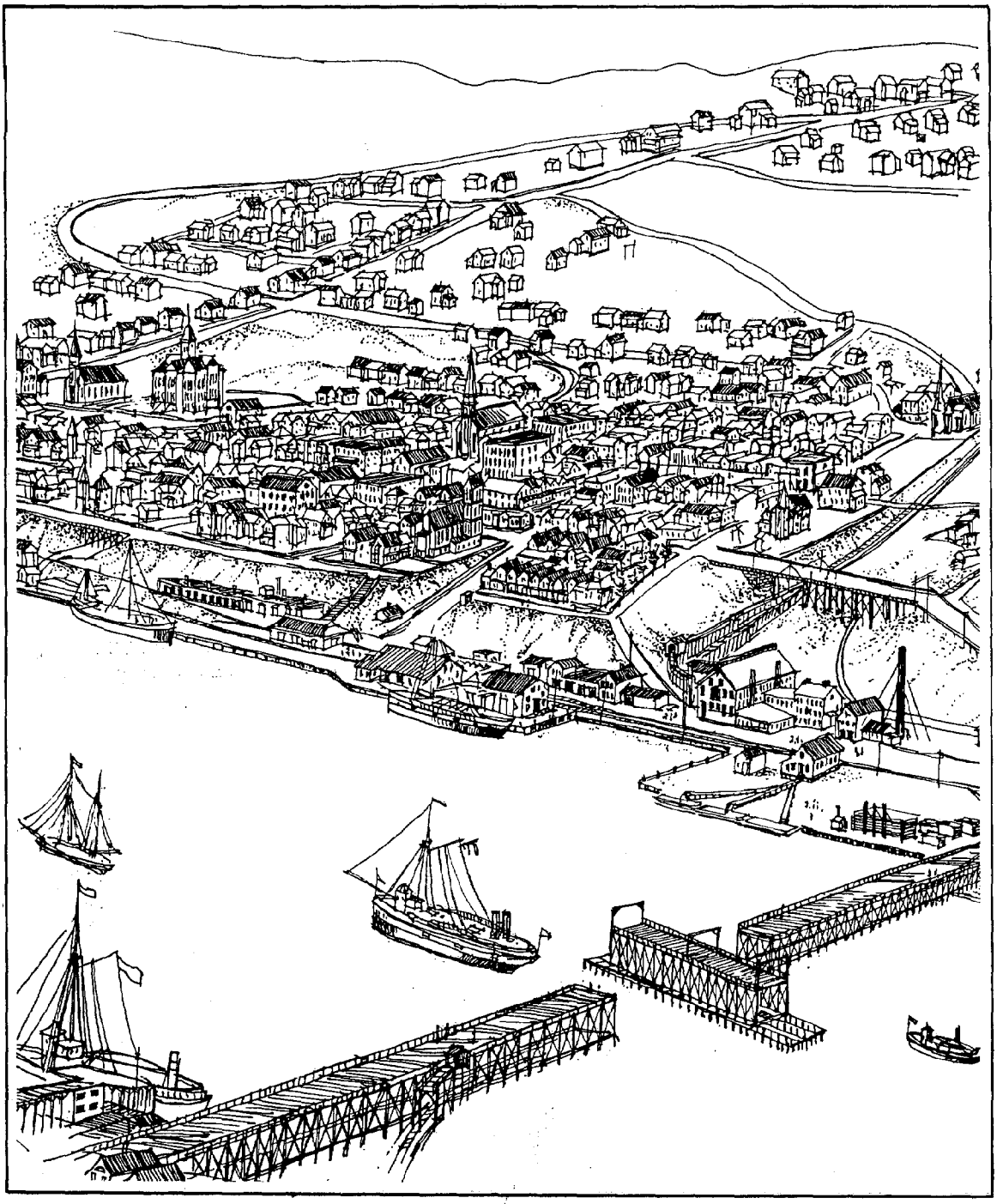

WATERFRONT DEVELOPMENT PLAN

CITY OF HANCOCK

COASTAL ZONE

INFORMATION CENTER

WATERFRONT DEVELOPMENT PLAN

CITY OF HANCOCK

OCTOBER, 1985

SUNDBERG, CARLSON AND ASSOCIATES, INC.

914 WEST BARAGA AVENUE

MARQUETTE, MICHIGAN 49855

This document has been financed, in part, by a grant from the Michigan Coastal Management Program, Department of Natural Resources, Division of Land Resource Programs with funds provided by the Coastal Zone Management Act, administered by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration. Matching funds for this project have been provided by the City of Hancock.

Sundberg, Carlson and Associates, Inc.

Architects · Engineers · Land Surveyors · Planners · Constructors

October 31, 1985

Richard E. Hauswirth, Mayor, and
Hancock City Council
City Hall
344 Quincy
Hancock, MI 49930

Dear Mayor Hauswirth and City Council Members:

In accordance with our agreement of April 12, 1985, we are pleased to submit this Waterfront Development Plan. It is intended to provide a framework for planning and development of a portion of the Hancock waterfront.

The study contains information necessary for the City Council and other City bodies to make informed decisions on the future of the waterfront site. Based on market and site investigations and the evaluation of four alternative development concepts, a variety of facilities are proposed.

It has been a pleasure working with you and the advisory committee. Thank you for the opportunity to serve the City of Hancock.

Respectfully submitted,
SUNDBERG, CARLSON AND ASSOCIATES, INC.

Les Ross
Director of Planning

Enclosure

LVR/cg

914 West Baraga Avenue • P.O. Box 100 • Marquette, MI 49855 • 906/228-2333
1500 West Breitung Avenue • P.O. Box 2212 • Kingsford, MI 49801 • 906/774-4800
U.P. WATS 800-441-0669

ACKNOWLEDGEMENTS

Sundberg, Carlson and Associates, Inc. would like to thank the many helpful individuals of the City of Hancock for their assistance with this plan. Special thanks are extended to Mayor Richard Hauswirth and to Ann Morrow of Main Street Hancock for their direction and time and for providing valuable background information. The consultant also acknowledges with gratitude the invaluable inputs and review to this document by the Hancock Waterfront Advisory Committee. The members attended numerous work sessions and public meetings between the initial project planning stages and adoption by the City Council without compensation for their time and mileage. The members of the Waterfront Advisory Committee include:

- Richard Hauswirth, Mayor, City of Hancock
- Katherine G. Heideman, Hancock City Council
- Bob Grasseschi, Businessman (Corporate)
- Leo R. Lucchesi, Hancock City Council
- John McConnell, Hancock Recreation Comm. & Hancock Planning Comm.
- Anne Morrow, Main Street Hancock
- Jack Poynter, Businessman
- Chuck Wicker, Hancock Downtown Development Authority
- Pete Wickley, Businessman

Numerous individuals and organizations permitted use of their materials or otherwise provided input in developing the research and preparing the report. The consultant is particularly grateful to the following for their contributions:

- Brach Schnabel, Houghton County Marina Harbormaster
- Bruce Peterson, USDA Soil Conservation Service
- Copper Country Chamber of Commerce
- Dr. John R. Halsey, State Archaeologist
- Gene Dunnington, Michigan Power Company
- Houghton County Historical Museum
- Houghton County, Register of Deeds & Equalization Department
- Jim Stingle, Western U.P. Planning and Development Region

. June Hawthorne, MTU Library, Documents Section

. Karen Haischer, Hancock City Clerk

. Ken Wedge, Hancock City Assessor

. League of Women Voters of the Copper Country

. Lee Hauswirth, Portage Lake Water and Sewer Authority

. Martin McGrath, MDOT, Portage Lake Lift Bridge

. MDNR, Air Quality Division

. MDNR, Water Management Division

. MDNR, Waterways Division

. MDNR, Wildlife Division

. MDOC, Office of Business and Community Development

. Michael A. Kessler, Division of Land Resource Programs, MDNR

. Michigan Department of State, History Division

. Michigan Department of Transportation

. Michigan Employment Security Commission

. Michigan Technological University

. Onigaming Yacht Club

. Portage Lake District Library

. Theresa Sanderson Spence, MTU Library, Archives Section

. U.S. Army Corps of Engineers

. USDOI, Fish and Wildlife Service

. Wes Keranen, Hancock City Public Works Department

. Western Upper Peninsula District Health Department

This waterfront plan was prepared under the direction of Les Ross, Director of Planning of the consultant. Principal-In-Charge of the project was Donald G. Klimmak, A.I.A.. Harold Hayes, P.E., Michael Farrell, Norman Potochnik, and Douglas Bluekamp provided research and/or cartographics while planning design assistance and inllustrative work was the responsibility of Michael D. Lempinen. Typing, report layout, and final editing was performed by Deborah J. Collick. Mrs. Katherine G. Heideman assisted in proofreading the report.

HANCOCK CITY COUNCIL

- Richard E. Hauswirth, Mayor
- Karen Haischer, Clerk
- Barb Hancheck, Treasurer
- Marty Ollanketo, Secretary
- Jean A. Anderson
- Richard L. Freeman
- Katherine G. Heideman
- Marjorie H. Kangas
- Leo R. Lucchesi
- Lawrence O'Donnell
- Rob L. Roy
- Robert Sintkowski
- Mary Tuisku

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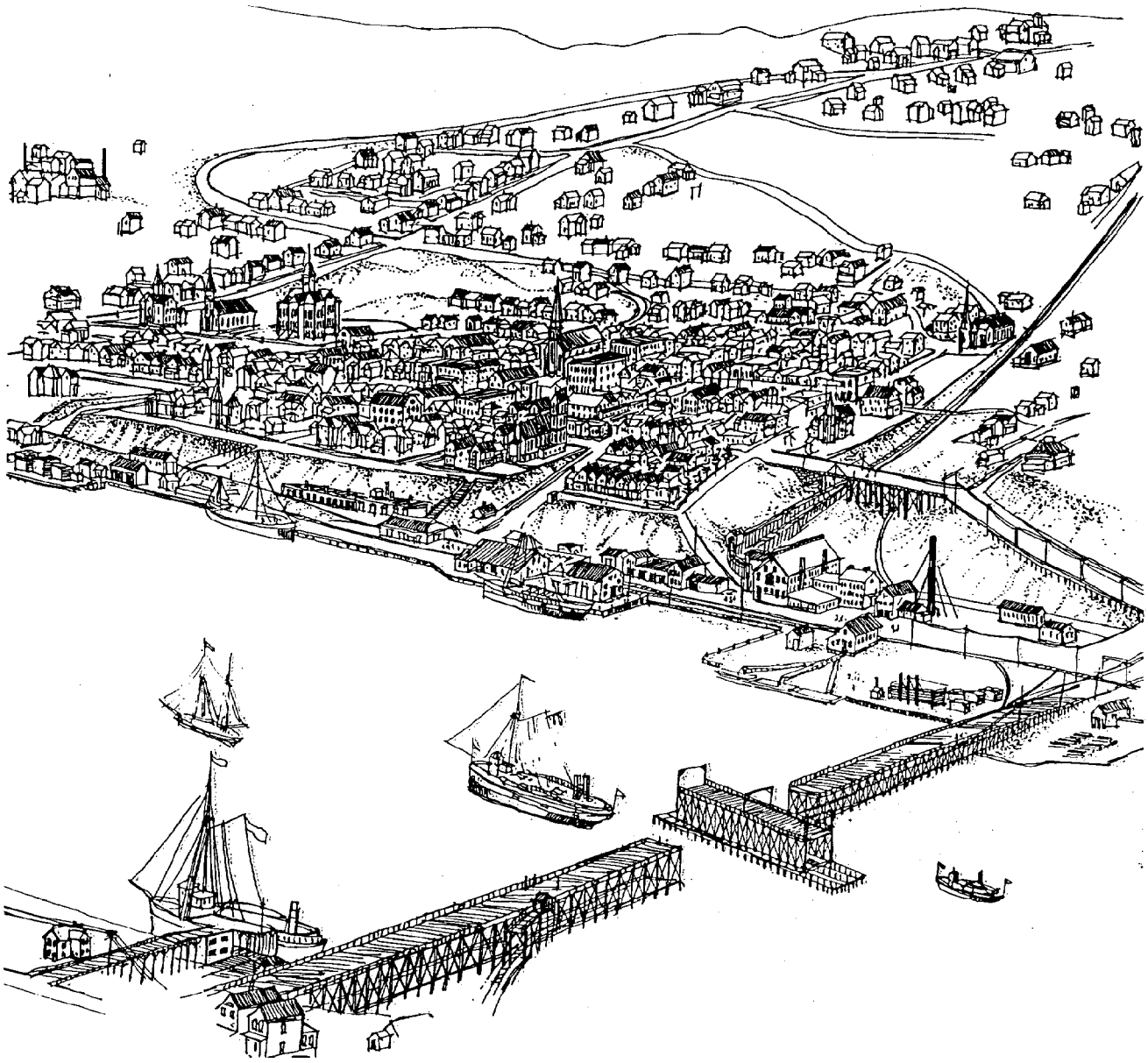


A bird's eye view of Hancock based on an original 1890 B.H. Pierce and Company sketch provided courtesy of Herb Boxer Sr. (redrawn by Michael D. Lempinen).

CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

SUMMARY AND RECOMMENDATIONS

This report examines a portion of the Hancock waterfront for the purpose of providing a plan to guide future development of the site. Based on data collection, interviews, and investigations, a wide range of ideas were evaluated prior to establishment of the recommended plan. Market and site features analyses indicate that the three block waterfront site is capable of supporting a variety of uses and activities.

Consideration is given to facilities that are somewhat unique and not a replication of something currently offered locally. Several diverse but compatible uses are linked to provide greater market appeal and fiscal benefit. Total investment is estimated at $6 million. Costs required to realize the plan are expected to be borne by various funding sources including private developers, public/private partnerships, and local, state and federal government. Proposed facilities and recommendations follow:

- The area is to be developed so as to allow for public access of Portage Lake. Provided in the plan are such recreational activities as public open space, green areas, lighting, bike path, canal walk, snowmobile trail, cross-country ski trail, and special landscaping to attract residents and visitors to the area. A seasonal/transient 50 berth marina with service facilities is also a major plan component.

- The plan calls for a 100 ± unit hotel/motel complex to be situated in the eastern sector of the study area. The proposed chain-type facility would provide excellent views of the lake and would be geared to providing new markets. In addition to generating a substantial number of new jobs, the facility would encourage redevelopment of adjacent areas, increase the tax base, and strenghten the downtown core.

- A new residential development is proposed that would provide alternative housing, in the Hancock area. The new privately developed housing which would be of distinctive and quality townhouse-type design, would be focused near and on the hillside along the lake to capture solar energy heating opportunities and to take advantage of the excellent views. The residential development is designed also, to support the downtown core which is in walking distance. The two areas are to be integrated by attractive and effective pedestrian linkage.

- Unobstructed views should be preserved at scenic vista areas overlooking the lake. Visual corridors with attractive and uniform street treatment should be created to link the downtown and the waterfront.

- Most of the site is devoted to the pedestrian, thus the basic concept is to limit auto traffic to the extent possible. In addition to proposed parking on the site, perimeter parking along the roadways and in newly developed parking areas is suggested.

- Existing access and circulation is a major constraint. Improvements to existing roads and/or construction of new access road(s) is essential to development of the site.

- Zoning controls should be ammended to accomodate and encourage recommended development while protecting aesthetic and environmental integrity and allowing public access of the lake.

- The City should develop a marketing strategy and actively seek private sector investors to assist in implementing the plan. Various developer incentives to attract private capital should be investigated.

- Full plan implementation will require both public and private initiatives in a coordinated effort. **THE CITY AND THE DEVELOPER(S) MUST PARTICIPATE JOINTLY IN A COORDINATED DEVELOPMENT PROCESS.**

FORWARD

A view of Hancock in its earler days from across Portage Lake.

FORWARD

BACKGROUND

For several years the City of Hancock waterfront has been the subject of discussions aimed at determining potential development directions. The issue became more intensified in 1984 when waterfront property adjacent existing city-owned land was declared excess federal property by the Government Services Administration (GSA) and was made available to the City. While current Hancock planning programs identify the area as "underutilized waterway frontage"[1] which should be phased from industrial to other uses[2], there is no indication as to the amount and specific type of uses appropriate to the area. In addition, being fourteen (14) years old, the Hancock Master Plan is outdated. This report is intended to evaluate a portion of the Hancock Waterfront to accommodate future development and provide a recommended comprehensive land use development plan.

As an initial step in trying to address the waterfront planning issues, the Hancock City Council applied for and was awarded a Coastal Management Grant in 1984 through the Michigan Department of National Resources, Coastal Zone Program to assist in financing a comprehensive study. In spring 1985, the City engaged the planning services of Sundberg, Carlson and Associates, Inc. of Marquette, MI. The consultant was authorized to prepare a detailed plan which would determine the best long-term use of the site.

Scope of services of the consultant included but were not limited to the following tasks:

- An inventory of current area land use.
- Evaluation of waterfront resources and utilities.

1 Downtown Revitilization Program, City of Hancock, Trkla, Peligrew, Allen, and Payne, 1981

2 Hancock Master Plan, Vilican-Leman and Associates, Inc. 1971

- Identification of development opportunities.
- Recommendation of land uses.
- Provision of alternative design concepts.
- Phasing recommendations.
- Preliminary development cost estimates.

Particular attention was to be given to providing public access to the waterfront area and citizen participation was to be instrumental in preparation of the plan.

Portage Lake and its shoreline are significant resources for the continued enrichment and development of Hancock. Recognizing the need for proper planning, the City, with the financial assistance of the Michigan Department of National Resources, Coastal Zone Program undertook this plan to guide future waterfront development and revitilization.

NOTE: This study is not intended to be used in lieu of detailed site suitability analyses for individual developments. Generalized physical characteristics data is contained herein but in most instances, site specific evaluations will have to be conducted.

PLAN OBJECTIVES

Principal motivation for the plan is the City of Hancock's desire to rationally identify development opportunities along a portion of the Portage Lake waterfront. The purpose of the plan is to conduct necessary data collection, investigations, and interviews necessary to provide a recommendation and framework for decision-making concerning the future use of the waterfront property. Primary objective is to promote wise and economical land use development of the property. The plan is designed to be used as a guide by City officials in decisions regarding the permitting and/or encouragement of waterfront revitalization and by developers to address their particular expectations on potential project approval. The study is further intended to result in consideration by City planners and officials of developing and implementing a formal promotional development strategy for the area. The plan, in conclusion, is anticipated to be the basis for the future use and development of the waterfront property.

PLANNING PROCESS

Public participation in the planning process was considered essential to the quality of the plan. Two mechanisms were utilized to facilitate citizen involvement.

- The holding of periodic public hearings/open meetings to solicit input.
- The formulation of an ad hoc Waterfront Advisory Committee (WAC) to guide plan development.

Regarding the latter approach, the WAC was charged by the City to work with the consultant and provide recommendations concerning development of the waterfront. Members with diverse backgrounds were selected. The committee represented the Downtown Development Authority, Planning Commission, Main Street Hancock, Recreation Commission, City Administration, City Council, as well as civic and real estate and corporate business interests at large.

The planning process involved a hierarchy of increasing level of planning decisions; from developing fundamental plan objectives to basic conceptual plans, to final design

recommendations. In essence, value judgments and recommendations were made by the Committee and City Council based on technical judgments and recommendations of the consultant.

An important initial step after formulation of the WAC was the obtaining of elemental planning policy directions and preferences to serve as a guide in the preparation of the plan. The following general goals were established by the WAC at its initial meeting:

- Develop the site as a major center of activity and public attraction for residents and tourists;
- Improve the area's appearance and enhance aesthetic qualities of Portage Lake.
- Provide recreational access to and visibility of the waterfront for residents and visitors;
- Encourage investment in the site and surrounding area;
- Foster recreational and residential use of the site;
- Evaluate development opportunities for commercial use for a portion of the site;
- Plan a development(s) of the waterfront which takes into account environmental quality;
- Promote interaction between the waterfront and downtown so as to enhance and support each other; and
- Encourage the provision of adequate parking.

The goals, as well as the planning process, were subsequently discussed at a pre-announced public meeting to solicit citizen comments and opinions relative to the plan. Two additional goals were endorsed by the WAC including (1) the provision of employment opportunities and (2) increase in tax base.

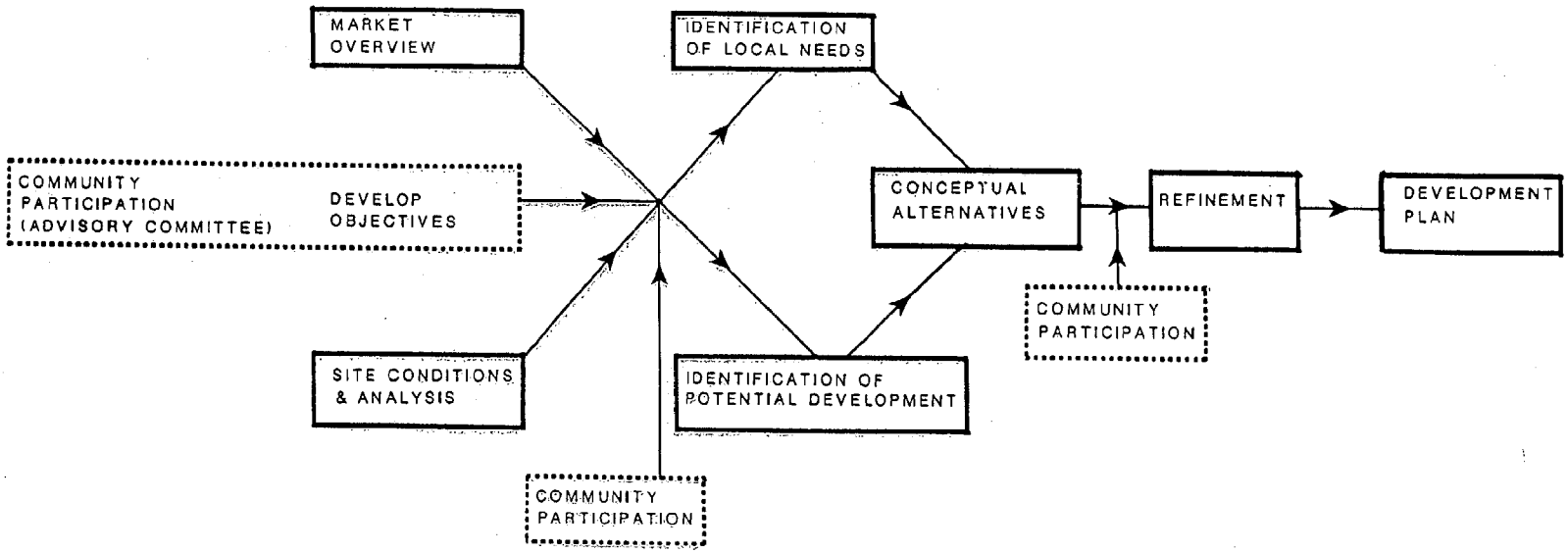
In the early planning stages, physical data were collected through review of existing studies, reports, documents, maps, air photos, and various other statistical data. Site investigations were undertaken by the consultant to obtain first-hand knowledge of the existing situation and the opportunities and constraints offered by the site. Input was solicited and meetings and interviews conducted with the WAC,

local government officials, educational institutions, planning agencies, corporate interests and others involved or interested in the development potential of the property. Special emphasis was placed on securing the ideas and observations of individuals and organizations that were particularly familiar with the area. A coarse market analysis to identify potential major facility developments to be proposed for the site was conducted. Several alternative uses were then identified based on site investigations and analyses of the natural features and characteristics, interviews, and coarse market analysis. This evaluation was performed within the context of the local and regional market. Emphasis was placed on public interest, accessibility, site suitability, and use relevance. Conceptual development opportunities identified as being appropriate were then reviewed and refined into the final plan.

