



**CITY COUNCIL WORKSHOP AGENDA
THURSDAY, JANUARY 24, 2019 – 4:00 PM**

1. **CALL TO ORDER**
2. **ATTENDANCE**
3. **PUBLIC COMMENT** (Agenda Items Limit 3 minutes)
4. **DISCUSSION ITEMS**
 - A. Blue Star Trail re: Fleis & Vandenbrink Renderings
 - B. City of Saugatuck Priority Project Review
5. **OTHER ITEMS OF DISCUSSION**
 - A. City Council 01-28-2019 Meeting Agenda Item Review
6. **PUBLIC COMMENT** (Limit 3 minutes)
7. **COUNCIL COMMENT**
8. **ADJOURN**



City Council Workshop Discussion Item

To: Saugatuck City Council
From: Kirk Harrier—City Manager
Date: January 23, 2019
Re: Blue Star Trail F&V Renderings

Attached is information provided by the Friends of the Blue Star Trail. Included are renderings of the Lake Street intersection as prepared by Fleis & Vandenbrink for City Council Review.



January 23, 2019

BY eMAIL

Saugatuck City Council
c/o Kirk Harrier, City Manager
102 Butler St.
Saugatuck, MI 49453

Re: Blue Star Trail (“Trail”)

Dear Council members,

The Friends of the Blue Star Trail (“Friends”) look forward to the workshop on January 24. We thought it would be helpful to share in advance our goals and views.

As mentioned at the Council workshop on January 10, Jon Moxey of Fleis & Vandenbrink has arranged (at our expense) for several renderings of the Lake Street intersection, which we expect him to share with you today as well. Jon will be available by phone during the workshop to answer questions regarding any of the routes under consideration. We are also providing, under separate cover, as requested by members of Council, the current schedule for building sections of the Trail and the outline of an agreement to address maintenance expenses.

The next section of the Trail that we plan to build is in Saugatuck Township, from North St. north to the existing trail at Holland Street. We and the Township have withdrawn from our grant application the section from Allegan St. south to Maple St., which alleviates Council’s concern about “dumping” Trail users at the City border.

In order to activate our pending TAP grant application with MDOT, the Township needs to file by February 20 a letter from the City approving an interim route (including permission to put up signs) while the Friends and the City complete evaluation of a permanent route. The corresponding grant application to DNR is due (with our assistance) on or before April 1 to be considered in 2019. We recite these facts not to pressure you but so that you are fully informed.

With this background in mind, we respectfully propose the following order of discussion for this part of the workshop:

1. Council poses any further questions to F&V or the Friends re the west side option proposed by F&V, including the new renderings;
2. Council comments on whether to approve the west side option subject to formally seeking public input;

3. If Council is in favor of the option, discuss means for and timing of seeking public input and taking a final vote;
4. If Council is not in favor of the option, proponents of the proposed “City” route explain the details of that proposal, ask F&V (Moxey) for input, discuss concerns.
5. Council poses any other questions;
6. Discussion of request to approve interim route;
7. Decide how best to proceed re permanent route.

The Reasons to Vote on the Letter to MDOT by Feb. 11

Following are the key reasons that we urge you to schedule the vote whether to provide the letter to MDOT:

1. The MDOT Grant Coordinator recently informed us that, due to the ongoing uncertainty in Saugatuck, in order for us to proceed with our grant application now, they require a letter approving the so-called interim route from the southern terminus of the Trail at Allegan St. along Allegan St. to Lake St. and then back to BSH. That route does not involve any infrastructure improvements in the City; the Township has agreed to install a sidewalk from BSH along Allegan St. to the sidewalk at Maple St. It would only require the posting of several signs, for which the Friends is willing to pay. We respectfully submit that the progress we have made in addressing Council’s concerns justifies approval of the interim route. It would seem that formal public input should not be necessary for this intermediate step.

The letter to MDOT need not indicate which permanent route the City expects to approve. The City would also be free to include any qualifying language, so long as the form is acceptable to MDOT.

2. You have amassed a strong record of careful deliberation; the process has not been rushed. We have had numerous meetings and communications over the last two years, all of which meetings have been open to the public (see Chronology attached). Council has asked many questions and articulated a number of concerns. The Friends retained and paid for the City’s engineers to study the matter and provide options. F&V has gone through several drafts of design plans, incorporating the input of Council. As Jon Moxey showed you, F&V has addressed all of your +25 stated concerns, and has opined that the west route option meets all safety standards and is the most reasonable cost-wise. The process has been well publicized in the local media.
3. F&V has provided conservative estimates of the cost to maintain the Trail section. The Friends has indicated its willingness to share that cost, and will be presenting our plan to do so.
4. The City would retain the right to approve all conceptual and construction designs and drawings for this short section of the Trail. This has always been the case with each section of the Trail—the government of the jurisdiction through which that section of the

Trail runs has the right to approve the design. We had always intended to go through this process with the City when the time came to build this section of Trail, working with the MDOT staff, the City's engineers, and the County Road Commission.

