

# **CITY OF MARQUETTE**

## **LIGHTHOUSE PROPERTY LAND USE PLAN**

for the

### **Historic Marquette Harbor Light Station**

Marquette, Michigan



View of the Marquette Harbor Light Station c1940

PREPARED FOR

**CITY OF MARQUETTE**  
300 W. Baraga Avenue  
Marquette, Michigan 49855

PREPARED BY

**SANDERS & CZAPSKI ASSOCIATES, PLLC**  
109 S. Front Street #210  
Marquette, Michigan 49855

**Owner Review**  
**December 7, 2017**

**City of Marquette**  
**Lighthouse Property Land Use Plan**  
for the  
**Historic Marquette Harbor Light Station**

**Table of Contents**

Acknowledgements.....	1
Introduction.....	4
Purpose of the Plan.....	10
Context of the Plan.....	10
Guiding Principles.....	11
Inventory and Analysis.....	11
The Planning Process.....	17
Recommendations.....	18
Statement of Probable Costs.....	22
Potential Funding Options.....	23
Appendices	
Appendix A, Features Inventory.....	24
Appendix B, Stakeholder Comments.....	73
Appendix C, Public Comments.....	79
Appendix D, National Historic Lighthouse Preservation Act of 2000.....	85
References.....	92

## **Acknowledgements**

This acknowledgement recognizes the people that have contributed to the development of this land use plan for the historic Marquette Harbor Light Station in the City of Marquette. The deep respect that the citizens of Marquette feel toward the waterfront and historic sites is a reflection of the land ethic passed from generation to generation of residents and visitors alike. The following list is a simple, and likely incomplete, acknowledgement of recent contributions to the planning efforts documented in this report which is to be used as a guide for future use, restoration and rehabilitation of this historic maritime site now belonging to the citizens of Marquette.

### **Marquette City Commission**

Mr. Dave Campana	- Mayor
Mr. Tom Baldini	- Mayor Pro Tem
Ms. Sara Cambensy	- Commissioner
Mr. Mike Conley	- Commissioner
Mr. Peter Frazier	- Commissioner
Mr. Mike Plourde	- Commissioner
Ms. Sarah Reynolds	- Commissioner

### **City of Marquette Staff**

Mr. Michael Angeli	- City Manager
Mr. Dennis Stachewicz	- Community Development
Mr. Dave Stensaas	- City Planner
Mr. Keith Whittington	- City Engineer
Mr. Mik Kilpela	- Assistant City Engineer
Mr. Jim Compton	- Hydrology Engineer
Mr. Scott Cambensy	- Superintendent, Department of Public Works
Mr. Karl Zueger	- Director of Community Services
Mr. Jon Swenson	- Assistant Director of Community Services
Ms. Justina Hautamaki	- Community Services Secretary
Mr. Ian Davis	- Chief, Fire Department
Mr. Thomas Dunleavy	- Captain, Fire Inspector
Mr. Tom Florek	- Facility Maintenance Supervisor
Mr. Eric Stemen	- Superintendent, Facilities and Maintenance
Mr. Blake Rieboldt	- Chief, Police Department
Mr. Michael Laurila	- Police Captain

**Marquette Area Chamber of Commerce**

Mr. Jason Schneider

**Marquette Arts and Culture Center**

Ms. Tina Harris  
Mr. Walt Lindala

**Marquette Beautification Committee**

Ms. Nancy Lutey  
Mr. Dick Lutey  
Ms. Jill LaMere  
Ms. Mary Davis  
Ms. Phyllis James

**Marquette County Convention and Visitor's Bureau**

Ms. Nicole Young

**Marquette Maritime Museum**

Mr. Fred Stonehouse  
Ms. Hilary Billman  
Ms. Charon Porter  
Mr. Scott Porter  
Ms. Caroline Northey  
Mr. Dave Northey

**Marquette Parks and Rec Advisory Board**

Mr. Bob Lambert  
Mr. Chris Bouws  
Ms. Lynn Laakso  
Mr. Gary Gottlieb

**Marquette Regional History Center**

Ms. Cris Osier

**Superior Alliance for Independent Living**

Ms. Sarah Peurakoski

**Citizens of the City of Marquette and nearby communities (participating in the public forums)**

Sam Marier  
Joy Cardillo  
Michael Reed  
Doug Dykema  
Barb Kelly  
Susan LaMere  
Lois Kampe  
Jon Billman  
Barb Trombley  
Jennifer Frazier  
John Sonderegger  
Liz Sonderegger  
Kevin McGrath  
Dean Weiger  
Jon Blankenship  
Noreen Heitman  
David Boyd  
Nheena Weyner Ittner

---



**Note:**

The use of the term "light station" throughout this report means the 10.1 acre site and all buildings and structures located on that site including the "lighthouse".

The term "lighthouse" is used to describe the 1866 Keepers' Dwelling with integral light tower.

## Introduction

With an increase in mining activity in the region and with plans underway for the construction of a new lock in Sault Ste. Marie, maritime traffic on Lake Superior was rapidly growing in the mid-1800s. Docks and wharves were constructed in the harbor of Marquette to serve shipping interests and it soon became evident that Marquette, Michigan would develop as a major port on the upper Great Lakes. The federal government was petitioned by the US Lighthouse Board for the establishment of a navigation light to serve maritime interests and in 1850 Congress appropriated \$5,000 for the construction of a new lighthouse. The Marquette Harbor Light Station was thus established in 1850.



*Figure 1: 1868 Lake Superior map showing Marquette and lighthouse*

Government surveyors selected a large, ten acre, rocky peninsula near the city that extended east from the shoreline into the lake as the site for the new lighthouse. Construction on the original lighthouse began in 1852 and was completed in the late fall of that same year. With shipping season nearing its close the light was not activated until the early summer of 1853. Typical of many early lighthouses that were built, the construction was inferior and quickly deteriorated in the harsh elements of the northern lakes. In 1865 the US Lighthouse Board once again petitioned Congress for funds to build a replacement structure and funds were immediately granted.

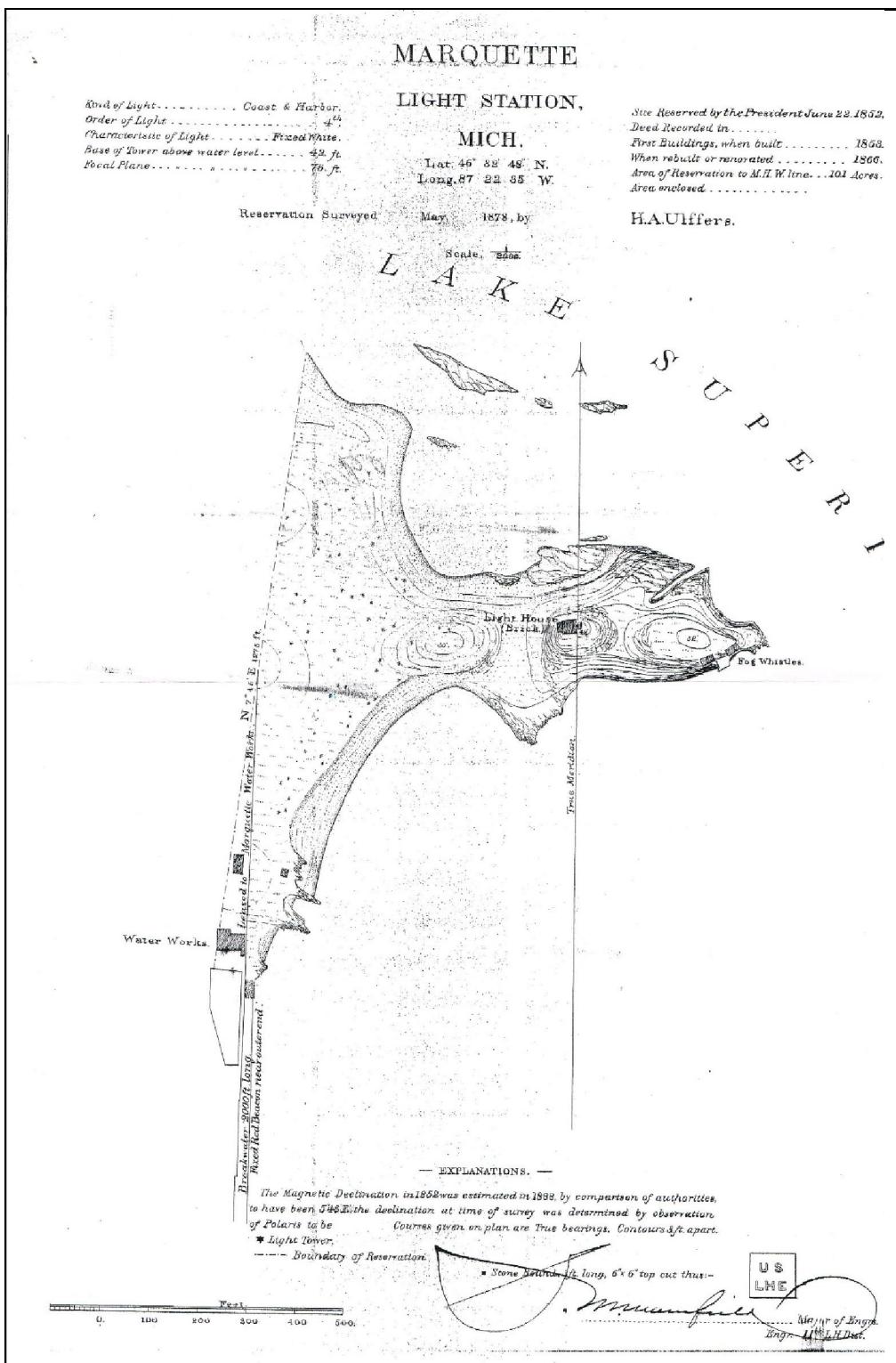


Figure 2: 1878 U.S. Lighthouse Establishment Survey

Construction began in 1865 on a new 1 ½ story brick and wood frame dwelling with an integral square tower perched on the highest rock outcropping on the site for maximum visibility. This “schoolhouse” style lighthouse was a common design on the Great Lakes and was also used on nearby Granite Island, Gull Rock and Huron Island. The newly constructed light exhibited a Fourth Order Fresnel lens that was visible for 16 miles in good weather. Completed in 1866 and later modified numerous times, this original building remains today.



*Figure 3: The 1866 Lighthouse as originally constructed (c 1890s)*



*Figure 4: An early view of the light station (c 1910s)*

Light stations were very busy sites with frequent deliveries of lantern oil, fuel and coal to power the light and heat the building. In 1870 a service room was constructed on the north side of the lighthouse for storage and then a tramway constructed to more easily transport supplies. This was the first significant modification of the 1866 lighthouse. As lighthouse technology improved

new signaling systems and buildings were constructed. In 1873 a wood frame Fog Signal Building and fog signaling equipment was installed at the easternmost point of the site to help guide mariners during bad weather conditions. Subject to high waves, a stone wall was constructed in 1875 at this location to help protect the Fog Signal Building. In 1880 a more substantial brick Fog Signal Building was constructed at this location along with a dock for ease of unloading supplies. The elevated walkway and stairs from the lighthouse to this eastern tip of the site was also constructed at this time.



*Figure 5: View of Fog Signal Building and other structures at eastern end of the site (c 1940s)*

Being located close to a town, unlike many other remote light stations, the Marquette Light Station became known as Lighthouse Point and was an active part of the bustling City of Marquette. Historic records indicate that large numbers of visitors were allowed to stroll the lighthouse grounds for picnicking and beach walking and that the Keepers were to “be courteous and polite to all visitors and show them everything of interest about the station.....”. The public’s involvement with this site was established many years ago. Reports of vandalism and other incidents involving the public use of this site have also been recorded.

In 1890 additional changes to the site were made with a decision by the US Life-Saving Service to construct a station in Marquette. A new station building was built in 1891 to house the life-saving crews. This historic building remains today and is identified as the USCG Station Building. Other buildings were also constructed at this time. The combination of the lighthouse staff and the life-saving service crews made the site even busier.