The planning process used is illustrated in the following diagram.

FIGURE 1

PLANNING PROCESS



STUDY AREA II

Completed in 1875, the Keewenaw Waterway, of which Portage Lake is a part, separates the twin cities of Houghton (foreground) and Hancock as shown in this early photo.

STUDY AREA

OVERVIEW

REGIONAL PERSPECTIVE

The Hancock area is situated in the northwest part of the Upper Peninsula of Michigan at the base of the Keweenaw Peninsula. Well known for its mineral deposits, the region in the late 1800s and early 1900s was a thriving area with an economy based on copper mining. Today, the principal employers in the area include Michigan Technological University, Upper Peninsula Power Company, Suomi College, and Detroit and Northern Savings and Loan Association. Another major industry in the region is tourism. Hancock and vicinity has numerous historic sites and points of interest, most of which are related to the area's mining heritage. By automobile, Hancock is approximately one day's drive from the major midwest cities of Chicago, Milwaukee, Detroit and Minneapolis. Regional location of the area is shown in Figure 2.

COMMUNITY BACKGROUND

The City of Hancock (1980 population 5122), in northern Houghton County, is located on hilly terrain which slopes south to Portage Lake (opposite the sister City of Houghton situated on bluffs on the south side of the lake). Located in a picturesque setting amid rugged physiography, the City incorporates nearly two (2) square miles.

Hancock owes its existance to copper mining. Platted in 1859 and established as a village four years later, the community's economy was based for over 75 years on underground copper mining and smelting activities. For many years the area suffered from economic stagnation due to the decline in copper production. Today, the City's central and strategic location has led to its becoming an important regional business, financial, medical and educational center.

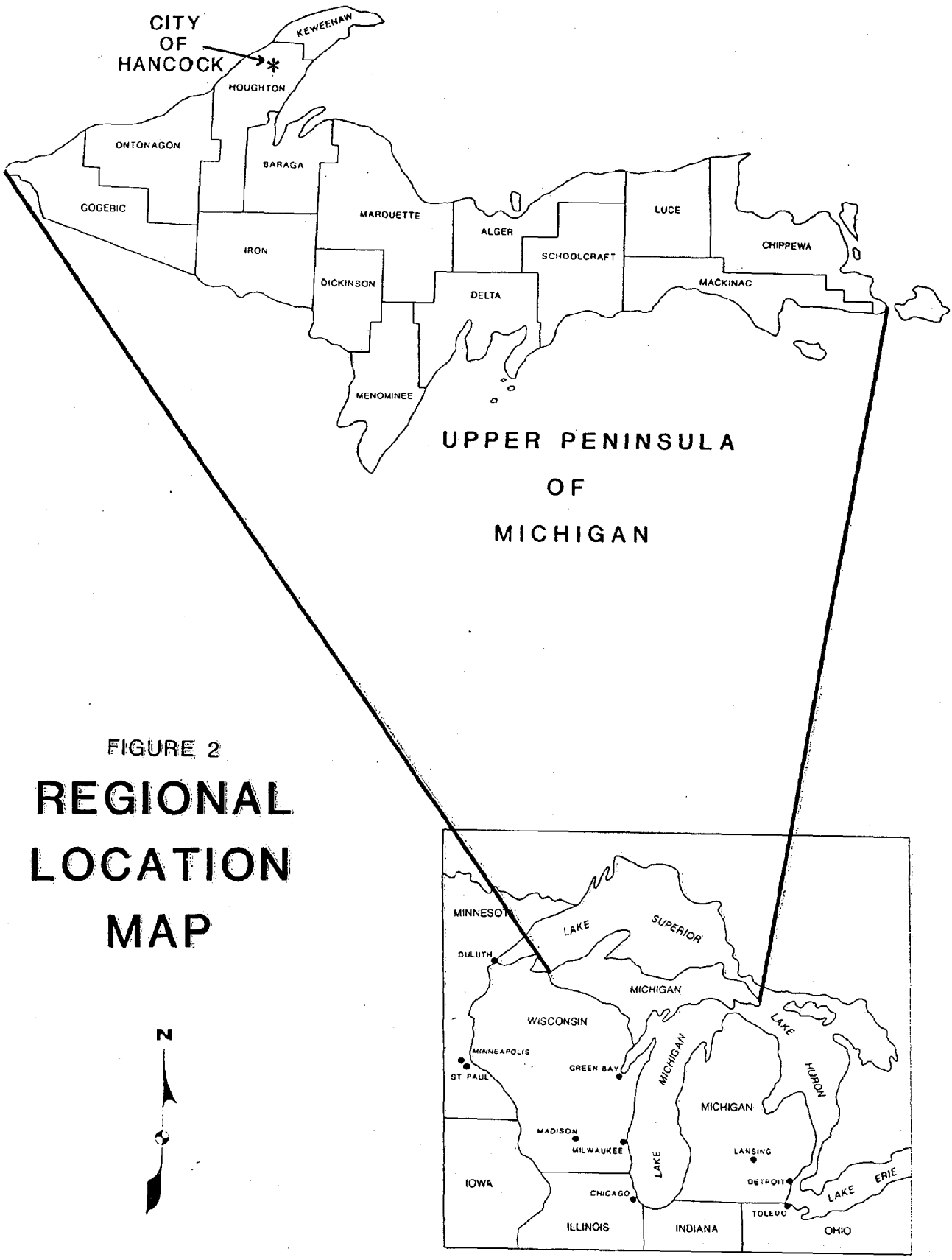


FIGURE 2

REGIONAL LOCATION MAP

KEWEENAW WATERWAY AND PORTAGE LAKE

The study area is located on the north shore of Portage Lake. The 11-mile long lake is the major section of the 25-mile long Keweenaw Waterway which connects the open waters of Lake Superior to the relatively protected waters of Keweenaw Bay. In addition to Portage Lake, the waterway includes a man-made canal (north end) and a natural river (south end) as part of its system.

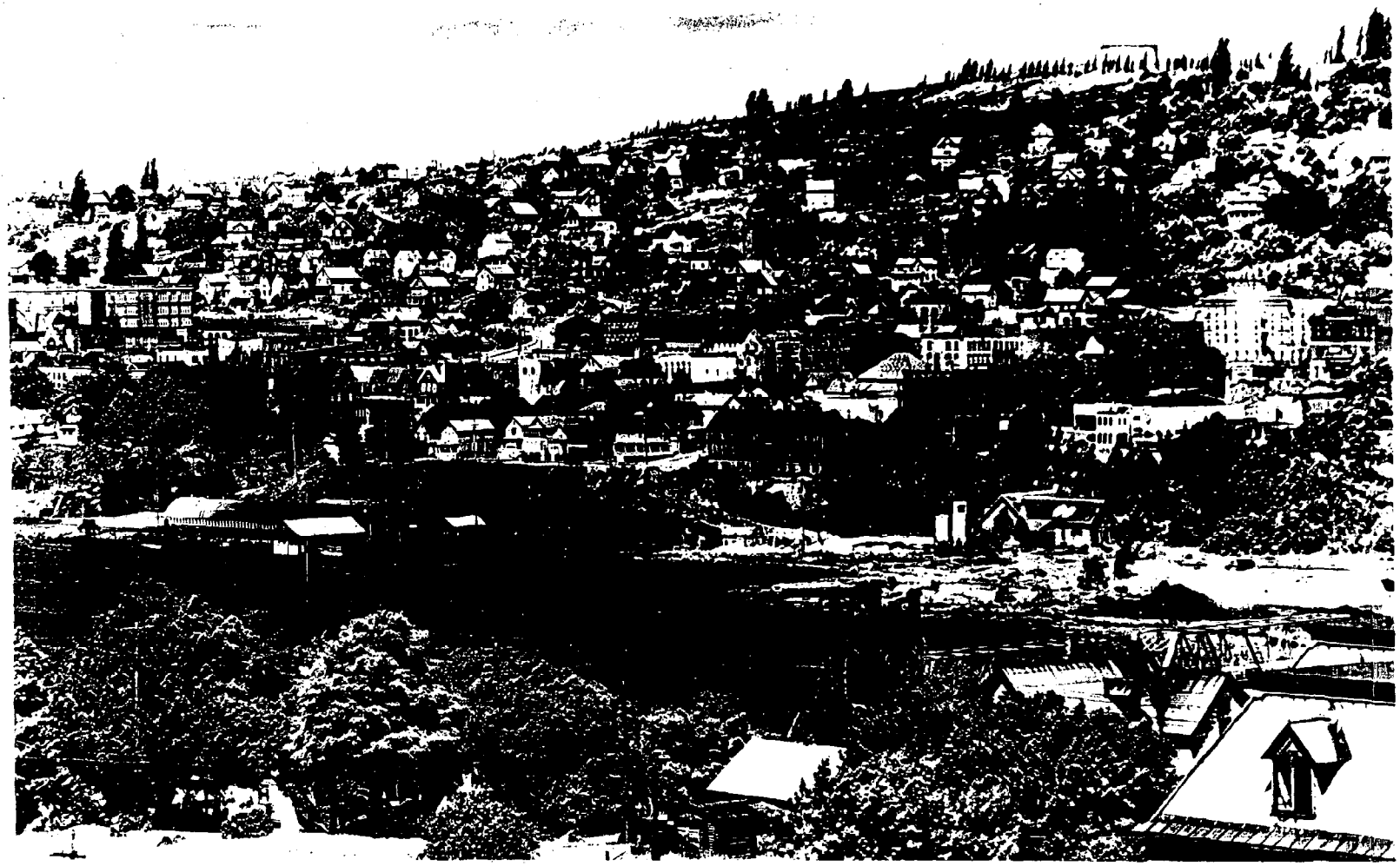
Work on the waterway started in 1859 at the mouth of the Portage River. With private funds a 1,200 foot canal 10 feet deep and 80 feet wide was constructed to allow the passage of lake steamers up the Portage River to Portage Lake. In 1868 construction was started on the north end of the waterway to open Portage Lake to Lake Superior by means of a 100 foot wide, 13 foot deep canal. The canal was finally completed in 1875 after repeated delays because of financial difficulties. In 1891 the United States purchased the two canals and followed up on previous recommendations to make the route free from any tolls and to dredge it to a depth of 16 feet. Presently, the navigable channel is maintained by the U.S. Army Corps of Engineers at a minimum depth of 25 feet with a minimum width of 300 feet.

At the peak of the copper mining era the canal was extensively used for copper shipment. The Keweenaw Waterway currently receives a low volume of traffic as compared to other Class II harbors on Lake Superior. Commercial boat use consists primarily of that of the Ranger, which is the National Park Service's shuttle to Isle Royale, and occasional ore boats during times of rough weather. There is extensive use of the waterway by recreational watercraft. The Cities of Houghton and Hancock are linked across the waterway by the 2,200 ton Portage Lake Lift Bridge. The span allows 100 feet of clearance when lifted.

THE SITE

The subject property is located along the north shore of Portage Lake between Water Street on the north, Montezuma Street on the west, and Reservation Street on the east. Comprising approximately 323,400 square feet (7.4 acres) of land area, parts of the property were once the site of the

The City of Hancock waterfront - 1878.



A bird's-eye view of Hancock and the U.S. Navel Reserve Center. Courtesy of the MTU Archives and Copper Country Historical Collections, Michigan Technological University, Houghton, Michigan.

U.S. Naval Reserve Training Center. More particularly the site is described as Blocks 1, 5, and 9 of the "original" Village of Hancock plat including the road right-of-ways of Water Street, Reservation Street, Tezcuco Street, Ravine Street and Montezuma Street.

The site is situated approximately two blocks south of the City's central business district and about the same distance west of the City's wastewater treatment plant near the Portage Lake Lift Bridge. It is accessed off Highway U.S. 41 by Tezcuco Street from the north and off Highway M-26 by Navy Street from the east.

Vicinity and site location are illustrated in Figures 3 and 4 respectively. Lot and block configuration is shown in Figure 5.

HISTORICAL PERSPECTIVE OF SITE

Since water transportation was the primary method of shipping copper and receiving supplies during the area's early mining boom days, many significant improvements were made to the Hancock waterfront and canal. By the mid 1870's, completion of the Portage Ship Canal allowed even large vessels to shorten their haul via passage directly through the Keweenaw Peninsula. Historically, the site has generally housed port and industrially related uses including mining company warehouses, railroad yards, railroad repair shops, supply shops, lumber yards, paint shops, outdoor storage, contractors yards, a concrete plant, and machine shops. More recently, the area including and in proximity to the boat dock was a U.S. Naval Reserve Training Center (the facility closed in 1974).

One of the first lots sold in the City of Hancock was at the base of Tezcuco Street approximately where the Naval Reserve Training Center headquarters were situated. Between 1850 - 1900, the waterfront area at the base of Tezcuco Street was one of the busiest places in Hancock. In addition to being the primary location for loading and unloading waterborne freight, much of the major overland traffic was transferred in this area. Being the center of commodity transfer, a wealth of products were unloaded and warehoused to be shipped later by rail to Hancock's outlying communities (Chassell, Calumet, etc.). This bustling area also housed the Mineral Range Railroad Station where trains from Detroit, Chicago, and Duluth would stop to drop off or pick up passengers and

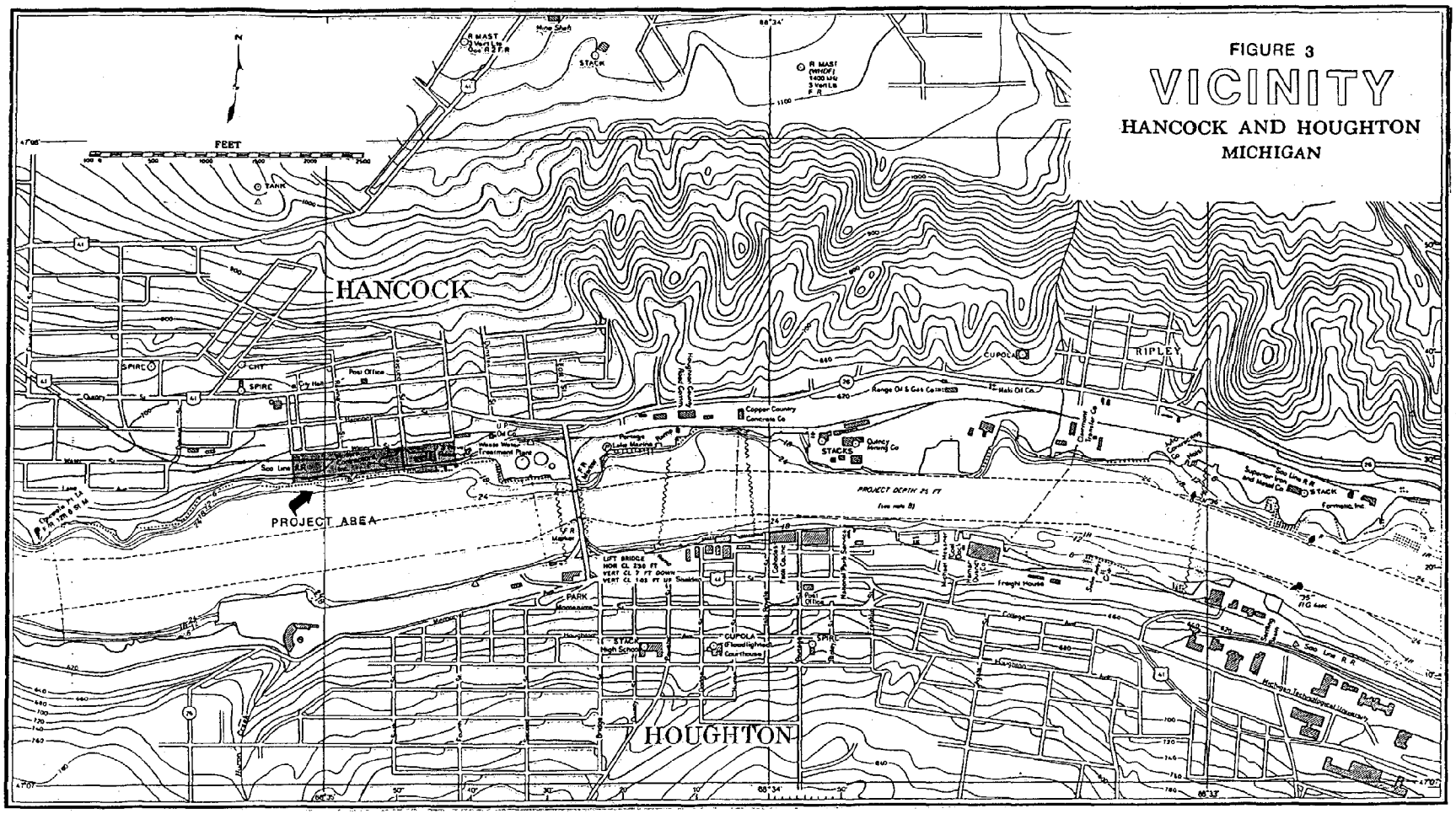


FIGURE 3

VICINITY

HANCOCK AND HOUGHTON
MICHIGAN

CITY OF HANCOCK

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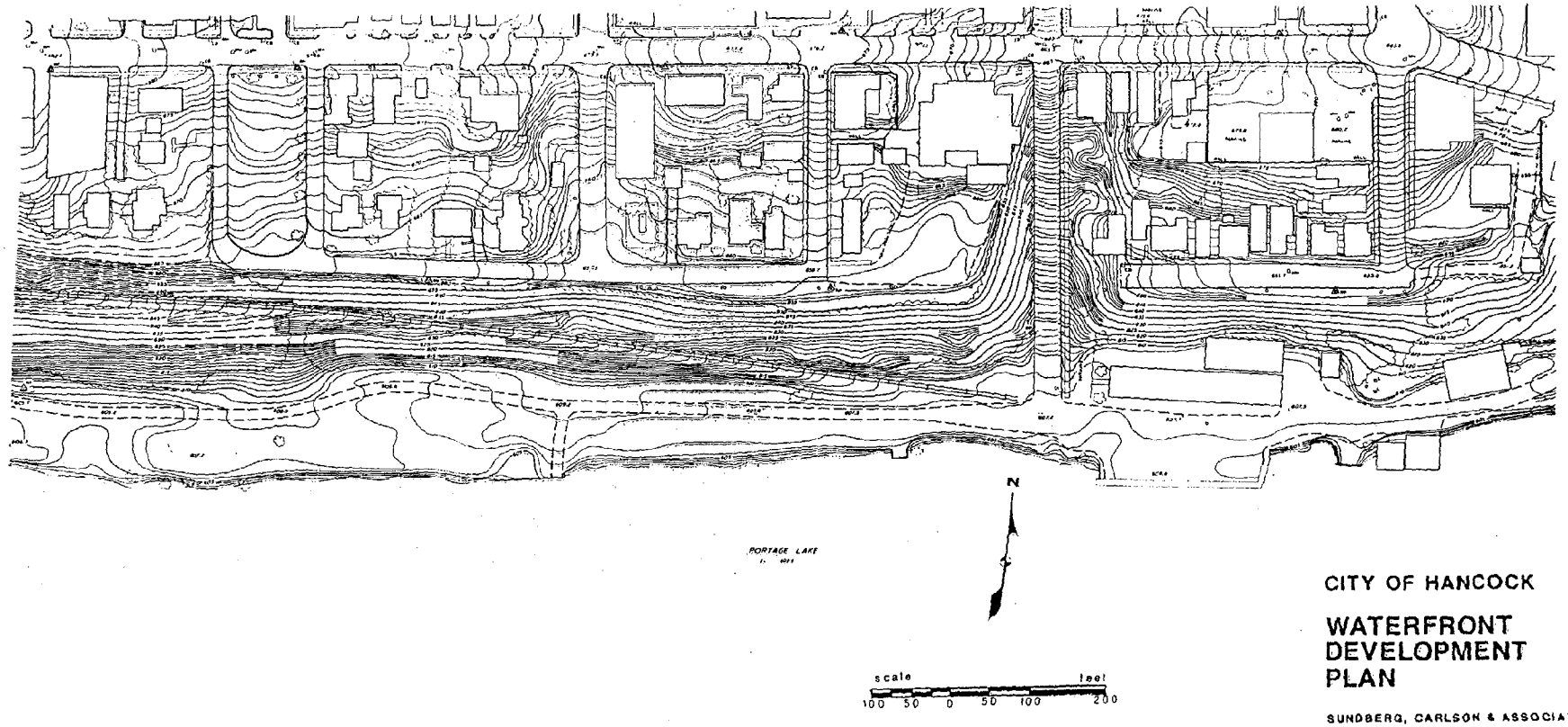
FIGURE 4

THE SITE



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

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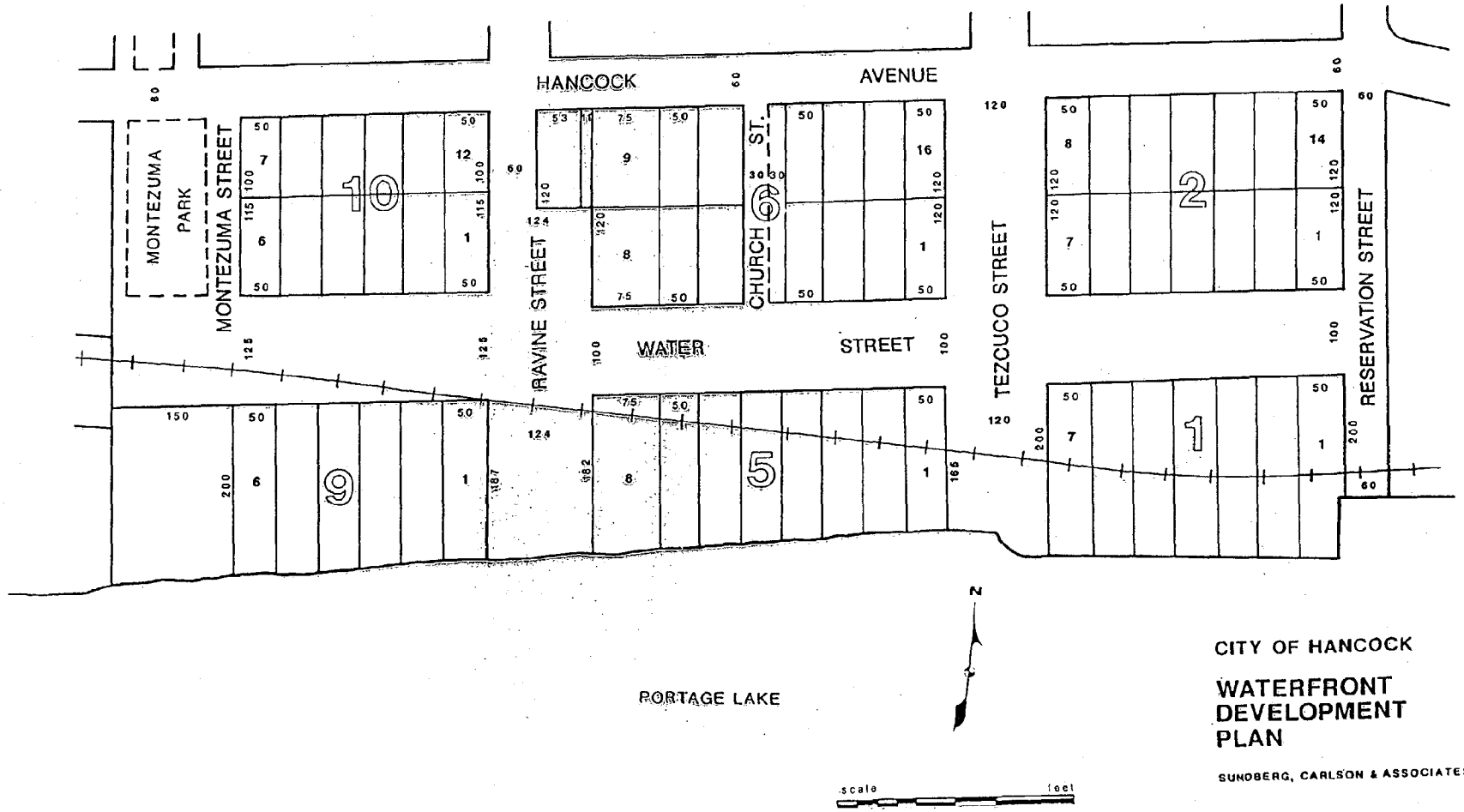
FIGURE 5

PLAT MAP

ORIGINAL VILLAGE OF HANCOCK



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

SUNDBERG, CARLSON & ASSOCIATES, INC.

freight. The Mineral Range Railroad Company also maintained a repair shop for railroad cars, a roundhouse for the locomotives and coal docks just west of Tezcuco Street along the lakeshore. During the mining boom days, Tezcuco Street evolved into one of Hancock's most important arteries. It had Chinese laundries, public bath houses, hardware stores, barber shops, hotels, boarding houses, tailors and many other business establishments.