5. Given the delays this year, even with your support at this time, we do not currently expect to obtain the grant funding and begin the construction process for the section through the City until 2022. That would give Council plenty of time to consider final design decisions—e.g., whether to include a traffic signal, signage, the specific design of the bridge railing.
6. The City's apparent reluctance to continue to express its support for the Trail is jeopardizing the Trail's very existence. This has already resulted in the loss of the opportunity to obtain funding from MDOT's 2020 grant allocation. If we cannot submit our application by February 20, we will likely lose another year of funding. In turn, our inability to obtain grants means we cannot design or build the next sections of the Trail, which then makes it that much harder to raise private donations. Each year of delay is another year that residents of and visitors to the City are deprived of the valuable recreational opportunities that the Trail will offer.
7. As we have stated repeatedly, we want to be partners with the City and the other governments along the Trail route to create this benefit for all. Approving the letter to MDOT on or before your regular meeting on Feb. 11 would demonstrate that the City continues to be a willing partner in this worthwhile endeavor.

The Proposed New "City" Route

At Council's workshop on January 10, a new route was apparently circulated to the members as an alternate to the two routes developed by F&V, and that new route was commented favorably upon by several members. That route runs (traveling southward) from Blue Star Highway (BSH)>Allegan St.>Maple St.>State St.>Lake St.>Blue Star Highway.

We appreciate the effort to consider other options so as to advance the project. However, after discussing it with our Board, both engineering firms, and MDOT staff, the Friends has the following concerns:

1. The proposal, as we understand it, is to lay out a route that does not meet AASHTO standards, so no TAP grant money would be available for this or any other section of the Trail unless the City is able to obtain an "exception" from MDOT.
 - a. According to both F&V and Hurley Stewart, though MDOT recognizes the difficulty of building a trail through an urban environment, it would be a longshot for MDOT to grant an "exception" in this case, and the process will take 3-4 months.
 - b. There is a safe route (the west side route) that meets AASHTO standards and addresses all of the other concerns raised by Council.
 - c. Going "over the head" of the grants administrator/committee for this one section could hurt our relationship with them for remaining sections.

- d. Trying to bring political influence to bear on the process could take months, and we have learned of no precedent to suggest it would succeed.
2. There seems no good reason for deviating from the route along BSH and the design of the rest of the 20-mile Trail. The only reason of which we are aware is to avoid the Lake Street intersection at BSH. But the “City” route is not safer than F&V’s proposed west side route; F&V has opined that the crossing over Lake St. in its proposal would meet safety standards.
3. The proposed “City” route would take users through local streets, on a narrow trail width that would force cyclists and pedestrians together, and with little or no separation from automobile traffic. This approach seems unlikely to yield a Trail of which we or the City would be proud.
4. That route would appear to require removal and/or trimming of mature trees, to which Council members previously objected and residents would object.
5. Many trail users, not just “serious” bicyclists, will choose to stay on BSH as the more direct route, resulting in more traffic crossing Lake Street without enhanced safety measures in place.
6. We anticipate objections/concerns of residents along those streets, which are less likely to be an issue along BSH.
7. The grade on State St. is steep, steeper than on BSH. This would create additional safety concerns due to increased bicycle speeds in close proximity to pedestrians on a narrow trail.
8. That plan seems to contemplate using the existing, unaltered infrastructure leading up to and across the bridge, which would not be as safe as the F&V option, especially with the increased usage we expect the Trail to generate.

To properly evaluate the feasibility of this new option—similar to one proposed to and rejected by Council two years ago-- would push us at least into the next quarterly MDOT grant cycle, and possibly into the next annual grant award year. It would impair our ability to raise funds, and jeopardize the viability of the entire 20-mile project, unless you approve the letter to MDOT regarding the interim route in the meantime.

Of course, the City is free to study the viability of this alternate route prior to submission of the MDOT grant application for that section, which we expect in about three years. However, at this point we need the letter in order to sustain our fundraising momentum and complete the Township’s pending grant application for the next section in Saugatuck Township.

