

**HAYES TOWNSHIP BOARD (BOT)  
SPECIAL MEETING MINUTES  
January 24, 2018**

The special meeting of the Hayes Township Board was called to order by Supervisor Ron VanZee at 7:00 p.m. at the Hayes Township Hall, 09195 Old US 31 N., Charlevoix

Board members present were Marlene Golovich, Paul Hoadley, Matt Cunningham, Ron VanZee and Robbin Kraft. Audience members signed in were Roy Griffitts, Jim & Diane McMahon, Vickie Daman, Jerry Simpson, Janet Simpson, Tom Darnton, Herm Madison, Bill Henne, David Stepanovich, Julie Collard, Dee & Gary Janz, Lester Umlor, John McDonald, Janelle Kassien, Mark Snyder, Bob Jess, Dave Zipp, Cliff Biddick, Michelle Biddick, Omar Feliciano, Carl Harmon.

**REVIEWED AGENDA** – Matt Cunningham made a motion, supported by Robbin Kraft to approve the agenda. Motion carried.

**BOARD OF REVIEW VACANCIES** – Robbin Kraft made a motion, supported by Paul Hoadley to appoint Janelle Kassien to fill the vacant seat on the Board of Review. Janelle's term will expire December 31, 2018.

Yays: Matt Cunningham, Ron VanZee, Paul Hoadley, Robbin Kraft, Marlene Golovich

Nays:

Motion carried.

Marlene Golovich made a motion, supported by Matt Cunningham to appoint Joni Hosler as a Board of Review alternate. Joni's term will expire December 31, 2018.

Yays: Matt Cunningham, Ron VanZee, Paul Hoadley, Robbin Kraft, Marlene Golovich

Nays:

Motion carried.

**ALTERNATE BOAT LAUNCH PLAN PRESENTATION** – Jim Malewitz from Performance Engineers, Inc. made a presentation on an alternative boat launch plan for Camp Sea-Gull. Jim stated he has heard lots of comments about the current plan and has been taking notes. He stated he was waiting for the Army Corp. of Engineers permit for the current plan before introducing the proposed compromise plan. Jim has talked to a lot of people and he has been listening. He directed his comments to a petition signed by 195 people and presented by Mike Dow at a previous BOT meeting. He stated the petition had 4 bulleted points that Jim feels the alternate plan answers most of the petitioner's concerns. There will be an additional cost for this redesign compromise because Performance Engineers is locked into a contract for the previous design and the contract amount has been gone since May. All the substantial amount of work done on the existing plan since May has not been billable. The presented compromise plan will reduce the parking and waterfront disturbance. It will allow for reclamation of lakefront property for park visitor use. Jim stated that providing some parking at the waterfront is crucial to funding requirements and use of the park. Jim presented a handout showing the reduced parking and asphalt near the water and the new turn radius that will limit the size of boats to 24 feet that can be launched at the site. Jim stated this design is a small boat launch. The design also shows a proposed gravel parking area for access to the existing kayak/canoe launching area. The existing kayak/canoe launch would also be used for snowmobile access on to the lake in the

winter. The proposed motorized launch and fishing pier area will be bubbled during the winter to minimize damage to the facilities. The motorized launch and fishing pier area will require barricade and thin ice warning signs. Another option being considered is to sheet the fishing pier and not use a bubbler system but DEQ permits for sheeting may be hard to get as they want waterflow. Jim emphasized that the fishing pier was not for getting boats on and off the lake. The skid dock at the launch is for that and the plan reduces the length of the skid dock to 40 feet. Jim addressed the petitioners request for a gravel road stating that asphalt is needed to keep silt that comes from a gravel road from killing the rain gardens that will be in place to filter runoff water before it enters the lake. The grade of the road was left at 14% and will require asphalt. Gravel roads require more maintenance from pot holes etc. There is a road that leads to the unimproved overflow parking area that could remain gravel if so desired. The compromise plan will have less retaining walls and asphalt but will require more excavating to move the road away from the water. There will be better pedestrian flow with the new plan. Five years ago, a very similar plan was presented to the MNRTF to get the grant to purchase the park.

Jim presented a financial handout representing all monies paid to his firm so far and all costs he has not been able to bill because of his contract.