Today, with changing values and the decline in copper mining related activity, the waterfront does not serve well in an industrially related role. Rather, the waterfront is seen as an opportunity to provide a variety of developments designed to take advantage of the natural water asset and exceptional scenic beauty.

Tezcuco was one of Hancock's busiest streets during the mining boom days.

An early scene showing Tezcuco Street looking south toward the waterfront. Courtesy of the MTU Archives and Copper Country Historical Collections, Michigan Technological University, Houghton, Michigan.

STUDY AREA

This section of the report focuses on an inventory of the natural and man-made waterfront and nearby resources and conditions. Where appropriate at this stage, opportunities and constraints offered by the site are discussed. Existing site conditions as well as various analyses which are expanded upon later in the report, are shown in Figure 6.

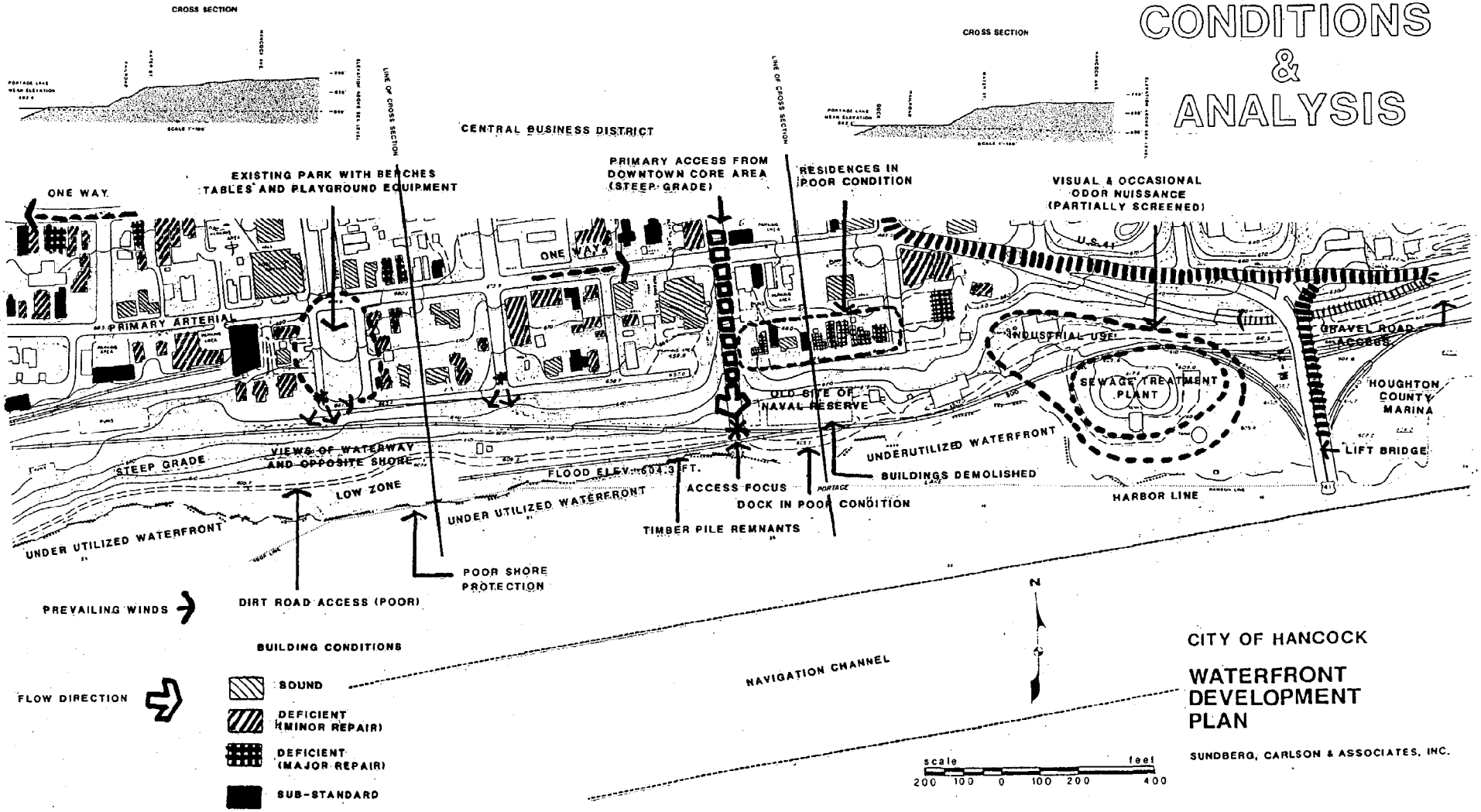
EXISTING CONDITIONS - NATURAL FEATURES

TOPOGRAPHY

Topography, the configuration of a land area's varying elevations, is a very important planning consideration. Hancock and vicinity has extremely irregular physiography due to its geological history. The elevation north of Portage Lake increases sharply from a lake elevation of approximately 602.6 feet, to about elevation 1000 feet at the top of the Portage escarpment. The topography of the southern portion of the study area is primarily level being approximately 3 to 8 feet above lake level. Along the northern portion of the property there is a steep incline with a slope of approximately 100 percent or higher as the property approaches Water Street. The steep banks throughout the City invariably make maintenance, landscaping and snow removal difficult. Steep street and sidewalk grades can, at times, make winter travel extremely difficult and hazardous. Building construction can be more costly due to special foundation design and extensive site preparation requirements. In general, residential developments are more conducive to steeper grades than industrial, heavy commercial, or institutional uses. Steep slope can also serve to provide attractive views and recreational opportunities. General topography of Hancock and the surrounding area is given in Figure 3 while detailed topography of the site is shown in Figure 4.

FIGURE 6

EXISTING CONDITIONS & ANALYSIS



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

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BEDROCK GEOLOGY

The geology of Hancock and surrounding area is largely made up of lava flows which extend in a southwest-northeast orientation. These Keweenawan aged formations contain many of the copper deposits which sustained the flurry of copper mining activities between the mid 1800's and mid 1900's. Elongated beds of sandstone and conglomerate composed of clay, sand, and gravel are found to lie between some of the individual lava flows. These deposits are the result of a combination of glacial erosion and deposition by glacial meltwater.

Lava formations which are part of the Portage Lake lava series, consisting mostly of basalt and andesite, lie beneath the study area. A bed of Allouez conglomerate, a conglomerate containing predominately rhyolitic fragments, is also believed to be located below the study area. This bed runs parallel to lava flows through the central portion of the site. Its exact width and thickness are unknown.

SOILS

Detailed soils types data are not available for the subject property. According to the U.S. Department of Agriculture, Soil Conservation Service, the area is covered by madeland type material. In most cases the soil material along the canal is well drained loamy sands and loamy fill which was moved in from locations up-slope from the canal. The original soils surface is buried at varying depths from the cut and fill material. In order to determine the general soil characteristics of the study area, soil testing was conducted with the assistance of the USDA, Soil Conservation Service in July, 1985. Most of the soils in the flat were found to be composed of fill material which, while varying in content, is normally well drained. This fill material was composed of sand with large amounts of gravel and smaller amounts of slag and mine rock in the western portion of the study area. The gravelly textured material, which was probably used as a base for the railroad trackage, impeded extensive testing. The fill material typical of the eastern portion of the study area consisted of loamy sands with small amounts of organic matter lying on a coarse sand base which appears to be natural.

VEGETATION

Because the site consists primarily of made material, the lack of vegetation is not uncommon. Except for the areas where there are roads or where new fill has been deposited there are various species of field grass and wild flowers. Some vegetation has been undermined through minor bank erosion. Along the slope are a few mountain ash as well as stumpage left from a recent cutting. Vegetation is an important factor to any type of development and will be considered later.

FISH AND WILDLIFE

Being relatively small in size, located in a developed area, and somewhat devoid of vegetation, the site does not support a wide variety or abundance of wildlife species. During various parts of the year, skunks, rabbits, chipmunks, squirrels, mice and several types of shorebirds and songbirds may be found occupying the study area. Fish species inhabiting the waterway at one time or another include bass, yellow perch, whitefish, and a variety of rough fish. A check with the Michigan Department of Natural Resources, Wildlife Division, and the U.S. Department of Interior, Fish and Wildlife Division, indicates that there are no essential wildlife habitats or federally listed endangered or threatened fish or wildlife species found within the study area (see Appendix A).

SURFACE WATER

Excluding Portage Lake, there are no surface water features within the study area. Water quality is discussed in Environmental Impact Statement, Keweenaw Waterway, Michigan, prepared in 1975 by the U.S. Army Corps of Engineers, excerpts therefrom which follow.

> It is apparent that there is a wide range of values within the harbor. This appears to be due to the movement of water masses within the harbor. The Keweenaw Waterway is connected on either end to Lake Superior with one major river (Sturgeon) and several smaller rivers (Pike and Pilgrim) flowing into the waterway. Torch Lake also

contributes water to the system. The harbor is subject to water exchange with Lake Superior as a function of wind direction and barometric pressure. Water quality conditions change readily depending upon the movement of water masses within the harbor.

- Dissolved oxygen (DO) levels were generally high in all of the zones samples.

- The pH values of the water samples in the harbor are slightly on the alkaline side as is found in Lake Superior. The overall range is between 7.0 and 7.9 units. There does not appear to be a uniform trend for pH values.

- Turbidity (Turb) values obtained in all the zones were low. Since the turbidity values reflect the body of water which is present in the zone at the time that the samples were taken, one would conclude that the same mass of water was present at each sampling times. Other data supports this also.

- Conductivity (Cond) values in all zones were almost the same on all sampling dates and were identical to the conductivity of Lake Superior water on the sampling dates.

- Generally, there was not much difference in the alkalinity (Alk) levels found in the various zones. the alkalinity values also agreed with those in Lake Superior.

- Occasional high levels of total phosphorus (TP) were found in water samples taken from all zones except zone I (north entrance). This could be due to the presence of isolated residences and summer homes on the shore. Bottom samples tended to have a higher level of TP than surface samples.

- The results of the bacteriological analyses of water samples show that total coliforms were quite low, as were fecal coliforms.

- The water quality data in general reflect the movement of water masses within the harbor and the contribution of shore-base activity to the water of the harbor. There is also the mixing actions in the water column created by the currents and waves from the lake, and

the prop wash of boats.

Recent tests on water samples were conducted along Portage Lake by the Western Upper Peninsula Regional Health Department in the location of the Hancock City Beach Park upstream of the site. The coliform and fecal bacteria count for both of these contaminants was within acceptable sanitary limits (well under 100 per 100 milliliters).

A visual inspection to determine water-quality adjacent to the site from a recreational boating and aesthetic enjoyment viewpoint was conducted by the consultant in July, 1985. Although there was evidence of some minor discoloration and/or low turbidity, the examination failed to reveal any objectionable conditions or aesthetic degradation. Other conditions that were checked concerning the immediate offshore water, included the following:

- High plankton concentrations or blooms.
- Heavy growth of aquatic plants.
- Visible floating, suspended, or settled solids.
- Evolution of dissolved gases.
- Foamy surfactants.
- Excessive water temperature.
- Sludge banks.
- Visible oil or grease, including emulsions.

Wave action and waterway flow forces apparently do not contribute significantly to bank erosion. There is little evidence of shoreline retreat over the last 75 years.

GROUND WATER

During soil testing it was found that the water table appears to be relatively uniform in depth throughout the flat portion of the site. Spot investigations indicate that the water table is roughly at the elevation of Portage Lake bordering the shoreline, rising slightly proceeding from the canal and

maintaining a depth of about three feet below ground surface. Buildings with basement floors below the groundwater table are susceptible to basement flooding. Testing, which was limited to a maximum depth of five feet, revealed no conditions of impervious rock or soil obstructions (e.g. hardpan, ledge, bedrock near surface) which could result in a perched water table.

CLIMATE

Situated in a humid continental climate, the Hancock area experiences cold dry winters and warm humid summers. The weather in the Hancock area is influenced by prevailing westerly winds which produce weather patterns of changing high and low pressure systems. These high and low pressure systems, as well as the area's relief, result in extremely variable local weather conditions. Except during warm weather when winds are often southerly, prevailing winds, especially storm winds, are northwesterly throughout the year. During the winter, winds blowing across Lake Superior, coupled with the area's topography, produce an abundant amount of lake effect snowfall. Snowfall ranges from sixty inches to as high as three hundred fifty inches yearly, with the average yearly snowfall being one hundred eighty three inches. The area records the highest snow accumulations east of the Mississippi River. The average annual precipitation is thirty four inches with the wettest period being during the fall. The driest month is February. The average maximum temperature in July (warmest month) is 75 degrees Farenheit and the average minimum in January (coldest month) is a positive 8 degrees Fahrenheit. Extreme temperatures range from a high of 100 degrees Fahrenheit to lows of negative 30 degrees Fahrenheit. The extremes are tempered considerably by the effects of Lake Superior and Portage Lake with the winters being warmer and the summers somewhat cooler than areas further inland. As a result of the lake's micro-climatic influence, the growing season is approximately 130-150 days which is longer than that of inland areas. Incidence of thunderstorms is less than 28 days per year with no occurances of tornados. The last frost in the spring usually occurs between May 10 and May 24 with the first frost of fall coming between September 17 and October 7. The average date of the first one inch of recorded snowfall occurs between November 8 and November 15. The area has more than 140 days per year with one inch or more snow cover on the ground. Average relative humidity is 75%. There

is occasional incidence of inversion fogs, mostly during the summer, as the result of contact between the cool waters of Portage Lake and warm moist air.

The area is somewhat protected by prevailing cold storm winds by a wind shadow effect created by air flow blockage of the steep bluff. The prevailing winter winds entering the Keweenaw Waterway's west entrance and through swales are tempered by the dogleg to the left just prior to reaching the site.

SUN ORIENTATION

Maximum building exposure to the sun is a major site planning goal for dwellings and other buildings located in cool climate. The site is advantageous in this regard in that maximum solar radiation is provided by the south-facing slope. This orientation can allow for very effective utilization of solar energy for heating and cooling and energy conservation.

FLOODPLAIN

Land that is susceptible flooding should be excluded from development. According to the Michigan Department of Natural Resources, Engineering - Water Management Division, the 100 year flood elevation for the Keweenaw Waterway is 604.3 feet (N.G.V. Datum) above sea level (see Appendix A). Except for a few small sections of land near the water's edge, the land area of the site is above the flood elevation. It should be noted that an increase in the water level of the Keweenaw Waterway will accordingly effect the water table. Any plans for construction encroaching the shoreline should incorporate open air construction of flood resistant features. Hancock is not a participant in the National Flood Insurance Program.

AIR QUALITY

With regards to air quality, the Air Quality Division of Michigan's Department of Natural Resources has indicated that the atmosphere surrounding the study area is in compliance with Michigan State Air Pollution Control Regulations and is expected to remain in such (see Appendix A).

EXISTING CONDITIONS - CULTURAL FEATURES

CIRCULATION

Principal highway approaches to Hancock include U.S. Highway 41 from the east and Michigan Highway M-26 from the south. Both highways are scenic thoroughfares and both cross the Portage Lake Lift Bridge located just easterly of the study area. Road access to the site is achieved from three locations. Primary access is Tezcuco Street which runs southerly from Quincy Avenue and Hancock Avenue directly to the dock area. Quincy Avenue, a one-way westerly running roadway, is the main street of the business district as well as the primary regional artery (U.S. Highway 41 North). Hancock Avenue is the City's main easterly running thoroughfare (U.S Highway 41 South). Up until a few years ago, Tezcuco Street was maintained on a year-round basis allowing for summer and winter access of the property and adjoining lands as well as for police and fire protection. Unimproved gravel road access (two lane) is provided by Navy Street which travels from the Houghton County Marina area under the lift bridge ramp, past the sewage disposal plant, accessing the subject property at its easternmost boundary. Another means of access is via a two track unimproved dirt road that meanders along the shoreline west of the subject property. Access is also available by waterborne type transport. The existing dock provides space for a limited number of deep draft vessels. Smaller watercraft not requiring deep water berths can beach most anywhere along the existing shoreline.

Once one of Hancock's most important streets, Tezcuco Street is a 38 foot wide paved two lane blacktop roadway with a 120 foot right-of-way. There is a turning area at its termination near the dock. From Hancock Avenue the street descends steeply at a grade of about 14% (a rise in gradient of 14 feet in a horizontal distance of 100 feet). Serving both as a residential street and as a means of access to the waterfront, there is a 25 mile per hour speed limit and several private driveways that enter this route. Sidewalks, curb, and gutter are placed along the road. Due to the steep grade, site

distance is not good at the north facing Hancock Avenue intersection. The roadway surface is in poor condition in several areas as is the sidewalk. Bicyclists are occasional users of the route.

Navy Street, a graveled two-way road accessing the subject property from Highway M-26 east of the lift bridge, is not an engineered road and thus there is no design speed. There is no guardrail, sidewalks, curb and gutter, or ditch improvements along the route and shoulders are minimal or not discernible. Although site distance is adequate throughout most of the road's length, there are two areas of potential problem due to horizontal and vertical curves and/or the close vicinity of structures and commercial/industrial equipment to the road edge. Major increases in traffic volume and/or an increase in use of the route in its present condition by large vehicles would be considered to be a problem due to constraints of the existing road alignment and geometrics design. Safety and efficiency of the roadway would be important considerations in any major development of the study area. Navy Street has been redesigned by the Michigan State Highway Department to access Highway M-26 at a point a short distance easterly of its present location.

The two track unimproved dirt road accessing the site from the west is in poor, unmaintained condition. There is no formal easement or right-of-way. Drainage is difficult in some sections as there are no drainage improvements associated with the road. Along with sporadic automobile traffic, the road is occasionally used by strollers, cross country skiers, and snowmobilers.

A graphic depiction of the existing access routes is shown in Figure 7.

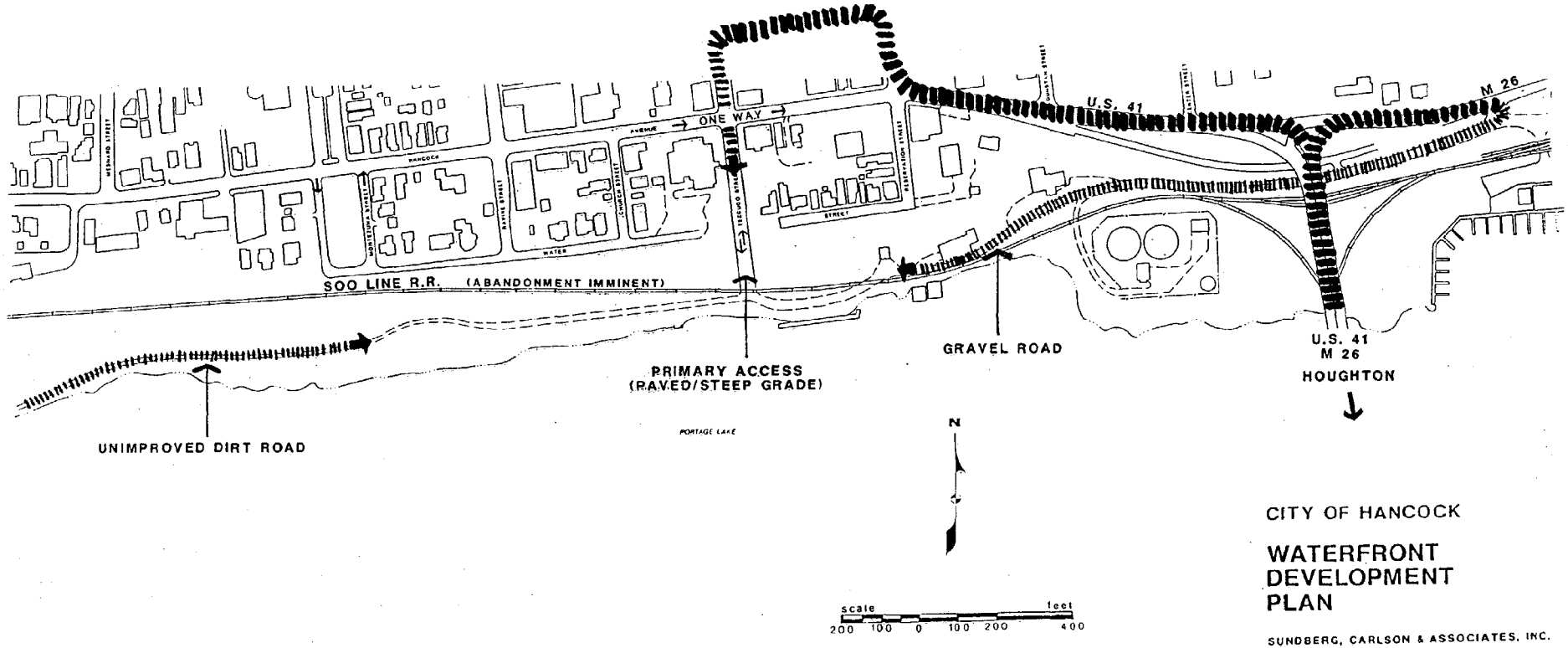
VISUAL IMAGE FORM

Visual image management of a site entails developing guidelines for accommodating site development and user activities. Visual evaluation of a site is a major factor in developing a relationship between the viewer and his surroundings. Thus, a development plan should include the evaluation and management of critical sight components.