To reiterate, we respectfully request that at the upcoming workshop or Council meeting you set a schedule that includes a vote on or before the Council meeting on February 11 as to whether to provide the requested letter to MDOT.

Thank you for your consideration.

Very truly yours,

Clark Carmichael

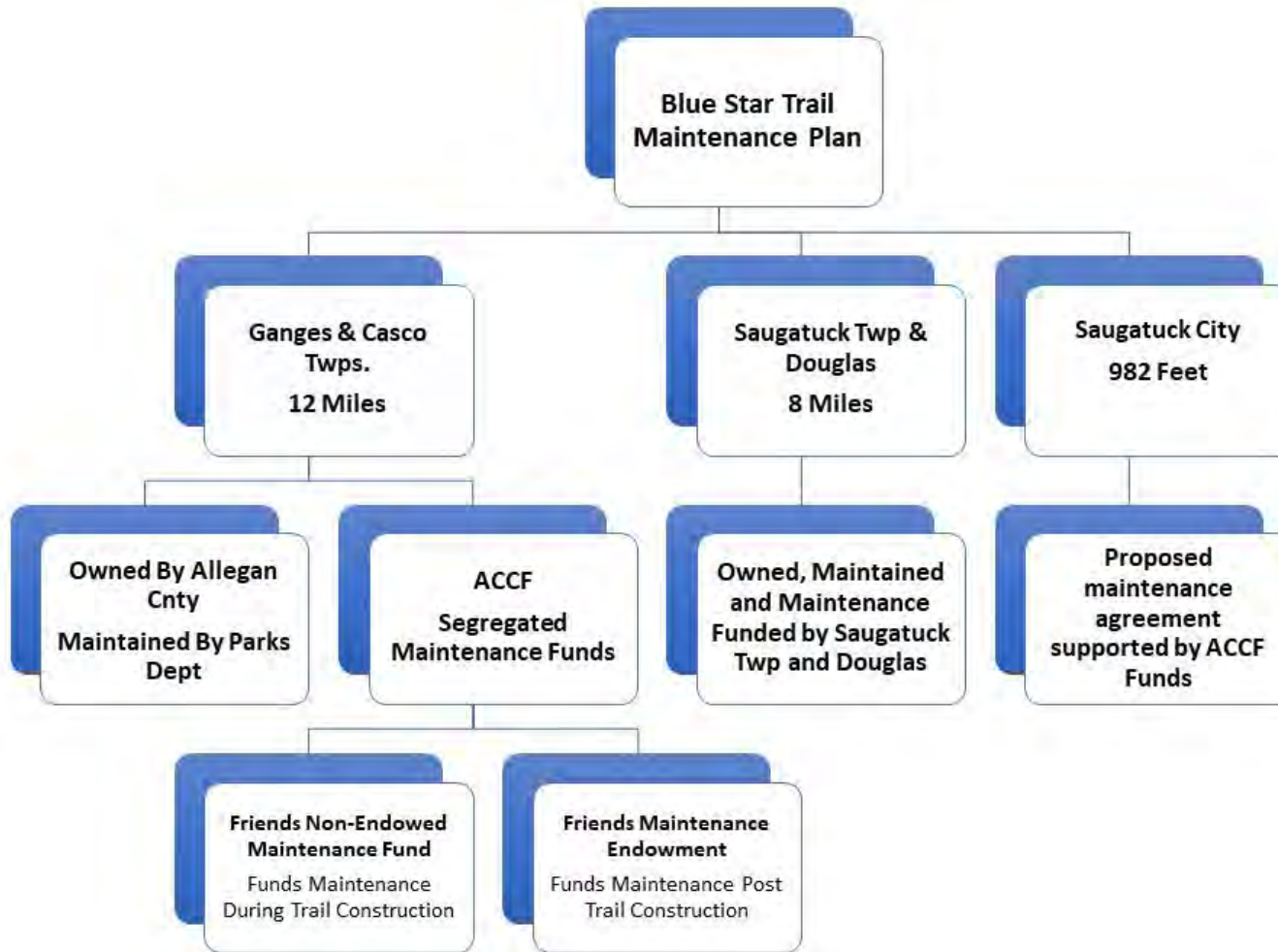
S. Clark Carmichael, Vice President
Revised 1/20/19