Figure 6: Life-Saving Station crew in front of the U.S. Life-Saving Station, Marquette (c 1900s)

The late 1890s and early part of the twentieth century was a very busy period for the City of Marquette and the region. The recent construction of the harbor breakwater and the installation of electricity at the site in 1899, along with growth in the mining, lumber and shipping industry, required more manpower and equipment at the light station. Crews were responsible for the main navigation light, two breakwater lights, a breakwater fog bell and the steam powered fog signal. The number of crew increased and a significant renovation of the 1 ½ story lighthouse began in 1910. The original roof structure was removed and the dwelling was converted to a two story duplex.

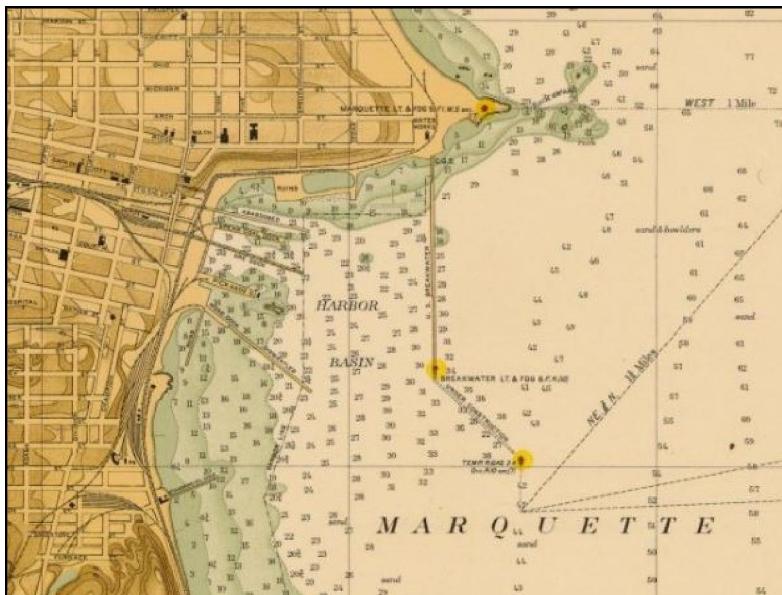


Figure 7: 1915 Lake Superior navigation map showing the Marquette harbor



*Figure 8: View of the modified lighthouse with second story and service room (c 1920s)*

The Marquette Light Station continued to be a busy site until the 1940s when new automated equipment reduced the manpower needs. The US Coast Guard was established in 1939 and assumed the roles of the US Lighthouse Establishment and the US Life-Saving Service. With the outbreak of World War II, the site became a training ground for a large number of USCG personnel. Further modifications were made to the already enlarged lighthouse in the 1940s and 1950s. The last building modifications were made in the early 1960s when a new stairway addition was constructed, picture window units installed, and the lighthouse was painted “red”. These modifications resulted in a unique two story lighthouse design, the only one of its type on the Great Lakes.



*Figure 9: View of the Marquette Harbor Light Station (c 1940s)*

In the 1960s, USCG personnel at the station were further reduced as automation increased. In 1980 the USCG destroyed the Fog Signal Building at the eastern tip of the site and removed other small buildings and structures. In 1984 the Marquette Harbor Light Station was listed on the US Department of the Interior's National Register of Historic Places (#84001803). A small crew maintained and operated the historic light station until the completion of a new USCG station in 2002. Upon completion of the new station the last personnel left the site and it became unused except for the continued operation of the navigation light and other aids located in the 1866 lighthouse tower. In 2002 the non-profit Marquette Maritime Museum obtained a 30 year lease from the USCG to begin preservation efforts and to conduct public tours. Public tours were conducted and some restoration and rehabilitation work was completed by the Marquette Maritime Museum during this period.

In 2015, under the National Historic Lighthouse Preservation Act of 2000, ownership of the Marquette Harbor Light Station was officially transferred from the federal government to the City of Marquette, beginning a new chapter in the history of this site. Responsibility for all maintenance, restoration, rehabilitation and use of the site and buildings lies with the City of Marquette. An agreement was reached in 2016 with the Marquette Maritime Museum to continue to allow guided public tours of the site and the historic 1866 lighthouse. Sanders & Czapski Associates of Marquette, an architectural and landscape architectural firm, was retained by the City of Marquette to prepare this land use plan to provide recommendations for the future use of this important historic maritime site.

## **Purpose of the Plan**

The purpose of this land use plan is to identify the historic resources on the site and to create the framework for public uses of the various buildings and site within their historic context. As a substantial sized site on the shoreline of Lake Superior within the city limits, the Marquette Harbor Light Station is a significant historic site with great potential for public use and enjoyment. An increase in the level of public use will also contribute to the economic vitality of the city and improve economic health.

## **Context of the Plan**

This planning project is being completed within the context of the recognition that the recent acquisition of the historic Marquette Harbor Light Station has contributed to a need to identify potential uses of the various buildings, along with the types of activities and public access that should be allowed at the site. A major goal of the City of Marquette is to provide public access to the Lake Superior shoreline which has been accomplished with the development of numerous

shoreline parks. The ten acre light station site is a new and very important component of the city's shoreline and this plan will establish what is important for this property.

The involvement of the public in the development of the plan was identified as a critical element of the process. Public meetings, various stakeholder group meetings, meetings with various city departments and a tour of the site and buildings was held to promote public participation.

## **Guiding Principles**

In addition to standard land use planning principles and guidelines, the major guiding principle for the Marquette Harbor Light Station site is historic preservation. The conveyance of the property from the Federal Government to the City of Marquette, as outlined in the National Historic Lighthouse Preservation Act of 2000 (found in Appendix D), is “.....for education, park, recreation, cultural, or historic preservation purposes.....”. The Act further states that “all conditions placed with the quitclaim deed of title to the historic light station shall be construed as covenants running with the land.” All restoration work and uses shall conform to the preservation principles established by the US Department of the Interior, National Park Service. All restoration and rehabilitation work of the buildings and site shall be reviewed and approved by the State of Michigan Historic Preservation Office and the National Park Service.

## **Inventory and Analysis**

Site visits were made to the Marquette Harbor Light Station in the winter and spring of 2017 to document existing buildings and features. Once a very busy site, all buildings are now vacant and the site is void of any activity. Public access has been restricted other than the occasional public tours offered through the Marquette Maritime Museum. The US Coast Guard retains an easement to access the light tower and lantern to maintain the navigation light and other aids to navigation.

The features of the site include the following:

- a) Keepers' Dwelling with Integral Light Tower, 1866 (Lighthouse)
- b) USCG Station Building (1891)
- c) Pump House (est. 1930s)
- d) Garage (est. 1940s)
- e) Captain's Residence (est. 1940s)
- f) Site Elements

Detailed information and photographs are included in Appendix A.

The light station site is approximately 10.1 acres in size. Natural features include sand beach shoreline on the north, rugged rock outcroppings transitioning to a rocky shoreline on the eastern

tip and a stone and gravel beach to the south. Vegetation includes mature pine and hardwood trees along the western side of the site and a variety of grasses and small shrubs growing in the rocky areas with little soil. Some invasive plant species have been identified on the site.

Man-made site elements include historic concrete sidewalks, concrete foundations, retaining walls, fences and gates, gravel driveways and parking areas, signage, flagpoles, a radio tower and a deck. Other site features include the historic ruins of the foundation of the Fog Signal Building, the stone wall and dock/landing crib at the eastern tip of the site, the elevated walkway, and the small brick structure used by the National Oceanic and Atmospheric Administration (NOAA) at the south end of the site. Refer to Appendix A for complete photographs. Many of these elements have historic significance.



Figure 10: Fog Signal Building foundation ruins



Figure 11: Elevated Walkway

Access to the light station site is via a narrow residential street known as Coast Guard Road which is accessed from Michigan Street. Coast Guard Road also serves as the walking/bike path that follows the shoreline route. There is significant pedestrian and bicycle traffic on this path that comes with the occasional vehicle making its way to the Marquette Maritime Museum parking lot. At this time access to the site is not well marked

One distinct advantage of the Marquette Harbor Light Station not often found at other similar sites is that site utilities are present. The site, and buildings, are served by municipal water, sanitary sewer, electrical and natural gas. Some utilities remain in service at some of the buildings and at other buildings have been shut off.

There are five major buildings on the light station property, all historically important. A brief discussion of these buildings and their condition follows.

a) **Keepers' Dwelling with Integral Light Tower (also referred to as the "Lighthouse")**

The historic lighthouse, built in 1866, is perhaps the icon most associated with the site and is a predominant feature of the Marquette waterfront. This building provided housing for light station keepers, families and crews and also included the light tower with lantern and navigation light. Major renovations of this building were completed in 1870, 1910, 1950 and the early 1960s when it received its first coat of "red" paint on the exterior. The building interior is presently abandoned dwelling units and unimproved museum space. This building is not heated and water service has been turned off. The interior is in poor to fair condition while the exterior is in good condition with recent masonry repairs and painting and the installation of a new roof.



Figure 12: Lighthouse and access stair, west elevation



Figure 13: Lighthouse and elevated walkway, east elevation

b) **USCG Station Building**

The USCG Station Building is an historic building constructed in 1891 as living and working quarters for the US Life-Saving Station established in Marquette. This building has been continuously occupied until the recent construction of the new USCG Station Marquette facility in 2015 and was most recently used as the working office building for the station. The City of Marquette has maintained minimal (35 degree F) heat during the winter in this building. The interior has been renovated into many different types of spaces and small rooms. The interior is in fair condition and the exterior is in good condition.



*Figure 14: USCG Station Building, south elevation*



*Figure 15: USCG Station Building, north elevation*

c) **Pump House**

The Pump House is a small utilitarian building constructed in the 1930s (est.). It houses pumps and lift station equipment for the sanitary sewage system on site. It is not presently in use. The building interior and exterior is in good condition.



*Figure 16: Pump House*

d) **Garage**

The Garage is a small wood frame building that appears to have been moved around on the site over time. Its original date of construction is estimated to be in the 1940s. It is presently used by the City of Marquette parks department for water safety and rescue equipment. The building interior is in fair condition and the exterior is in good condition.



*Figure 17: Garage*

e) **Captain's Residence**

The Captain's Residence is a two story dwelling constructed in the 1940s as a single family residence for the USCG captain and family. The building remains as originally constructed as a dwelling with only minor cosmetic modifications. The City of Marquette has maintained minimal (35 degree F) heat during the winter. Both the interior and exterior conditions of this building are good to very good.



*Figure 18: Captain's Residence, south elevation*



*Figure 19: Captain's Residence, north elevation*

Additional details and interior and exterior photographs are provided in Appendix A.

## **The Planning Process**

With the transfer of the Marquette Harbor Light Station property to the City of Marquette in 2015 it was soon evident that this historic site was not a typical “park” property to be added to the city’s inventory of public parks. The city took care to secure the buildings and to limit the public use of the site until this planning endeavor could occur. Beginning with a kick-off meeting with various city departments in December 2016, the need for input and ideas from different stakeholder groups and the public was quickly established.

Meetings between the consultant, Sanders & Czapski Associates, PLLC and stakeholder groups were scheduled. City staff was not present at these stakeholder meetings. The first series of individual meetings were held at the Marquette Commons on April 19, 2017 and were attended by the Marquette Maritime Museum, the Marquette County Chamber of Commerce, the Marquette Beautification Committee, the Marquette Arts and Culture Committee and the Marquette Parks and Rec Advisory Board. A second series of individual meetings were held with Dennis Stachewicz, Director of Community Development and the Marquette History Museum at the Marquette Commons on April 25, 2017. Additional meetings were held at Sanders & Czapski Associates office with Eric Stemen of the Maintenance Department on May 9, 2017 and with Sarah Peurakoski of Superior Alliance for Independent Living. A teleconference session was also held with Ian Davis and Tom Dunleavy of the Marquette Fire Department on April 27, 2017.

Comments from all of these organizations and departments were recorded and are listed in Appendix B.

