship would kick in a parking requirement. Silverman said this is an unintended consequence, then. VandenBosch noted that the Zoning Ordinance explicitly states four boats in the Waterfront Business definition.

Discussion ensued regarding whether staff could create three (3) parking spaces; whether staff could request a waiver of that zoning requirement and last year's discussion about changing that area from B-3 – Waterfront Business which requires parking to CBD – Central Business District which does not require parking.

VandenBosch noted that regarding restrooms, for comparison, he asked the Building Official if there were a restaurant how many restrooms would be required. The Building Official responded that generally you want two (2), one male and one female, but the Zoning Ordinance requires one (1) restroom per seventy-five (75) people occupancy.

VandenBosch reminded that there was some discussion at the last meeting regarding the boarding ramp and railing modifications. Staff recommends that the tour boat operator purchase and install the boarding ramp itself. "The marina would like to manage cutting the railing and putting a gate in place and we did find some older railing that has gates on it, so we think with some fabrication we can get that done fairly cheaply." VandenBosch noted that staff recommends adding to the license agreement that the tour boat operator purchase and install the ramp and marina staff deal with opening the railing and installing a gate.

Regarding signage, VandenBosch noted that the charter boat had permission to use a sandwich board sign; the Zoning Ordinance requires City Council to approve it. If a sandwich board sign is desired, VandenBosch recommends it should be added to the license agreement, allowing City Council to approve that.

VandenBosch pointed out the recommendations from staff included in the handout to the board.

VandenBosch noted, as a clarification, that the Department of Environmental Quality (DEQ) permit would still have to be acquired; it is only zoning that may prohibit us from expanding the transient marina or add a tour boat. VandenBosch pointed out that talk about withdrawing the request only refers to the withdrawal of the transient marina expansion.

In response to a question by Silverman about whether the expansion of the marina, if it were recommended, be any different if the tour boat was also recommended, or be the same

recommendation VandenBosch said the two are not connected. “Originally, last month, I would have said even if they turn down the tour boat, we want the expansion. But due to the Zoning Ordinance parking requirement, I don’t recommend that now.”

Silverman asked if the marina were expanded, would those slips be occupied to which VandenBosch responded that on weekends and holidays they would be. Silverman expressed that he does not understand staff’s reluctance, and would like to hear from the Marina Manager, John Marple, of his thoughts. VandenBosch thinks he could find three (3) parking spaces, but until he is he sure would rather not move ahead with that.

Silverman asked if the marina could use those extra spaces to which Marple responded that on the weekends we are jammed full. “We’ve overflowed with seasonal boats; so potential expansion of the Transient Marina would probably be a good idea. I also think the dockage area would be advantageous to the city and business community for big boats that could come in. I have a guy with a seventy-five (75) foot boat on the waiting list for a ten (10) day stay. That’s good money for the marina and for the city.” Marple thinks the economy is coming back; there is more travel; there are still challenges. “If you were to ask, is it a good idea on a Tuesday afternoon in July, I’d have to say nope, but we are running out of docks.”

Pyle commented that if people want to come in, they will come in during the week, so we need to find a way to market during the week. Marple agreed, noting that being full is not a bad thing. “We have a few open slips; four (4) in one area; seven (7) in another, things are looking better.” Marple said with the new facility, there are more requests for the North Side.

Silverman asked how much revenue that area could realize which led to discussion on how much the marinas charge and increasing the daily revenues on the busy days. VandenBosch noted that the city has a grant application in to do engineering to extend the dock toward the lake; that is tied to wave attenuation, so if we go ahead with that we will have to deal with the parking issues and it will provide extra dockage.

Arnold suggested that discussion is drifting from the topic and noted that he would accept a motion on the tour boat.

Motion by Stegeman to withdraw the request to expand the marina; approve the application to the Department of Environmental Quality (DEQ) for dock improvements to moor the tour boat; approve the request to the Department of Natural Resources (DNR) for commercial use of the tour boat in the South Side marina facility; approve the application for zoning and building permits required to complete the proposed work; approve the license agreement with IT-IL-DO Charters, LLC on behalf of city of south haven with following amendments:

- 1.) Amend the license agreement to permit a sandwich board sign.
- 2.) Amend the license agreement to require the tour boat operator to install the boarding ramp at his expense with the ramp to remain the property of the tour boat operator.

Second by Pyle.

Silverman hopes for the opportunity to vote on each of those individually. “Lumping them all together makes it impossible for a member to express opinion on one versus another.”

Motion by Silverman to amend the motion to consider each separately. Second by Stephens.

Stegeman requested a roll call vote.

Ayes: Silverman, Stephens

Nays: Pyle, Reineck, Stegeman, Arnold

Motion failed.

Silverman reviewed the obligations of the Harbor Commission; noted that city code allows the Harbor Commission to attach conditions to anything they authorize; stated his understanding that it is not a requirement that there be restrooms to service the proposed forty-nine (49) passengers that are expected, but thinks it is reasonable that forty-nine (49) passengers, five times a day, which totals two hundred fifty (250) passengers per day, will make considerable use of the restrooms. While there are men's' and women's' restrooms available, Silverman feels that activity will be a burden and an expense to the city.

Silverman noted, "The area that is proposed for dockage, it is part of the South Side Marina, a part devoted to the general usage by the marina occupants, the tour boat proposes to use it and have its customers there at the busiest times for the marina. Weekends we are full, weekends I expect the tour boat will be full. What kind of imposition will this be on the transients in the municipal marina? I am concerned how much this will impose on those people who are most important to us; the people who stay at the Municipal Marina."