Friends of the Blue Star Trail
CHRONOLOGY OF INTERACTION WITH CITY OF SAUGATUCK

DATE	ACTION
June 2008-2010	Visionary Committee (including Tony Vittori of City) holds +12 planning meetings
Sept. 13, 2010	City adopts Resolution 100913-A “endorsing the Saugatuck-South Haven Blue Star Trail Plan” for further development
July 28, 2014	Letter from Mayor to DNR and MDOT supporting the Trail while noting concern re “location in relation to the historic neon Saugatuck “Pallet” entrance sign.”
Sept. 28, 2015	Letter from Mayor to Hurley Stewart “in support [of] the Blue Star Trail project”, noting that this week Council members met with engineers at a workshop “together...exploring options along [BSH] and possible in-town routes for the section of Trail...”
2017	
Feb. 25	Council workshop attended by representatives of Douglas to discuss Trail and bridge
March 3	C. Peterson, J. Verplank, K. Harrier meet with C. Carmichael, T. Stewart, G. Janik to discuss possible routes and conduct walk of Allegan>Maple>State>Lake route
March 29	F&V response to City’s request for plan of action “how best to complete the missing link of the Proposed [BST] through Saugatuck”
April 26	Harrier letter to FOTBST listing unresolved issues and questions of Council
Aug. 15	Stakeholders Meeting at Township Office (attended by Council, FOTBST, et al.)
2018	
April 23	City letter to FOTBST, cc: MDOT expressing concern for safety of pedestrians at Lake Street due to Trail
April 30	FOTBST letter to City proposing interim route (Allegan St.>Lake St.) and proposing small working group of 3 members each to explore options
May 24	MDOT email to Harrier asking for letter or resolution approving interim route
June 20	F&V proposal “to evaluate options for... Council to consider” re Trail
July 2	FOTBST meets with F&V to discuss project
July 18	FOTBST letter to City re interim route requested by MDOT and terms for FOTBST to pay for F&V study
July 19	Council workshop re interim route and concerns re Trail; agreed to invite F&V to

	another workshop to receive comments
August 7	FOTBST letter to Council responding to comments from Council members
August 9	Council workshop with F&V to articulate concerns
Aug. 14	Contract signed between F&V and FOTBST to evaluate Trail options
August 27	City letter to FOTBST re “understanding of role to be played by the [F&V] study” and describing additional concerns
Nov. 8	Workshops with Council and Douglas at which F&V presented initial options for Trail
Nov. 13	Email from MDOT staff to Messrs. Harrier and Adams stating that “even if TAP funds are not used on certain sections, "gapped" out sections using state/other funds to avoid AASHTO standards are not considered competitive nor would they be considered as having regional connectivity.”
Dec. 6	Council workshop: F&V presents refinements to west side option and new east side option
Dec. 26	Council meeting: F&V presents costs for east versus west side options, answers questions; FOTBST endorses westside option
2019	
Jan. 10	Council workshop re Parks Plan, discussion re next steps re Trail including reference to possible “new” City route (same as discussed in 3/17)
Jan. 24	Council Workshop re Trail Options

BLUE STAR TRAIL MAINTENANCE PLAN STRUCTURE



CITY OF SAUGATUCK

BLUE STAR TRAIL MAINTENANCE PROPOSAL

In response to the request of the City of Saugatuck (City), the Friends of the Blue Star Trail (Friends) propose the following terms for an agreement regarding the maintenance of the approximate 0.4 mile section of the Blue Star Trail (Trail) through the City (the "Section"):

1. Upon receipt of a letter of support for the Trail from the City in a form acceptable to MDOT, Friends will establish at the Allegan County Community Foundation (ACCF) a maintenance account to fund future maintenance and repairs (not replacement) of the Section. The Friends will deposit funds in this account so as to accumulate two years of anticipated maintenance costs, in an amount to be agreed upon, on or before the date of completion of the Section, such date to be certified by the engineer of record.
2. Within 30 days after the close of the City's fiscal year [or more frequently, if agreed], the City will provide the Friends with an itemized list of the actual maintenance expenses for the prior year. Within 30 days, the Friends will either arrange payment to the City from the ACCF or notify the City of any objection, in which case the parties shall promptly meet to resolve the issue.
3. The City will keep records of the actual incremental expense of maintaining the Section. Two years after completion of the Section, the parties will evaluate the cost of maintenance, and adjust the amount to be held in the maintenance account up or down accordingly.
4. For a period of ___ years, the Friends will continue to maintain a balance in the maintenance account sufficient to cover two years of maintenance costs based on the trailing two years of actual costs incurred for the Section.
5. Prior to the time when the Friends or the City applies for any grant regarding the Section, the parties will enter into a formal memorandum of understanding concerning maintenance.