Two public forums were held to solicit comments and ideas from the citizens of Marquette. The first public forum was held on May 4, 2017 at Lakeview Arena where a brief history of the site was presented along with a description of the existing conditions of the site and buildings. The public was asked for their opinions and ideas as to how the site and buildings should be used and were encouraged to put this information in writing. A second public forum was held at the Marquette Harbor Light Station on June 20, 2017. All buildings were open and the public was encouraged to walk through the buildings and traverse the site in order to fully understand and appreciate the natural and historic resources and their conditions. Written comments were also received at this event.

A work session with the Marquette City Commissioners and City of Marquette staff was held at the Marquette Harbor Light Station on September 20, 2017. This work session, which was held at the USCG Station Building, was also open to and attended by the public. A tour of the site was provided as part of the work session and an initial draft of this plan was reviewed and discussed.

At both public forums the public was encouraged to e-mail Sanders & Czapski Associates with any additional comments or ideas that may have come about after the public forums. The comments from the public forums and from e-mails are recorded and presented in Appendix C.

## **Recommendations**

The Marquette Harbor Light Station property is zoned Conservation and Recreation, typical for most city owned shoreline property. The number one comment received throughout this planning process is that the historic Marquette Harbor Light Station site needs to be open and accessible to the public without restriction. It is common at other light stations under municipal ownership for the grounds to be open and accessible to the public at all times. Buildings should be reserved for specific uses and access controlled. The covenants included in the property transfer dictate that the historic nature of the property and buildings shall be preserved, no historic elements removed and that new construction shall be limited.

Detailed recommendations for public use of the historic Marquette Harbor Light Station are outlined as follows:

**1) Maintain Public Access**

Considerable discussion was held and comments received related to accessing the site. Many people felt that the public should be able to walk all of the grounds at all times, while others felt that the eastern part of the site should be restricted to general public access and controlled by the existing chain link fence that traverses the site. It is our recommendation that the entire site be open to public access during daylight hours, similar to Presque Isle. Monitor erosion resulting from foot traffic on the site and establish control measures as needed. Restrict access to the catwalk, by placing a sign and chain at the western end, until restoration/rehabilitation work on the catwalk is completed.

**2) Remove chain link fence**

Remove the non-historic 6 ft. high chain link fence that traverses the site.

**3) Extend Arch Street**

Extend Arch Street to Coast Guard Road to reduce vehicle traffic on Coast Guard Road. Arch Street would become the primary entry point for vehicular traffic to the light station site and to the east parking lot of the Marquette Maritime Museum.

**4) Improve the West Parking Lot**

Along with the extension of Arch Street, reconfigure the parking area to serve both the light station site and the Marquette Maritime Museum. Designate accessible barrier free parking spaces. Improve the entry driveway along Coast Guard Road to identify the primary entry to the site.

**5) Install Gate**

Install a gate at the west end of the gravel driveway (leading to the Keepers' Dwelling / Light Tower) to control vehicle entry. This gate would be controlled by the maintenance department and opened for special events where overflow parking would be required

and to allow winter snow plowing. Special entry to the East Parking Lot (near the Keepers' Dwelling / Light Tower) would also be permitted through this gate.

**6) Install Signage**

Install signage throughout the site to identify historic resources and to control vehicle and pedestrian circulation. Signage should include both directional/way-finding signs as well as historic/interpretive signs. Signage should be consistent with other historic signage used throughout the City and language should be taken from the American Museum Association and the Michigan State Historic Preservation Office. As requested by the Fire Department post signs along the beach at the north end stating "Warning-Dangerous Currents", general "No Swimming Allowed at the Light Station" and "Cliff Area – Enter At Your Own Risk". Interpretive signage should be placed at all of the buildings on the site, as well as at the proposed observation platforms at the south and east ends.

**7) Test Electrical Service Equipment**

Test the electrical service equipment that is located in two fenced enclosures on the site. Remove abandoned/unused equipment.

**8) Designate Garage for Nautical/Maritime Displays**

Continue use of the Garage for beach safety equipment and apparatus storage until other storage space can be designated. At that time the building could be used for nautical and maritime displays related to the US Life-Saving Station and US Coast Guard. This building is easily made barrier free accessible. It could also serve as a shelter building along the bike path.

**9) Rehabilitate the 1866 Lighthouse for use as a Maritime Museum**

Continue with restoration and rehabilitation efforts at the 1866 Keepers' Dwelling/Light Tower for use as museum space. Maintain and enhance the operating agreement and collaboration with the Marquette Maritime Museum to operate public tours of the building. This building will be open to the public only through paid visitation at the Marquette Maritime Museum.

**10) Rehabilitate the Captain's Residence for use as a short term rentable dwelling**

Constructed as a single family residence, continued use of the Captain's Residence as a residence for short term rental is recommended. Residential rental space on other lighthouse sites has proven to be remarkably successful and serve as a significant source of revenue. The residence would be available to the general public for short term rent and also to other organizations considering a longer term rental for special programs. This building would not be open to the public other than its availability as a rental unit.

**11) Rehabilitate the USCG Station Building for multi-purpose use**

Rehabilitate the USCG Station Building for multi-purpose use. This building would be available for rent by the public and various groups and would also serve as a revenue source. Make improvements for barrier free accessibility.

**12) Construct Observation Platform at east end of the site**

The eastern tip of the site contains unique historic ruins which are unsafe and should be restricted from public access. The opportunity to view these features, however, should be provided by constructing a small observation platform near the eastern end of the site. This viewing platform would be accessed from the catwalk.

**13) Maintain / Rehabilitate Catwalk**

Maintain the historic catwalk in a safe condition for public access. Make minor repairs to the concrete deck surface and the metal handrails. Modify as needed to allow access from the catwalk to the observation platform.

**14) Remove Invasive Plant Species**

Continue with efforts to remove non-native plant species and small trees on the site. The historic site was void of large trees and other tall vegetation so as not to restrict views of the navigation aids from the water. The historic landscape shall be maintained.

**15) Rehabilitate the Pump House**

Rehabilitate the small Pump House building to continue functioning as a small utility building. Restore all lift station equipment for proper operation of the sanitary sewer system.

**16) Inspect and Test Utility Services**

Inspect and test utilities to all buildings to insure proper operation and restore to operating condition as needed to serve the building functions. Maintain all fire hydrants for fire protection.

**17) Install Nautical Artifacts**

In order to enhance the interest in the site, nautical artifacts may be considered for selective placement on the site. Type of artifact and placement should be reviewed with the Michigan State Historic Preservation Office and should not restrict open green space.

**18) Enhance Barrier Free Accessibility throughout the site**

Due to the topography, barrier free accessibility is not feasible at the lighthouse and the eastern portion of the site. Provide universally accessible routes from the parking area throughout the western portion of the site. Access to the relatively flat yard area west of the lighthouse can be achieved for viewing of the structure. Utilizing the Garage, which is barrier free accessible, for displays and signage would allow visitors to learn about the site. Construct a ramp, and/or provide a lift device, to provide barrier free accessibility to the USCG Station Building.

**19) Construct Observation Platform at south end of the site**

Improve the small area at the very south end of the site for viewing Lake Superior and the light station site. This observation area would be reached from an accessible route from

the bike path and new parking area. Incorporate a picnic area in this general location, which would include picnic tables and a small pavilion/shelter.

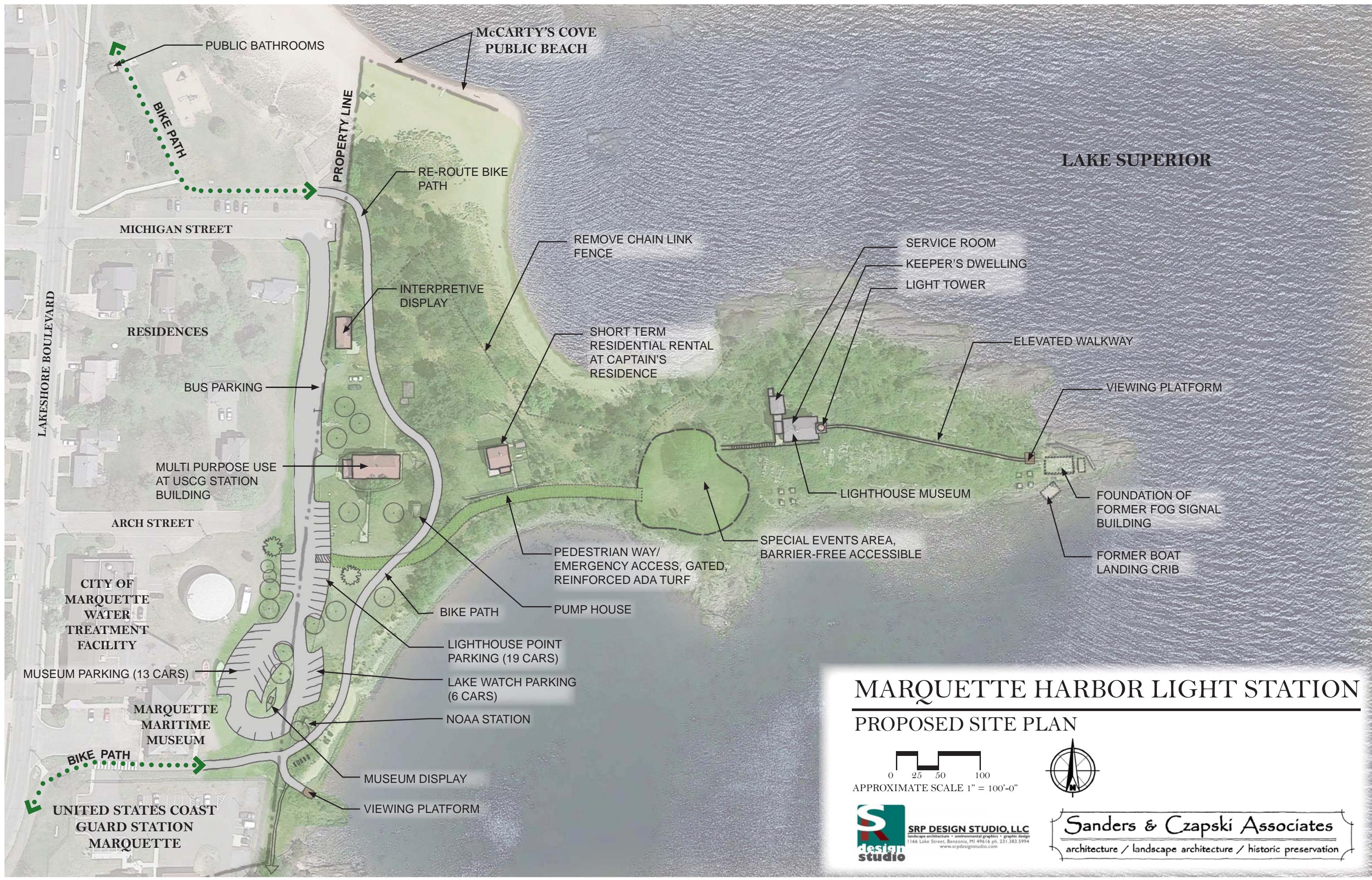
**20) Relocate the Bike Path**

In order to improve the mix of pedestrians, bicyclists and motor vehicles, relocate the bike path partially onto the historic site. The bike path would run past the historic USCG Station Building and the Garage, where informational signage and other displays would be located. Install bike parking areas and racks at selective locations.

**21) Allow Continued Use of the NOAA Building at the south end of the site.**

Continue the lease with the National Oceanic and Atmospheric Administration for use of the small building at the south end of the site for environmental monitoring equipment.

Refer to the "Proposed Site Plan" drawing for a graphic representation of the above recommendations.



## **Statement of Probable Costs**

Construction cost estimates for all recommendations are included in this section. All cost estimates are projected for work to be completed in 2018; escalation factors for future labor and material cost increases must be applied to all figures when projecting beyond that time period. All estimates may vary considerably depending on the scope and magnitude of the specific work, the efficiency of scale, time of construction and work done by contractors or city staff.