Silverman also addressed the issue of the boarding ramp and who should pay the cost. That "Contrary to the license agreement and contrary to what is usual; a typical lease of any office space requires that the tenant bears the cost of improvements, whether the tenant stays one (1) day or ten (10) years. That to address the cost of the pedestal that is going to be required; at the very least, the tenant, the licensee, should pay all of the costs; these should not be the burden of the city."

Silverman expressed concern that there is no discussion or provision for handicap access; doesn't know if the boat can accommodate people who are handicapped, or if the ramp will accommodate people who are handicapped.

Silverman applied his forty-five year history of reading contracts like this to suggest making the terms of the lease in Paragraph Two (2), one (1) year consistent with the part of the license agreement that states the tour boat operator must vacate the slip on October 15. In regard to the license fee, the agreement identifies that the one dollar (\$1) fee is nonrefundable, but doesn't identify that the slip fee is also nonrefundable, and Silverman suggests that be added.

Under paragraph seven (7) "Requirements of licensee" the motion mentioned amendments that the licensee be responsible for limited costs, and Silverman recommends that the licensee be responsible for all costs related to his use.

Silverman pointed out that paragraph seven (7) section (f) advises the licensee that from time to time the city may require that the licensee's vessel be relocated during special

events and no special events are scheduled. But Silverman noted that there are the Harbor Fest, the Star Memorial and the Queen's Cup sailboat race in the city; those should be identified to the licensee.

Paragraph nine (9) refers to insurance and has a fairly typical one million (\$1M) per occurrence and three million (\$3M) in aggregate and Silverman is concerned those limits are much too low when you consider forty-nine (49) passengers; if there were an unfortunate accident, the amount required would be substantially in excess of those amounts in the aggregate. Silverman stated this is a clearly deficient provision.

The assignment condition, in paragraph ten (10), imposes on the city responsibility to give reasonable consideration to assent. According to Silverman, the use of the phrase "without the city's prior consent" limits the city's ability to say no to an assignment.

"In general, before we vote to approve or not approve," Silverman suggests that the commission "consider what that property was intended for; whether or not it is going to impede on the existing transient population that will be there on the weekends and whether we want to burden the South Side Marina with that number of people who clearly will have no place to park except the South Beach or downtown." Silverman is concerned about whether this is the appropriate place for this activity.

Stephens referenced "our brand new marina and recreation plan amendment," which tasks the Harbor Commission with taking a long term view of the capacity and use by both public and private interests. Stephens also referred to the Harbor Commission's mission statement. Points Stephens made involved planning any additional waterfront development or development affecting the waterfront; the impact upon the harbor; proposed methods of construction; impact on boat traffic and navigation. Stephens noted that she wants to make the point as someone who uses the river regularly that the commission hasn't scrutinized the impact on navigation, boat traffic that this location would impose upon the harbor. "This is our responsibility; we talked about doing a harbor study and that hasn't happened. There will be a forty (40) foot boat turning around in that area five times a day. I think that should be examined."

Stephens also referred to the city's Harbor Recreation Plan, under C: Infrastructure, Section 4: Green Space and Views that supports acquisition of green space. That area of dock that is under discussion to be used is part of the marina; it is a public access as well as used for the transient guests. "For someone who doesn't live on the water, this area will be restricted for the public, because we would be allowing the use by a private entity. At the very least if we do recommend this," Stephens suggested, "we would consider doing a study of the harbor traffic throughout this year and the impact this dock location has on travel."

Stegeman commented that regarding green space, mainly developed for the Harbor Walk, which has taken twenty (20) years to get it from the North to the South side, the goal has been achieved with bringing the public to the waterfront via that walk. Stephens responded, "That discussion also included the street garage area." Stegeman pointed out that he made the motion to retain that strip of land. Stephens stated that as the public guardians of the waterfront, it is important that areas be maintained for public access.

Pyle asked about the grant for the fishing area by the city garage area. "Won't that include access?" VandenBosch responded that while it is over land it will be large enough to accommodate more than just fishing.

Silverman pointed out that there are significant differences between those locations upriver from the bridge and upriver from downtown and those that are downriver. "You get completely different visitors that see those sections."

Pyle said to some degree, the new bike trail and the development of Black River Park will be instrumental in bringing more people to the area; more development in that area will bring more people. Silverman agreed that each time an additional area for public use is developed it gets used while each time we take away an area it gets less use by the public.

Silverman isn't sure about the city's view of handicap access. VandenBosch explained that it is not included on docks and the Americans with Disabilities Act (ADA) does not require handicap access on boats. Silverman asked if this agreement includes that this boat will be Coast Guard approved which led to discussion of a statement in the license agreement and whether that general statement will require the licensee to be Coast Guard approved. Pyle pointed out that to maintain a captain's license their vessel has to be Coast guard approved. Silverman said the issue is whether the city will require the vessel to be Coast Guard approved.

Stegeman asked VandenBosch whether the limits on insurance set forth in the license agreement are standard for the city. VandenBosch responded that it is standard; it is the same standard amount used for festivals; the kayak rentals; it's a typical amount. VandenBosch noted that he relies on the City Attorney for that number.

Stegeman pointed out, in regards to Silverman's statement regarding the importance of the transient boaters, that he thinks everyone that rents from the city is important, not just the transients. Silverman responded that the South Marina is a transient marina; the grant the city received spoke to that. Stegeman reiterated that he did not think one should be viewed as higher than another, to which Silverman agreed.

Regarding the pedestal installation, in Stegeman's opinion, the city should bear the cost. "If we were to ask the renter to pay for it, in the past when the city has done that then we have to offer a long-term license agreement. If we are to do that, we open up that option. We should pick up that cost."