The subject property is void of any visually appealing

FIGURE 7

ACCESS



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attributes though the surrounding area abounds with them. Just east of the subject property is the Portage Lake Lift Bridge.

South of the property is Portage Lake with a very picturesque southern skyline. West of the property, though presently not as visually appealing as the sky line or bridge, is developable land that could possibly become aesthetically pleasing. North of the property is a steep bluff over looking Portage Lake from which there are many fine views.

Also existing in the vicinity of the subject property are several negative attributes, one of which is the City of Hancock Sewage Disposal Plant. Development considerations will have to made concerning this plant in terms of possible screening with vegetation or the like. Presently the steep bluffs overlooking the subject property are a combination of fill and inert construction waste with a scattering of Lombardy poplar most of which has been slashed down to provide sight access of the Portage Lake for residents of the bluff.

SCENIC QUALITY

The scenic quality of an area is very important to many types of activities. The visual image of an area that a person retains will add to the bonding effect between the person and the activity and possibly cause return visits.

Owing much to topography, the surrounding area is notably scenic. The most obvious feature is the high bluffs with sloping terrain rising abruptly on either side of Portage Lake. The positive aesthetic features include the lift bridge, which is the largest of its kind east of the Mississippi River, and Portage Lake, which offers a view of a large expanse of clean water, and the opposite shoreland which includes the City of Houghton sited on hills and bluffs.

The negative aspects would include inert construction wastes which have been dumped on the bank directly north of the study area, the sewage treatment plant, and the lack of or state of the present vegetation.

CULTURAL SIGNIFICANCE

There are no known significant cultural or archaeological resources in the project area. Dr. John R. Halsey, State Archaeologist, recommends that a land use history be prepared to determine the likelihood that archaeological resources may remain intact or largely undisturbed below the ground surface (Appendix A).

ODOR

The site, for the most part, is free of objectionable odors. Although located a distance of about 300 feet west of the City's wastewater treatment plant, storm and prevailing winds are generally from upstream of the canal. Nevertheless, there is the possibility of occasionally low-intensity objectionable odor generated by the facility. (It should be noted that odor related standards for planning purposes do not exist.)

STRUCTURES AND FACILITIES

With the exception of a corrugated metal storage building and two small boat houses, the property is devoid of any structures, though at one time there were warehouses, service garages machine shops and offices on the site. The buildings are contained in the eastern portion of the property. A dock is located parallel to the shore along part of the property. It is in poor condition and is in need of structural repair. In addition to the dock there is a set of railroad tracks that run the length of the property.

The majority of the buildings adjacent to the project area are either in sound condition or in need of minor repairs. The north side of Water Street between Reservation and Tezcuco is a notable exception. Most of the structures in this block are deficient needing major repairs with a few structures being substandard. The location and condition of structures in the area are represented in Figure 6.

WATER USE

Adjacent water use is limited to an occasional boat mooring alongside the existing dock. This usually occurs when docking facilities at the nearby Houghton County Marina are at capacity and transient boaters are turned away.

Boat traffic data for Portage Lake is recorded by the Michigan State Highway Department, Houghton Bridge Authority, involving boats that require the lifting of the bridge. As shown in tables 1 and 2, during the period of 1981 through 1984, an average of 683 vessels per year required the lifting of the bridge. Of this number only 172 vessels were greater than 50 net tons in size. This suggests that the majority of the vessels were of the recreational boating variety.

LAND USE

The amount of land use activity that occurs within the study area is rather limited. The major utilization of property occurs during the winter months when it is used as a depository for snow removed from City streets. There is also some deposition of inert construction wastes such as concrete and tile. Persons walking, jogging, or cross-country skiing along the shoreline and the occasional use of the existing dock by boaters and fisherman rounds out the list of activities taking place at the site.

A survey conducted in the summer of 1985 has produced a general representation of the existing land use surrounding the project area. The survey's results were intended to be used to determine relationships between existing and proposed land uses. Adjacent tracts include a diverse range of land uses including residential, commercial, public, industrial and parking and vacant areas.

TABLE 1
WATERCRAFT REQUIRING BRIDGE LIFT

	TOTALS OF ALL WATERCRAFT				
	1981	1982	1983	1984	AVERAGE PER MONTH
MARCH	0	0	1	0	1/4
APRIL	15	10	3	13	10
MAY	65	30	63	59	51
JUNE	90	113	137	94	108
JULY	173	164	192	188	179
AUGUST	130	182	167	137	129
SEPTEMBER	70	87	89	67	78
OCTOBER	65	85	50	53	63
NOVEMBER	31	26	27	41	30
DECEMBER	3	6	4	2	4
TOTAL/YEAR	642	703	733	654	AVG.683

TABLE 2
WATERCRAFT REQUIRING BRIDGE LIFT

	TOTALS OVER 50 NET TON				
	1981	1982	1983	1984	AVG./MONTH
MARCH					0
APRIL	6	1			2
MAY	23	17	20	17	19
JUNE	20	23	28	26	24
JULY	29	41	31	31	33
AUGUST	36	32	36	31	34
SEPTEMBER	32	21	28	27	26
OCTOBER	25	19	21	14	20
NOVEMBER	15	9	7	16	12
DECEMBER	3	2	4	1	3
TOTAL/YEAR	189	163	176	161	AVG.172

Residential. Residential land uses occur north of the project area along the north side of Water Street (seventeen adjacent structures). Additional residential uses are found intermixed with other uses along Hancock Avenue. These residential uses include single family, two family and multi-family dwellings.

Commercial. A limited number of commercial establishments are located along Hancock Avenue, one block north of Water Street. These establishments are intermixed with residential uses and some industrially related activity.

Public. Public land use near the project area is limited to Montezuma Park which abuts the northwest corner of the subject property between Water Street and Hancock Avenue. The park includes benches, picnic tables, playground equipment, and an open green space.

Industrial. Limited industrial activity occurs along Hancock Avenue mixed with residential and commercial uses. Industrial storage/vacant areas lie immediately east of the site with the wastewater treatment plant located just east of that.

Other Uses. Remaining uses adjacent to the project area include parking lots, vacant land, and buildings and mixed uses.

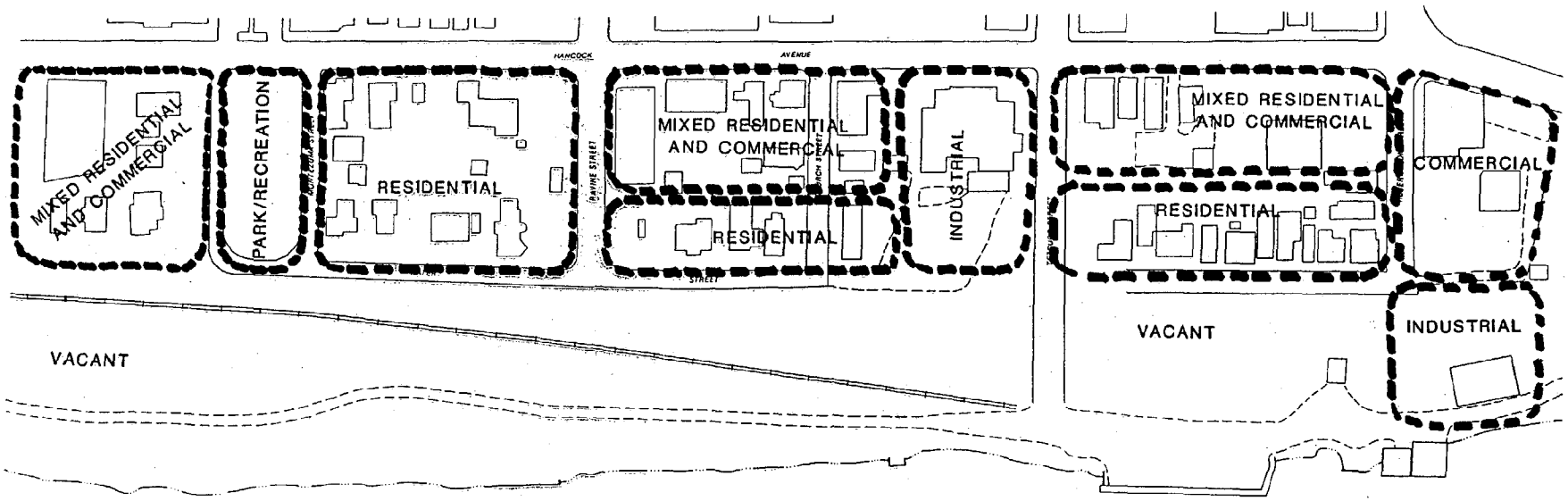
Existing land use is illustrated in Figure 8.

LAND OWNERSHIP

The site is owned by four political/corporate entities. Block 1 (bordered by the Keweenaw waterway and the right-of-ways of Tezcuco, Water, and Reservation Streets) is owned by the U.S. Government under the management of the General Services Administration. Finalization of its purchase by the City of Hancock Downtown Development Authority is pending. A small section of railroad right-of-way owned by the Duluth Southshore and Atlantic Railroad Company protrudes into the tract of land. Blocks 5 and 9 (bounded by the Keweenaw Waterway and the right--of-ways of Montezuma, Water, and Tezcuco Streets and divided by the Ravine Street right-of-way) are owned by the

FIGURE 8

LAND USE



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Mineral Range Railroad Company (Soo Line Railroad). The westernmost parcel of property in the study area, is owned by the City of Hancock. Except for the city-owned Montezuma Park area and street right-of-ways, the areas adjoining the study area are owned by a variety of private and corporate interests. Land ownership patterns in and around the site are portrayed in Figure 9. Lot and block layout is given in Figure 5.

ZONING/PLANNING

The entire study area is zoned as a Conservancy District (CD) under the terms of the Hancock City Zoning Ordinance. The intention of the CD classification is to control development of the undeveloped land within the City as well as the areas along the Keweenaw Waterway as it becomes beneficial to convert these areas to more intensive urban uses. The following principal uses are permitted in the district:

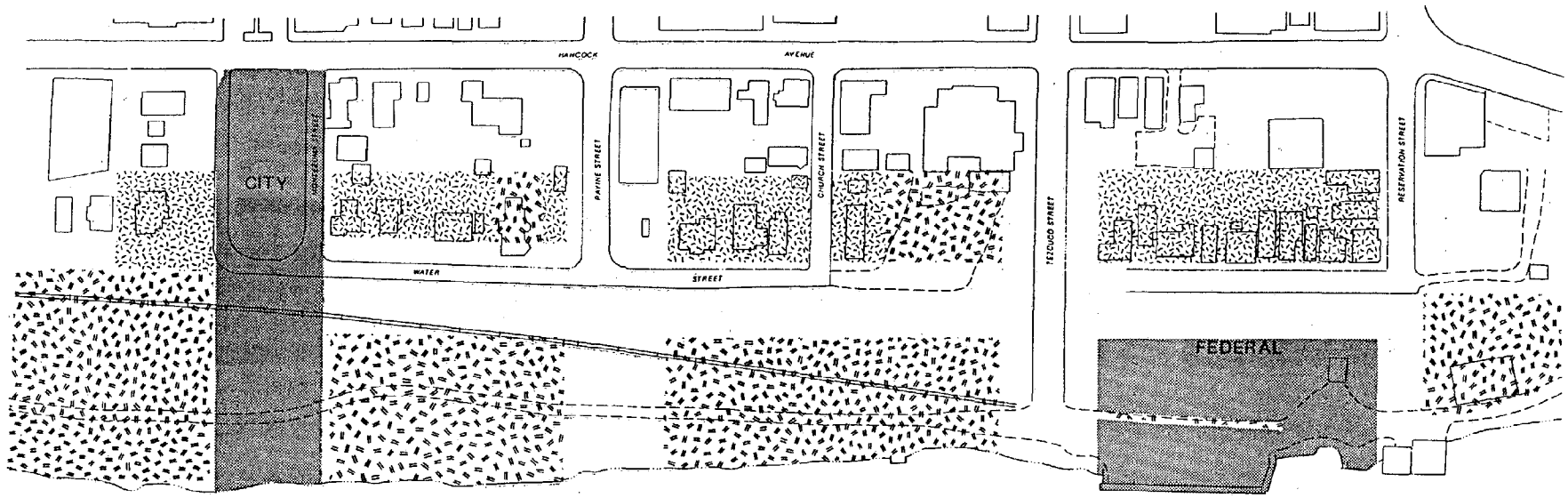
- One-family dwellings.
- Seasonal homes and/or vacation cottages.
- Agricultural uses and farms.
- Growing and harvesting of forest products and nursery stock.
- Publicly owned parks, parkways, playgrounds, and recreational facilities.
- Golf courses and country clubs, except miniature golf.
- Schools, colleges, and child care facilities.
- Public buildings and uses, including cemeteries.
- Churches and religious uses.

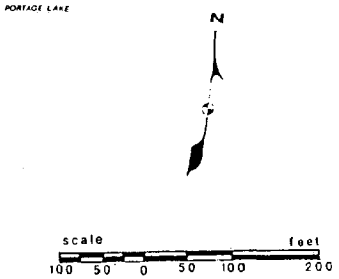
Uses that are permitted subject to special conditions include:

- Utility services and facilities necessary to serve the City and immediate environs.
- Railroad uses and switching yards necessary to sustain rail transportation services, but not manufacturing.

FIGURE 9

OWNERSHIP





LEGEND

- PRIVATE
- CORPORATE
- PUBLIC

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WATERFRONT DEVELOPMENT PLAN

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- Public or private marine transportation facilities, along with necessary storage and repair services, but specifically excluding industrial manufacturing and/or fabrication processes as either separate or part of the marine use.

Height, bulk, density and area requirements are given in the Table 3.

Zoning district layout is shown in Figure 10.

TABLE 3

SCHEDULE OF REGULATIONS FOR CONSERVANCY DISTRICT

HEIGHT, BULK, DENSITY AND AREA

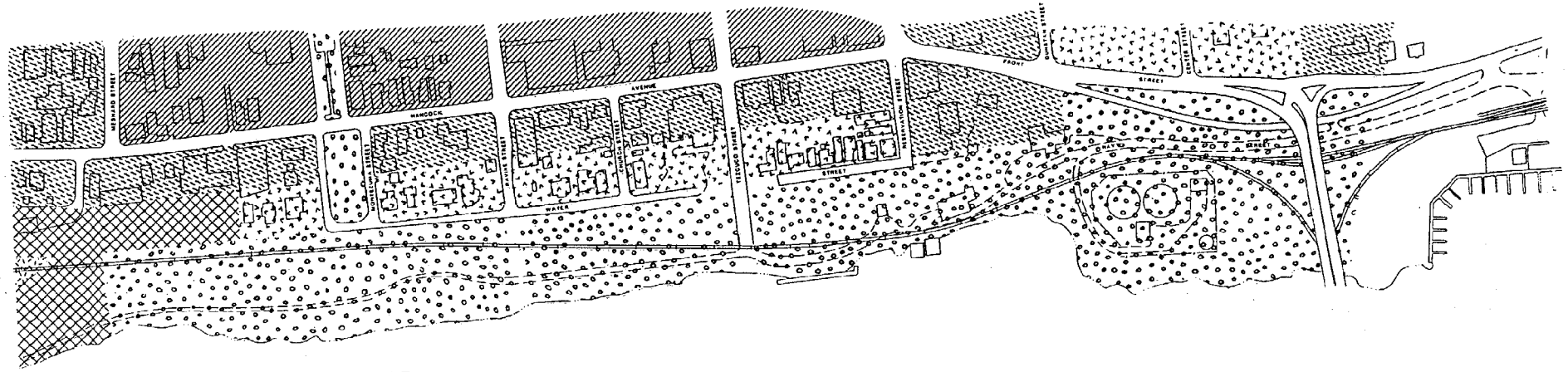
MINIMUM ZONING LOT SIZE PER DWELLING UNIT	MAXIMUM HEIGHT OF STRUCTURES	MINIMUM YARD SETBACK (PER LOT)	MINIMUM FLOOR AREA PER UNIT	MAX.OF LOT AREA COVERED BY BUILDINGS
12,000 * Sq. ft.	3 1/2 stories	30 Ft.* front	None	30%
100 Ft.* Width	40 Ft.	10 Ft. side		
	35 Ft. rear			

* (See NOTES in Zoning Ordinance)

The study area also lies within the boundaries of the Downtown Development District. This area has been earmarked for improvements consisting of, but not limited to, building renovation, sidewalk furniture, street lighting, parking lot/structure development, and waterfront road construction. These improvements will be financed, in part, through a tax increment financing plan. Under the plan, additional tax revenues generated from improvements within the development area are used to pay off bonds secured for the improvements.

FIGURE 10

ZONING



LEGEND

- R-2 TWO FAMILY
- R-3 MULTIPLE FAMILY
- B-2 COMMUNITY BUSINESS
- B-3 GENERAL BUSINESS
- I-1 INDUSTRIAL
- C-D CONSERVANCY DISTRICT

N

scale feet

200 100 0 100 200 400

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As identified in the City of Hancock Recreation Plan there is a need for a community center building in the downtown area as well as projected improvements and additions to the various existing facilities within the community. Besides the above noted additions/improvements, the plan infers a need to improve and "clean up" the shoreline from the wastewater treatment facility near the lift bridge westward to the city beach.

MUNICIPAL FACILITIES

Storm Sewer

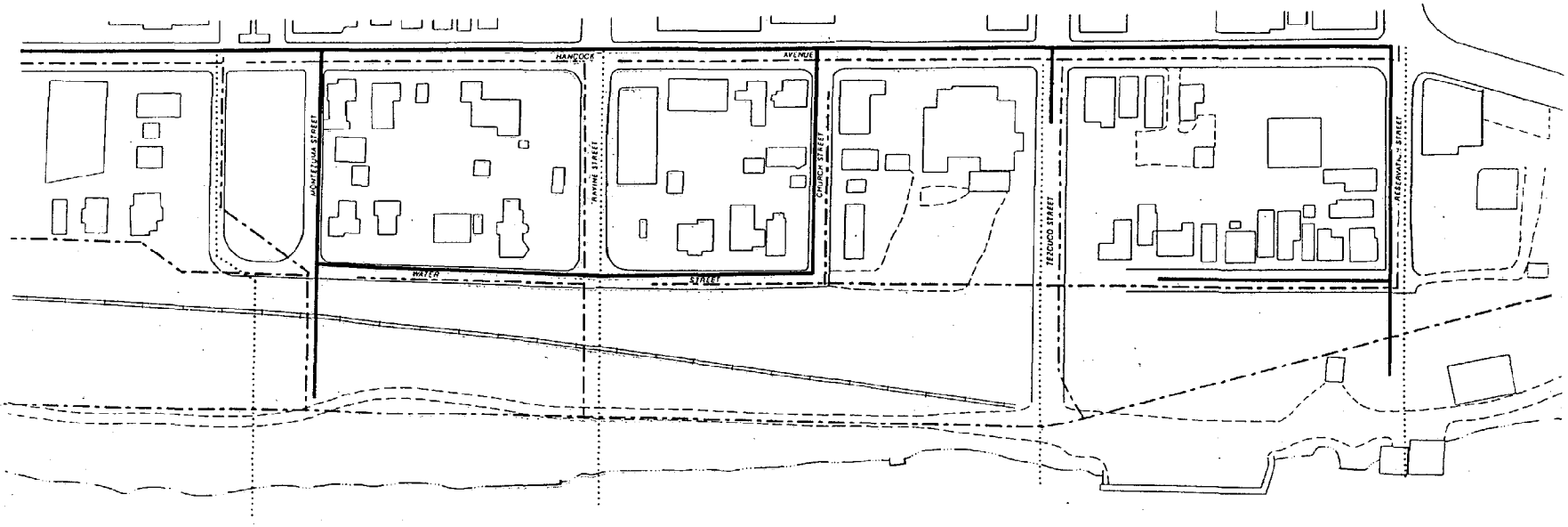
There are four storm water sewers intersecting the study area with outfalls discharging into the Portage Canal. These sewers run beneath and extend southerly beyond the improved sections of Montezuma, Ravine, Tezcuco, and Reservation streets in a north-south alignment. The Montezuma and Reservation Street lines are 18" diameter sewers while the Ravine and Tezcuco Street sewers are 36" and 24" diameter sewers respectively. Two storm sewer manholes are located within the study area on the Montezuma and Ravine Street conduits. The storm water system is shown in Figure 11.

Water

The study area is serviced by two dead end water mains. These lines run along both Montezuma (8" main) and Reservation (6" main) Streets extending past Water Street, the former within 80 feet of the shoreline. Both water mains terminate at fire hydrants. Four hydrants are located immediately north of the subject property along Water Street. The water system is considered capable of supporting additional development on the site. The water distribution system is illustrated in Figure 11.

FIGURE 11

UTILITIES



LEGEND

WATER MAINS (approx. locations)

SANITARY SEWERS (approx. locations)

STORM SEWERS (approx. locations)

scale feet

100 50 0 50 100 200

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WATERFRONT DEVELOPMENT PLAN

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Sanitary Sewer

The study area is serviced by four municipal sanitary sewers, one of which is a 24" diameter interceptor sewer and three of which feed into the interceptor. The 24" interceptor traverses the site predominately west to east along the waterfront angling somewhat to the north between Tezcuco and Reservation Streets. It discharges into the wastewater treatment plant located immediately east of the site. The three connecting sewers run along Montezuma, Ravine, and Tezcuco Streets. The Montezuma Street line is a 10" diameter sewer while the other two are 12" diameter sewers. Infiltration of ground water combined with storm water inflow has occasionally produced flows at the wastewater treatment plant that exceed its rated capacity. This situation is being studied by the City and recommendations are forthcoming. Additionally, the City has grouted and sealed several leaks in the system including the aforementioned interceptor sewer. Additional planned repairwork along with the installation of new pumps on either side of the waterway is expected to substantially increase the efficiency and reserve capacity of the system. The location of sewer system is shown in Figure 11.

Other Facilities and Services

In addition to those previously discussed, utilities readily available on the property include telephone service and single phase electricity, both of which are currently disconnected. These services could be extended throughout the site without major difficulty. Three phase electricity, which is important in heavy commercial and industrial location, is available at the abutting property to the east. Gas service is provided by Michigan Power Company.