ITEM	COST ESTIMATE RANGE		
1) Maintain Public Access	\$ 0		
2) Remove Chain Link Fence	\$ 8,000	to	\$ 12,000
3) Extend Arch Street	\$ 400,000	to	\$ 500,000
4) Improve West Parking Lot	\$ 300,000	to	\$ 400,000
5) Install Gate	\$ 3,000	to	\$ 5,000
6) Install Signage	\$ 15,000	to	\$ 30,000
7) Test Electrical Service Equipment	\$ 3,000	to	\$ 5,000
8) Rehabilitate Garage for Maritime Displays	\$ 25,000	to	\$ 50,000
9) Rehabilitate 1866 Lighthouse*	\$ 250,000	to	\$ 350,000
10) Rehabilitate Captain's Residence*	\$ 10,000	to	\$ 25,000
11) Rehabilitate USCG Station Building*	\$ 250,000	to	\$ 325,000
12) Construct Observation Platform at East End	\$ 90,000	to	\$ 150,000
13) Maintain / Rehabilitate Catwalk	\$ 25,000	to	\$ 35,000
14) Remove Invasive Plant Species	\$ 3,000	to	\$ 5,000
15) Rehabilitate Pump House	\$ 5,000	to	\$ 10,000
16) Inspect and Test Utility Services	\$ 5,000	to	\$ 8,000
17) Install Nautical Artifacts	\$ 5,000	to	\$ 10,000
18) Enhance Barrier Free Accessibility	\$ 20,000	to	\$ 30,000
19) Construct Observation Platform at South End	\$ 75,000	to	\$ 100,000
20) Relocate Bike Path	\$ 150,000	to	\$ 200,000
21) Continue Use of NOAA Building	\$ 0		
<hr/>			
Total	\$ 1,642,000	to	\$ 2,250,000

\*Note: The cost of furniture, displays and other decorations is not included in this estimate.

## **Potential Funding Options**

The Marquette Harbor Light Station site offers recreational, educational and cultural opportunities for the public. There are numerous grants available to the city including:

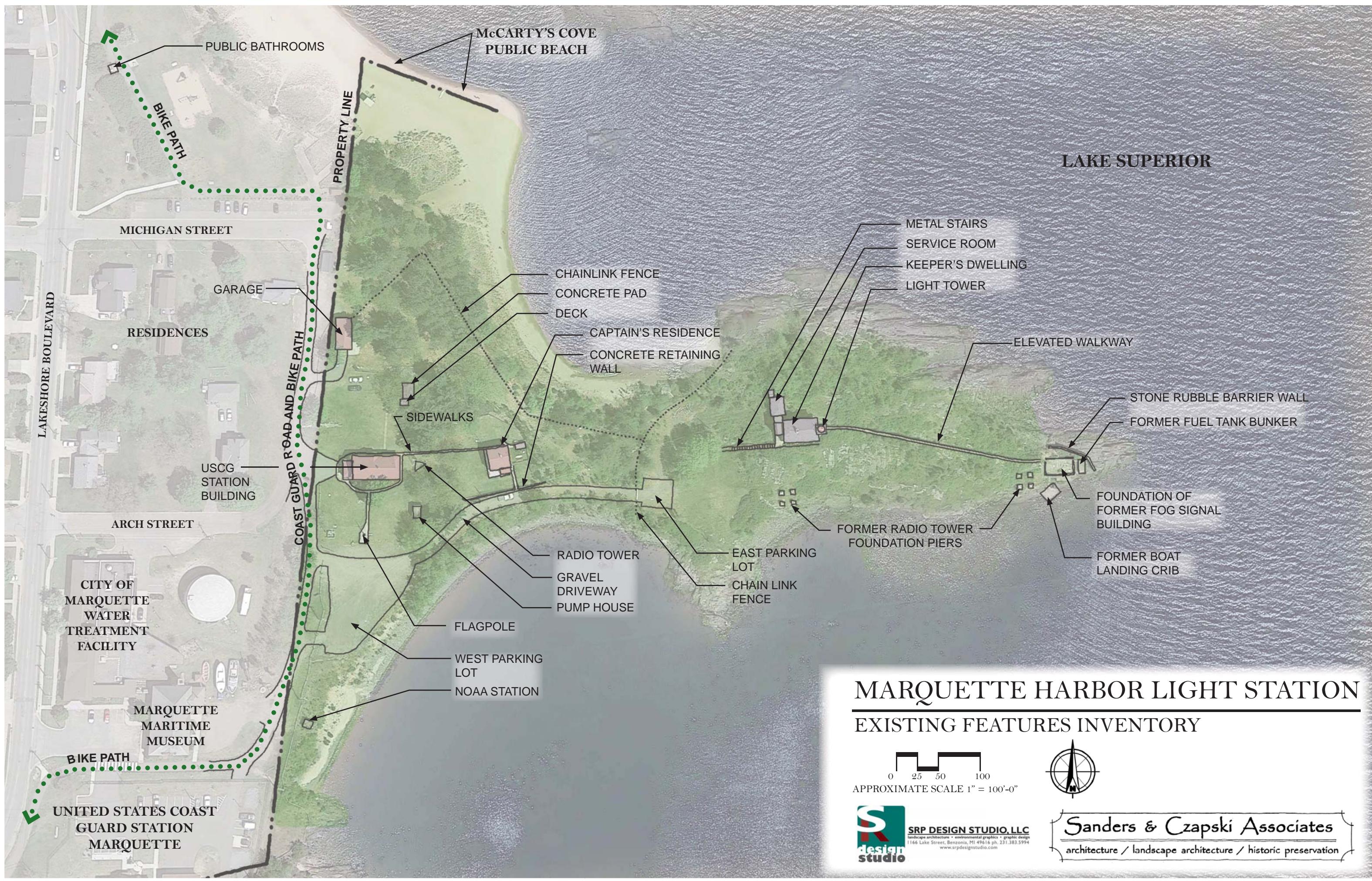
- Michigan Lighthouse Assistance Program  
Website: [www.michigan.gov/saveourlights](http://www.michigan.gov/saveourlights)
- National Park Service Maritime Heritage Program  
Website: [www.nps.gov/maritime/grants/intro.htm](http://www.nps.gov/maritime/grants/intro.htm)
- Michigan Council for Arts and Cultural Affairs  
Website: [www.michiganbusiness.org/community/council-arts-cultural-affairs/#MCACA](http://www.michiganbusiness.org/community/council-arts-cultural-affairs/#MCACA)
- Michigan Department of Environmental Quality, Coast Zone Management Program  
Website: [www.mi.gov/coastalmanagement](http://www.mi.gov/coastalmanagement)
- Michigan Department of Natural Resources Trust Fund  
Website: [www.michigan.gov/mnrtf](http://www.michigan.gov/mnrtf)

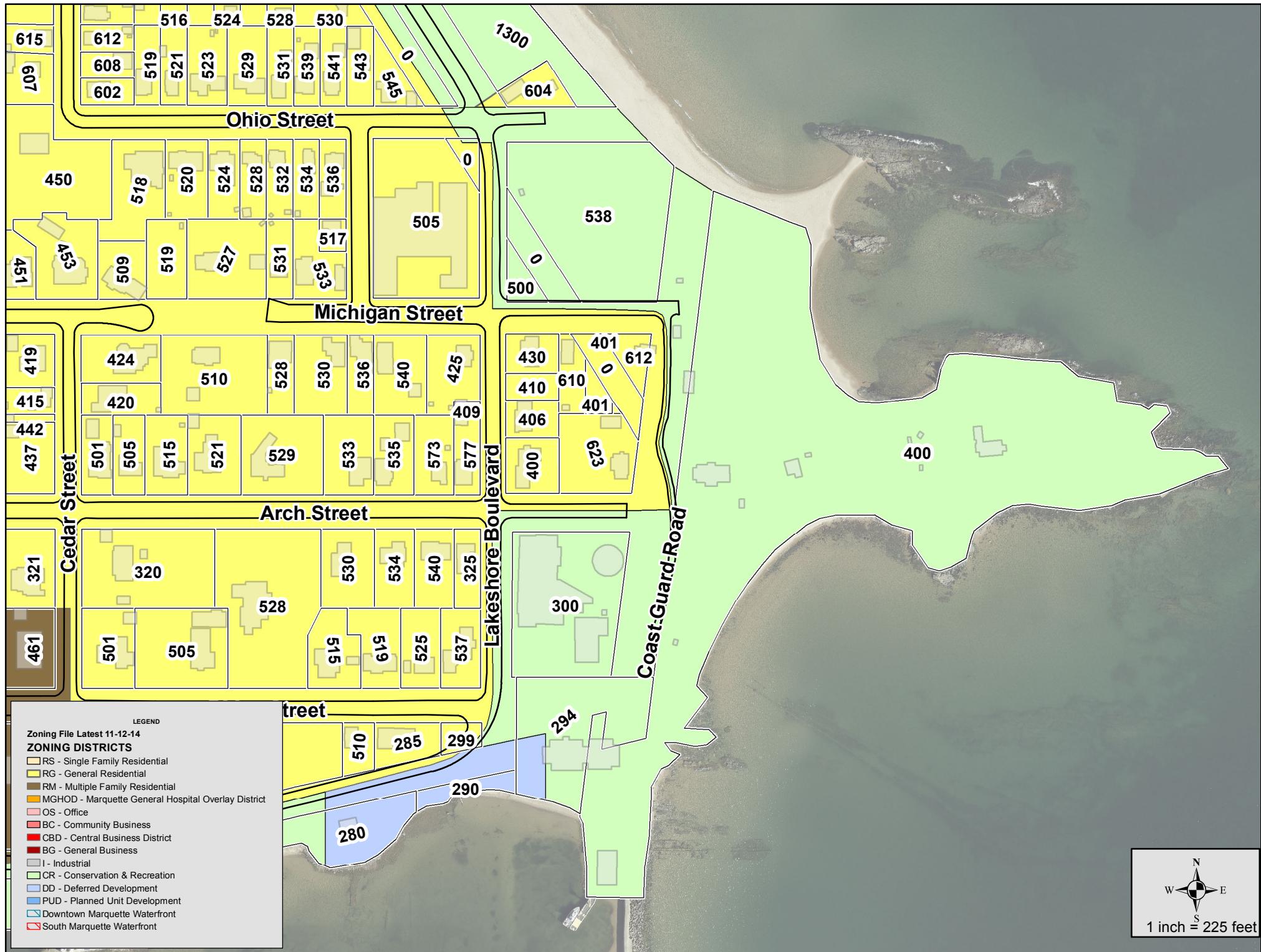
Consideration should also be given to continued partnering with the Marquette Maritime Museum, an established non-profit organization already dedicated to historic building preservation and maritime history at the site, or possibly the establishment of an independent, non-profit “Friends of the Marquette Harbor Light Station”, that would assist the City of Marquette with grants and other preservation related opportunities at the site. The Marquette Maritime Museum has a proven track record of receiving and administrating grants for historic restoration at the light station.

As stated in the Recommendations section of this report, establishing the Captain’s Residence and the USCG Station Building as rentable buildings will also provide a source of revenue for maintenance, restoration and rehabilitation of the buildings and site.

## **APPENDIX A**

### **FEATURES INVENTORY**





## LEGEND

- swInlet
- swManhole
- Storm Gravity Mains
- FireHydrants
- WaterGateValves
- WaterShutOff
- Water Lateral Lines

## WaterMains

- WaterMains
  - wStructure
  - Sanitary Sewer Manholes
  - Sanitary Sewer Pumps
  - Sewer Clean Outs
  - Sewer Gravity Mains
- ## Sewer Lateral Lines
- Sewer Lateral Lines
  - Sewer Pressurized Mains



City of Marquette  
Engineering Department  
Geographic Information Systems (GIS)  
Created on 9-19-2016  
1 inch = 100 feet

## **FEATURES INVENTORY – MARQUETTE HARBOR LIGHT STATION**

### **RESOURCE: KEEPERS' DWELLING WITH INTEGRAL LIGHT TOWER**

**Original Date of Construction:** 1866

**Original Use:** Housing for lighthouse keeper and family; integral navigation light & tower

**Present Use:** Vacant; abandoned dwelling units and unimproved museum space

#### **Modifications:**

1870 Single story addition called the Service Room was constructed.

1910 The original 1 ½ story single family dwelling was converted to a two-story duplex dwelling.

1950s West addition incorporating a new stairway was constructed.