Silverman asked if the city should also pay for the electric which Stegeman said could be a discussion for later if the marina sees a spike in electric costs.

Regarding the mention of construction impacts, Stegeman noted that the only construction is remodeling of the hand railing. For the handicap part, that is only applicable to ferry services. Silverman said he doesn't know the requirements and would rather not guess at it. This is a waterfront business; a restaurant would have to have handicap access. Restrooms would have to be handicap accessible. Discussion ensued regarding whether staff is comfortable with the size of the restroom accommodations. According to Stegeman if overuse makes it be too busy, or difficult to keep the restrooms clean, the city has also gone into license agreements with businesses to take over maintenance.

Stegeman pointed out the parking added a few years ago in that area during some bluff work and noted that Harbor Commission is a recommending body; City Council gets the final say. Stegeman does not think anything is being recommended that is not allowable; we have outlined in the motion what needs to happen for this project to move forward.

Reineck believes the city needs to diversify the waterfront activities and this is a good opportunity to do this. "Fishing seems to be on a decline, this is an opportunity to allow another business to accommodate tourists/people; opportunity for families to have access to the water. The other venues in town are restrictive because of cost. This should allow a family activity that is appropriate for the site. I view this as a temporary agreement; if it doesn't work out, it can be changed. He, the applicant, might choose to change it." Regarding boat traffic, Reineck noted that his slip is right across from the seawall under discussion; large vessels have been there and have not been an impediment to getting into his slip.

Silverman asked whether fishing is in jeopardy, to which Stegeman responded, "You've missed the updates all winter."

Reineck observed that he sees the issues and does not see them as a deal-breaker. Silverman noted that the owner could put his boat in his own slip, but he likes this location for whatever reason. "In terms of the revenue, the expenditure of the city will probably equal the first year's revenue."

Arnold asked, to clarify the bathroom issue, "Last meeting we said for an event we expect one (1) bathroom for five hundred (500) people. After discussion, Arnold noted that there are three available restrooms and added "I believe the pedestal should be paid for by the city, if we put the pedestal in, it's ours; we could put other ships in there if the tour boat leaves." Arnold noted that the city had allowed jet skis down there; is the difference in size the issue? There was a commercial business down there for two years," to which Stephens stated it is the size and the number of people and access to the dock. Silverman noted that the jet ski business was run from a separate dinghy dock. Reineck reiterated that he did not see a problem with a forty (40) foot boat turning around.

Arnold called the question.

Ayes: Pyle, Reineck, Stegeman, Arnold

Nays: Stephens, Silverman

Motion carried.

Member and Staff Comments

VandenBosch: Pointed out the downtown map which he provided to each member. They are available at the marinas; this is an example of one marketing thing we do. In the near future, our first South Haven Municipal Marina website will be available; hopefully within the next month and VandenBosch will send out a link to you, another marketing initiative.

VandenBosch: Noted that the Dyckman Bridge appears to be on schedule. It is opening to boats with twelve (12) hours' notice; it will open to vehicle traffic after Dyckman Avenue is paved, which is expected to be mid-May.

Pyle: Had a question on the bike trail. "People can't seem to find the bike trail; they stop in our store asking us where the bike trail goes." VandenBosch noted that there are different maps for the bike trail. Pyle noted that she likes to have this map to hand out because it has all the restaurants on it. Suggested a different color for the bike trail to make it easier for people to see it on the map, maybe bright yellow. VandenBosch said we have a number of these types of maps; we have a very good person on staff that does these and is very quick. Pyle noted that their store has people coming in looking for restaurants, and these maps are good for that. Noted that she has picked up stacks of the maps and handed them out. Marple said, "We bought four thousand (4,000) last year." VandenBosch said maybe we could put the maps on pads and hand them out to businesses, especially lodging, having the Marina pay that as a marketing tool. Pyle said people like this map. VandenBosch suggested perhaps on the back of this map could be another map which shows a larger area.

Stegeman: Asked if the map is available online, then asked if VandenBosch could send him the file as he would like to use for the fishing tournament. Suggested that Silverman should put these in the Queen's Cup bags so participants have it when they come over.

Pyle: Noted that the lighthouse should be put on the map because people want to find the lighthouse.

Silverman: Pointed out spelling errors. (Yelton Manor Geust House, Captian Lou's) Suggested adding "Repairs" to the Rock 'N' Road Bike Shop.

Stegeman: Today at 10:30 a. m. the Department of Natural Resources (DNR) dropped 15,550 chinook salmon at the Fish Hatchery. This could be the last year that program exists; they might stop stocking due to natural reproduction. "This is the second year in a row our stocking number has been cut in half."

Silverman: It looks like the nice weather is going to come back again so we can finish getting our boats ready to launch.

Arnold: Suggested VandenBosch share about the thank you card from a Kalamazoo disabled advocacy group for putting in the handicap accessible kayak launch in. VandenBosch noted that he sent the group a copy of the draft plan and asked for comments. A look at the draft plan will be coming to this board next month.

Adjourn

Motion by Stegeman, second by Reineck to adjourn at 6:46 p. m.

All in favor. Motion carried.

RESPECTFULLY SUBMITTED,
Marsha Ransom, Recording Secretary

Harbor Commission

Workshop Meeting Minutes

Tuesday, April 21, 2015, 5:30 p.m.
Council Chambers, South Haven City Hall



City of South Haven

1. Call to Order

Present: Pyle, Reineck, Silverman, Stegeman, Stephens, Arnold
Absent: Sullivan

2. The Harbor Commission will hold a workshop to discuss dredging options.

Discussion revolved around types of dredging, contaminated versus uncontaminated dredge spoils; hauling versus hydraulic dredging. Nearest sites for contaminated dredge spoils are Watervliet or Zeeland; trucking is not cheap. If not contaminated, dredge spoils can be trucked locally, which is more affordable. The city does not have to own the land where the non-contaminated material goes.