NOTES: As part of Fleis & Vandenbrink's analysis of the west side option, they estimate the annual incremental maintenance costs to be \$7,700 per year if the City chooses to install a traffic signal and remove snow from the trail during winter. However, for purposes of this illustration, we do not want to imply that those expenses should be borne by us.

This proposal is based on one negotiated with the County of Allegan regarding those sections of the Trail for which the County is owner.

January 23, 2019

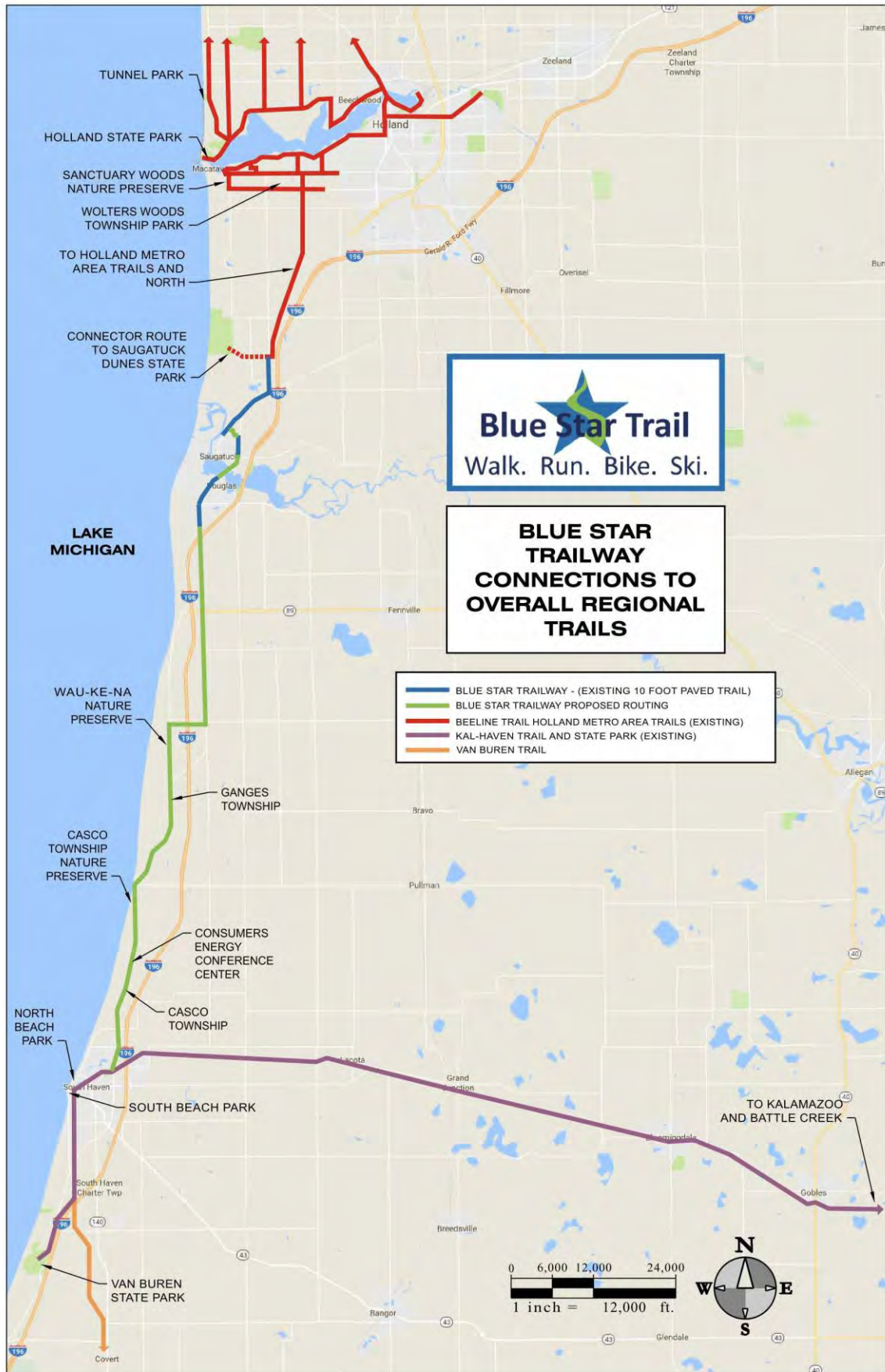
FRIENDS OF THE BLUE STAR TRAIL

PLANNED CONSTRUCTION OF BLUE STAR TRAIL BY YEAR AND SEGMENT (2019-2025)