1960s Lighthouse exterior painted “red”; major interior renovation completed.

**Construction Type:** Load-bearing brick and stone exterior walls, wood frame floors, interior walls and roof

**Type of Roof:** Asphalt shingles, installed in 2012. Good condition.

**Exterior:** Brick and stone masonry with paint finish

#### **Building Area:**

Basement 1,236 sq. ft.

Service Room 440 sq. ft.

First Floor 1,321 sq. ft.

Second Floor 1,321 sq. ft.

**Utilities:**

Water: Municipal water service

Sanitary: Municipal sanitary

Electrical: Underground electrical service, 200 amp

Fuel: Natural gas

Heat: Natural gas-fired boiler and hot-water baseboard system  
(decommissioned)

Air Conditioning: None

Security System: Yes

Fire Alarm System: Yes

**Overall Condition of the Building:**

Interior: Poor to Fair

Exterior: Good

Other: Historic building. The recommended Period of Interpretation is 1960 to 1970.

## **KEEPERS' DWELLING / LIGHT TOWER**



**South and West Elevation**



**West Elevation**

## **KEEPERS' DWELLING / LIGHT TOWER**



**East Elevation of Service Room**



**North Elevation**

## KEEPERS' DWELLING / LIGHT TOWER



East Elevation

## **KEEPERS' DWELLING / LIGHT TOWER**



**West Elevation and Elevated Walkway**

## **KEEPERS' DWELLING / LIGHT TOWER**



**First Floor – Exhibits**



**First Floor – Kitchen**

## **KEEPERS' DWELLING / LIGHT TOWER**



**Second Floor – Ceiling Damage**

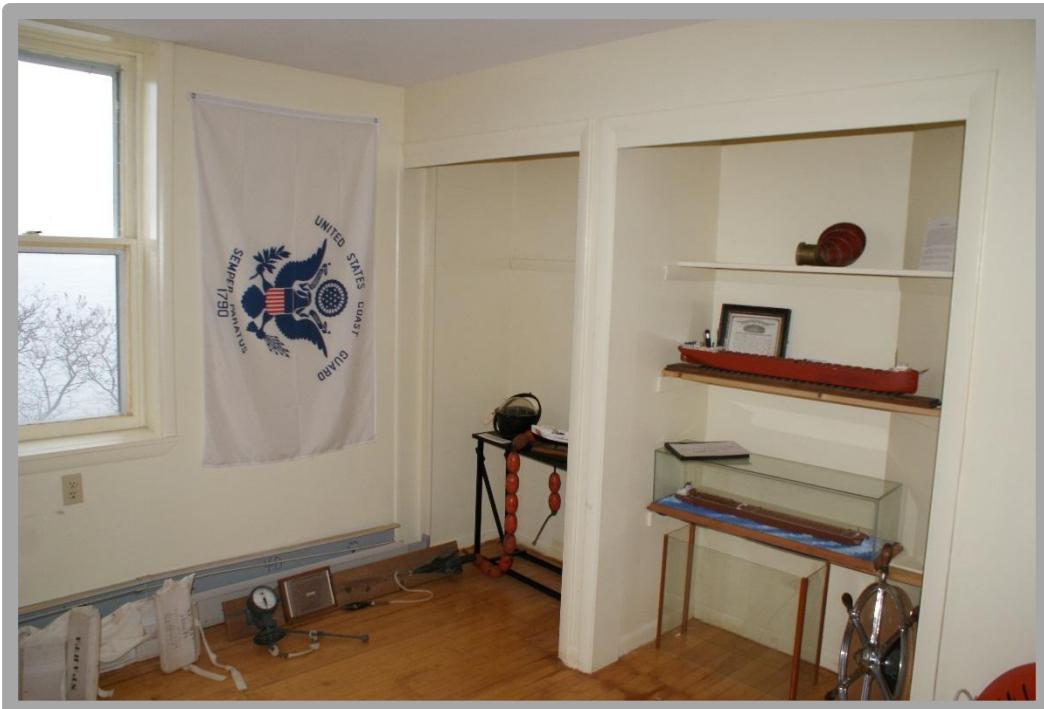


**Basement**

## **KEEPERS' DWELLING / LIGHT TOWER**



**Service Room**



**Second Floor - Exhibits**

## FEATURES INVENTORY – MARQUETTE HARBOR LIGHT STATION

### RESOURCE: USCG STATION BUILDING

Original Date of Construction: 1891

Original Use: Housing for life-saving station crew

Present Use: Vacant; abandoned office space and living quarters

Modifications: Single story addition; date unknown.

Construction Type: Wood frame construction; poured concrete foundation walls.

Type of Roof: Asphalt shingles, installation date unknown. Good condition.

Exterior: Metal siding; exposed concrete foundation walls.

#### Building Area:

Basement 1,830 sq. ft.

First Floor 1,830 sq. ft. excluding the enclosed, unheated porch

Second Floor 1,500 sq. ft.

#### Utilities:

Water: Municipal water service

Sanitary: Municipal sanitary

Electrical: Underground electrical service, 200 amp

Fuel: Natural gas

Heat: Natural gas-fired boiler and hot-water baseboard system  
(active)

Air Conditioning: None

Security System: Yes

Fire Alarm System: Yes

#### Overall Condition of the Building:

Interior: Fair

Exterior: Good

Other: Historic building originally constructed by the US Life-Saving Service.

## **USCG STATION BUILDING**



**South Elevation**



**North Elevation**

## **USCG STATION BUILDING**



**West Elevation**



**East Elevation**

## **USCG STATION BUILDING**



**Interior View – First Floor Living Room**



**Interior View – First Floor Kitchen**

## **USCG STATION BUILDING**



**Interior View – Basement**



**Interior View – Second Floor Bedroom**

## **FEATURES INVENTORY – MARQUETTE HARBOR LIGHT STATION**

### **RESOURCE: PUMP HOUSE**

**Original Date of Construction:** Not known; est 1930s.

**Original Use:** Utility building housing sanitary sewer lift station pumps and related equipment.

**Present Use:** Mechanical equipment.

**Modifications:** There are no known modifications.

**Construction Type:** Load-bearing brick exterior walls, wood frame walls, concrete floor and foundation.

**Type of Roof:** Wood or asbestos shingles, age unknown; presumed to be original. Roof is in fair to poor condition with missing and broken shingles.

**Exterior:** Brick masonry with natural finish

**Building Area:**

First Floor 129 sq. ft.

**Utilities:**

Water: None

Sanitary: None

Electrical: Overhead electrical service, 200 amp

Heat: None

Air Conditioning: None

Security System: No

Fire Alarm System: No

**Overall Condition of the Building:**

Interior: Good

Exterior: Good

## **PUMP HOUSE**



**East and South Elevations**

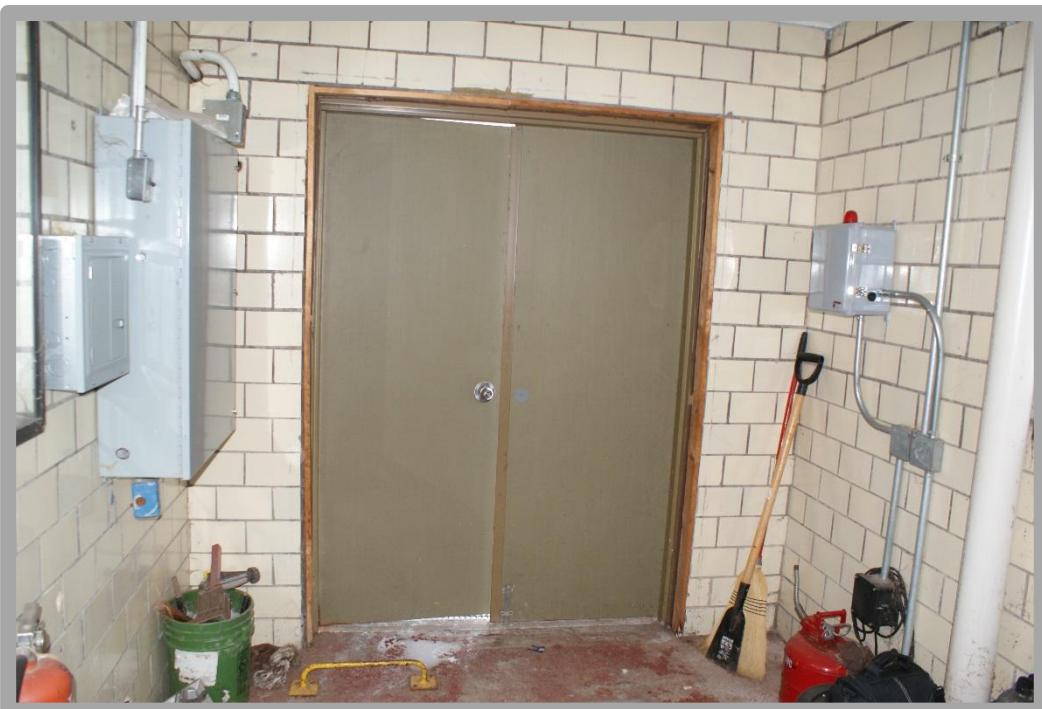


**South Elevation**

## **PUMP HOUSE**



**West Elevation**



**Interior View**

## **FEATURES INVENTORY – MARQUETTE HARBOR LIGHT STATION**

### **RESOURCE: GARAGE**

**Original Date of Construction:** 1940s (estimated)

**Original Use:** Utility garage for the US Coast Guard Station

**Present Use:** Utility garage for storage.

#### **Modifications:**

1960s Moved from its original site to its present day location

**Construction Type:** Wood frame; concrete slab-on-grade.

**Type of Roof:** Asphalt shingles, age unknown.

**Exterior:** Metal siding

**Building Area:** 777 sq. ft.

#### **Utilities:**

**Water:** None

**Sanitary:** None

**Electrical:** Underground electrical service, 100 amp

**Heat:** None

**Air Conditioning:** None

**Security System:** Yes

**Fire Alarm System:** Yes

#### **Overall Condition of the Building:**

**Interior:** Fair

**Exterior:** Good

**Other:** As a slab on grade structure, barrier free accessibility is easily accomplished.

## **GARAGE**



**South Elevation**



**West Elevation**

## **GARAGE**



**North Elevation**



**North and West Elevation**

## GARAGE



Interior View



Electrical Panel

## **FEATURES INVENTORY – MARQUETTE HARBOR LIGHT STATION**

### **RESOURCE: CAPTAIN'S RESIDENCE**

**Original Date of Construction:** 1940s (estimated)

**Original Use:** Housing for the USCG Station captain and family.

**Present Use:** Vacant; last used as living quarters.

**Modifications:** There are no known modifications from its original construction.

**Construction Type:** Wood frame construction; poured concrete foundation walls.

**Type of Roof:** Asphalt shingles, age not known.

**Exterior:** Metal siding; concrete foundation walls

#### **Building Area:**

Basement 696 sq. ft.

First Floor 696 sq. ft.

Second Floor 696 sq. ft.

