



DAVID STEFFEN

STATE REPRESENTATIVE • 4TH ASSEMBLY DISTRICT

August 18, 2021

Testimony to the Senate Committee on Natural Resources and Energy on Senate Bill 406

Chairman Cowles and Committee Members,

Thank you for the opportunity to testify in favor of Senate Bill 406 relating to the relocation of the Green Bay coal piles. I am thrilled to be here with Senator Wimberger and present this solution to a problem that has been facing Green Bay for over a hundred years.

Earlier this spring, Governor Evers indicated his support of the coal pile relocation/port expansion project in Brown County. This project will transform the economic and scenic landscape of Green Bay's downtown riverfront. By relocating a dirty, unsightly coal storage facility to a new parcel of land now available, the city will be able to redevelop this brownfield site into a \$100 million taxable property that spans over a ¼ mile of downtown riverfront. For sixty years, the city, county, elected officials, business groups and residents have tried to get this coal facility relocated out of the downtown area, and that possibility is now within reach.

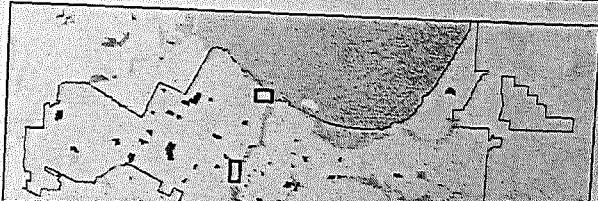
Thank you for the opportunity to speak in favor of this bill I encourage you to join me in supporting this legislation




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 This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any errors or omissions.

Neil Stechschulte

Development Director
City of Green Bay, Wisconsin, USA

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The Mason Street property where the coal piles now exist is still in private ownership. As such, a detailed redevelopment plan for the site area has not been completed, nor has a private developer been solicited. Detailed stormwater and utilities plans will be required as a part of any redevelopment proposed for the site. A very preliminary conceptual plan was utilized to create preliminary cost estimates for the site.

Mason Street Site

Overall cost estimates for all improvements for the Mason Street site range from \$11.3 million (10 acre site) to \$31.1 million (35.5 acre site).

Environmental remediation for the Mason Street site is estimated to cost between \$2 million (10 acre site) and \$5.3 million (35.5 acre site).

- *Soil contamination*
 - Staff is assuming that the primary remediation action for the site will be capping the site based on our experience on the Shipyard site immediately to the north of the coal piles site, which historically had been used for a similar purpose.
 - Environmental testing, remediation action and mitigation plans, and soil borings will be required to confirm levels of contamination.
 - In addition, the site will likely need significant fill added to as well as site grading to cap the site and raise it out of the floodplain.
 - The capping cost for the coal piles site is being estimated at approximately \$150,000 per acre. This includes soil excavation, soil transportation, backfill, erosion control, cap installation (clean soil, asphalt, concrete), and remediation oversight/engineering fees.
- *Groundwater contamination*
 - At this time, it is not known if there is any groundwater contamination that will need to be remediated. This will be determined through the up front testing that is planned for the site.

Public infrastructure for the Mason Street site is estimated to cost between \$3.2 million (10 acre site) and \$11.5 million (35.5 acre site)

- *Stormwater Management and Erosion Control*
 - The site currently has little or no onsite stormwater management or erosion control measures that would meet current standards. Current standards would require significant onsite construction of infrastructure that would control the quantity, quality and rate control for the treatment and release of stormwater as dictated by City ordinances:

- City of Green Bay Erosion Control standards:
https://library.municode.com/wi/green_bay/codes/code_of_ordinances?nodeId=COOR_CH16EN_ARTIICOSIERCO
 - City of Green Bay Stormwater Management
https://library.municode.com/wi/green_bay/codes/code_of_ordinances?nodeId=COOR_CH16EN_ARTIISTMA
 - The extent and nature of the environmental contamination may affect the overall stormwater management of the site, as well as the erosion control of the site before and during construction. Additional measures beyond normal standards are anticipated to be required, including expanded capacity infrastructure that will allow for additional treatment of stormwater. This is likely to include but is not limited to onsite retention ponds to control rate of flow, onsite infiltration facilities, treatment ponds for removal of suspended solids, and temperature control facilities.
 - Part of the Shipyard project downstream from the coal piles site includes habitat restoration, so water quality impacts must be mitigated or eliminated.
 - The specific infrastructure needed for the site will be developed with a corresponding development plan for the site.
- *Public Utilities*
 - Water, sanitary sewer, and storm sewer are currently located in the Broadway and Mason St. right of way, and are not immediately accessible to the site. Once cleaned and ready for redevelopment, this infill site will require full service of utilities to be extended to the site and eventually run through the site. The exact location, distance and main sizes to serve this site have not been determined at this point.
 - Providing services to this site is increasing challenging due to the waterfront and the presence of the active rail line in this area.
 - As the final layout of public streets has not yet been determined, the extent of utilities needed may change according to where public streets end up going. The exact location, distance and main sizes needed for onsite public utilities have not been determined at this point.

The overall timing for the development of detailed plans for all this infrastructure and remediation would be contingent on how and when the C. Reiss coal operations could be moved to the Pulliam Plant site.