- 2021 North St. north to Existing Trail going to Holland
- 2022 Old Allegan Rd. to Douglas Using Agreed upon Route through Saugatuck Township, Saugatuck City to Douglas
- 2023 From Southern Border of Douglas Over I-196 to Fallen Leaf Trail in Saugatuck Township
- 2024 Fallen Leaf Trail to M-89 in Saugatuck Township
- 2025 M-89 to 122nd Ave. in Ganges Township

January 20, 2019

PROPOSED ROUTE OF THE BLUE STAR TRAIL



Kirk Harrier

From: Jon Moxey <jmoxey@fveng.com>
Sent: Wednesday, January 23, 2019 11:54 AM
To: Kirk Harrier
Cc: S. Clark Carmichael; Lindsay M. Sagorski
Subject: Lake St Renderings

Kirk,

Below is a link you can use to download the renderings that were done for the Lake Street intersection. A few notes:

- “18-105 Blue Star and Lake – Option A, Aerial” is an aerial view of the west side option with traffic signal. At the top, the trail is shown as a consistent gray representing concrete. Also under consideration for this area is a transition from concrete at the intersection to asphalt, similar to the trail north of Allegan Street.
- “18-105 Blue Star and Lake – Option A, Ground” is a driver level view of the west side option with traffic signal. The pole below the “A” in SAUGATUCK is the pedestrian signal (similar to the one closer to the foreground). We have some flexibility on its specific location.
- “18-105 Blue Star and Lake – Option B, Aerial” is an aerial view of the west side option without the traffic signal (the artist inadvertently left in the stop bars on Blue Star Highway, but we are not proposing a 3-way stop).
- “18-105 Blue Star and Lake – Option B, Ground” is a driver level view of the west side option without traffic signal. Again, the stop bars were inadvertently left on Blue Star and can be ignored.
- “18-105 Blue Star and Lake – Option C, Aerial” is an aerial view of the east side option. The trail is shown as gray concrete but would likely be asphalt. The existing utility pole and signage were left in their current location for reference, but would be relocated under this option.
- “18-105 Blue Star and Lake – Option C, Ground” is a driver level view of the west side option incorporating the Rectangular Rapid Flash Beacon technology for the trail crossing.

We won't be in attendance for tomorrow's workshop, but you are more than welcome to call my cell (616-262-8717) during the meeting. We'll duck into a conference room if needed and participate remotely. In the meantime, please feel free to contact me with any questions. Thanks.

Jon

Jonathan W. Moxey, PE
Project Manager, Associate

FLEIS & VANDENBRINK

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LAKE
DOUGLAS
TRAIL HEAD AT SAUGATUCK
WISKEY





SAUGATUCK





City Council Workshop Discussion Item

To: Saugatuck City Council
From: Kirk Harrier—City Manager
Date: January 23, 2019
Re: FY 18/19 Priority Projects Review

Attached to this report are the priority projects Council adopted as part of the FY 18/19 Budget. The second document is a status update on those projects.

After the FY 18/19 budget was adopted, staff has identified other projects considered critical to city operations that warrant a discussion with Council in terms of prioritizing. Below are the additional projects for discussion:

- Chain ferry (privatization) request for proposals
- Chain Ferry landing improvements
- Fredrick Street road development agreement
- Kosick lawsuit
- 700 Manchester drainage repairs
- Park street excess land swap
- Holiday lighting (next season planning)
- Mt. Baldhead steps repair
- Employee Compensation Schedule Update
- Willow Park sidewalk connection
- City Hall exterior improvements (paint/siding)
- DPW employee vacancy
- Recreational Marihuana Ordinances
- Fire Boat Dock (Willow Park)



FISCAL YEAR 2018/2019 SAUGATUCK CITY COUNCIL GOALS AND PRIORITIES

Introduction

The Saugatuck City Council sets the vision for the City and adopts goals to reflect that vision and guide decision making. The goal setting process builds Council consensus on policies and projects that impact City residents, businesses, visitors and the community as a whole. The Administration uses the City Council vision and goals to set priorities, direct work activities, and allocate staff and financial resources. The City Council Goals are dynamic. They are reviewed and updated or amended as needed to reflect citizen input as well as changes in the external environment.

City Council Vision Statement

“Saugatuck is an inclusive waterfront community that welcomes all. City residents enjoy a great quality of life living in one of the country’s highest rated tourist destinations. Visitors enjoy a unique small-town atmosphere, exceptional parks and access to attractive natural resources. Saugatuck is a vibrant, inviting community with an active tourist based economy, stable property values and its own sense of history as the community moves into future.”