#### **Utilities:**

**Water:** Municipal water service

**Sanitary:** Municipal sanitary service

**Electrical:** Underground electrical service, 200 amp

**Fuel:** Natural gas

**Heat:** Natural gas-fired boiler and hot-water baseboard system (active)

**Air Conditioning:** None

**Security System:** Yes

**Fire Alarm System:** Yes

#### **Overall Condition of the Building:**

**Interior:** Good to Very Good

**Exterior:** Good to Very Good

## **CAPTAIN'S RESIDENCE**



**South Elevation**



**North Elevation**

## **CAPTAIN'S RESIDENCE**



**North Elevation**



**South Elevation**

## **CAPTAIN'S RESIDENCE**



**First Floor – Living Room**



**First Floor – Kitchen**

## **CAPTAIN'S RESIDENCE**



**Second Floor – Bedroom**



**Basement**

## **FEATURES INVENTORY – MARQUETTE HARBOR LIGHT STATION**

### **RESOURCE: SITE ELEMENTS**

Various elements remain on the historic light station site including foundation remnants of non-extant buildings, fences, gates, and other structures. These include:

- Concrete sidewalks
- Gravel-surfaced parking areas and driveways
- Asphalt driveways
- Fences and gates
- Retaining walls
- Stone barrier wall
- Elevated Walkway and stairs
- Fuel Bunker
- Boat landing crib dock
- Fog Signal Building (non-extant) foundation
- Patios and decks
- NOAA equipment building
- Signage
- Flagpole
- Radio / Communications Tower
- Radio Tower (non-extant) foundations

## **SITE ELEMENTS**



**Historic sidewalks**



**Historic Sidewalk**

## **SITE ELEMENTS**



**Gravel Driveway**



**Gravel Parking Area along west boundary of site**

## **SITE ELEMENTS**



**Asphalt driveway, fence and gate at Garage**



**Asphalt drive and fence at USCG Station Building along Bike Path**

## **SITE ELEMENTS**



**Six foot high chain link fence along north property border**



**Damaged section of chain link fence**

## **SITE ELEMENTS**



**Cable and metal post fence along driveway**



**Gate at chain link fence at driveway leading to Keepers' Dwelling / Light Tower**

## **SITE ELEMENTS**



**Wood fence at Captain's Residence yard**



**Wood fence at electrical meter bank in yard near Keepers' Dwelling / Light Tower**

## **SITE ELEMENTS**



**Concrete masonry unit retaining wall near Garage**



**Poured concrete retaining wall and steps in front of Captain's Residence**

## **SITE ELEMENTS**



**Stone rubble barrier wall at far eastern end of the site. Fog Signal Building foundation also seen.**



**Stone rubble wall and concrete fuel bunker**

## **SITE ELEMENTS**



**Elevated Walkway from Keepers' Dwelling to east end of the site**



**Elevated Walkway and support structure**

## **SITE ELEMENTS**



**Concrete steps at boat landing crib dock**



**View of Fog Signal Building foundation, boat landing crib, fuel bunker and stone barrier wall**

## **SITE ELEMENTS**



**Lower portion of Fog Signal Building Foundation and boat landing crib dock**



**Fog Signal Building foundation with stone barrier wall in background**

## **SITE ELEMENTS**



**Small wood deck behind USCG Station Building**



**Basketball court behind USCG Station Building**

## **SITE ELEMENTS**



**Small brick building at south end of site housing NOAA monitoring equipment**

## **SITE ELEMENTS**



**Flagpole in front of USCG Station Building**

## **SITE ELEMENTS**



**Radio tower near USCG Station Building**

## **SITE ELEMENTS**



**Abandoned sign structure in front of USCG Station Building**



**Small sign in front of USCG Station Building**

## **SITE ELEMENTS**



**Enclosure around electrical equipment near Bike Path**



**Electrical equipment and conduit**

## **SITE ELEMENTS**



**North end of west parking lot showing parking signs and other sign posts**



**View of Marquette Maritime Museum adjacent to the light station property**

## **APPENDIX B**

### **STAKEHOLDER COMMENTS**

Presentation boards with a summarization of all stakeholder comments were prepared and displayed at the public forums. These presentation boards are included in this appendix.

## **STAKEHOLDER COMMENTS**

### **CITY OF MARQUETTE—COMMUNITY DEVELOPMENT DEPARTMENT**

1. KEEP AS MUCH PUBLIC ACCESS TO SHORELINE AS POSSIBLE
2. THERE IS A PUBLIC EXPECTATION TO SEE THE LIGHTHOUSE
3. REPLACE CHAIN LINK FENCE WITH A MORE ORNAMENTAL FENCE
4. PERHAPS ELIMINATE ALL FENCES COMPLETELY.....NO RESTRICTIONS TO WALKING THE SITE
5. IF SITE MUST BE FENCES, PLACE FENCE ALONG THE BIKEPATH
6. EXTEND ARCH STREET TO COAST GUARD ROAD.....WILL ACT AS A GATEWAY TO THE PROPERTY
7. WOULD LIKE TO SEE THE PROPERTY DESIGNATED AS AN OFFICIAL CITY “PARK”
8. THE CITY SHOULD NOT BE USING ANY BUILDINGS FOR STORAGE

### **MARQUETTE REGIONAL HISTORY CENTER**

1. VISITORS AND RESIDENTS SHOULD BE ABLE TO FREELY WALK AND ENJOY THIS HERITAGE SITE
2. LIGHTHOUSE SITE IS AN IMPORTANT LINK TO OTHER CULTURAL ATTRACTIONS IN THE CITY
3. PATHWAYS AND WALKWAYS SHOULD BE PUBLIC AND ACCESSIBLE
4. INFORMATIONAL SIGNAGE SHOULD BE PROVIDED.....SIMILAR TO THE IRON INDUSTRY MUSEUM SITE
5. LIGHTHOUSE SITE SHOULD BE LINKED TO OTHER HISTORICAL ATTRACTIONS AND SITES
6. LIGHTHOUSE SITE SHOULD BE IDENTIFIED AS A CULTURAL HERITAGE SITE ALONG THE CITY BIKEPATH
7. SIGNAGE SHOULD IDENTIFY LOCAL MARITIME HISTORY, SHIPWRECKS, ETC

## STAKEHOLDER COMMENTS

### MARQUETTE BEAUTIFICATION COMMITTEE

1. VISITORS WILL SEE THE CHAIN LINK FENCE, AND ANY GATES, AS A “NEGATIVE”
2. VERY IMPORTANT FOR THE MARQUETTE MARITIME MUSEUM TO MAINTAIN THEIR PRESENCE
3. CONCERNED ABOUT INVASIVE PLANT SPECIES
4. NON-NATIVE, INVASIVE PLANTS SHOULD BE REMOVED
5. AN INVENTORY OF PLANT SPECIES SHOULD BE TAKEN

### MARQUETTE AREA CHAMBER OF COMMERCE

1. PUBLIC ACCES IS IMPORTANT AND MUST BE MAINTAINED
2. SOUTH BEACH AREA IS A GOOD SURFING BEACH.....MAINTAIN PUBLIC ACCESS
3. CAPTAIN’S RESIDENCE AND STATION BUILDING COULD BE USED FOR THE “CREATIVE RESIDENCE PROGRAM” FOR LIVING AND WORKING QUARTERS
4. STATION BUILDING COULD BE USED AS A “MAKER’S” SPACE FOR CREATIVE
5. CHAMBER OF COMMERCE COULD PLAY A ROLE IN MANAGING THE SITE
6. OPEN YARD AREA NEAR THE STATION BUILDING COULD BE USED FOR OUTDOOR CREATIVE ARTS
7. COULD BE A PAVILION AT THE SOUTH END OF THE SITE FOR EVENTS.....USE TO GENERATE REVENUE
8. PERHAPS SOME ADDITIONAL SMALL BUNGALOW STYLE COTTAGES COULD BE ADDED TO THE SITE FOR RENTAL

## STAKEHOLDER COMMENTS

### MARQUETTE ARTS AND CULTURE CENTER

1. DO NOT WANT TO LOSE THE SITE TO PRIVATE DEVELOPMENT; LIGHTHOUSE IS AN ICON FOR THE CITY
2. WOULD LIKE TO SEE THE HISTORIC LIGHTHOUSE FULLY RESTORED
3. MARITIME MUSEUM SHOULD CONTINUE WITH TOURS
4. CAPTAIN'S RESIDENCE SHOULD CONTINUE IN USE AS A RESIDENCE AND COULD BE USED FOR AN "ARTIST IN RESIDENCE" PROGRAM WITH INTERNATIONAL APPEAL AND FOR ART EDUCATION
5. STATION BUILDING COULD BE USED FOR A CREATIVE ARTS WORKSHOP
6. A PAVILION OR GAZEBO COULD BE CONSTRUCTED ON THE SITE FOR DIFFERENT EVENTS AND TO GENERATE REVENUE.
7. ASSETTS MUST BE LEVERAGED TO HELP WITH FINANCES
8. THE SITE SHOULD BE OPEN FOR SPECIAL EVENTS SUCH AS CONCERTS
9. COLLABORATE WITH NORTHERN MICHIGAN UNIVERSITY FOR EDUCATIONAL USE IN THE STATION BUILDING
10. THE LIGHTHOUSE SITE SHOULD BE AN IMPORTANT ELEMENT OF A "CULTURAL TRAIL" THAT RUNS FROM THE FATHER MARQUETTE SITE TO PRESQUE ISLE. DEVELOP AS AN INTERPRETIVE HISTORIC TRAIL.
11. THE FLAT PORTION OF THE SITE WEST OF THE LIGHTHOUSE IS SUITED FOR OUTDOOR CONCERTS AND OTHER OUTDOOR VENUES.

## **STAKEHOLDER COMMENTS**

### **MARQUETTE COUNTY CONVENTION AND VISITOR'S BUREAU**

1. PICNIC AREA WITH NAUTICAL THEME
2. ACCESSIBLE WALKWAYS TO THE LIGHTHOUSE AND ACCESSIBLE TOURS OF THE INTERIOR
3. GOOD SIGNAGE AND LIGHTING FOR PARKING AREAS AND WALKING ROUTES
4. DESIGNATE PUBLIC AREAS FOR SPECIAL EVENTS, SUCH AS WEDDINGS ON THE SITE, WHERE TEMPORARY TENTS COULD BE SET UP
5. INDOOR/OUTDOOR KITCHEN AREA TO SERVE SMALL GATHERINGS AND SPECIAL EVENTS
6. MODERN , ACCESSIBLE PUBLIC RESTROOMS ON THE SITE
7. SITE SHOULD BE ACCESSIBLE TO THE PUBLIC

### **MARQUETTE PARKS AND REC ADVISORY BOARD**

1. THE ENTIRE SITE SHOULD BE OPEN AND ACCESSIBLE TO THE PUBLIC.....NO FENCES OR GATES
2. LIGHTHOUSE AND THE SITE SHOULD BE DEDICATED TO MARITIME/USCG HISTORY
3. NON-PROFIT ORGANIZATIONS COULD RENT THE STATION BUILDING
4. DESIGNATE PART OF THE SITE FOR A DOG PARK
5. DESIGNATE PART OF THE SITE FOR A HAMMOCK FOREST
6. CONSTRUCT A PAVILION FOR WEDDINGS, SPECIAL EVENTS THAT COULD BE RENTED
7. COLABORATE WITH NORTHERN MICHIGAN UNIVERSITY ON POSSIBLE USE OF THE STATION BUILDING
8. ALLOW PUBLIC ACCESS AT THE EASTERN TIP OF THE SITE (FORMER FOG SIGNAL BUILDING LOCATION)

## STAKEHOLDER COMMENTS

### MARQUETTE MARITIME MUSEUM

1. MMM SHOULD CONTINUE TO OPERATE TOURS OF THE LIGHTHOUSE AND IS PLANNING ON A LONG TERM LEASE WITH THE CITY
2. EXTEND ARCH STREET TO ALLOW BETTER ACCESS TO THE SITE
3. THE ENTIRE SITE SHOULD BE MAINTAINED AS A MARITIME PARK
4. FUTURE NAMING OF THE PARK MUST INCLUDE “LIGHTHOUSE” IN THE NAME
5. PARKING IS AN ISSUE FOR THE SITE AND THE MARITIME MUSEUM; NEED PARKING AREA FOR BUSES
6. MMM REQUIRES WATERFRONT ACCESS FOR LYLE GUN DEMONSTRATIONS
7. MMM WOULD LIKE TO PLACE LARGE NAUTICAL ARTIFACTS ON THE SITE IN DIFFERENT LOCATIONS
8. MMM DOES NOT THINK THE PUBLIC SHOULD HAVE UNRESTRICTED ACCESS TO THE ENTIRE SITE; CONCERNED ABOUT SAFETY AT THE EASTERNMOST TIP
9. MMM WOULD LIKE THE STATION BUILDING FOR US LIFE-SAVING SERVICE DISPLAYS BUT HAVE NO INTEREST IN THE OTHER BUILDINGS
10. CONCERN ABOUT THE MIX OF PEDESTRIANS, BIKES AND VEHICLE TRAFFIC ON THE BIKE PATH/ COAST GUARD ROAD (EXTENDING ARCH STREET WOULD HELP IMPROVE CIRCULATION)
11. NATIVE PLANTS ONLY AT THE SITE.....REMOVE INVASIVE SPECIES
12. MMM INDICATED THAT NOAA LEASES A PORTION OF THE SITE WHERE THERE SMALL STRUCTURE IS LOCATED