Discussion ensued regarding whether hydraulic dredging has to be non-contaminated; working with the Army Corps (adding on to the contract we have with the Army Corps where the city would pay for dredging in the marinas); whether or not the Army Corps will do dredging in the actual slips; the process to get a dredge permit through the Army Corps is lengthy. The Army Corps can do beach replenishment.

VandenBosch noted some downsides to purchasing land for dredging: takes away any natural characteristics of that area; would create a muck field; will look bad for as long as material is being added to it; impacts neighbors; screening; distance to nearest neighbor.

VandenBosch noted that there can be beneficial re-use of dredge spoil area: design something that can go on top of dredge spoil, so when you are done you go in and complete the improvements and have some amenities that people use where you have put dredge spoil. Example: Black River Park; we have raised an area and now we are looking at using that area for a parking lot. VandenBosch suggested being creative ahead of time; know where you are going to put your spoil and how it will look when it's done.

After a question from Stephens regarding staff recommendations, discussion ensued about the lack of budget to buy land with, VandenBosch pointing out that the fund for river maintenance has \$75,000.

Discussion ensued regarding this year's dredging needs, which includes the bump near the Idler that has been there for some time and whether the higher water might allow time to do that application with the Corps, so they are doing our dredging, which eliminates the need to

put spoils on land. Further discussion included whether the city can do hydraulic dredging and put the spoils into Lake Michigan; that the DEQ does not permit the city to do so; suggestions of places where dredge spoils might be able to be placed.

Stegeman would like to see the Harbor Commission go to the other side of Slip Away Cove and the boat ramps, put a wall in there and do some paving for a corner for when we have to privately dredge or otherwise; create a designated spot for dredge spoils. Other comments: The city does not have a space to put dredge spoils; the city needs to get an official dredge spoil space; we do not have a maintenance area for our harbor; it is getting so there is more development along the shoreline. Silverman noted that it is clear that there is no place to put a dredging vehicle which means the Harbor Commission needs to look at the financial side for a long-range dredging fund; the water level is cyclical. "It goes up and down and we don't know when it will go down and when it does we need that money."

Discussion ensued regarding doing an assessment, much like a road millage; if property owners were involved and the city did permitting and contracting, the broader the outreach the smaller the impact on every individual. VandenBosch noted that City Council added the purchase of land for dredge spoil into their priority list. Stegeman noted that in the end we could draft some language for a recommendation and Arnold confirmed that a 2015 - 2016 priority for City Council is looking at dredge spoil land acquisition.

Stegeman wondered whether such a site would be reserved for city dredging only or can others add their spoils to the city's site. Silverman says he has trucked his own spoils; Stegeman asked whether the commission is looking at the whole picture, both private and public dredging.

Discussion ensued regarding whether to tackle funding; ways dredging could be funded and who would participate in a potential assessment; broad range assessment where the community participates; projected dredging needs and assessing. Silverman noted that the assessment he participated in as an owner was limited to property owners on the river and he urges a broader based assessment; if we still had ten dollars (\$10) per year with a broader base, we could address all our dredging needs. Discussion continued regarding those who do not want to dredge and just have shallow draft boats; the difficulty of the process of getting the dredging permit. Silverman said whether the city will have the ability to dredge the individual slips along with the pathway the combination of permits and getting a contractor is daunting. Stegeman said once you get them there, it's cheaper to dredge everything rather than piece-meal. VandenBosch suggested if the money was available the city could purchase a small mechanical dredge for smaller areas and contract the larger. Silverman asked VandenBosch's expectation to which VandenBosch responded that City Council is going to ask us to look into the land acquisition; without resources (money) to buy land, our strategy is somewhat difficult. Once we are looking at specific properties, we need to look at how we are going to dredge; hydraulic versus hauling; put together a strategy; how the dredging will be done; what the land will be used for in the long term.

Stegeman pointed out that most of this is already in our plan. Pyle noted that the commission just needs to start tackling some of these issues. Silverman asked whether the state's acquisition of Riverwoods provides an opportunity. VandenBosch explained the state is very conservative about the filling of wetland/lowland; the state will not want to see fill, and definitely not contaminated fill; the Department of Natural Resources has a very naturalist point of view and VandenBosch doubts they will want to see anything filled in.

Stegeman spoke to the conservatism of the State regarding the power plant and critical dunes.

Pyle asked if the Army Corps can put contaminated soil on the beach. VandenBosch said he is not aware that they have put contaminated spoil recently, but years ago they did, our harbors were a mess and they did beach replenishment back then. VandenBosch said the Army Corps can also pump straight out into Lake Michigan; they are not tied to state law. VandenBosch has tried to promote doing that when dredging, because the sand is moving that way anyway. Silverman noted that if contaminated dredge spoils are moved from a concentrated area into a larger area it probably isn't as contaminated, percentage wise.