At present the Hancock Police Department periodically patrols the property. These patrols are made, in part, because of past vandalism attempts to the buildings. Fire protection is provided by the Hancock City Fire Department which has a station located two blocks north of the site on Quincy Street.

Regarding transportation, scheduled passenger and air freight service as well as charter service is provided at the Houghton County Airport. The facility is located five miles north of Hancock. Intercity-interstate bus service is provided by Greyhound Lines.

Water transportation facilities include deep water docks in both Houghton and Hancock.

Motor freight service in the City is provided by three "common motor freight carriers". Cartage is also provided by United Parcel Service.

MARKET PROFILE

MARKET PROFILE

HOUSING

Development in Houghton County coincides with the discovery and extraction of copper in the area. As in the region's other communities, most of the existing housing supply in Hancock is over 50 years of age. The majority of these homes were built to house miners and their families. 71% of the dwelling units in Hancock were built before 1940, 42% of which are renter occupied. On the whole, a greater percentage of the homes are in sound condition compared to the surrounding communities (e.g. Dollar Bay, Calumet, Laurium, Lake Linden, Hubell). This may indicate that a higher level of maintenance has been provided to the homes in the City of Hancock versus those in other communities.

With the closing of mining operations in the area and limited employment oportunities, the ability of many families to maintain their present standard of housing has greatly been hampered. Moreover, the need for senior housing for those persons approaching retirement as well as the need for low income housing to meet the need of young and middle aged families who are subsidized by welfare or severance pay is deemed essential. The City of Hancock has been working to address these housing issues. In addition to recent housing rehabilitation efforts, Hancock has implemented housing programs which have resulted in the construction of 104 units of subsidized housing (94 senior citizen units, 10 low income family units). In addition, the City has recently endorsed the construction of 32 units of moderate income housing by a private developer. There are over 100 senior and low-moderate income units in the sister City of Houghton with many more in the planning stages in the Houghton area. New Subsidized housing in Houghton County has increased yearly from 213 units in 1981 to 518 units in 1984.

A significant housing demand has also been identified for moderate and high priced homes. Newer homes with quality and aesthetic construction features are in inadequate supply. Created primarily by administrative, faculty and service personnel from Michigan Technological University and Suomi College as well as health care and financial institution administrative personnel, this demand has placed a heavy burden on the area's housing supply. Additionally, there is

evidence of an unmet demand for good seasonal retirement housing. Since there are not many available housing alternatives, many individuals elect to purchase older homes or none at all.

As shown in Table 4 close to 80% of the homes in Hancock are valued under $40,000 while only 1% exceed $80,000.

TABLE 4

HOUSING VALUES

VALUE ($)	UNITS	PERCENT
- 20,000	462	35.5
20 - 39,999	545	41.9
40 - 49,999	135	10.4
50 - 79,999	143	11.0
80 - 99,999	13	1.0
100 -149,999	2	0.2
150 -199,999	1	0.1
200 +	1	0.1
MEDIAN VALUE	$ 26444	

SOURCE: 1980 U.S. Census

With the exception of the recently developed Silvan Estates subdivision in Hancock, due in part to the irregular terrain, rock outcrops, mining company lands, etc., there is a basic deficiency of available, improved lots that can be used for new home construction. This available land is reduced even more when the need for community services such as public

utilities, streets, schools, and the like is considered. Thus a family or developer desiring to construct a new home(s) is limited in many cases to a few scattered parcels of land in various communities of the region.

POPULATION

After copper was discovered, the Keweenaw Peninsula experienced tremendous prosperity and population growth. However, upon rapidly reaching a peak of close to 9,000 persons in 1910 the population of Hancock declined rapidly (45% by 1930). As shown in Table 5, the population decline has appeared to have "bottomed out" and a moderate reversal of the slow declining trend of the past 50 years is expected. Additional housing units and recreational opportunities will be required as a result of the anticipated population increase.

TABLE 5

POPULATION TRENDS AND PROJECTIONS

1900-2000

Year	City of Hancock	Houghton County
1900	4,050	
1910	8,981	88,098
1920	7,527	71,930
1930	5,795	52,851
1940	5,554	47,631
1950	5,223	39,771
1960	5,022	35,654
1970	4,820	34,652
1980	5,122	37,872
1990	5,170 *	38,702 *
2000	5,455 *	42,000 *

SOURCE: U.S. Bureau of the Census and WUPPDR projections*, 1978 Housing Plan.

Between 1970 and 1980 the City of Hancock's population increased by 6.3% while that of Houghton County increased by 4.4%. Table 6 shows the age and sex distribution of the City as well as that of the City of Houghton and Houghton County for comparison purposes. It should be noted that if it were not for the student population of Michigan Technological University, the Cities of Houghton and Hancock would be comparable in size.

TABLE 6

POPULATION BY AGE AND SEX

	TOTAL POPULATION	MALE	FEMALE	UNDER 18 YRS	65 YEARS & OVER	MEDIAN AGE
City of Hancock	5122	2606	2516	926	1096	29.7
City of Houghton	7512	4859	2653	800	433	20.9
Houghton County	37872	20357	17515	8688	6046	27.4

SOURCE: U.S. Bureau of the Census, 1980 Population.

FAMILY INCOME

The City of Hancock has 1,983 housing units, all but 2 of which are year round dwellings. There are 2.43 persons per household and 3.06 persons per family. According to the 1980 U.S. Census, the per capita income for the City of Hancock's residents was $5,487 per year with a median family income of $16,442 per year. sixteen percent of the population of Hancock was below the poverty level which compares to 33.4 percent in the City of Houghton and 17 percent on a county-wide basis. Household income has increased significantly over the past 15 years. Household and per capita income

distributions are given in the following tables (7 & 8).

TABLE 7
HOUSEHOLD INCOME DISTRIBUTION

	1980 COUNT	1980 %	1984 (EST) COUNT	1984 (EST) %
Less than $7,500	811	32.6	539	21.8
$ 7,500 - $14,999	733	29.4	543	21.9
$15,000 - $24,999	593	23.8	598	24.2
$25,000 - $34,999	250	10.0	395	16.0
$35,000 - $49,999	72	2.9	282	11.4
$50,000 - $74,999	23	0.9	94	3.8
$75,000 AND OVER	8	0.3	22	0.9

SOURCE: U.S. Bureau of the Census, 1980 Population and National Planning Data Corp. (1984 estimates).

TABLE 8
INCOME LEVELS

	1970 CENSUS	1980 CENSUS	1984 (EST.)	$ CHG 70-84	% CHG 70-84
INCOME ($MM)	13.5	37.0	53.2	39.7	293.7
PER CAPITA ($)	2104	5380	7847	5743	273.0
AVERAGE HOUSEHOLD ($)	6041	14173	20765	14724	243.7
MEDIAN HOUSEHOLD ($)	5713	11994	17575	11862	207.6

SOURCE: U.S. Bureau of the Census, 1980 Population and National Planning Data Corp. (1984 estimates).

LABOR FORCE

The Houghton County civilian labor force in early 1982 was comprised of 15250 persons, an increase of 325 over that of 1980 and 850 over 1979. The major employers in Hancock are, in descending order, Portage View Community Hospital, Houghton County Medical Care Facility, Detroit and Northern Savings and Loan, Great Lakes Plastics Corporation, Vollwerth and Company, Formatic Inc. and the Book Concern Printers Inc. Outside of Hancock, Michigan Technological University, Upper Peninsula Power Company, and Michigan Bell Telephone Company are large employers. The following tables summerize Hancock's civilian labor force (9, 10, & 11).

TABLE 9

EMPLOYMENT BY OCCUPATION

OCCUPATION	# WORKERS	PERCENT
SERVICES	552	23.2
ADMIN. SUPPORT	467	19.6
PROFESSIONAL	395	16.6
OPER/LABOR	258	10.9
PROD/CRAFT	222	9.3
EXEC/ADMIN	188	7.9
SALES	185	7.8
FARM	17	0.7

TABLE 10

EMPLOYMENT BY INDUSTRY

INDUSTRY	# WORKERS	PERCENT
SERVICES	1255	52.8
RETAIL	442	18.6
CONSTRUCTION	147	6.2
FIN/INSURANCE	146	6.1
MANUFACTURING	135	5.7
PUBLIC ADMIN	109	4.6
TRANS/UTIL	94	4.0
AGRI/MINING	24	1.0
WHOLESALE	23	1.0

TABLE 11

CIVILIAN LABOR FORCE

STATUS	# WORKERS	PERCENT
PERSONS	2667	
MALE	1537	57.6
FEMALE	1130	42.4
W/CHILDREN	349	30.9
EMPLOYED	2378	89.2
UNEMPLOYED	289	10.8

MARKET AREA

Hancock is located approximately 110 miles from Marquette, 95 miles from Crystal Falls, and 105 miles from Ironwood, Michigan. Hancock, along with Houghton, its sister city, functions as an employment, retail and service center for the Keweenaw peninsula and areas to the south. Applying Reilly's Law of Gravitational Attraction, Hancock's regional market area encompasses all of the Keweenaw Peninsula, Houghton County, excluding the southernmost portion, the northeast portion of Ontonagon County and the northwest portion of Baraga County (see Figure 12). 1983 U.S. Bureau of Census retail sales data indicate that Marquette and Escanaba are the major retail centers in the Upper Peninsula. The location of regional retail sales centers with associated sales volumes are shown in Figure 13. As the map indicates, Hancock/Houghton has retail sales volumes comparable to Iron Mountain/Kingsford, Ironwood and Ishpeming.

Retail trade centers can be classified into two broad categories based on the type of goods and services offered as follows:

> Convenience goods and service establishments offer merchandise needed on a regular basis and include groceries, drugs, hardware store goods and services such as dry cleaning, laundromats, and barber/beauty shops. This catagory also includes eating and drinking establishments.

> Comparison goods and service establishments offer merchandise subject to longer term consumption. Examples include shops selling such items as appliances, furniture, apparel and accessories, home furnishings, bedding and towels, jewelry, as well as cooking and eating utensils.

Hancock business establishments offer a wide variety of goods and services, most of which are of the convenience retail type. When combined with the goods and services offered by neighboring Houghton, the regional retail market center qualifies as a comparison shopping area.

FIGURE 12

REGIONAL MARKET AREA

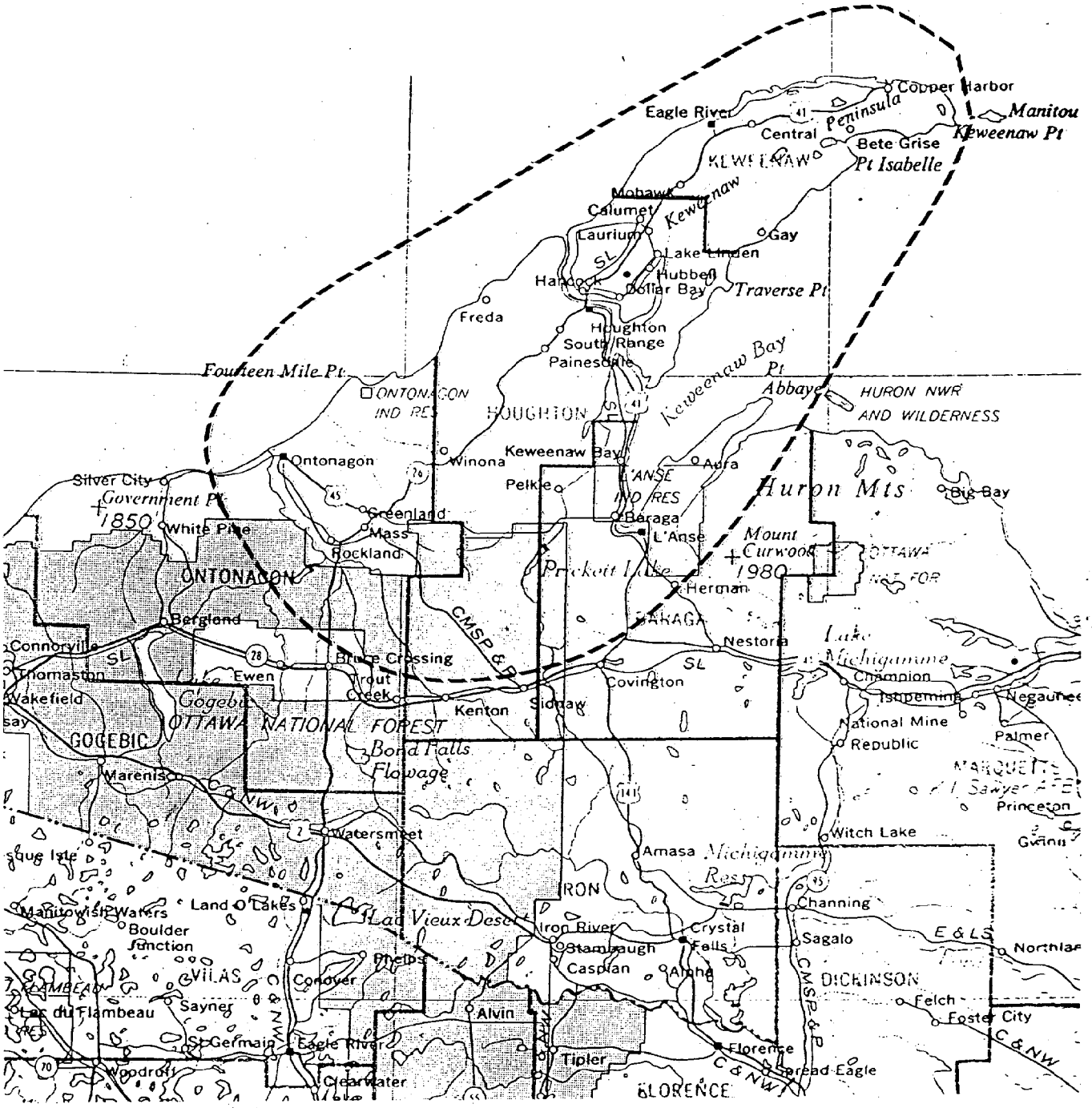
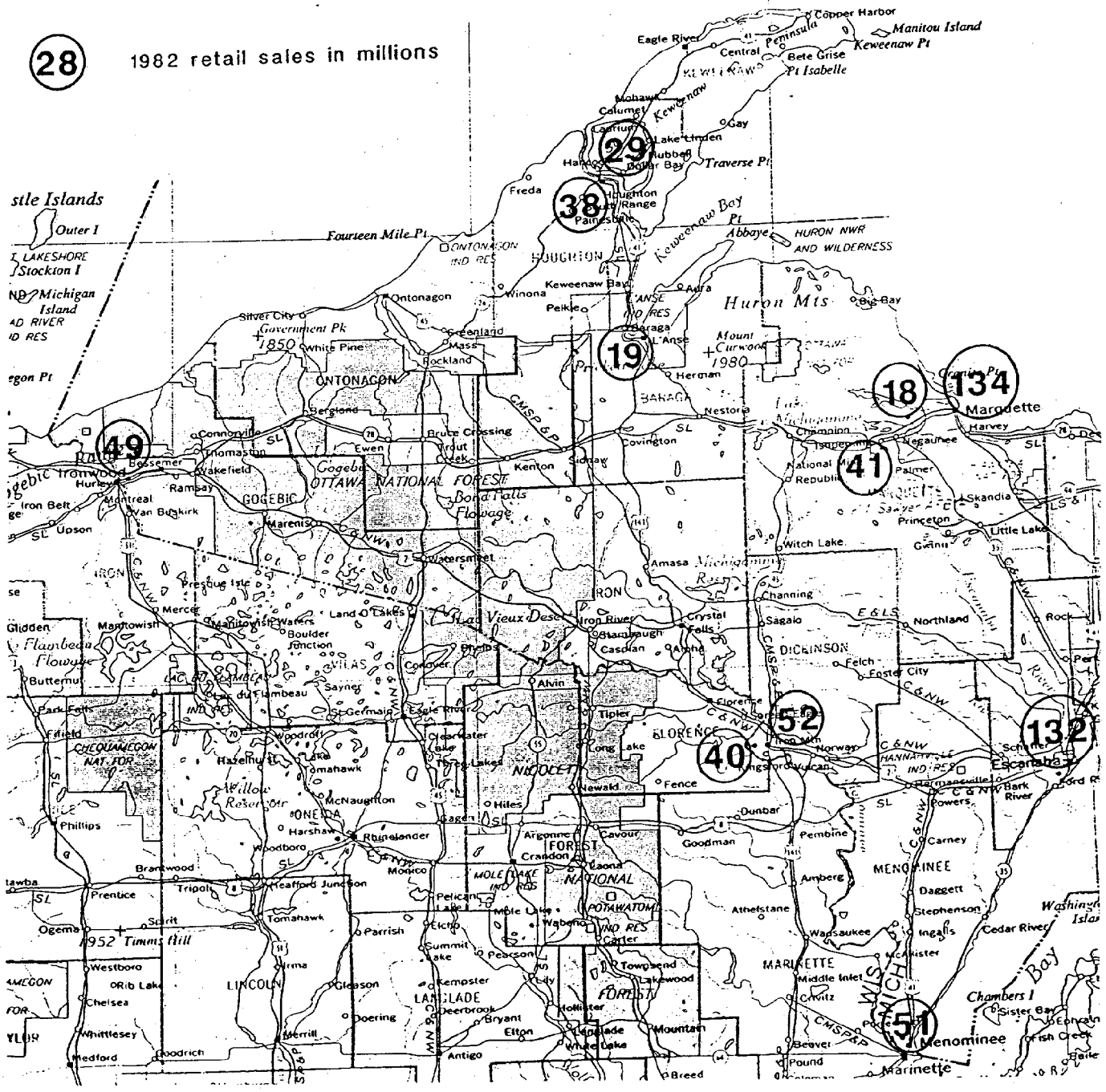


FIGURE 13

RETAIL CENTERS



RETAIL SALES

Retail sales in Hancock increased 34% from 1972 to 1977 and 12.4% from 1977 to 1982. The total increase from 1972 to 1982 was 50.8%. This compares with a 87.9% increase for the County of Houghton over the same period. Retail sales trends in Hancock and the market area for the years 1972-1977-1982 are shown in Table 12.

Retail sales trends by type of business in Hancock are given in Table 12. Major gains in sales were realized between 1972 and 1982 by automobile dealers, building material and hardware stores, and eating and drinking establishments. Decreases occurred during the same period in general merchandise, apparel and accessories and furniture and home furnishing sales. The percent of change in retail sales for various types of businesses is shown in Table 13. The number of retail establishments the City decreased from 83 in 1972 to 49 in 1982 (-41%). This compares closely with the overall decline in retail establishments in Houghton County of 40% over the same period. Changes in the number of establishments in Hancock are also given in Table 14.

BUSINESS CONDITIONS

The business conditions of downtown Hancock were analized in an informative study conducted by Graven and Associates of Minneapolis in 1981. In a general review of the downtown area, the consultant found the study be essentially correct today. A summary of that study follows.

Over 40% of the downtown is occupied by service, office or governmental uses. Establishments marketing shoppers goods use approximately 20% of the total downtown and 35% of the retail space available. The City is very strong in terms of convenience goods, services and automotive space. Downtown Hancock also has considerably more retail and service space than the downtown of its sister city, Houghton, and contains a wide variety of functions. As of 1980 the Copper Country Mall had approximately 170% more total shopper goods space than the downtown of Hancock (did not include 54,000 sq. ft. of vacant space in the mall that is intended for additional shoppers goods establishments).

TABLE 12

HANCOCK SALES TRENDS BY

TYPE OF BUSINESS

(000'S)

	1972	1977	1982	% INCREASE 72-77	% INCREASE 77-82	% INCREASE 72-82
Building Materials Hardware	1640	2428	(3193)	48.0	31.5	94.7
General Merchandise	(1050)	(1321)	(900)	25.8	-31.7	-14.3
Food Store	6981	7114	8612	1.9	21.1	23.4
Automobile Dealers	4014	7183	8187	78.9	14.0	101.7
Gasoline Service Stations	1607	2655	(280)	65.2	-14.1	41.9
Apparel and Accessory	(706)	(594)	(496)	-15.9	-16.5	-29.7
Furniture, Home Furnishings	(200)	(300)	(0)	50.0	-100	-100
Eating & Drinking	1048	1418	1893	35.3	33.5	80.6
Drugs	(600)	807	968	34.5	19.9	61.3
Miscellaneous	(1400)	1,742	(2192)	24.4	25.8	56.6
TOTAL	**19,046**	**25,562**	**28,721**	**34.2**	**12.4**	**50.8**

SOURCE: 1972-1977 Graven and Associates
1982 U.S. Census of Retail Trade

TABLE 13

1972 - 1982 PERCENTAGE CHANGE

IN HANCOCK RETAIL SALES BY BUSINESS TYPE

BUSINESS TYPE	% CHANGE
Building Material Hardware	94.7
General Merchandise	14.3
Food Store	23.4
Automobile Dealer	121.7
Gasoline Service Station	41.9
Apparel and Accessories	29.7
Furniture, Home Furnishings	100.0
Eating and Drinking	80.6
Drugs	61.3
Miscellaneous	65.6
TOTAL:	50.8%

TABLE 14

CHANGE IN NUMBER OF RETAIL ESTABLISHMENTS

	1972	1977	1982	CHANGE 72-82	1972	1977	1982	CHANGE 72-82
Building Material Hardware	4	3	4	0	18	20	16	-4
General Merchandise	2	3	1	-1	11	9	8	-1
Food Store	16	11	10	-6	70	55	33	-37
Automobile Dealers	9	8	8	-1	35	22	20	-15
Gasoline Service Stations	7	8	5	-2	48	45	20	-28
Apparel and Accessories	7	3	2	-5	18	14	17	-1
Furniture, Home Furnishings	3	4	0	-3	20	20	9	-11
Entry and Parking	13	11	9	-4	89	91	68	-21
Drugs	2	3	3	+1	7	8	9	+2
Miscellaneous	20	20	7	-13	82	81	40	-42
TOTAL	83	73	49	-34	398	375	240	-158

SOURCE: 1972-1977 Graven and Associates
1982 U.S. Census of Retail Trade

A survey of merchants about the business conditions in downtown Hancock indicated the following:

- Sixty-five percent of those interviewed owned their own space. This is a high percentage for an older downtown area.

- Most stores had sufficient space for their needs although only 8 of the 14 businesses with insufficient space were interested in acquiring expansion space.

- A high percentage of downtown businesses are satisfied with their location.

- Sales patterns during the past two years showed considerable variation. A number of businesses experienced slowed growth, no growth, or decreases while others experienced strong growth. The convenience oriented businesses, including food stores, drugs, hardware, and services, and some specialty stores experienced increases. The general merchandise and some shoppers goods stores, which are more greatly impacted by economic conditions and mall competition, had poorer growth trends. Some of those with poorer sales attributed them to general economic conditions with only six expressing the opinion that they were the result of the mall competition. This was somewhat off-set by a significant number who have gained new customers from more outlying portions of the market area who they felt were attracted into Hancock/Houghton by the mall.