Jim stated that the road width and location of the road to save trees was done on previous plans after listening to requests from the public. The current proposed alternate plan is a good compromise to limit the size of the launch and regain lakefront area for public use. The length of the ramp is designed for all time high and low water levels. The two-lane launch ramp is for safety and future growth.

Jim stated there is a time concern for removing any trees at the park. All trees slated to be removed for this project must be done by April 1. Paul Peterson from DNR Waterways has been notified of possible changes and is ok with the plan. Jim stated he would prefer the trees were not cut ~~done down~~ until approval of the main contract was given the go ahead. A separate contract could be done for the tree removal but that would not be the ideal method. Jim hopes this plan will bring people together.

### **PUBLIC COMMENTS** –

Like alternate plan, re backing up, pull in and pull out, turn radius limits boat size, like two lanes at ramp.

Two vehicles - lines for sizing up at top of park

Thank you for all work, like alternate plan, concern w/ lighting - available / light pollutions

Shown on construction plan as downcast lighting. Additional if needed can be added.

Not really a compromise, need mediation, lady slippers, tree count

Two types lady slippers - has been researched by Performance Engineers

Performance Engineers commended on alternate plan, Board

New permits necessary? Reason to wait? Stall tactic

Will not require additional permitting from Army Corp. Will do more research. Will advise Army Corp

Winter park access - top plowed, available for use

Winter plow at top only, too steep. Park and walk.

How to limit boat size / enforcement?

Post sight and staff.

Ethel funding only w/ donations and grants,

Not raise taxes for park.

Support a millage? Consensus - Not current Board either.

Budget concern - adding up amounts - over budget. Matching funds info available.

How to finance?

Board currently working on compiling this info.

Like Performance Engineers effort in redesign, concern w/ smaller boat limit. Challenge of road grade.

Day use parking.

14% road grade used toward boat launch as closed off (not plowed) in winter. Use of gates? For winter and bubbler use.

Impact on landscape - minimize, lots of excavation / expense / retaining wall

Fixed pier is liability / bubbler needed

Likes idea of size limit / lots of signage ahead of launch @ park entrance.

Performance Engineers confident in this project. Overall footprint has not changed much in 5 yrs.

Trying for 'green' in retaining wall, use plantings.

Maintenance / upkeep costs?

Use asphalt rather than gravel for road. Skid docks should last 25 years - like others in area. Road should last if built well. Launch fees dedicated to maintenance.

Less plowing (winter) will enhance life of road.

Surveys - boat launch needed, time spent so far is huge commitment, wants this opportunity to boat w/family. Performance Engineers good alternate plan. Ready to fundraise. Vondra supports this park. Be responsible - work together

Lighting in phase 1? Why alternate plan now? See above.

Waterways grant - funds available as required? In bank account, assured Waterways of available funds.

Drift - dredge often? Not an issue per survey. Not dredging for this project.

Cost of this alternate plan / maintenance?

See Performance Engineers invoice handout. Max 20,000 to reconfigure to bid out. Offset by savings in lower construction costs.

Funds / loan?

Board - willing to borrow for completion?

Townships are not allowed to borrow.

Priorities from 2013 survey. Ethel - small boat launch. Conservation - serious considerations. Tear down cafeteria bldg - why. Revised plan - 2012 vs fund raised plan. Estimate 450,000. New plan - 1.4 mil

Re-permitting / excavation / mediation

Conservation / preservation

Original plan (pre- Performance Engineers getting involved) for application - boat trailer parking represented at that time. Performance Engineers work forward from that plan. Two lane boat launch ramp.

Have added to plan and added to grants.

Cafeteria bldg. - goes back to master plan w/ Bob Ford. Boat and trailer parking above, submitted to waterways grant - unacceptable. Board discussion at time.

So moved parking lower, can't save cafeteria building.

Appreciate Performance Engineer time to explain boat size.

Will limit to 24' boats, per Waterways app.

Wonderful opportunity / thank you

Parking lost w/ alternate plan, # spaces

14 parking spots, compromise for water frontage

Conservation - bike path history - lets plant some trees

Smaller fishing pier option? 16 x 40

Answer soon - will look back at Performance Engineer notes.

Options w/i existing grants?

Retaining wall / existing concrete wall?

Will not remain.

Gravel parking for kayak launch vs wetland location?

Not in wetlands.

Tree count - cutting down - diameter?