3. Adjourn at 7:15 p.m.

RESPECTFULLY SUBMITTED,

Marsha Ransom
Recording Secretary

Marina Fund Revenue

Marina Fund Revenue
As of April 30, 2015

Fiscal Year Ending in	Revenue		Operational		Net
	Seasonal	Transient	Total	Expense	Revenue
2002	234,236	161,984	396,220	369,081	27,139
2003	259,840	166,084	425,924	403,463	22,461
2004	280,151	167,907	448,058	429,353	18,705
2005	282,245	170,944	453,189	479,287	-26,098
2006	300,819	173,817	474,636	517,881	-43,245
2007	343,171	170,869	514,040	471,088	42,952
2008	368,408	168,362	536,770	493,906	42,864
2009	377,955	166,674	544,629	492,039	52,590
2010	350,635	161,584	512,219	485,399	26,820
2011	314,270	140,546	454,816	521,900	-67,084
2012	330,660	151,046	481,706	427,390	54,316
2013	377,199	89,267	466,466	599,418	-132,952
2014	402,337	154,894	557,231	535,339	21,892
2015	430,408	120,025	550,432	316,025	234,407

NOTES ON OPERATIONAL EXPENSES:

Operational Expense does not include depreciation of approximately \$133,000 per year. Operational Expenses do not include large construction expenses. Operational Expenses do not include the annual transfer to the River Maintenance Fund of approximately \$21,080 annually.

Operating Expense excludes reimbursable dredging costs

	Seasonal Marina Revenue												Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	58,007	147,702	34,975	42,960	23,115	-3,846	6,199	1,554	703	1,100	22,348	19,285	354,102
2008	60,795	185,520	32,325	36,210	19,130	16,761	820	50	0	6,550	26,799	900	385,860
2009	44,784	185,069	32,390	25,955	31,150	23,488	843	50	850	900	27,990	1,000	374,469
2010	13,035	218,460	41,530	20,235	5,050	20,692	0	434	350	200	29,812	1,000	350,798
2011	43,222	157,210	38,473	31,230	12,498	-158	800	1,950	400	1,100	17,625	8,865	313,215
2012	31,810	178,650	44,840	14,750	31,795	-1,925	0	200	1,050	3,940	11,420	850	317,380
2013	29,476	169,790	80,125	37,555	28,362	14,431	0	0	750	7,735	7,300	7,545	383,069
2014	328,765	5,389	22,415	950	13,080	8,408	3,918	4,814	12,360	10,495	5,300	6,481	422,375
2015	359,425	1,345	16,760	9,510									387,040

	Transient Marina Revenue												Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	8,528	11,494	39,340	56,647	48,986	10,983	1,553	-41	0	177,490
2008	0	0	0	11,657	8,957	29,620	53,315	53,501	11,385	630	0	0	169,065
2009	0	0	0	11,972	10,994	24,877	55,645	39,835	22,176	1,301	0	0	166,800
2010	0	0	0	8,445	9,029	25,154	52,730	40,107	8,654	1,299	0	0	145,418
2011	0	0	0	373	16,162	21,221	47,565	41,459	12,635	515	0	0	139,930
2012	0	0	0	4,684	12,448	31,740	40,344	21,935	4,392	0	-267	0	115,276
2013	0	706	3,502	2,466	3,689	12,501	33,066	40,527	17,724	843	359	542	115,924
2014	2,236	4,453	5,894	6,520	10,785	31,946	42,313	40,590	9,691	816	0	1,780	157,023
2015	2,829	7115	7,571	7,319									24,834

Black River Park Revenues

Black River Park Revenue
As of April 30, 2015

Fiscal Year Ending	Boat Launch & Parking fees	Seasonal Launch Permit	Seasonal Dock	Transient Dock	Revenue Total	Operational Expense	Net Revenue
2007	84,563	9,480	42,544	10,471	147,058	90,412	56,646
2008	96,484	11,143	37,896	10,053	155,576	97,145	58,431
2009	93,239	9,240	37,261	11,922	151,662	99,992	51,670
2010	84,432	9,249	38,478	10,183	142,342	90,883	51,459
2011	66,393	8,658	42,038	3,859	120,948	113,430	7,518
2012	73,619	10,711	55,134	10,097	149,561	129,949	19,613
2013	71,440	9,150	47,844	10,980	139,414	102,155	37,259
2014	85,510	12,987	47,487	10,550	156,534	143,867	12,667
2015	30,878	3,404	90,905	6,598	131,785	72,286	59,500

Note: Operational Expense does not include depreciation of approximately \$50,000 per year.
Operational Expenses do not include large construction expenses or Transfer to River Maintenance Fund of approximately \$5,800 annually

Boat Launching & Parking Fees Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	1,289	4,160	7,725	13,459	7,941	5,917	1,808	0	0	42,299
2008	0	0	0	831	2,768	5,172	11,030	10,046	4,709	2,170	0	0	36,726
2009	0	0	0	370	3,378	5,558	10,738	7,704	8,311	812	0	0	36,871
2010	0	0	0	527	6,102	4,284	13,972	11,844	2,799	2,186	0	0	41,714
2011	0	0	0	126	4,301	6,870	19,145	10,345	7,373	1,221	0	0	49,381
2012	0	0	0	0	7,000	10,050	19,667	9,346	4,702	2,376	1,031	112	54,285
2013	56	0	91	637	3,671	6,154	14,069	12,964	4,874	3,081	14	0	45,611
2014	0	0	0	866	5,519	6,100	11,176	13,249	5,160	1,243	0	0	43,313
2015	0	0	0	50									50

Launching - Seasonal Permit Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	2,261	4,157	2,749	1,453	0	0	0	0	0	10,620
2008	0	0	0	1,885	3,743	2,972	1,620	0	0	0	0	0	10,220
2009	0	0	0	2,770	4,924	2,608	640	0	0	0	0	0	10,942
2010	0	0	0	1,370	7,158	1,015	1,546	0	75	0	0	150	11,314
2011	0	0	0	610	75	1,403	1,222	0	0	75	0	0	3,385
2012	0	0	0	600	6,620	1,580	1,200	0	0	-270	0	0	9,730
2013	0	100	400	2,400	3,900	3,250	1,050	200	50	0	0	100	11,450
2014	100	75	175	1,875	4,500	2,425	1,275	250	0	0	0	100	10,775
2015	0	75	75	1,629									1,779