City Council Goals

Goal 1: Fiscal responsibility

City Council and staff will serve as stewards of the City’s fiscal resources in safeguarding assets, planning long-term financial stability and maintaining adequate contingency reserves. Fiscal activities will be justifiable, efficient, effective, transparent and accountable.

Goal 2: Maintain and improve public infrastructure and facilities

The City of Saugatuck understands the very basic foundation of any successful municipality is a well maintained and sustainable infrastructure that meets the functional needs of the community.

Goal 3: Friendly, honest and transparent government

The City of Saugatuck is committed to providing timely and accurate information about City services and openly sharing information about City actions, events and decisions to our residents and businesses in the most friendly, honest and transparent manner possible. Our commitment is to our customers. We provide a positive organizational culture where we recruit and retain the best

employees who are focused on public service and are always willing to work with all stakeholders in achieving success.

Goal 4: Position Saugatuck as a recreational and cultural center that attracts visitors

The City of Saugatuck will capitalize on our diverse community and our respect for the City’s history, unique character and natural resources. We will develop facilities and amenities that promote Saugatuck as a small-town tourism destination.

FY 18/19 BUDGET PRIORITY EXPENDITURES

Capital Projects (Roads/Water/Sewer)	AMOUNT
Perryman Resurface/Allegan & Park Slope Repair/Water & Mason Repairs	\$800,000
Park Street Paving (Mt. Baldhead to Oxbow)	\$326,000
Streets Capital Improvement Plan Update (Comprehensive Paser and SAW info)	\$4,000
KLSWA Sewer Metering	\$100,000
Total	\$1,230,000
Capital Projects (Parks)	
Coghlin Park Shoppers Dock	\$180,000
Coghlin Park Port-a-Potty Shelter	\$10,000
Mt. Baldhead Radar Building Removal	\$30,000
Mt. Baldhead Lower Level Improvements	\$500,000
Mt. Baldhead Stairs Repair	\$20,000
Oval Beach Cold Storage Barn	\$50,000
Oval Beach Concession Building (windows/security roller)	\$5,000
Peterson Preserve Walkway Conversion	\$3,000
Total	\$798,000
General	
Law Enforcement Vehicles	\$156,333
Radar Traffic Speed Control Signs	\$3,200
Harbor Sediment Reduction (Kalamazoo River Greenway Planning Project)	\$500
Harbor Invasive Species	\$2,000
Single Waste Hauler Contract Renewal	\$1,000
Saugatuck Township Cemetery Contract Renewal	\$1,000
Employee Personnel Manual Update	\$500
63 rd Street Property RV Park Review	\$500
Total	\$165,033
TOTAL	\$2,193,033



Memo

To: Saugatuck City Council
From: Kirk Harrier—City Manager
Date: January 14, 2019
Re: FY 18/19 Priority Projects UPDATE

Capital Projects (Roads/Water/Sewer)

- Perryman Street Resurface—COMPLETE.
- Allegan & Park Slope Repair—Base of asphalt applied in fall before plants closed for the season. Final top coat will be applied in the spring when asphalt plants open back up.
- Water & Mason Repairs—COMPLETE.
- Park Street Paving (Mt. Baldhead to Oxbow)—City engineers are working on construction specs and project timeline to present options to City Council.
- Streets Capital Improvement Plan Update (Comprehensive Paser and SAW info)—City engineering firm is submitting proposal and is expected to be presented to Council in February for consideration.
- KLSWA Sewer Metering Project—Project has been bid out and bids received by KLSWA in January. Action item is on the January 14, 2019 regular City Council agenda.

Capital Projects (Parks)

- Coghlin Park Shoppers Dock— City was awarded construction grant for project in July for \$180,000 (50% city match). Final permit sent to DEQ in December. Bidding to begin in February. Anticipated dock installation expected to be in place for summer season.
- Coghlin Park Port-a-Potty Shelter—In process.
- Mt. Baldhead Radar Building Removal—Conducted conference with Dept. of Army staff on December 17, 2018. Department of Army will not accept responsibility for contamination of property and will not assist with cleanup. Next step is to contact the City's representatives at state and federal level for assistance.
- Mt. Baldhead Lower Level Improvements—City is preparing its own specific parks master plan and is expected to be adopted January 28. After Parks Master Plan is adopted, then City engineers will work with City Council to identify design and costs for lower level improvements. This project will likely be a multi-year project especially if the City chooses to seek a grant through the DNR MNRTF.