- There are a significant number of customers each day patronizing various downtown Hancock retail or service businesses.

- Approximately 50% attracted customers from throughout the four-country area or beyond with the other half serving more limited market areas. In general, shoppers goods and specialty stores attracted customers from a larger area and convenience and service businesses attracted customers, primarily from local area.

- The need for more convenient parking was the most desired improvement by a high percentage of the businesses. Rehabilitation, business promotion activities, clearance and public improvements were also seen as needs by a significant number of businesses. Less than one third

were concerned about the volume of traffic on Quincy Street and related pedestrian safety and ease of parking considerations. This contrasts with the pedestrian survey which indicated that traffic and pedestrian convenience and safety were the lowest rated characteristic of the downtown area.

- In summary, merchants in downtown Hancock are satisfied with their downtown area and intend to remain there unless conditions deteriorate.

In addition to the survey of the downtown Hancock merchants pedestrian surveys were conducted in downtown Hancock and the Copper Country Mall. The following characteristics and attitudes were recapitulated by from the data collected.

- Over 40 percent were from Hancock with another 19% from Houghton. The high percentage from these and other adjacent communities and townships tends to indicate that the downtown area's regional draw is not as strong as expressed by the merchants.

- Less than 50% were in the downtown area for shopping which tends to indicate the varied nature of downtown hancock as a retail, service, office and employment center.
- Sixty percent of those interviewed shop in downtown Hancock more than once a week. This indicates the strength of Hancock as a convenience center, attracting persons on a frequent basis.

- A high percentage did most of their convenience goods shopping in downtown Hancock but a slightly higher percentage (36%) did most of their shoppers goods shopping at the mall as opposed to downtown Hancock (33%).

- The stores shopped at most frequently were Palmers, Joffee's, Red Owl, Northwoods, and City Drug. This listing is affected by the fact that most of the interviews took place in the 100 and 200 blocks of Quincy Avenue.

- The persons surveyed were not very complimentary about downtown Hancock except the "courtesy of sales persons" which they rated high and "availability and selection of goods" which was rated good. Over 2/3 rated convenience of parking, pedestrian safety and traffic conditions as poor or fair. Physical appearance was also rated low by a

majority of those interviewed.

- Convenience was the characteristic most often mentioned as a reason for shopping in downtown Hancock. This included convenience to place of residence or work and also the convenience of being able to obtain a variety of goods and services from various businesses being located relatively close together.

- The changes or improvements desired by the larger number of respondents included: more convenient parking and improvement of traffic conditions.

- In summary, A high percentage of the pedestrians interviewed lived in Hancock, Houghton and adjacent communities and townships. They liked the convenience to their place of residence or work and the variety of goods and services conveniently available in the downtown area. They were, however, rather negative regarding other characteristics of the downtown area such as parking, traffic, pedestrian safety and physical appearance.

The Copper Country Mall survey tends to indicate that downtown Hancock is not doing a very good job marketing to area residents who come to or through Hancock/Houghton to shop at the mall (the same applies to downtown Houghton). Evaluation of all three surveys as well as the business climate of the Hancock downtown reveals that:

The business conditions in downtown Hancock have not yet been greatly impacted by the mall. The downtown area, however, best serves the residents of Hancock and has not been very effective in attracting customers from other portions of the regional market area. This includes residents of northern Houghton County and Keweenaw County who regularly drive through or by the downtown area. Factors which customers and potential customers react to unfavorably include lack of convenient parking, perceived traffic congestion, inadequate pedestrian safety, and physical appearance. The primary strength of the downtown area is the availability of a wide variety of retail, service and office facilities, many of which are located within a fairly compact area.

It should be noted that, since the pedestrian survey was conducted, Palmers, Joffees, and Northwoods, three of the five business establishments found to be most frequently shopped, have either changed the type of goods sold or have left the area. Moreover, several buildings have burned down or have

been removed allowing for increased parking opportunities and adding to the physical appearance of the downtown.

Since 1982, a number of important improvements have occurred in the downtown core area. During 1982-1983, approximately $235,000 of Community Development Block Grant funds were used on a downtown improvements program that significantly improved the appearance of Hancock's downtown. Included was new period street lighting, the underground placement of utility and power lines, and street widening which allows for better parking and access. In 1984, Hancock was selected as a Michigan Main Street community sponsored by the National Main Street Center of the National Trust for Historic Preservation. The program is providing Main Street Hancock with training, technical assistance, and evaluation in support of Hancock's downtown revitalization and preservation efforts. During 1983-1985 more than twelve downtown buildings and facade rehabilitations/renovations were undertaken along with the establishment of a yearly promotional calendar. Also eight new businesses (retail and professional) have opened. There is a growing interest in the downtown with the accent being on reinvestment and revitalization. Many City officials have indicated a desire to see this interest spill over to underutilized waterfront area.

DEVELOPMENT POTENTIAL

Development potential for the downtown of Hancock, is limited according to the Graven study. Due to economic, population and retail trends, it was determined that it was unlikely that any non-local major retail or office user could be drawn to downtown Hancock. The most likely source of growth for Hancock's downtown will arise from existing establishment who out of necessity and/or desire choose to expand or acquire higher quality space. Studies conducted by the Michigan Department of Economic Development have shown a potential need for 150-200 additional motel rooms in the Hancock or Houghton area. Graven and Associates summarizes downtown development potential in the following statement:

The development potential in downtown Hancock is limited primarily to providing new or additional space for existing businesses. This includes primarily new convenience goods space and the planned expansion of the Detroit and Northern home office. If the major "market draws" can be retained or

expanded in the downtown area, this should result in future growth for other businesses and resulting demand for new, expanded, or rehabilitated space. Many businesses indicated they have not been impacted yet by the mall but are concerned about potential future adverse impacts. Uncertainty regarding the future of the downtown and their own business growth potential may deter many from considering greater investment in their businesses in downtown Hancock. If their individual businesses and the downtown area are able to meet the challenge of changed marketing patterns and their sales volumes increase, greater interest will arise in new, rehabilitated, or expanded commercial space.

As previously addressed, much has been accomplished since the Gaven study concerning the investment of resurces into the downtown. The potential for further development rests, to a great extent, on sustaining the new found collective spirit of the business community.

TOURISM AND RECREATION

With its tremendous recreation and scenic resources, the Keweenaw Peninsula perhaps best exemplifies those characteristics which make the Upper Peninsula so attractive to tourists. The area blends a rich Indian, mining, and logging history with beautiful natural surroundings that include a temperate climate, extensive forests, rugged hills, interesting rocks, a variety of vegetation and animals, spectacular fall color display, and numerous streams, inland lakes, and waterfalls. The area is almost completely surrounded by Lake Superior, the most impressive of the Great Lakes and largest body of fresh water in the world. The Keweenaw Peninsula was originally occupied by prehistoric people who used primitive methods to mine copper. The Chippewa Indians were present when the first white explorers, Brule and Grenoble, traveled the area in the early 1600's. They were followed by such notables as the Jesuit priests Father Menard and Father Marquette, and, eventually, Douglas Houghton whose geological exploits were partially responsible for the copper mining boom in the mid 1840's.

Mining remained the most important activity in the region until the 1960's. Although the decrease of mining activity was a major blow to the economic base of the area, it did leave behind a legacy for new type of economy based on

tourism. Abandoned mine buildings, ghost towns, and renovated facilities such as the Quincy Hoist, the Arcadian Copper Mine, and Fort Wilkins, which was built to protect the miners, are extremely appealing to tourists. However, the mining past is not the only attribute of the region. The aforementioned natural surroundings provide the basis for tourist activities such as hunting, fishing, boating, hiking, camping, skiing, and snowmobiling. The period between Memorial Day weekend through the middle of October is the "busy season". The abundance of snow and increasing popularity of winter sports activities is allowing many of the tourist facilities to remain open year-round. Some of the publicly maintained recreational facilities in the area include:

Isle Royale National Park

Fort Wilkins State Park

Twin Lakes State Park

McLain State park

Numerous roadside parks

Mount Ripley Ski Area

Numerous cross-country ski trails

Numerous snowmobile trails

Houghton county Marina

Port Sheldon Dock

A number of structured activities take place in the area including:

P.O.R. Rally

Strawberry Festival

Octoberfest

Strassenfest

Thimbleberry Festival

Frisbee Tournament

Art Festival

Finnish Festival

Winter Carnival

VISITORS

As a general rule, people in the United States are experiencing increases in both income and leisure time. This plus the stabilization of fuel prices and increased economy of automobiles, and more aggressive promotion of the area as a good place to visit, is expected to result in an increase in tourism. The distance from Hancock to some of the surrounding population centers is as follows:

City	Miles
Chicago	421
Detroit	550
Duluth	216
Green Bay	215
Lansing	490
Marquette	99
Minneapolis	352
Milwaukee	330
Toledo	611

Aside from tourism, there are other activities which act to draw people into the area. Truck drivers, salespersons, and people visiting friends or family at Portage View Hospital, Suomi College, or Michigan Technological University are a few examples of non-tourist related travelers to the area. Most of the commercially related traffic is repeat business. Although difficult to measure, the economic impact of visitors to the area is tremendous. Because of its strategic location, the

City of Hancock has great potential for capturing visitors' dollars. In addition to its picturesque setting on the shore of the Keweenaw Waterway, virtually all automobile traffic to this portion of the peninsula must be funneled over the Portage Lake lift bridge. Because of its peninsular location and remoteness from major population centers, the Keweenaw Peninsula receives destination orientated traffic (as opposed to passer-by traffic). This being the case, most tourists spend more than one night in the area.

ACCOMODATIONS

The City has a wide range of commercial establishments to serve visitors' needs. However it captures only a small amount of the money expended for transient housing. At present, there is only one motel in Hancock (40 units) and nine in and around Houghton. Furthermore, none of the motels are geared to hosting medium to large scale conferences/conventions. Few have either a restaurant or lounge. It is generally felt that winter recreational resources in the area (e.g. snowmobiling and cross-country and downhill skiing) are underutilized and that hotel/motel packaging of recreational activity could be improved.

Given its distance from major markets, tremendous additional investment in visitor attractions and inducements is necessary to realize the Keweenaw Peninsula's potential to attract visitors.

A composite of visiters to the Copper Country is given in Table 15.

RECREATIONAL BOATING AND FACILITIES

The Keweenaw Waterway is used not only for commercial shipping but also to a great extent by recreational boaters. People touring the Great Lakes, visiting Isle Royale, or fishing during the small craft boating season (May through September) have several potential public sites at which to berth.

The largest marina in the area is the Houghton County Marina

TABLE 15

KEWEENAW VISITORS

1984

MONTH	ROOMS	OCCUPANCY	POTENTIAL ROOM NIGHTS	ESTIMATED ROOM NIGHTS	DAY/ CAMPING	TOTAL
January	500	50%	15,500	7,750 x 2	3,000	18,500
February	500	50%	14,000	7,000 x 2	8,000	22,000
March	500	40%	15,500	6,200 x 2	2,000	14,400
April	500	25%	15,000	3,750 x 2	2,000	9,500
May	800	35%	24,800	8,680 x 2	3,500	20,860
June	800	35%	24,000	8,400 x 2	2,500	19,300
July	800	80%	24,800	19,840 x 2	8,000	47,680
August	800	90%	24,800	22,320 x 2	8,000	52,640
September	800	80%	24,000	19,200 x 2	8,000	46,400
October	800	80%	24,800	19,820 x 2	8,000	47,640
November	500	25%	15,000	3,750 x 2	3,500	11,000
December	599	50%	15,500	7,750 x 2	3,500	19,000
					TOTAL:	328,920

SOURCE: Copper Country Chamber of Commerce

with 54 slips (46 are seasonally reserved and 8 are for transient craft). The marina has slips that can handle boats up to 60' in length and offers a wide range of services including fuel and showers. The marina occasionally turns away transient boaters because of excess capacity. There is a waiting list for the seasonally reserved slips, with most requests being to dock 16 to 23 foot boats. A public dock is also located on the south shore of the waterway in the City of Houghton. Port Sheldon, located east of the lift bridge, has no finger slips. Users are required to tie-up broadside along the dock. Capacity of this arrangement is dependent upon the size and spacing of the boats using the site. There are no available services and the dock is for day use only.
A docking facility, is proposed to be constructed in Houghton west of the lift bridge. The plan calls for the establishment of 12 slips capable of housing boats of up to 25 to 30 feet in length. The facility is also to provide space for broadside mooring. At this time, indications are that the site will offer no services and will be available for day use only.

There does appear to be some need for seasonally reserved docking space for smaller boats as well as for some transient accommodations in the Hancock area.

A private boat club is currently considering alternative locations in the Hancock area for a clubhouse.

CONCEPTUAL PLANS IV

CONCEPTUAL PLANS

USE OPTIONS

As a result of the site investigations, analyses of the natural and man-made characteristics, information solicited through interviews, and market profile evaluations, preliminary use options were identified. They included:

- Alternative Housing
- Bandshell
- Bike Path
- Canal Walk
- Festival Area
- Fishing Area
- General Recreation Opportunities
- Hotel/Motel Complex
- Jogging Trail
- Marina
- Multiple-Housing (Elderly/Low Income)
- Parks
- Parking Facilites
- Pedestrian Amenities
- Picnic Area
- Restaurant
- Snowmobile Trail
- Watercraft/Snomobile Servicing

- Yachting Club Facility

PLANNING CONCEPT ALTERNATIVES

After the potential and preferred uses were identified, four preliminary land use development conceptions were generated. The development options, which were based on the consultant's continuing investigations, interviews, and citizen participation efforts, borrow elements from all of the identified uses. They include:

Concept A: Recreation

Concept B: Housing

Concept C: Commercial/Recreation

Concept D: Composite (of above)

The alternatives identify the essential proposed long term components and character of the waterfront site while not eleborating on how each might be implemented (see Figures 14 through 17).

COMMON FEATURES

There are several elements which are common to each conceptual plan. Passive recreational uses which would not significantly affect the property and which would not necessitate heavy initial capital investment and operational expenditures are seen as methods of providing public access to the lake. To a large degree, this entails a canal walk and bicycle path which would double as a cross-country ski trail during the winter months. A snowmobile trail is situated south of Water Street.

In all schemes, the dock area serves as a green space. Tezcuzo Street separates different uses or activities. Other improvements common to all planning concepts include shoreline erosion protection, sitting areas, open space, special paving and landscaping, attractive signage, lighting, parking areas, and direct and formalized vehicular access improvements. The entire area would be subject to landscaping, with special

attention being placed on aesthetics and retaining the natural feel of the site.

CONCEPT A - RECREATION

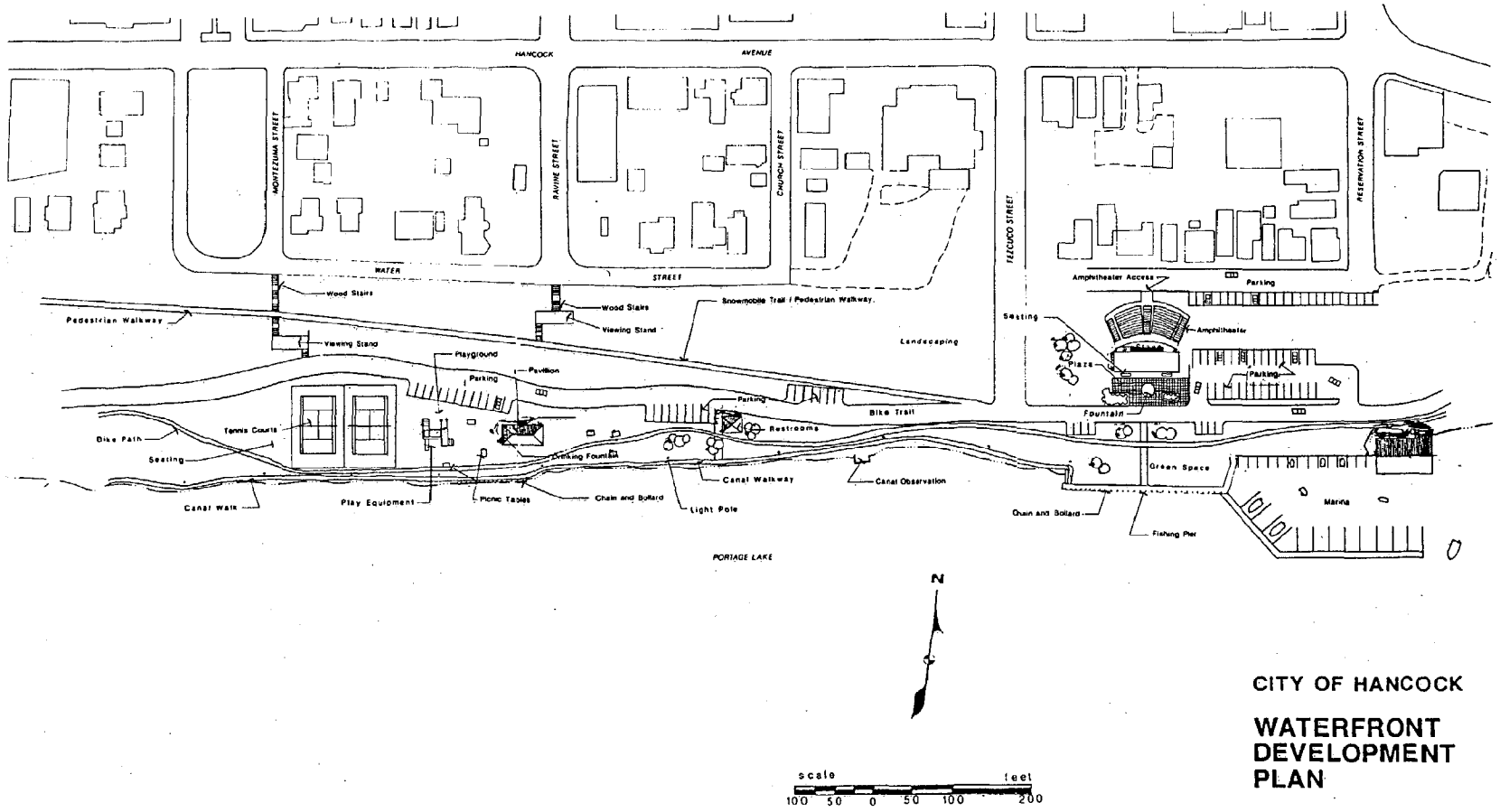
Concept A proposes that the study area be developed for both active and passive recreation including a park with an amphitheatre facility for community entertainment events. In addition to offering open space, the proposed development provides for a choice of casual activities including walking and relaxing. Included are the following:

- Two tennis courts oriented in a north-south direction.
- A picnic area and pavilion located in close proximity to a children's playground.
- A bike path and canal walkway to provide opportunity for active recreation and visual access to the lake.
- Improvements to and rehabilitation at the existing docks to provide a fishing area and a convenient platform for lake observation.
- A private operated servicing marina and clubhouse for recreational boating.
- Conversion of the existing railroad grade into a groomed snowmobile trail.
- Adequate but unobtrusive parking areas at various locations on the site.
- Green spaces situated throughout the site. A buffer zone with trees to screen undesirable views of the sewage treatment facility to the east.
- Wood stairs at the foot of Montezuma and Ravine Streets to provide direct pedestrian access from Water Street and the downtown core area.
- Rip-rap/planting to control shoreline erosion.
- Chain and bollard fencing along the dock and marina

FIGURE 14

CONCEPT A

RECREATION



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

SUNDBERG, CARLSON & ASSOCIATES, INC.

piers (for safety and aesthetic considerations).

- Amphitheater complex with stage, hillside seating, and plaza area.

CONCEPT B - HOUSING

Concept B recommends a housing development along the waterfront. Beyond this, several recreational features are borrowed from Concept A, including provisions for walking, cross-country skiing and snowmobiling. Major improvements associated with this concept include:

- Private development of quality townhouses along the existing hillside to the west of Tezcuco Street.
- A multi-family subsidized housing complex to the east of Tezcuco Street.
- A small picnic/playground area.
- Wood observation deck for lake observation.

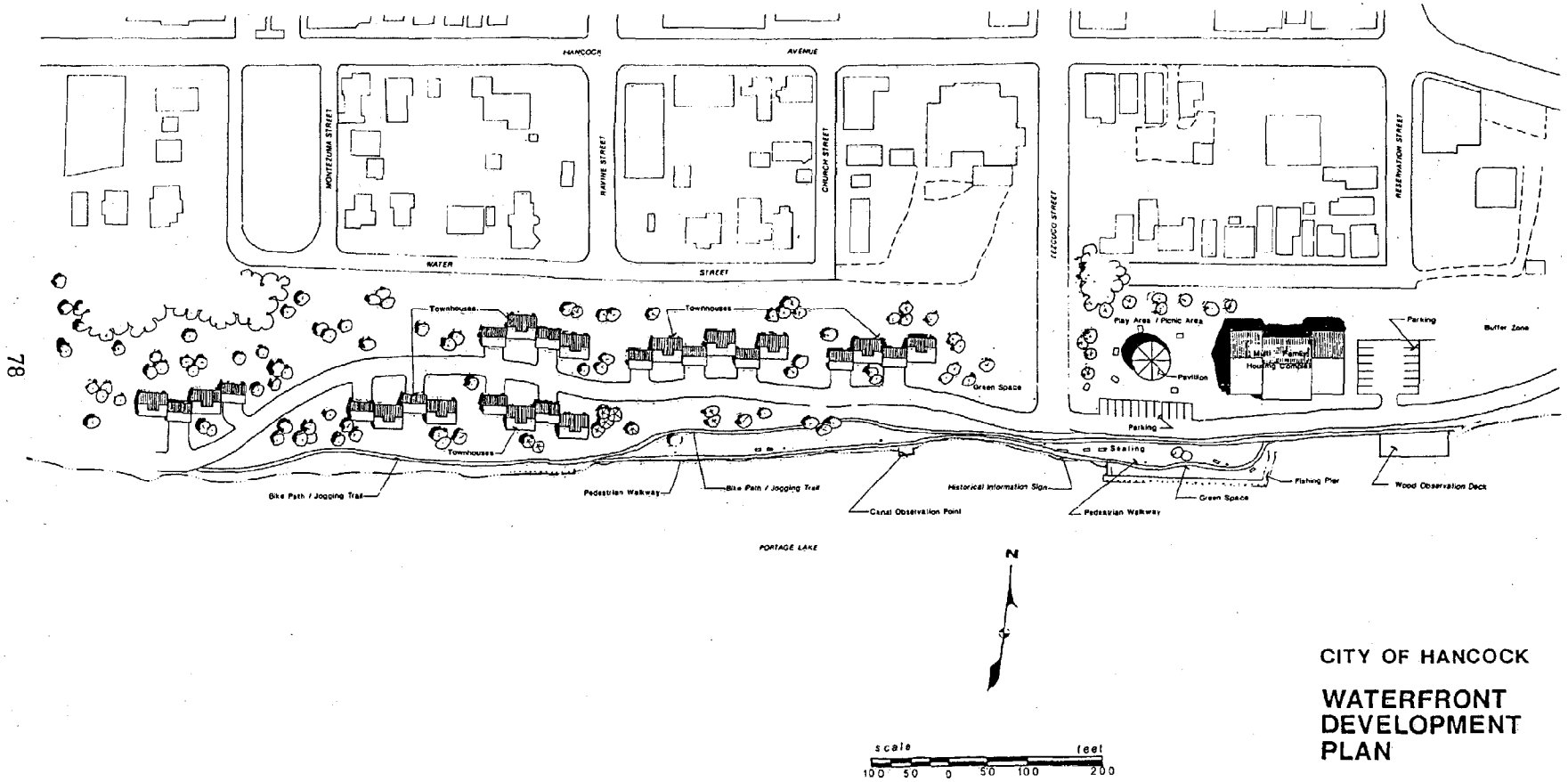
CONCEPT C - RECREATION/COMMERCIAL

Concept C combines recreational elements with commercial development, the later consisting of a 100 ± unit hotel/motel complex, restaurant, and private marina and clubhouse. The east portion of the site would be the prime zone for the higher intensity use developed by private enterprise. A public park would be developed west of Tezcuco Street with facilities catering to all ages. The character of the park would be informal and tranquil. Park and recreation facilities include playground, pavilion, bike path, canal walk, snowmobile trail, green spaces, parking areas, and restrooms.