### MARQUETTE FIRE DEPARTMENT

1. CONCERN OVER GENERAL PUBLIC SAFETY; EASTERN TIP OF SITE IS RUGGED AND DANGEROUS
2. PROVIDE SIGNAGE INDICATING “NO SWIMMING ALLOWED” AT THE LIGHTHOUSE SITE
3. PLACE A “WARNING—DANGEROUS CURRENTS” SIGN ON THE NORTH SIDE OF THE SITE
4. CONTINUE WINTER SNOW PLOWING TO ALLOW FOR EMERGENCY ACCESS TO THE SITE

## **APPENDIX C**

### **PUBLIC COMMENTS**

## **Public Comments**

Written comments, and comments received via e-mail, from the public were collected and include the following:

- 1) Susan LaMere:
  - a. Lease the USCG Station Bldg to city agencies, possibly to Lake Superior Community Partnership so their building could go to the Father Marquette Park.
  - b. Use the Captain's Residence as a B &B for lighthouse lovers. Or an on-site manger could live there and manage guests and grounds.
  - c. Close off the end of the elevated walkway with a viewing platform.
- 2) Jon Billman:
  - a. I teach in the English Dept. at NMU. I would most like to see the facilities utilized for the arts. For example, visiting writers would stay in the Captain's Residence, write and teach workshops. The USCG Station Bldg would make an excellent classroom for writing students. I believe the arts will benefit the community the most in the long term.
- 3) Samantha Marier:
  - a. As part of a local non-profit, the Fresh Coast Film Festival, we are interested in renting/using this place in unique ways that will increase recognition and interest in this historical property. In our case we are interested in using the lighthouse as a screening venue, panel discussions related to either our waterways or local history. We would also encourage lighthouse tours, as well as any other ideas where we can bring together the community around this facility/area. Renting this venue in a responsible way (being selective in renting to those respecting the area) would be a source of revenue to cover expenses. Also, allowing a variety of uses to the area will increase interest to possibly outside the Marquette area. The Fresh Coast Film Festival promotes fun in the outdoors and environmental responsibility. We'd love using a site with historic presence and a unique setting. We look forward to seeing the outcome of this place.
- 4) Kevin McGrath:
  - a. Re-route the bike path.
  - b. Remove west section of chain link fence.
  - c. All grounds west of the chain link fence – open to the public. All grounds east of the chain link fence off limits to the public. Keep as lighthouse tours run by the Marquette Maritime Museum
  - d. Keep exiting Garage as currently used (for storage).

- e. Do not demolish anything, as everything has historic value, even the Fog Signal Bldg ruins. Put up railing and signage.
- f. Add a few picnic tables and grills here and there.
- g. Make Captain's Residence an AIRbnb, or equivalent. As someone who travels using AIRbnb, I am confident that this residence could generate at \$250/night, if not more, especially during peak season. Proceeds could pay for upkeep of all buildings in the park.
- h. Not sure what to do with USCG Station Bldg.

5) Dave Stensaas:

- a. Create an accessible pathway through the site where topography allows.
- b. Use the USCG Station Bldg for Navy or USCG Cadet programs. Cadets could provide maintenance as part of their training.
- c. Use the Captain's Residence for "summer hosts" – volunteers that would help manage the property and conduct tours.
- d. Limit site access to the east end of the site at night.
- e. DO NOT open Arch Street for public access.
- f. Maintain site access for pedestrians.
- g. Reduce the size of the on-site parking area if possible.
- h. Keep the Garage for storage use.
- i. Maintain the integrity of all historical buildings.
- j. Maintain some type of barrier (near the present chain link fence) to keep children from climbing the rocks and to keep people from climbing up or down from the north beach area onto the site.
- k. Keep the east parking lot and gravel driveway for service access.
- l. Lighthouse could be used for artist-in-residence quarters.

6) Barb Kelly:

- a. Check to see if the lighthouse site is part of the Arch & Ridge Street National Historic District established in the late 1970s.
- b. Expand the bike path to wind through the park.
- c. "Ugly" chain link fence has to go!!

7) Doug Dykema:

- a. Kayak launch site on the south beach area.
- b. Remove the Pump House.
- c. Remove the radio tower.
- d. Remove the chain link fence.
- e. Remove "park closed" signs.
- f. Repair the elevated walkway.
- g. Straighten Coast Guard Road.

- h. Remove gates at the west parking lot.
  - i. Do not allow lifeguards/city staff to park on the grass by the Garage.
  - j. Reroute the bike path to traverse the site.
- 8) David Boyd:
  - a. Create an accessible viewing platform/land area at the south end of the site with an accessible route from the bike path.
  - b. Reconstruct the watch tower with bell.
- 9) Joy Cardillo:
  - a. Any parking on the site should be kept to a minimum.
  - b. Strongly support an “arts” component including an artist-in-residence at the Captain’s Residence and maker’s spaces.
  - c. Accentuate the site as a “linkage” between the lower harbor and the east side beaches.
  - d. Use the existing elevated walkway to create an outdoor room at the easternmost point or use the ruins of the Fog Signal Bldg.
  - e. Add more elevated walkway to get to more rugged areas of the site.
  - f. Use the area south/southwest of the lighthouse for an outdoor amphitheater built into the landscape.
- 10) Dennis Mapes:
  - a. Wonderful tour!!
- 11) Kathleen Conover:
  - a. Artist-in-residence somewhere here. Something artists expect is to leave a piece of their art with city for posterity – what a wonderful maritime exhibit!
  - b. Use Captain’s Residence as an artist’s retreat and rent out the entire house.
- 12) Nheena Weyr Ittner:
  - a. Renovate the USCG Station Bldg – take down walls and put in large gathering spaces and commercial kitchen- to rent out for events such as weddings, reunions, etc.
  - b. “Evolve Marquette” (of the Marquette Chamber of Commerce) would like to see an artist’s residency for a portion of the year while the remaining portion of the year could be an AIRbnb as an income generator.
- 13) Linda Donckers:
  - a. I’d like to see more involvement with the Marquette Maritime Museum.

14) Frank Verito:

- a. Protect “viewsheds” from McCarty’s Cove, from breakwall and from the site itself.
- b. Minimize disturbance/cutting on natural areas.
- c. Remove north chain link fence ASAP, since there is no threat to safety.

15) Anonymous:

- a. The public is so interested in lighthouses across the Great Lakes, I’m sure a bed and breakfast would be profitable.
- b. Include some artists’ activity in part.

16) Dean Weiger:

- a. After living on the shores of Lake Superior for more than half a century, and traveling to many parts of the works, I’ve come to the conclusion that “The Lake”, as those of us lucky enough to live here call it out of utmost respect and love, is a true jewel on the face of the earth. We are very lucky, and my main concern with any stretch of lake property is to increase the access of our citizens to this invaluable resource. I remember when the USCG decided to fence off beaches stretching south of the lighthouse property towards the breakwall (which I understood was done to increase security of the base), and how it pulled at my heart to lose the use of even these two small bits of shoreline. When the transfer process began, I hoped for renewed access; and perhaps even enhance access to some of the former federally controlled property. Ten years later, Marquette citizens are still closed off from all this lake property located in the middle of town. Now, I understand some of the competing interests, including Fred Stonehouse’s well-developed museum. But, who is this really for – Marquetters who need not forget our heritage – or tourists, who we hope can appreciate the history and its surroundings? I think we should put our own citizen’s interest first, and open as much of the peninsula to them as is reasonably and safely possible. Of course, there are safety concerns here, but none that are greater than those same concerns at the rocks out in McCarty’s Cove, or our beloved island. I have snorkeled and dived around the area for most of my life, and would like to feel free to enter the lake by way of some of the great entry points along this stretch of shore. Overall, I would like to ask that now that the shipping and boating priorities for the point are no longer primary, we try to open the area to all of our citizens, as much as possible! Sorry to say I’ll be leaving town by the middle of June until Labor Day this summer. In the meantime, I believe I speak for a majority of Marquette’s citizens when I ask, “Please, you don’t have to spend a lot of money, in the words of our last great Republican president, just ‘tear down that wall’!!”

17) Jon Blankenship

- a. I just wanted to thank you for the info on the possible plans for Lighthouse Point. As a volunteer tour guide for the Marquette Maritime Museum I am very interested in what plans the city has for this not only historic but beautiful property. I feel I was given ample opportunity to voice my opinions to not only you (Sanders & Czapski Assoc), but to the mayor as well. I look forward to the final outcome of your hard work and hope to see you this summer as a participant of a tour of the grounds.

## **APPENDIX D**

### **NATIONAL HISTORIC LIGHTHOUSE PRESERVATION ACT OF 2000**

Public Law 106-355  
106th Congress

An Act

To amend the National Historic Preservation Act for purposes of establishing a national historic lighthouse preservation program.

Oct. 24, 2000  
[H.R. 4613]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. SHORT TITLE.**

This Act may be cited as the “National Historic Lighthouse Preservation Act of 2000”.

National Historic  
Lighthouse  
Preservation Act  
of 2000.  
16 USC 470 note.

**SEC. 2. PRESERVATION OF HISTORIC LIGHT STATIONS.**

16 USC 470w-7.

Title III of the National Historic Preservation Act (16 U.S.C. 470w, 470w-6) is amended by adding at the end the following new section:

**“SEC. 308. HISTORIC LIGHTHOUSE PRESERVATION.”**

“(a) IN GENERAL.—In order to provide a national historic light station program, the Secretary shall—

“(1) collect and disseminate information concerning historic light stations, including historic lighthouses and associated structures;

“(2) foster educational programs relating to the history, practice, and contribution to society of historic light stations;

“(3) sponsor or conduct research and study into the history of light stations;

“(4) maintain a listing of historic light stations; and

“(5) assess the effectiveness of the program established by this section regarding the conveyance of historic light stations.

“(b) CONVEYANCE OF HISTORIC LIGHT STATIONS.—

“(1) PROCESS AND POLICY.—Not later than 1 year after the date of the enactment of this section, the Secretary and the Administrator shall establish a process and policies for identifying, and selecting, an eligible entity to which a historic light station could be conveyed for education, park, recreation, cultural, or historic preservation purposes, and to monitor the use of such light station by the eligible entity. Deadline.

“(2) APPLICATION REVIEW.—The Secretary shall review all applications for the conveyance of a historic light station, when the agency with administrative jurisdiction over the historic light station has determined the property to be ‘excess property’ as that term is defined in the Federal Property Administrative Services Act of 1949 (40 U.S.C. 472(e)), and forward to the Administrator a single approved application for the conveyance of the historic light station. When selecting an eligible entity,

the Secretary shall consult with the State Historic Preservation Officer of the State in which the historic light station is located.

“(3) CONVEYANCE OF HISTORIC LIGHT STATIONS.—(A) Except as provided in subparagraph (B), the Administrator shall convey, by quitclaim deed, without consideration, all right, title, and interest of the United States in and to the historic light station, subject to the conditions set forth in subsection (c) after the Secretary’s selection of an eligible entity. The conveyance of a historic light station under this section shall not be subject to the provisions of the Stewart B. McKinney Homeless Assistance Act (42 U.S.C. 11301 et seq.) or section 416(d) of the Coast Guard Authorization Act of 1998 (Public Law 105-383).