- Mt. Baldhead Stairs Repair—Soliciting bids from contractors for repairs. Sections of steps will need to be completely replaced due to rotting stringers.
- Oval Beach Cold Storage Barn—Staff has identified the original concept for a large building is not needed as the beach equipment doesn't need to be stored on site. Staff is re-evaluating size requirements of building.
- Oval Beach Concession Building (windows/security roller)—In bidding stage. Staff is having some difficulty finding qualified contractors for this specialized building.
- Peterson Preserve Walkway Conversion—Chips and fine walkway will be removed in spring and replaced with grass to match the rest of park.

General

- Law Enforcement Vehicles—PROJECT COMPLETE. City received a \$160,000 grant from the State of Michigan to purchase the vehicles.
- Radar Traffic Speed Control Sign—PROJECT COMPLETE.
- Harbor Sediment Reduction (Kalamazoo River Greenway Planning Project)—Project report draft complete. Final document is in review stage by the Outdoor Discovery Center and expected to be presented to City Council in February for approval.
- Single Waste Hauler Contract Renewal—3rd addendum expires March 31, 2019. City is waiting for new proposed terms from contractor.
- Saugatuck Township Cemetery Contract Renewal—In process.
- Employee Personnel Manual Update—In process
- 63rd Street Property RV Park Review—A nationally recognized firm (Sun Properties) was contacted that specializes in RV park development and acquisition. Sent info to Mr. Stephen Taglion for review. Mr. Taglion reviewed the 63rd Street property with his acquisition staff and submitted the following comments regarding the 63rd Street property:
 - Very rugged terrain/topography.
 - They prefer to buy verses lease if possible.
 - If they buy they factor number of RV sites that can be built to determine viability of project and price.
 - Concerned about political issues of potential RV use. Example they were chased out of an area because neighboring properties didn't want an RV park near them. Sun would have to have 100% confidence there is community support and political support before engaging.
 - They only lease long term. Minimum lease they have is 66 years and they prefer 100 years. City of Saugatuck Charter has a 10 year maximum lease currently.
 - No sewer or water at 63st site so they would have to build their own treatment plant. This could be a factor that neighboring residents may not like. Water would have to be provided by private well they install or pay to bring infrastructure to site which can be costly. Special assessment for infrastructure could be an option if cost was right. They have installed "package plants" at other sites. They would need a lagoon system. Would like ability to spill into stream/creek/waterway after waste is treated.
 - Location of site was above average but the topography issues, political uncertainty and neighbor resistance uncertainty were major negatives. They would like area master plan to identify that area for that specific use.

- Typically takes 1 to 2 years for a standard deal to go through, design, planning approvals, buy sell or lease agreements, etc. so they have a lot of time invested in a project which is why they need to know such a development is a for sure thing so they don't waste a lot of time for nothing.
- Harbor Invasive Species—October 16, 2018 Harbor Authority invited Ben Heerspink, Conservation Manager from the Outdoor Discovery Center (ODC) to give expert opinion regarding the Kieser & Associates proposal for control of the weeds in the Harbor. Mr. Heerspink's comments were as follows:
 - The majority of the species mentioned in the Kieser & Associates 2018 Vegetation Survey are submerged vegetation (milfoil, pondweeds, algae, etc.).
 - Some species cited in the survey are native and the ODC would not recommend managing (duckweed, smartweed, arrowhead, arum) as they provide crucial habitat to the lake and cause very little impact to the economic/recreational viability of the water-body.
 - ODC would not recommend treating vegetation with herbicide/algaecide. Herbicide/algaecide treatments require a granular (solid) which sinks to the root zone of these plants and slowly dissolves thus killing the submerged vegetation. Being in a riparian system like the Kalamazoo River, this method runs the risk of significant off target kill dependent on currents.
 - The ODC has attempted milfoil granular treatments in Kalamazoo River in the past and have had very moderate success.
 - The vast majority of waterfront property owners along the Kalamazoo River are simply cutting the offending vegetation which then spreads it down river to Saugatuck/Douglas location. Boats also spread the vegetation.
 - Without multiple costly treatments each year, including upriver priorities outside of Kalamazoo Harbor, the ODC doesn't see control of milfoil in the Kalamazoo being successful. Milfoil in the Kalamazoo Harbor will be impossible to remove without action further up river.
 - In the Kalamazoo Harbor the ODC would recommend either an aquatic weed harvesting approach (essentially an underwater lawn mower) cut-back or targeted herbicide application of just the most critical high traffic areas, i.e. boat launches etc. These would likely be required twice a year every year.