FIGURE 15

CONCEPT B

HOUSING



CITY OF HANCOCK

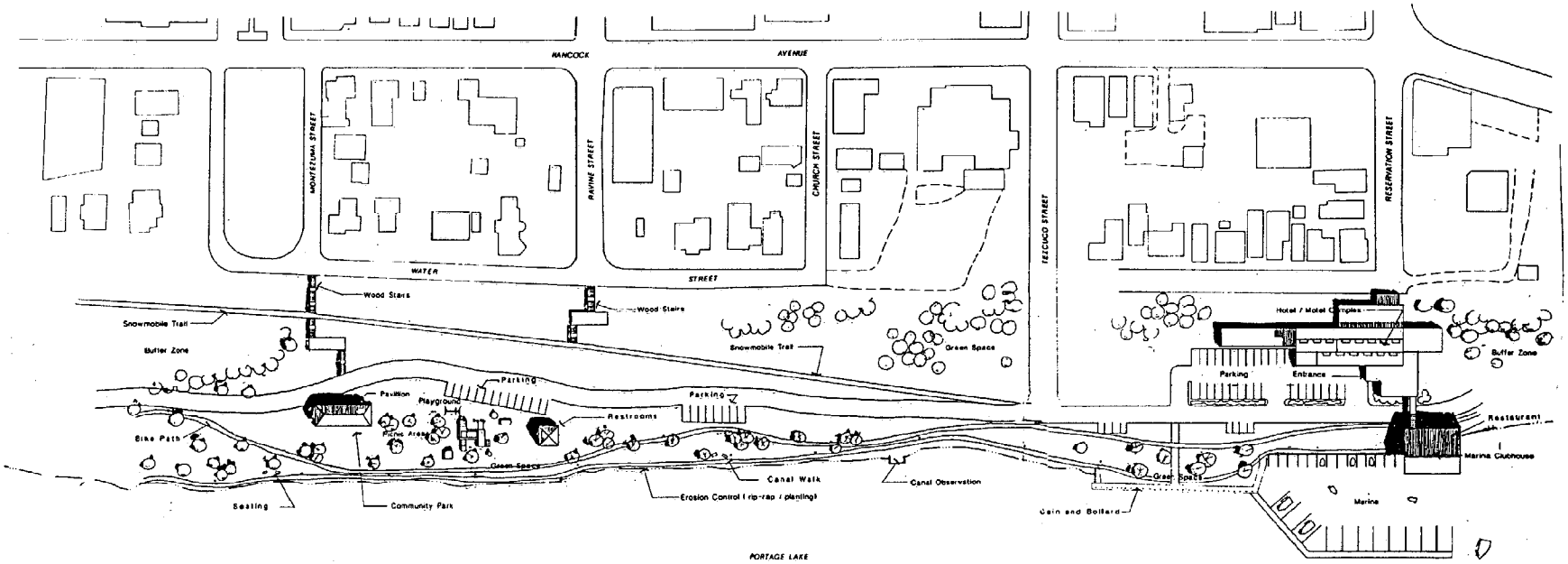
WATERFRONT DEVELOPMENT PLAN

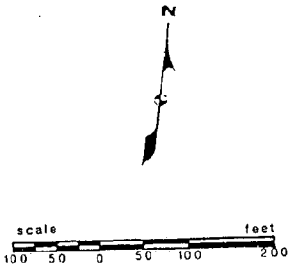
SUNDBERG, CARLSON & ASSOCIATES, INC.

FIGURE 16

CONCEPT C

COMMERCIAL/RECREATION





CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

SUNDBERG, CARLSON & ASSOCIATES, INC.

CONCEPT D - COMPOSITE (OF OTHER CONCEPTS)

Concept D involves a major private development(s) planned to support the commercial uses identified in Concept C (hotel/motel complex, restaurant, private servicing marina/clubhouse) and the townhouse development proposed in Concept B. The property would also provide recreation opportunities and public visual access to the lake. Tezcuco Street would be redesigned to provide more effective and effecient access to the site.

ANALYSIS

Twenty three basic criteria were developed and evaluated against each conceptual plan. As with the general planning process, the criteria were simply designed so as to be understood by the non-planning professional. Most were directly based on the adopted planning goals of the Waterfront Advisory Committee (WAC). Some criteria were developed by the consultant based on observation and experience and others were responses to concerns of the public as well as City officials and the WAC. As illustrated in Table 17, the development concepts were assigned ratings (good, fair, and poor) based on their ability to satisfy the criteria (unweighted), and were evaluated and compared to each other. A numerical composit of the ratings of each development concept is given in the following table.

TABLE 16

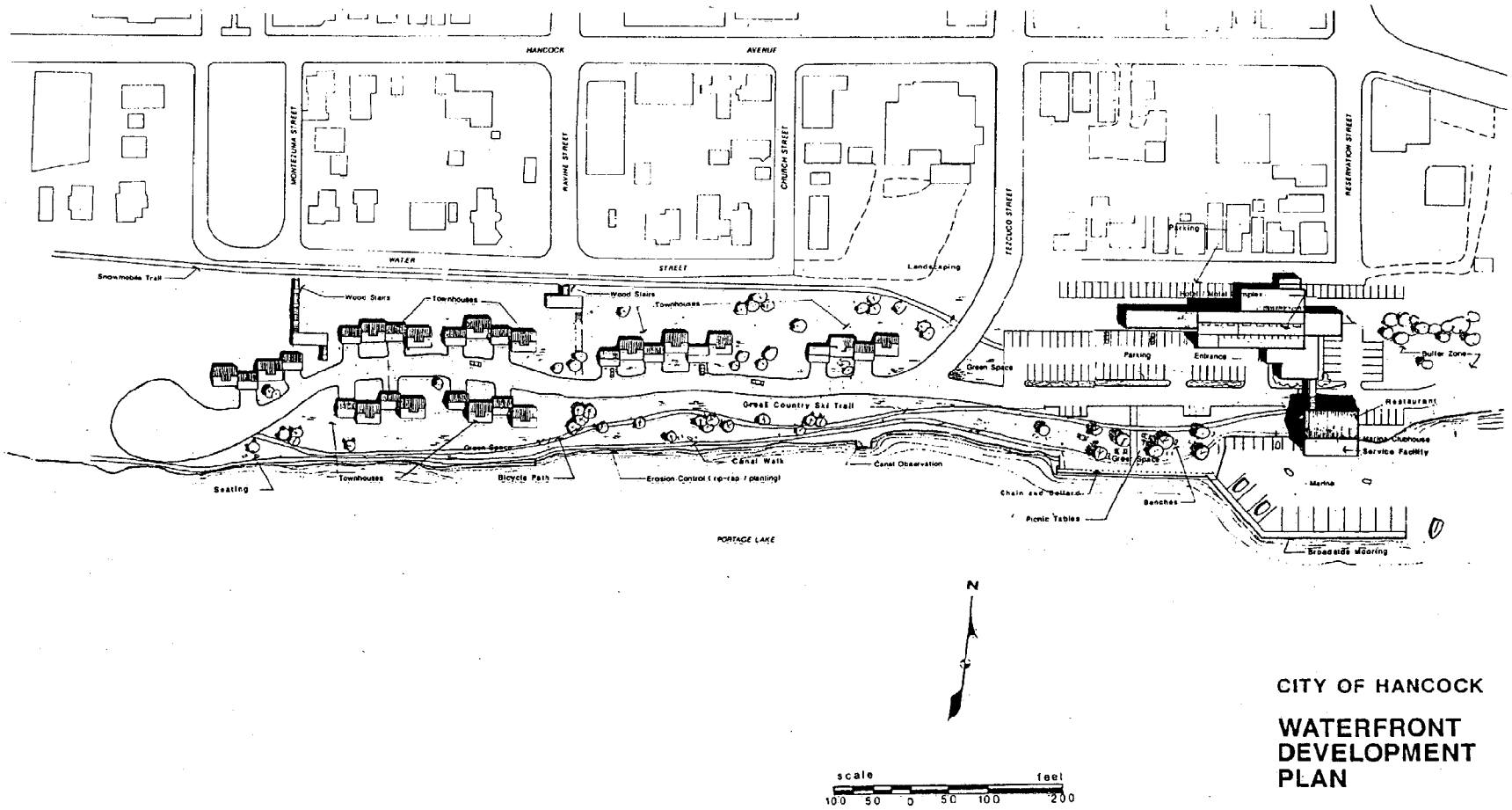
CONCEPT RATNG PROFILE

ALTERNATIVE	GOOD	FAIR	POOR
Concept A	10	7	6
Concept B	6	12	5
Concept C	7	13	3
Concept D	16	6	1

FIGURE 17

CONCEPT D

COMPOSITE



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

SUNDBERG, CARLSON & ASSOCIATES, INC.

TABLE 17

HANCOCK WATERFRONT PLAN

CONCEPT EVALUATION MATRIX

CRITERIA (UNWEIGHTED)	CONCEPT A RECREATION	CONCEPT B HOUSING	CONCEPT C RECREATION /COMMERCIAL	CONCEPT D COMPOSITE
Use of natural characteristics	Good	Fair	Fair	Good
Serves to attract outside visitors	Fair	Poor	Good	Good
Creates employment opportunities	Poor	Poor	Good	Good
Preserves natural beauty of area	Good	Fair	Fair	Fair
Promotes multiple activities	Fair	Fair	Fair	Good
Use for recreation purposes	Good	Poor	Fair	Fair
Use for housing purposes	Poor	Good	Poor	Good
Use for commercial purposes	Poor	Poor	Good	Good
Multi-season use	Good	Good	Good	Good
Increases civic pride	Fair	Fair	Fair	Good
Increases tax base	Poor	Fair	Fair	Good
Project uniqueness	Fair	Fair	Fair	Good
Retains scenic views	Good	Fair	Fair	Fair
Compatible with adjacent residential environments	Good	Fair	Fair	Fair
Compatible with adjacent undeveloped areas	Good	Fair	Fair	Good
Compliments nearby existing recreation areas	Good	Fair	Good	Fair
Basic site development costs (city)	Fair	Fair	Fair	Fair
Operation/maintenance costs (city)	Poor	Good	Poor	Good
Maintains lake water quality	Good	Good	Good	Good
Promotes interaction with downtown	Good	Good	Good	Good
No similar facilities in region	Fair	Good	Fair	Good
Requires major access improvements	Fair	Poor	Poor	Poor
Encourages private investment	Poor	Fair	Fair	Good

INPUT

The conceptual plans were discussed and evaluated by the WAC and presented to the public for discussion purposes at a public hearing in September, 1985. Responses were solicited and examined. After the consultant's own review and upon endorsement of the WAC, conceptual approach D was recommended for further study and refinement into the development plan. This recommendation met with the approval of the Hancock City Council at a subsequent meetings in September and October, 1985.

DEVELOPMENT PLAN V

DEVELOPMENT PLAN

With a few modifications, the development plan consists of the features outlined in conceptual alternative D which includes a mix of housing, commercial and recreational elements. Under the proposed plan, planning features are diverse yet compatible.

The site has several conditions favorable to development including:

- Low land value
- Largely undeveloped
- Two blocks from downtown
- Proximity to existing park
- Utilities
- Southern exposure of slope
- Spectacular views

Because of size and shape limitations and topographic constraints, development is limited. While there are no insurmountable obstacles, development is subject to deliberate planning action and design and construction techniques.

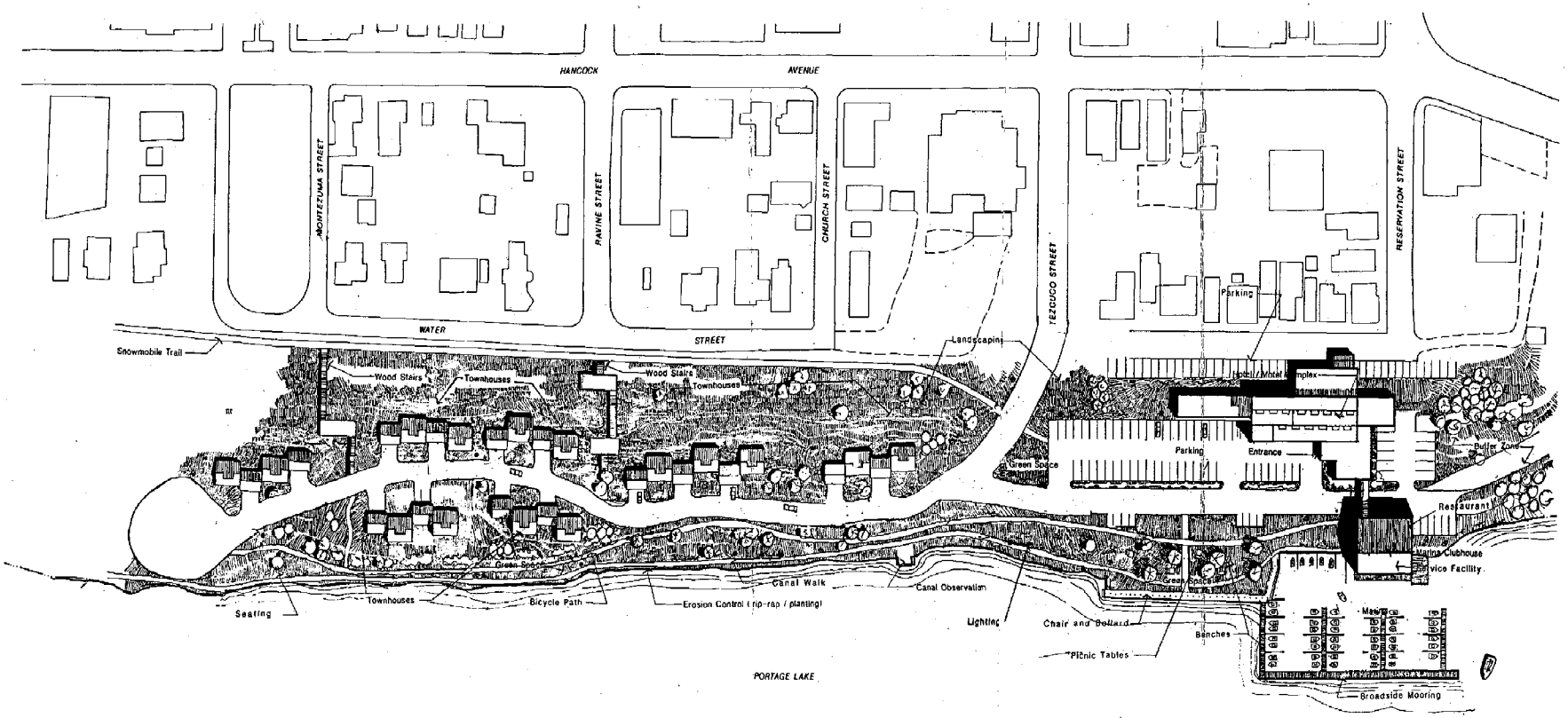
Basic plan elements are described below and detailed in Figure 18.

DESCRIPTION

The plan includes a variety of land uses, most of which are recreation related and open to the public along the shoreline. Strong planting and landscape features along the approaches to the area are proposed. Visitors to the area would be led by appropriate graphics and signs.

FIGURE 18

THE PLAN



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

SUNDBERG, CARLSON & ASSOCIATES, INC.

Hotel/Motel Complex

An important feature of the plan is the hotel/motel complex. Comprising an area of a little more than two acres in the eastern sector, the facility will provide an estimated 100 units. The proposed three story layout enhances site utilization and provides views of the lake. In this scheme, the facility takes advantage of the 35' drop in elevation by stepping down the units. With an emphasis on environmental conservation, the plan calls for a fairly low profile silhouette. Moreover, economies in construction could be realized as a low rise facility might allow the use of conventional load bearing walls while access at more than one level may make it possible to eliminate the need for a high cost elevator. The development would be served by parking at two levels, with the upper entrance providing a relatively close connection to the business district.

To provide appropriate awareness and function, directional signage would have to be carefully designed and located. This is especially important in view of the location of the facility and lack of primary street frontage. Assistance by governmental authorities by permitting, at a minimum, food and accommodation signs may be required.

The Hancock area is growing in importance as a tourist as well as business center. Snowmobiling and cross-country skiing are helping to even the seasonal demand for accommodations. This, plus the fact that the hotel/motel would be the "newest in town" might be reasons alone for high occupancy. It is felt, however that additional markets for use of the new facility are essential, not only to insure high occupancy, but to reduce possible adverse economic impact on the local tourist industry of capturing only the existing local motel market. The plan, thus, calls for the following to assist in providing new markets:

- A Chain Facility - to benefit from national advertising, uniform quality standards, national reservation service, and name recognition.

- Larger/Quality Orientated Facility - to meet unfulfilled demand. (Although there would be some inherent transient use simply because of the traffic flow across the nearby lift bridge, in general, access to the site does not warrant

a small motel where travelers would choose accommodations on impulse. The site, in this respect, dictates a market that prefers a degree of quality).

- Develop a "Base Camp" Strategy - (including attractions packaging) - to encourage longer stays.

- Meeting/Convention Facility - to attract convention business from the Eastern Upper Peninsula and beyond.

The facility will generate a substantial number of new jobs, encourage redevelopment of adjacent areas, increase the tax base, and strengthen the downtown core. Actual size of the facility will be dictated by the detailed market analysis and policies of the developer and planning and fiscal opportunities of the community.

Townhouse Development

Another substantial element of the plan is the housing development. Situated west of Tezcuco Street, the housing component consists of a medium density townhouse type development to accommodate thirty units. A variety of unit sizes would be provided. One bedroom units would provide between 900 and 1050 square feet of living area, two bedroom between 1050 and 1300 square feet, and three bedroom between 1300 and 1500 square feet.

The south-facing slope provides an excellent opportunity for solar energy heating and energy conservation as well as spectacular views. The units are distributed in a linear cluster arrangement parallel to the hillside and waterway. This alignment assures uninterrupted views as well as southern exposure advantages to all units. All units have appropriate setbacks from the roadway, balconies, a small private garden space, access to common open space and parking. (An alternative to parking directly in front of the individual unit is parking at the end of a group of units in small lots, e.g. 8-14 automobiles.) Low rise housing is suggested to minimize interference with views from up-slope locations. A majority of the dwellings would receive some natural insulation and wind protection by being built into the hillside (leeward side). Those units sited on the

hillside would utilize cut and fill techniques, stepped foundations, and/or possibly pole foundations. How far up-slope a unit could be constructed would depend on potential slippage problems (based on geologic and soil conditions). No living areas would be constructed below the floodplain elevation.

Emphasis is to site the units to harmonize with and to save the intrinsic quality of the hillside and waterway. Architectural style is sophisticated and contemporary. The development, then, emphasizes quality, distinctiveness and environmental conservation. The underlying objective is to provide an alternative housing type and to improve the mix of available housing to assist in balancing community structure and life style.

Many of the area's places of employment, social activity and stores are within walking distance of the development (including the downtown core). In this regard, linkages have been created that connect these areas.

Marina

The development plan proposes a seasonal/transient berth marina and ancillary shore facilities. In addition to the demand for berthing facilities previously discussed in this report, development of the residential and hotel/motel/restaurant components would serve to increase the demand for use of the proposed marina. At full development, the facility would have a capacity of 50 berths and would include both 30 and 45 foot slips. The marina would house and service seasonal and transient craft along with rental and charter boats. Snowmobiles could potentially be serviced during the winter months. Essential services to be provided include:

- Marina sales
- Dry storage facility
- Boat repair and maintenance area
- Boat fueling and pumpout station
- Restroom/shower facilities
- Parking

Due to the steep slope arrangement beneath the water surface, little channel and berthing area excavation would be required. Given potentially damaging winter ice conditions and the depth of the harbor (long pilings are costly) the marina development utilizes a floating dock system. If ice, particularly moving ice is a problem, the floating piers will need to be removed in the fall and reinstalled in the spring. Such removal/replacement would necessitate an annual cost.

It is expected that most of the boats using the facility would be small craft. Since the marina would be intended primarily for use by seasonally berthed and visiting transient craft as opposed to trailered craft, no launching ramp is proposed. A launching facility is available at the nearby public marina.

The location of the marina is ideal for visiting boaters seeking meals, overnight accommodations, supplies or shopping, all of which are provided within walking distance. It is anticipated that the marina and ancillary facilities, including a yacht club, will be operated by the private sector via a long term lease arrangement. The entire facility would be available to the public during the boating season. The proposed restaurant could be located at second level of the marina club house (connected to the hotel/motel by an enclosed over-street walkway) or in the hotel proper.

Other Features

The plan includes a variety of other essential planning features. A great opportunity is captured by siting the bike path, walkway, and continual, linear open space system alongside the water's edge. Concerning compatibility of the townshouse development and shoreline recreation, the plan promotes physical and a physchological sense of separation (sense of privacy and security for property owners and sense of public use for the community). The following techniques are employed:

- Strategic planting of trees and shrubs.
- Canal walk and roadway location.
- Grade separation (lower level public use, higher level residential units).

The area is made more pleasing and attractive through the inclusion of tree plantings, movable planters, special extensive green areas, walkways, pedestrian paving, and pedestrian furniture. Other design elements include new lighting and benches. The dock area includes marine furniture such as protective bollards and cleats and capstans for boat tie-up.

Although a single roadway disects the area, most of the site is devoted to the pedestrian. The basic concept is to limit auto traffic to the extent possible (due to size and shape constraints as well as the emphasis of an almost exclusive pedestrian environment in the western sector). Service and public parking is encouraged in the peripheral areas or in small, scattered areas that are screened by planters (preferably between the site and downtown core).