Discussed w/ Army Corp in a response.

Replant elsewhere on site to offset.

ADA compliant re grade and accessibility.

Acquisition grant w/o boat launch pursued?

Boat launch was tipping point for scoring.

PE concerned w/timing and bids.

What is the cost of the alternate plan? Jim stated he took a gamble and used his own time to develop the compromise plan for the presentation to see if people would like this plan. The final design plans have not been completed yet. The final plans would require an additional \$20,000.00 outside the engineer's contract to complete.

## **BOARD DISCUSSION**

Matt stated he did not like the open pier and open water. He is worried about longevity and safety. He asked if a closed piling structure would work. He asked about how bubblers would affect the neighbors ice in the winter. He is concerned that open water in the winter is a liability. He does like the new plan better than the existing approved plan. Matt asked about the cost of the new plan and the additional \$20,000 for engineers to develop the new plan.

Paul asked Matt if the new plan alleviates his concerns of lost beach. Matt stated yes. Matt stated his biggest concern was with the open water in winter. Paul stated that he liked the new plan with less parking and less disturbance to the waterfront.

Robbin stated she is in favor of the two-lane launch. It prevents ingress/egress backups at the launch site. She stated she does not consider this plan a large boat launch. She was never in favor of launching large boats. She appreciates Jim's hard work and trusts the engineer. She is concerned about the reduced parking but the open space is part of the compromise.

Ron stated the plan is way less invasive on the waterfront but is concerned about walkway being a long way from the beach. It is a tough balance. The biggest shortfall is the lack of day parking. Overall, he stated he likes the compromise plan better. He is concerned about future costs and do we have the cash flow to do this. The biggest mistake was putting the boat launch first. He stated we have to have a launch and this is closer to the launch plan submitted to the Trust Fund. It is still using a lot of general fund dollars. Marlene and I are working on the financials. Ron stated that we are still divided and stated it was his job to bring parties together. We have a compromise but still feels we need mediation.

Marlene stated mediation is about compromise. No one side is going to get everything they want. With this plan we have a compromise that addresses a lot of peoples concerns. We need to move forward with this alternative plan. Phase I alternative plan is already done there is no need to delay this plan.

Paul stated we need to get the bids out.

Ron stated he would like to see the alternate plan include changes to the fishing pier size and construction. Jim stated he understands Matts concerns and will look into a bid alternative for the fishing pier.

Ron also stated he likes this plan over the approved plan but still has reservations about the cost.

Robbin stated the costs will be resolved in the bidding process.

Marlene stated we should move forward and authorize payment to Malewitz for the additional alternative plan. If we had hired a strategic planner and mediator we would still have to pay an engineer to develop the plan. This compromise plan has saved the township money even after paying for engineers. Tonight, is proof we can work together.

Ron stated he still has issues with the boat launch being Phase I.

Matt stated there seems to be a huge rush now. Why the compromise plan now, why didn't we start earlier. Jim responded that he has been working on the plans for a while but did not share them because he wanted to get the Army Corp permits first. He stated he did not trust Supervisor VanZee not to try to halt the permitting process.

Paul stated the delay was with the Corp of Engineers. Paul stated he does not see moving forward as a rush.

Robbin stated we should move forward. Five years of working on this is not rushing, this is the best plan.

Marlene stated that we should move forward and she is disappointed that Ron is digging in his heels regarding the launch should not be Phase I.

Paul put out the bid alternate plan and a bid alternate plan for the fishing pier using Matts expertise.

Paul Hoadley made a motion, supported by Robbin Kraft to authorize Performance Engineers, Inc. to design the alternate boat launch plan as presented at tonight's meeting, seek agency approvals, and prepare a bid alternate for the fishing pier and release them for bids. Cost of designing not to exceed \$20,000.00.

Yays: Paul Hoadley, Robbin Kraft, Marlene Golovich

Nays: Matt Cunningham, Ron VanZee

Motion carried

**PUBLIC COMMENTS** were taken on the plan being a rush job, working on this for 5 years, get it done, not everyone will agree, commending board on good move tonight, it is in the master plan.

Marlene Golovich made a motion, supported by Robbin Kraft to adjourn at 10:08 p.m.  
Motion carried.

Respectively submitted

Marlene Golovich  
Hayes Township Clerk

Minutes approved as corrected February 12, 2018