Seasonal Dock Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	9,140	27,530	6,155	11,695	12,270	5,762	0	0	250	400	5,200	4,787	83,189
2008	7,940	45,315	9,400	11,905	12,675	-1,388	0	0	200	2,000	5,009	1,655	94,711
2009	6,865	41,215	7,085	9,125	4,990	15,095	0	0	0	0	5,000	0	89,375
2010	3,740	30,265	19,680	11,325	15,585	-1,163	1,650	0	0	0	4,650	2,369	88,101
2011	6,550	22,995	3,740	7,215	8,505	8,720	727	3,707	0	1,680	2,175	4,670	70,684
2012	3,995	20,485	9,585	6,440	18,500	1,655	3,745	0	0	600	2,000	200	67,205
2013	3,070	24,760	11,180	6,850	17,300	1,735	55	985	0	800	4,700	2,650	74,085
2014	49,950	-430	-1,870	8,490	11,425	8,755	1,870	0	200	4,660	4,500	2,670	90,220
2015	66,305	9,105	-3,800	5,395									77,005

Transient Dock Revenue													Calendar Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2007	0	0	0	169	1,303	1,986	3,988	2,672	984	0	0	0	11,102
2008	0	0	0	329	1,562	1,609	2,571	2,904	1,204	303	0	0	10,481
2009	0	0	0	0	483	1,776	2,444	3,796	1,332	0	0	0	9,831
2010	0	0	0	0	748	930	2,657	2,479	746	0	0	0	7,560
2011	0	0	0	0	818	1,958	4,492	2,190	1,181	23	0	0	10,662
2012	0	0	0	0	604	2,221	3,567	2,325	1,125	98	0	0	9,939
2013	0	0	0	0	163	1,873	3,815	4,435	808	74	0	0	11,168
2014	0	0	0	0	911	2,944	2,412	3,592	194	0	400	0	10,453
2015	0	0	0	0									0

May 8, 2015

TO: Harbor Commission

FR: Paul VandenBosch

RE: Black River Park Accessible Launch

Staff is requesting Harbor Commission review of the Black River Park Accessible Launch design.

The design is close to being ready to submit to the DEQ for permitting. It will also go through the City of South Haven zoning and Harbor Commission approval process.

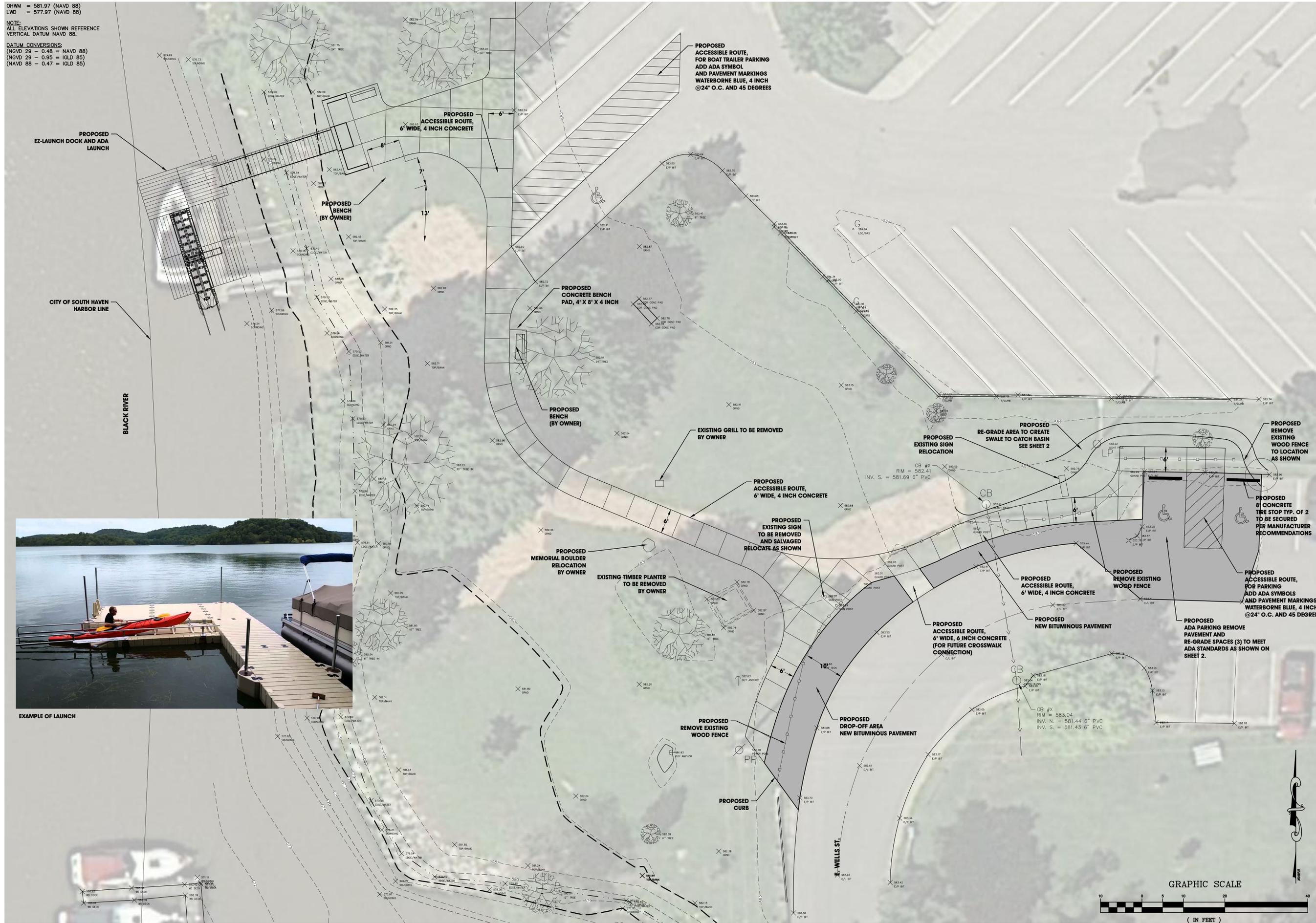
We can still make final modifications before continuing on to the permitting process.