“(B)(i) Historic light stations located within the exterior boundaries of a unit of the National Park System or a refuge within the National Wildlife Refuge System shall be conveyed or sold only with the approval of the Secretary.

“(ii) If the Secretary approves the conveyance of a historic light station referenced in this paragraph, such conveyance shall be subject to the conditions set forth in subsection (c) and any other terms or conditions the Secretary considers necessary to protect the resources of the park unit or wildlife refuge.

“(iii) If the Secretary approves the sale of a historic light station referenced in this paragraph, such sale shall be subject to the conditions set forth in subparagraphs (A) through (D) and (H) of subsection (c)(1) and subsection (c)(2) and any other terms or conditions the Secretary considers necessary to protect the resources of the park unit or wildlife refuge.

“(iv) For those historic light stations referenced in this paragraph, the Secretary is encouraged to enter into cooperative agreements with appropriate eligible entities, as provided in this Act, to the extent such cooperative agreements are consistent with the Secretary’s responsibilities to manage and administer the park unit or wildlife refuge, as appropriate.

“(c) TERMS OF CONVEYANCE.—

“(1) IN GENERAL.—The conveyance of a historic light station shall be made subject to any conditions, including the reservation of easements and other rights on behalf of the United States, the Administrator considers necessary to ensure that—

“(A) the Federal aids to navigation located at the historic light station in operation on the date of conveyance remain the personal property of the United States and continue to be operated and maintained by the United States for as long as needed for navigational purposes;

“(B) there is reserved to the United States the right to remove, replace, or install any Federal aid to navigation located at the historic light station as may be necessary for navigational purposes;

“(C) the eligible entity to which the historic light station is conveyed under this section shall not interfere or allow interference in any manner with any Federal aid to navigation, nor hinder activities required for the operation and maintenance of any Federal aid to navigation, without the express written permission of the head of the agency responsible for maintaining the Federal aid to navigation;

“(D) the eligible entity to which the historic light station is conveyed under this section shall, at its own cost and expense, use and maintain the historic light station in accordance with this Act, the Secretary of the Interior’s Standards for the Treatment of Historic Properties, 36 CFR part 68, and other applicable laws, and any proposed changes to the historic light station shall be reviewed and approved by the Secretary in consultation with the State Historic Preservation Officer of the State in which the historic light station is located, for consistency with 36 CFR part 800.5(a)(2)(vii), and the Secretary of the Interior’s Standards for Rehabilitation, 36 CFR part 67.7;

“(E) the eligible entity to which the historic light station is conveyed under this section shall make the historic light station available for education, park, recreation, cultural or historic preservation purposes for the general public at reasonable times and under reasonable conditions;

“(F) the eligible entity to which the historic light station is conveyed shall not sell, convey, assign, exchange, or encumber the historic light station, any part thereof, or any associated historic artifact conveyed to the eligible entity in conjunction with the historic light station conveyance, including but not limited to any lens or lanterns, unless such sale, conveyance, assignment, exchange or encumbrance is approved by the Secretary;

“(G) the eligible entity to which the historic light station is conveyed shall not conduct any commercial activities at the historic light station, any part thereof, or in connection with any associated historic artifact conveyed to the eligible entity in conjunction with the historic light station conveyance, in any manner, unless such commercial activities are approved by the Secretary; and

“(H) the United States shall have the right, at any time, to enter the historic light station conveyed under this section without notice, for purposes of operating, maintaining, and inspecting any aid to navigation and for the purpose of ensuring compliance with this subsection, to the extent that it is not possible to provide advance notice.

“(2) MAINTENANCE OF AID TO NAVIGATION.—Any eligible entity to which a historic light station is conveyed under this section shall not be required to maintain any Federal aid to navigation associated with a historic light station, except any private aids to navigation permitted under section 83 of title 14, United States Code, to the eligible entity.

“(3) REVERSION.—In addition to any term or condition established pursuant to this subsection, the conveyance of a historic light station shall include a condition that the historic light station, or any associated historic artifact conveyed to the eligible entity in conjunction with the historic light station conveyance, including but not limited to any lens or lanterns, at the option of the Administrator, shall revert to the United States and be placed under the administrative control of the Administrator, if—

“(A) the historic light station, any part thereof, or any associated historic artifact ceases to be available for

education, park, recreation, cultural, or historic preservation purposes for the general public at reasonable times and under reasonable conditions which shall be set forth in the eligible entity's application;

“(B) the historic light station or any part thereof ceases to be maintained in a manner that ensures its present or future use as a site for a Federal aid to navigation;

“(C) the historic light station, any part thereof, or any associated historic artifact ceases to be maintained in compliance with this Act, the Secretary of the Interior's Standards for the Treatment of Historic Properties, 36 CFR part 68, and other applicable laws;

“(D) the eligible entity to which the historic light station is conveyed, sells, conveys, assigns, exchanges, or encumbers the historic light station, any part thereof, or any associated historic artifact, without approval of the Secretary;

“(E) the eligible entity to which the historic light station is conveyed, conducts any commercial activities at the historic light station, any part thereof, or in conjunction with any associated historic artifact, without approval of the Secretary; or

Notification.

“(F) at least 30 days before the reversion, the Administrator provides written notice to the owner that the historic light station or any part thereof is needed for national security purposes.

“(d) DESCRIPTION OF PROPERTY.—

“(1) IN GENERAL.—The Administrator shall prepare the legal description of any historic light station conveyed under this section. The Administrator, in consultation with the Commandant, United States Coast Guard, and the Secretary, may retain all right, title, and interest of the United States in and to any historical artifact, including any lens or lantern, that is associated with the historic light station and located at the light station at the time of conveyance. Wherever possible, such historical artifacts should be used in interpreting that station. In cases where there is no method for preserving lenses and other artifacts and equipment in situ, priority should be given to preservation or museum entities most closely associated with the station, if they meet loan requirements.

“(2) ARTIFACTS.—Artifacts associated with, but not located at, the historic light station at the time of conveyance shall remain the personal property of the United States under the administrative control of the Commandant, United States Coast Guard.

“(3) COVENANTS.—All conditions placed with the quitclaim deed of title to the historic light station shall be construed as covenants running with the land.

“(4) SUBMERGED LANDS.—No submerged lands shall be conveyed under this section.

“(e) DEFINITIONS.—For purposes of this section:

“(1) ADMINISTRATOR.—The term 'Administrator' shall mean the Administrator of General Services.

“(2) HISTORIC LIGHT STATION.—The term 'historic light station' includes the light tower, lighthouse, keepers dwelling, garages, storage sheds, oil house, fog signal building, boat house, barn, pumphouse, tramhouse support structures, piers,

walkways, underlying and appurtenant land and related real property and improvements associated therewith; provided that the 'historic light station' shall be included in or eligible for inclusion in the National Register of Historic Places.

"(3) **ELIGIBLE ENTITY.**—The term 'eligible entity' shall mean:

"(A) any department or agency of the Federal Government; or

"(B) any department or agency of the State in which the historic light station is located, the local government of the community in which the historic light station is located, nonprofit corporation, educational agency, or community development organization that—

"(i) has agreed to comply with the conditions set forth in subsection (c) and to have such conditions recorded with the deed of title to the historic light station; and

"(ii) is financially able to maintain the historic light station in accordance with the conditions set forth in subsection (c).

"(4) **FEDERAL AID TO NAVIGATION.**—The term 'Federal aid to navigation' shall mean any device, operated and maintained by the United States, external to a vessel or aircraft, intended to assist a navigator to determine position or safe course, or to warn of dangers or obstructions to navigation, and shall include, but not be limited to, a light, lens, lantern, antenna, sound signal, camera, sensor, electronic navigation equipment, power source, or other associated equipment.

"(5) **SECRETARY.**—The term 'Secretary' means the Secretary of the Interior.".

### SEC. 3. SALE OF HISTORIC LIGHT STATIONS.

Title III of the National Historic Preservation Act (16 U.S.C. 470w, 470w-6), as amended by section 2 of this Act, is amended by adding at the end the following new section:

#### "SEC. 309. HISTORIC LIGHT STATION SALES.

16 USC 470w-8.

"(a) **IN GENERAL.**—In the event no applicants are approved for the conveyance of a historic light station pursuant to section 308, the historic light station shall be offered for sale. Terms of such sales shall be developed by the Administrator of General Services and consistent with the requirements of section 308, subparagraphs (A) through (D) and (H) of subsection (c)(1), and subsection (c)(2). Conveyance documents shall include all necessary covenants to protect the historical integrity of the historic light station and ensure that any Federal aid to navigation located at the historic light station is operated and maintained by the United States for as long as needed for that purpose.

"(b) **NET SALE PROCEEDS.**—Net sale proceeds from the disposal of a historic light station—

"(1) located on public domain lands shall be transferred to the National Maritime Heritage Grant Program, established by the National Maritime Heritage Act of 1994 (Public Law 103-451) within the Department of the Interior; and

"(2) under the administrative control of the Coast Guard shall be credited to the Coast Guard's Operating Expenses appropriation account, and shall be available for obligation and expenditure for the maintenance of light stations remaining

under the administrative control of the Coast Guard, such funds to remain available until expended and shall be available in addition to funds available in the Operating Expense appropriation for this purpose.”.

**SEC. 4. FUNDING.**

There are hereby authorized to be appropriated to the Secretary of the Interior such sums as may be necessary to carry out this Act.

Approved October 24, 2000.

---

**LEGISLATIVE HISTORY—H.R. 4613 (S. 2343):**

HOUSE REPORTS: No. 106-890 (Comm. on Resources).

SENATE REPORTS: No. 106-380 accompanying S. 2343 (Comm. on Energy and Natural Resources).

CONGRESSIONAL RECORD, Vol. 146 (2000):

Sept. 26, considered and passed House.

Oct. 5, considered and passed Senate.



## **References**

The following references were used for the compilation of this report:

- Borger, Charles Henry, PhD. "The Role of the Army Engineers in the Westward Movement in the Lake Huron-Michigan Basin Before the Civil War," Doctoral Dissertation Series, Publication No. 8610, University Microfilms, Ann Arbor, Michigan, 1954.
- Clifford, J. Candace and Clifford, Mary Louise. "Nineteenth-Century Lights," Cypress Communications, Alexandria, Virginia, 2000.
- Commonwealth Cultural Resources Group, Inc., "Phase I Archaeological Investigations, United States Coast Guard, Old Station Marquette, Marquette County, Michigan," Milwaukee, Wisconsin, October 2011.
- Holland, F. Ross. "American Lighthouses, An Illustrated History," Dover Publications, Inc., New York, 1972
- National Park, United States Coast Guard and Department of Defense, "Historic Lighthouse Preservation Handbook," U.S. Government Printing Office, Washington, D.C., 1997.
- National Park, U.S. Department of the Interior Service, Interagency Resources Division, National Register Bulletin #34, "Guidelines for Evaluating and Documenting Historic Aids to Navigation."
- National Park Service, U.S. Department of the Interior, "Standards for the Treatment of Historic Properties," Technical Preservation Services. Website: [www.nps.gov/tps/standards.htm](http://www.nps.gov/tps/standards.htm).
- Pepper, Terry, "Seeing The Light – Lighthouses of the Western Great Lakes," Website: [www.terrypepper.com](http://www.terrypepper.com).
- Roach, Jerry. "The Ultimate Guide to Upper Michigan Lighthouses," Bugs Publishing, Durand, Michigan, 2007.
- Sanders & Czapski Associates, PLLC, "Historic Structure Report for the Marquette Harbor Light Station, Light Tower/Keepers' Dwelling, Marquette, Michigan," Marquette, Michigan, Final Report, January 2013.
- Stonehouse, Fred, "Wreck Ashore: The United States Life-Saving Service on the Great Lakes," Lake Superior Port Cities, Duluth, Minnesota, 2003.
- United States Coast Guard Historian's Office, "Historic Light Station Information and Photography," Website: [www.uscg.mil/history/weblighthouses](http://www.uscg.mil/history/weblighthouses).
- United States Lighthouse Society, Hansville, Washington, Website: [www.uslhs.org](http://www.uslhs.org).