The downtown shopping core is to be integrated with the waterfront and nearby residential neighborhoods through the establishment of attractive and effective pedestrian linkage. It is important that graphics and street furnishings be systematically designed and linked with that of the downtown area, i.e. signs, benches, bus shelters, etc. should be coordinated in a total and unified approach. The potential for direct linkage will have to be further explored when vehicular patterns are established. Visual corridors along Tezcuco to Portage Lake and along Montezuma, Ravine, and Reservation Streets to established vistas off Water Street should be created to make people aware of the waterfront and its amenities. Unobstructed views should be preserved at the vista areas and connections created to allow for public access to the shoreline facilities. Moreover, residential structures in the area between the downtown core and the waterfront should be rehabilitated by the owners, perhaps with the assistance of City Community Development funds.

NOTE: The plan was justified on a tentative affirmation of feasibility. Exact numbers of units, sizes, space use, and building arrangements will result from more narrowly focused market and feasibility analyses.

ACCESS

To properly function, the site must be accessible. The development plan calls for three major access improvements. The first involves the construction of a road running westerly from Tezcuco Street and roughly paralleling the shoreline. This road is proposed to be built as a feeder road with its primary purpose being to serve the residential units. Construction techniques would be used to limit traffic and lessen road effeciency and thus improve the quality of the residential area (e.g. the establishment of a dead end cul-de-sac, speed bumps, and a narrow road surface).

The second major access improvement is the realignment of Tezcuco Street to curve westerly near the intersection. The reconstruction is intended to take advantage of the natural topography to lessen the steepness of grade presently associated with Tezcuco Street as well as to provide a more aesthetically appealing entry. The termination of the street would include a left turn lane to facilitate access to the hotel/motel complex.

The development plan also proposes that Navy Street be paved and curbed to provide a primary means of access to the site from Highway M26. Strong screening and buffering from industrial uses is suggested.

Although not shown on the illustrated development plan, two alternate access routes may be worth investigating. They include (1) use of the existing Soo Line railroad grade (perhaps for one way traffic) and (2) construction of a new road angling eastwardly to the waterfront from the base of Reservation Street (the site of a previous road in Hancock's early days).

Although costly, these potential means of access warrant further study depending upon the ultimate scale of development.

In addition to automobile access, accessibility will be improved through the provision and encouragement of foot traffic, bicycle, and public transit.

PRELIMINARY DEVELOPMENT COSTS

Preliminary estimated costs for each separate basic component are shown in the following page. Land costs and professional costs are not included in the estimates. Moreover, basic operating service and maintenance expenditures (e.g. cost of annual marina dock removal/installation) are not included.

IMPLEMENTATION

Both public and private initiatives in a coordinated effort are required to implement this plan. Private developments must meet public goals and provide public benefits. Local community involvement in this economic/community development is prerequisite to realization of the plan. A wide array of development tools are available to the City to support the proposed development.

Existing zoning regulations should be ammended to reinforce the plan and to encourage aesthetic and compatible developments as well as to ensure public access to the waterfront. In addition to conventional zoning via a "waterfront zone" there are several innovative land use control approaches and techniques that offer possibilities:

- Incentive Zoning - Where the City would grant certain added development and design capacities/benefits (increased density, additional types of uses, etc.) in exchange for public amenities (waterfront access, special landscaping, etc.).

- Floating (Overlay) Zoning - These zoning districts contain special regulatory provisions, often for a specific purpose. While spelled-out in the ordinance text, such districts are not overlayed on the zoning classification map until after approval of the developer's zoning application.

- Planned Unit Development - A single entity development with a number and variety of structures/uses, operated and maintained according to design and/or performance standards as specified in the ordinance.

PRELIMINARY PROJECT COST ESTIMATES

HOTEL CONTRACTORS

Rooms (100)	$ 1,500,000	
Lobby, meeting rooms		
Banquet rooms (150 seats)		
Cocktail lounge(50 seats)		
Coffee shop (65 seats)		
* Restaurant (100 seats)		
Gift shop	510,000	
Swimming Pool	150,000	
Sauna and Game Room	60,000	
Site Development	250,000	
		$ 2,470,000

TOWNHOUSE DEVELOPMENT

30 Units	1,900,000	
Site Development	200,000	
		$ 2,100,000

MARINA

Docks and Site Development	280,000	
Boathouse/Marina Sales	140,000	
Existing Dock Repair	60,000	
		$ 480,000

ACCESS IMPROVEMENTS

Navy and Residential Street Paving and Curbing	170,000	
Entry Enhancements Including Landscaping	30,000	
Tezcuco Redesign Including Landscaping	80,000	
		$ 280,000

OTHER

Shoreline Erosion Protection	15,000	
Bike Path and Canal Walk	26,000	
Snowmobile Trail Development	10,000	
Site Services	16,000	
Parking	40,000	
Landscaping & Pedestrian Furniture	75,000	
		$ 182,000
TOTAL:		$ 5,512,000
15% Contingency:		
TOTAL PRELIMINARY PROJECT COST:		$ 6,339,000

* Could be part of marina development.

It shall also be mentioned that in addition to using the City's zoning authority, public amenities at the water's edge and shoreline access can be assured through the use of conservation easements. Such easements restrict or require development of the land by the landowner and can be used to allow the public certain rights of use of the land.

To encourage development of the waterfront and to attract private capital, the City should consider the use of private developer incentives. Several approaches can be used of which tax abatement is one example. Under this technique, a partial property tax reduction for a set period of time is given to the developer.

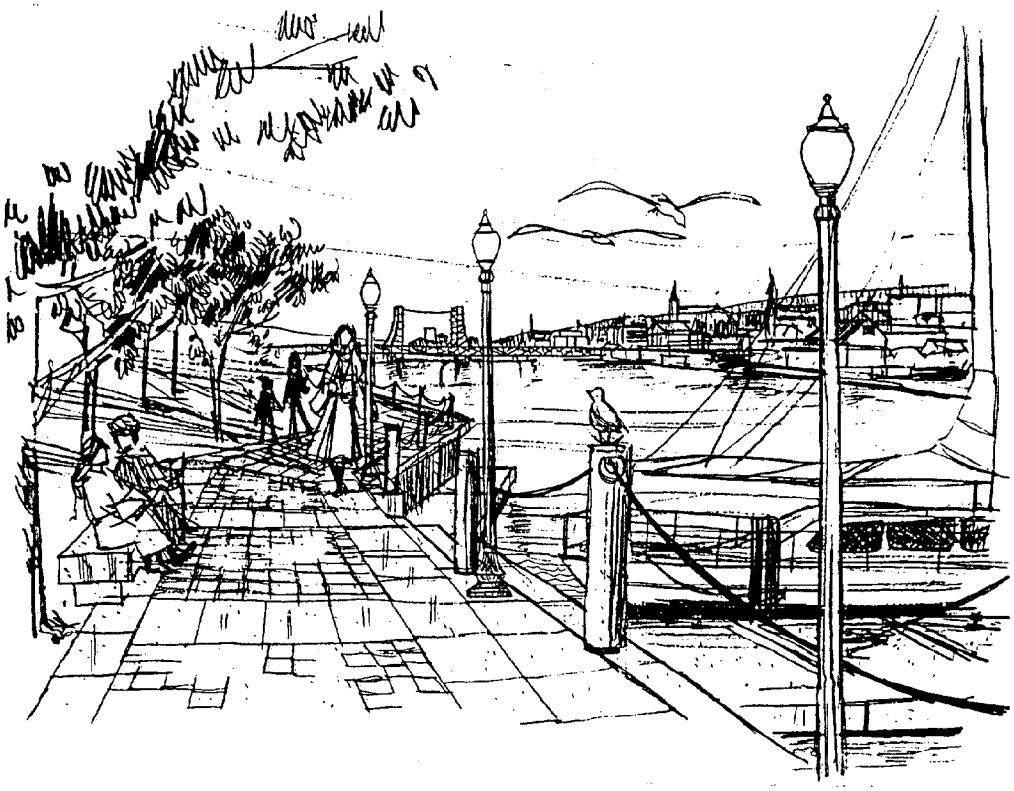
One of the greatest incentives to the private developer is the provision of public facilities by the local government (roads, utilities, walkways, etc.). Public improvements to waterfronts, however, are costly and are often beyond the capabilities of strictly local or conventional funding.

Partially in view of this, the City is using Tax Increment Financing (TIF) to fund public improvements located in its Development District of which the waterfront is a part. TIF is a method of financing public improvements by capturing additional property tax revenues produced by new development within a development district. Although the waterfront is currently located in such an area, consideration should be given to the TIF plan to include additional funding to be earmarked to specific waterfront related public improvements.

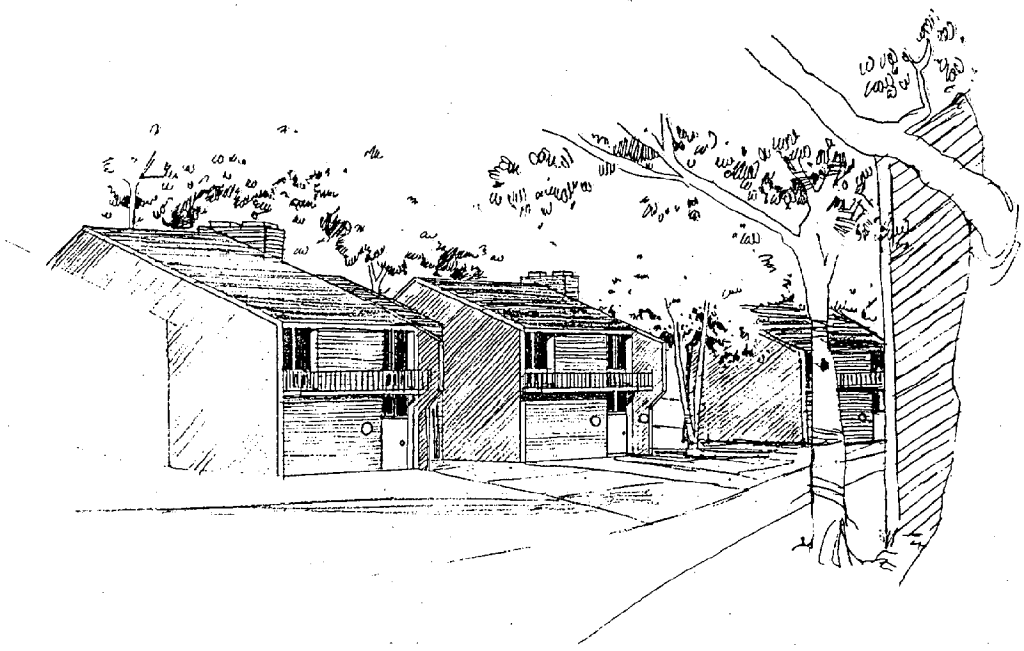
Public improvements are often made part of a total development "package" which is financed, in part, by state and federal subsidies in the form of grants. Private developers too, are more often using state and federal capital resources (used to fund locally administered direct loan programs) as a means of closing financing "gaps". Such financing programs can be used as an inducement to the developer by providing previously unavailable financing, or in lieu of unacceptable financing which might compromise project successfulness. City leaders should become educated on the available state and federal assistance programs.

In view of the foregoing, and in the interest of a smoothly run and workable project, IT IS IMPARATIVE THAT THE DEVELOPER(S) AND THE CITY PARTICIPATE TOGETHER JOINTLY IN THE DEVELOPMENT PROCESS. An ongoing promotional program is necessary to allow private investors to become aware and familiar with the Hancock community and waterfront site. A

developers' prospectus should be prepared laying-out the advantages of the project and of the community, and indicating the City's desire to become a working partner with a private sector developer. Since the City of Hancock does not have economic development staff per se, a development team of public and private interests should be formed for the purpose of attracting investors to implement the plan.



WATERFRONT AT MARINA



TOWNHOUSE DEVELOPMENT

APPENDIX VI

United States
Department of
Agriculture

Soil
Conservation
Service
300 Dunstan Street, Hancock, MI 49930

RECEIVED MAY 24 1985

Mr. Les Ross
Sunberg, Carlson & Associates, Inc.
P. O. Box 100
Marquette, MI 49855

Dear Mr. Ross:

After your call on May 21, 1985, I contacted the USDA-Soil Conservation Service's Houghton County Soil Survey Office. The soil survey crew had done some recent mapping along the Hancock waterfront. The soils present mainly are comprised of loamy sands and loamy fill material.

The two mapping unit delineations that were mapped are labeled as cut and fill and madeland. In most cases the soil material found along the canal is comprised of the well drained soils moved in from up-slope of the canal's edge. The original soils surface can be buried at varying depths from this kind of cut and fill activities.

If you would like to analyze a specific site within the prescribed Hancock waterfront development area, please feel free to contact me.

Sincerely,

Bruce Petersen

Bruce Petersen
District Conservationist

BP/rb

☆ U.S. Government Printing Office: 1983—420-939/1578

STATE OF MICHIGAN

JAMES J. BLANCHARD, Governor

DEPARTMENT OF NATURAL RESOURCES

RONALD O. SKOOG, Director

Regional Office
1990 US-41 South
Marquette, Michigan 49855

May 30, 1985

Mr. Les Ross, Director of Planning
Sundberg, Carlson & Associates, Inc.
914 W. Baraga Ave.
P. O. Box 100
Marquette, MI 49855

Dear Mr. Ross:

This is in response to your May 22, 1985 letter regarding the quality of the air in the Hancock, Michigan area.

At the present time, the ambient air in the vicinity of Hancock, Michigan is in compliance with Michigan State Air Pollution Control Regulations. Since there is very little industry in the city, the status of the air should not change much in the near future.

If you have further questions or need more information, please do not hesitate to contact this office.

Sincerely yours,

Warren A. Dellies
Specialist, Dist. #7

AIR QUALITY DIVISION
Phone: (906) 228-6561

WAD:laj

MICHIGAN DEPARTMENT OF STATE

RICHARD H. AUSTIN SECRETARY OF STATE

LANSING
MICHIGAN 48918

MICHIGAN HISTORY DIVISION

ADMINISTRATION, PUBLICATIONS
RESEARCH, AND HISTORIC SITES
208 N. Capitol Avenue
517—373-0510
STATE ARCHIVES
3405 N. Logan Street
517—373-0512
STATE MUSEUM
208 N. Capitol Avenue
517—373-0515

June 10, 1985

RECEIVED JUN 14 1985

Mr. Les Ross
Director of Planning
Sundberg, Carlson and Associates, Inc.
914 West Baraga Avenue
P. O. Box 100
Marquette, MI 49855

RE: ER 8308

Dear Mr. Ross:

The Bureau of History has reviewed the City of Hancock's proposal to prepare a comprehensive waterfront development plan for the City of Hancock in the three city block area on the shore of Portage Lake. In order to comment on the eligibility for listing in the National Register of cultural resources in the project area, we need more information. Kindly identify all structures within the study area. Complete one of the enclosed inventory cards for each, attaching a photograph, plot the location of each on a map, and return the materials to our office. We will then assess the eligibility of these cultural resources for listing in the National Register.

Furthermore, the State Archaeologist, Dr. John R. Halsey, indicates that archaeological resources may be affected. He, therefore, recommends that a land use history be prepared. For archaeological purposes, a land use history is intended to offer information which will demonstrate how a tract of land (which may contain archaeological sites) has been altered or disturbed through time. This documentation is necessary in order to determine the likelihood that archaeological resources may still remain intact or largely undisturbed below the present ground surface.

Any questions you may have in regard to this letter should be directed to Dr. John R. Halsey, State Archaeologist, at (517) 373-0510.

Sincerely,

Martha M. Bigelow
Director, Bureau of History
and
State Historic Preservation Officer

Kathryn B. Eckert

BY: Kathryn B. Eckert
Deputy State Historic Preservation Officer

Enclosure

MMB:KBE:JRH:mmm

League of Women Voters OF THE COPPER COUNTRY

901 Agate
Houghton, Michigan
September 11,1984.

Richard E. Hauswirth, Mayor
City Hall
Hancock, Michigan, 49930

Dear Mr. Hauswirth:

The League of Women Voters of the Copper Country has noted with interest your planning meetings about the Hancock Waterfront, and we commend the fact that you have invited citizen input. Our local league has just completed a study of the Keweenaw Waterway and we strongly recommend

- free public access to the waterway.
- a variety of non-polluting activities.
- water-related businesses compatible with the enjoyment of the area.

We further support the concept of zoning and land use planning for all of Houghton County with strong enforcement along with some means of appealing decisions. Unique areas and shorelands should be protected.

The league would appreciate being kept informed as your planning and development progresses. Thank you.

Sincerely yours,
Eileen Haas
Eileen Haas, President

Nancy Bowen
Natural Resources Chair
Box 122, Houghton.

STATE OF MICHIGAN

JAMES J. BLANCHARD, Governor

DEPARTMENT OF NATURAL RESOURCES

STEVENS T. MASON BUILDING
BOX 30028
LANSING, MI 48909

RONALD O. SKOOG, Director

June 19, 1985

Mr. Les Ross
Director of Planning
Sundberg, Carlson and Associates,
Inc.
914 West Baraga Avenue, Box 100
Marquette, Michigan 49855

Dear Mr. Ross:

The Michigan Natural Features Inventory has searched their data bank and finds no known records of occurrence of state or federally listed endangered or threatened species in the vicinity of the proposed communications system for the waterfront development plan for the City of Hancock.

Thank you for addressing this important environmental component. In the future, you may wish to coordinate with the Michigan Natural Features Inventory directly. Their address and telephone number are as follows: P. O. Box 30028, Lansing, Michigan 48909; 517-373-1552.

Sincerely,

Robert E. Hess

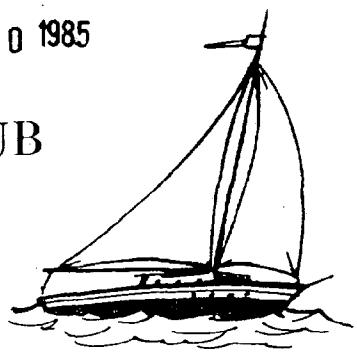
Robert E. Hess, Acting Coordinator
Nongame/Endangered Species Program
Wildlife Division
517-373-9405

REH:sp

RECEIVED JUN 10 1985

ONIGAMING YACHT CLUB

BOX 684, HOUGHTON, MICHIGAN 49931



June 4, 1985

Hancock City Council
City of Hancock
Hancock, MI 49930

Attn: K. Heideman
M. Kangas
L. Lucchesi
L. O'Donnell
R. Roy
R. Sintkowski
M. Tuisku
C. Wicker

Dear Ladies and Gentlemen:

This is to confirm our oral comments and offer presented at the May 30, 1985, hearing concerning Hancock's lakefront development. The Onigaming Yacht Club is vitally interested in, and supports the development of, the lakefront area. We would be happy to provide input during the planning process, and hope that we will again be given the opportunity to do so.

Our club recently established a long-range planning committee which is presently examining alternative options of suitable locations for a clubhouse. We would like to continue discussions with you concerning the possibility of leasing a portion of your lakefront as part of your overall development plan.

We are looking forward to hearing from you.

Sincerely,

Rodger Arola, Co-Chairman
Long-Range Planning Comm.

Roy Bonini, Co-Chairman
Long-Range Planning Comm.

cc: Richard E. Hauswirth, Mayor
Les Ross, Sunberg, Carlson & Assoc., Inc.
Ralph Hodek, Commodore, OYC
Jim Chase, Sec.-Treas., OYC

United States Department of the Interior

FISH AND WILDLIFE SERVICE

IN REPLY REFER TO:

East Lansing Field Office (ES)
Room 302, Manly Miles Building
1405 S. Harrison Road
East Lansing, Michigan 48823

June 19, 1985

Mr. Les Ross
Sundberg, Carlson and Associates, Inc.
914 West Baraga Avenue
P.O. Box 100
Marquette, Michigan 49855

Dear Mr. Ross:

This responds to your May 22, 1985 letter requesting technical assistance concerning a proposed comprehensive waterfront development plan for the City of Hancock, Houghton County, Michigan.

These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement.

General Fish and Wildlife Comments

Our preliminry review indicates that there are no wetlands and/or essential fish and wildlife habitat within the project site. Therefore, based on our review the development will have insignificant impacts on fish and wildlife resources.

Endangered Species Act Comments:

A review of information in our files indicates there are no Federally-listed endangered, threatened or proposed species present in the project area. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should the project be modified or new information become available that indicates listed or proposed species may be affected, consultation should be initiated.

We appreciate the opportunity to provide these comments. If we can be of further assistance, please advise.

Sincerely yours,

Robert D. Pacific

Robert D. Pacific
Field Supervisor

NOTICE OF PUBLIC HEARING

In conjuction with the preparation of a Waterfront Development Plan to guide future use of the Portage Lake waterfront (near the old Navel Reserve Property) and as part of the overall site planning process, the City of Hancock Waterfront Advisory Committee is seeking public input on three conceptual development plan alternatives.

Opportunity for public comment on the alternative concepts will be provided at a public hearing to be held on Thursday, September 12, 1985 at 7:00 p.m. at the Gloria Dei Lutheran Church, 1000 Quincy, Hancock, MI. Representatives of the City, the Waterfront Advisory Committee, and the firm Sundberg, Carlson and Associates, Inc., the City's planning consultant, will be present to discuss the conceptual plans. Interested persons are encouraged to express their views and suggestions regarding the alternatives and future use of the property, both orally and in writing, at the meeting and/or to the following: Richard E. Hauswirth, Mayor, City of Hancock, 339 Quincy, Hancock, MI 49930 (Phone: 482-1121) or Les Ross, Director of Planning, Sundberg, Carlson and Associates, Inc., 914 West Baraga Avenue, Maruqette, MI 49855 (Toll Free: 1-800-441-0669).

Richard E. Hauswirth, Mayor

9/5/85 and 9/10/85

PUBLIC NOTICE

TO ALL INTERESTED PARTIES

The City of Hancock is seeking public input with regards to development of a portion of the Portage Lake Waterfront area and the preparation of a Waterfront Development Plan to guide future use of the area. The property is bounded by East Water Street on the north, Montezuma on the west, the Portage Ship Canal on the south, and the Federal Government Property on teh east. The City has received a grant from the Michigan Department of Natural Resources to assist in conducting the Plan.
Opportunity for public comment will also be provided at a public meeting to be held on Thursday, May 30, 1985 at 7:00 P.M. at the Gloria Dei Lutheran Church, 1000 Quincy, Hancock, MI. Representatives of the City, the Waterfront Advisory Committee, and the firm Sunberg, Carlson and Associates, Inc., the City's planning consultant, will be present to explain the goals of the plan and the proposed planning process. Interested persons are encouraged to express their views and suggestions regarding future use of the property and development of the Plan, both orally and in written, at the meeting and/or to the following: Richard E. Hauswirth, Mayor, City of Hancock, 339 Quincy, Hancock, MI 49930 (Phone: 482-1121) or Les Ross, Director of Planning, Sunberg, Carlson and Associates, Inc., 914 West Baraga Avenue, Marquette, MI 49855 (Toll Free: 1-800-441-0669).

Richard E. Hauswirth, Mayor

5/24/85 and 5/29/85

The Daily Mining Gazette