Harbor Commission review is requested to finalize the design to allow for submittal to the permitting agencies.

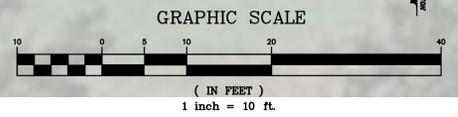
Recommendation:

Review and discuss the Accessible Launch design. Harbor Commission may make informal design recommendations during discussion, or may make a formal recommendation by motion.

OHWM = 581.97 (NAVD 88)
 LWD = 577.97 (NAVD 88)
 NOTE:
 ALL ELEVATIONS SHOWN REFERENCE
 VERTICAL DATUM NAVD 88.
 DATUM CONVERSIONS:
 (NGVD 29 - 0.48 = NAVD 88)
 (NGVD 29 - 0.95 = IGLD 85)
 (NAVD 88 - 0.47 = IGLD 85)



EXAMPLE OF LAUNCH



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 Landscape Architecture
 Development Services

915 West Main Street
 Benton Harbor, MI 49703
 T 269.927.2295
 F 269.927.1017
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CITY OF SOUTH HAVEN
CZM KAYAK LAUNCH

PROJECT:
WATER TRAIL IMPLEMENTATION

SHEET TITLE:
WATER TRAIL IMPLEMENTATION

DRAWN BY:
DJL

DESIGNED BY:

PM REVIEW:

QA/QC REVIEW:

DATE:
MAY 2015

SEAL:

SIGNATURE:

DATE:

HARD COPY IS INTENDED TO BE 24" X 36" WHEN PLOTTED. SCALE(S) INDICATED AND GRAPHIC QUALITY MAY NOT BE ACCURATE FOR ANY OTHER SIZES

SCALE:
 HORZ: 1"=10'
 VERT: N/A

ACI JOB #
15-0176

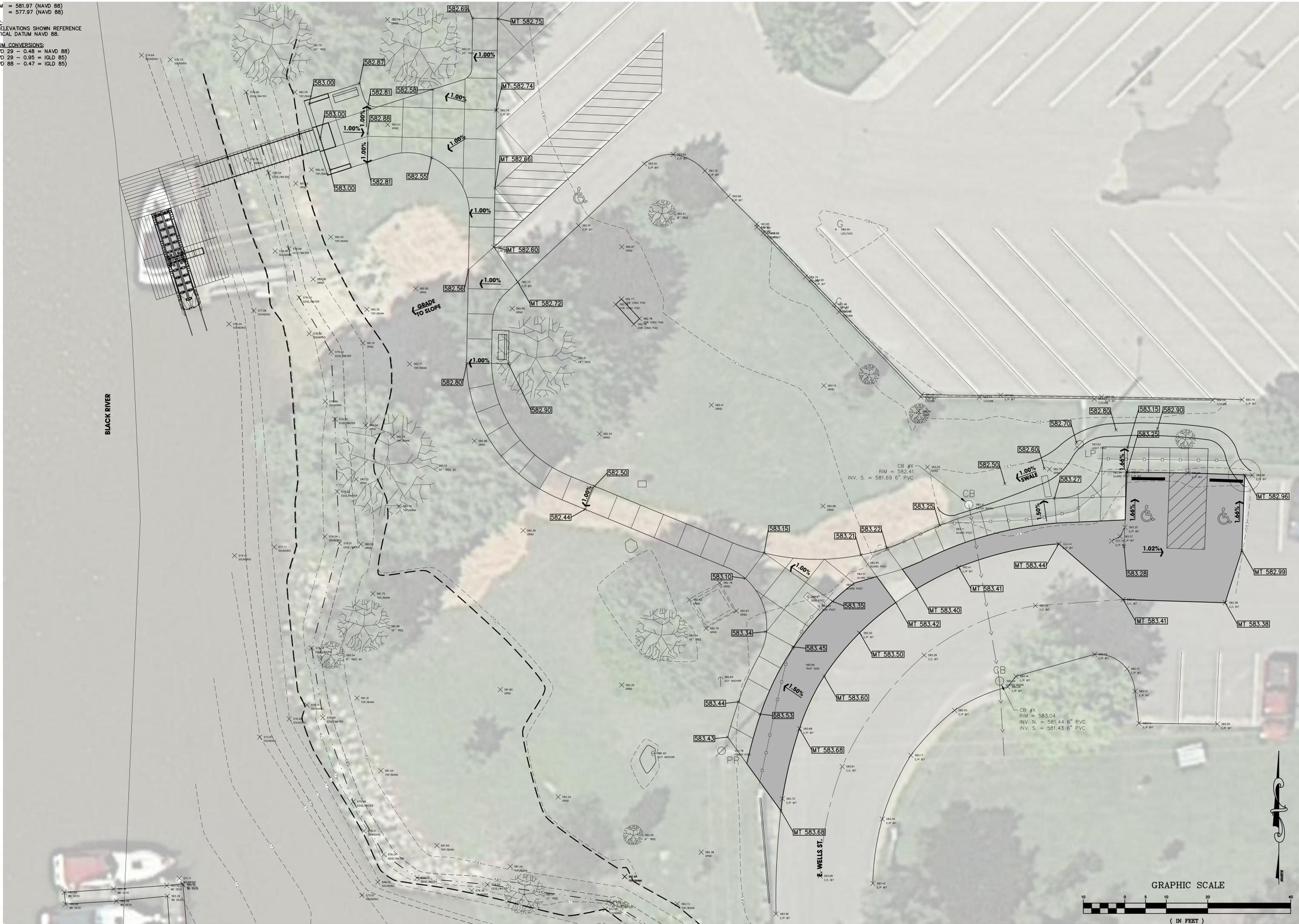
SHEET NO.
1 of 2

NO.	REVISION DESCRIPTION:	BY:	DATE:

OHWM = 581.97 (NAVD 88)
 LWD = 577.97 (NAVD 88)

NOTE:
 ALL ELEVATIONS SHOWN REFERENCE
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DATUM CONVERSIONS:
 (NGVD 29 - 0.48 = NAVD 88)
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 (NAVD 88 - 0.47 = IGLD 85)



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**CITY OF SOUTH HAVEN
 CZM KAYAK LAUNCH**

**WATER TRAIL IMPLEMENTATION
 GRADING PLAN**

PROJECT: CITY OF SOUTH HAVEN
 SHEET TITLE: WATER TRAIL IMPLEMENTATION GRADING PLAN

DRAWN BY: DJL
 DESIGNED BY:
 PM REVIEW:
 QA/QC REVIEW:

DATE: MAY 2015
 SEAL:

SIGNATURE:
 DATE:

HARD COPY IS INTENDED TO BE 24" X 36" WHEN PLOTTED. SCALE(S) INDICATED AND GRAPHIC QUALITY MAY NOT BE ACCURATE FOR ANY OTHER SIZES

SCALE:
 HORZ: 1"=10'
 VERT: N/A

ACI JOB #: 15-0176
 SHEET NO.: 2 of 2

NO.	REVISION DESCRIPTION:	BY:	DATE:

Paul Vandebosch

From: Tony McGhee <tmcghee@abonmarche.com>
Sent: Wednesday, April 08, 2015 8:36 AM
To: Paul Vandebosch
Subject: Black River Park Projects

Paul,

Work is underway on the Black River Park projects with survey now completed and drafted. The information has now been given to engineering to beign preliminary design which we will review with you when completed. For planning purposes, below is the anticipated project schedule:

- 1) Field Investigation/Survey – April (Completed)
- 2) Conceptual Design (may want to check with Paul if this is the stage he would like to take this to Harbor Commission and factor in the time), April-May
- 3) Permitting – May-July
- 4) Final Design – June-July
- 5) Bidding Phase – July - August
- 6) Construction – August - October
- 7) Project and Grant Close-out - February

Please let me know if you have any questions.

Regards,



Tony McGhee
Business Development Director

 **ABONMARCHE**

T 269.927.2295 ext 130

F 269.927.4639

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**MICHIGAN COASTAL ZONE MANAGEMENT PROGRAM GRANT CONTRACT
BETWEEN THE
MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY
AND CITY OF SOUTH HAVEN**

This Grant Contract ("Contract") is made between the Michigan Department of Environmental Quality (DEQ), Office of the Great Lakes ("State"), and **City of South Haven** ("Grantee").

The purpose of this Contract is to provide funding in exchange for work to be performed for the project named below. The State is authorized to provide grant assistance pursuant to the Coastal Zone Management Act of 1972, as amended, P.L. 109-58 (16 U.S.C. 1451-1465 "Federal Act"). Legislative appropriation of funds of grant assistance is set forth in Public Act number 252 of 2014. This Contract is subject to the terms and conditions specified herein.

Project Name: Black River Park Launch Accessibility Improvements Project #: 14-WTII-001
 Amount of grant: \$50,000 % of grant state 0 / % of grant federal 100
 Amount of match: \$50,000 PROJECT TOTAL: \$100,000 (grant plus match)
 Start Date: April 1, 2015 End Date: December 31, 2015

GRANTEE CONTACT:
Brian Dissette, City Manager
 Name/Title
City of South Haven
 Organization
539 Phoenix Street
 Address
South Haven, MI 49090
 Address
269-637-0700
 Telephone number

 Fax number
bdissette@south-haven.com
 E-mail address
38-6004594
 Federal ID number
040280950 0000
 Grantee DUNS number

STATE'S CONTACT:
Cheri Meyer, Environmental Analyst
 Name/Title
DEQ – Office of the Great Lakes
 Division/Bureau/Office
525 West Allegan, P.O. Box 30473
 Address
Lansing, Michigan 48909-7973
 Address
517-284-5013
 Telephone number
517-335-4053
 Fax number
MeyerC2@michigan.gov
 E-mail address

The individuals signing below certify by their signatures that they are authorized to sign this Contract on behalf of their agencies and that the parties will fulfill the terms of this Contract, including any attached appendices, as set forth herein.

FOR THE GRANTEE:

 Signature
Brian Dissette, City Manager
 Name/Title

 Date

FOR THE STATE:

 Signature
Jon Allan, Director, Office of the Great Lakes
 Name/Title

 Date

May 8, 2015

TO: Harbor Commission

FR: Paul VandenBosch

RE: South Haven Municipal Marina Website

Through the past few weeks, staff have been working on fine tuning the South Haven Municipal Marina website at:

<http://southhavenmunicipalmarina.com>

We would welcome any comments, concerns or suggestions on how to improve this website.

You may respond by email or we will allow time for discussion at the May Harbor Commission meeting.