Pulliam Plant Site

Brown County has prepared the attached detailed cost estimate for their projected “site dock improvements” work at the Pulliam site at \$15.1 million. Of that cost, approximately \$1.9 million is related to environmental remediation and \$1.3 million is related to stormwater management.

Eric R. Hepler

Fiscal Analyst | Wisconsin Legislative Fiscal Bureau
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Nick,

As we discussed previously, ARPA funding may be used for projects that "make necessary investments in water, sewer, or broadband infrastructure." Interim guidance from the U.S. Department of Treasury specifies that necessary investments include projects that are required to maintain a level of service that meets applicable health-based standards and are unlikely to be funded with private money.

Federal guidance also provides that ARPA may be used for projects that are typically funded through clean water and safe drinking water revolving loans. The types of projects eligible for CWSRF assistance include projects to construct, improve, and repair wastewater treatment plants, control nonpoint sources of pollution, improve resilience of infrastructure to severe weather events, create green infrastructure, and protect waterbodies from pollution. In Wisconsin, these loans are typically restricted to sewer, water treatment, and drinking water infrastructure. However, other states also fund additional categories of projects, including brownfield remediation, certain types of erosion control, and "green infrastructure," which retains storm water and prevents runoff from entering surface and ground waters.

Interim guidance from the U.S. Treasury encourages communities to take climate change resiliency into account when allocating ARPA funding. According to the U.S. Treasury, many of the types of projects eligible under either the CWSRF or DWSRF also support efforts to address climate change:

For example, by taking steps to manage potential sources of pollution and preventing these sources from reaching sources of drinking water, projects eligible under the DWSRF and the ARPA may reduce energy required to treat drinking water. Similarly, projects eligible under the CWSRF include measures to conserve and reuse water or reduce the energy consumption of public water treatment facilities. Treasury encourages recipients to consider green infrastructure investments and projects to improve resilience to the effects of climate change. For example, more frequent and extreme precipitation events combined with construction and development trends have led to increased instances of stormwater runoff, water pollution, and flooding. Green infrastructure projects that support stormwater system resiliency could include rain gardens that provide water storage and filtration benefits, and green streets, where vegetation, soil, and engineered systems are combined to direct and filter rainwater from impervious surfaces. "Coronavirus State and Local Fiscal Recovery Funds," Title 31 Code of Federal Regulations, Pt. 35. 2021 ed.

You provided detail on a number of project elements that would likely be ARPA-eligible, including:

- soil and groundwater contamination remediation,
- installation of storm water management and retention systems,
- green infrastructure, including installation of semi-permeable pavement and infiltration systems,
- extension and installation of sewer and drinking water utilities.

Additionally, some erosion control measures may be ARPA-eligible. Some coastal states such as Virginia provide clean water funding to communities for the development of "living shorelines," which use native beach grasses to slow and filter water runoff and protect coastlines from erosion. However, traditional bulkheads and riprap would not be likely to be eligible since they do little to improve water quality.

Similarly, dredging may be ARPA-eligible if it is intended to remove polluted sediment from the river bed and improve the quality of water entering Lake Michigan. However, if dredging is primarily intended to improve navigation in the Fox River, that portion of the project is not likely to be eligible for ARPA funding.

You listed some project elements which are unlikely to be ARPA-eligible, including railroad infrastructure, paving streets and sidewalks.

Finally, interim guidance from the U.S. Treasury stresses that ARPA recipients retain significant discretion to prioritize necessary improvements to water infrastructure based on community needs.

I hope this information is helpful. Please contact me with any further questions.

Cost Estimate
 Pulliam Plant Improvement

	Cost/Unit	units	Units	Cost	
Steel Pile with Deadman and channel cap	\$ 2,500.00	LF	1273	\$ 3,182,500	
Steel Pile with Deadman and channel cap	\$ 2,500.00	LF	440	\$ 1,100,000	to bulkhead line
Riprap Bay shore	\$ 250.00	ton	600	\$ 150,000	600'/10 = 600
Mooring Bollards	\$ 50,000.00	EA	12	\$ 600,000	
Crane Pads 50x50 3' thick with H-piles	\$ 50,000.00	EA	1	\$ 50,000	
Mobilization	\$ 100,000.00	EA	1	\$ 100,000	
Dredging	\$ 30.00	CY	42122	\$ 1,263,660	
Dredge mobilization	\$ 50,000.00	EA	1	\$ 50,000	
Turbidity Curtain if needed	\$ 20,000.00	EA	1	\$ 20,000	
Excavation of topsoil 9.07 acres	\$ 5.00	CY	14630	\$ 73,150	
Excavate Coal residual dispose at Bay Port				\$ 300,000	Must be approved under a Low Haz Exemption to be approved at Bay Port. Otherwise needing landfill disposal (Hauling and tipping fee significantly more than Bay Port costs)
Excavate Petro residual soil to Bay Port				\$ 50,000	Must be approved under a Low Haz Exemption to be approved at Bay Port. Otherwise needing landfill disposal (Hauling and tipping fee significantly more than Bay Port costs)
Resurface 12.19 ac with soil	\$ 10.00	CY	19662	\$ 196,620	
Fill in 3.12 acre old slip	\$ 15.00	CY	50325	\$ 754,875	rail track \$225/ft not including Ballast or prepared base. Very conservative cushion
Stormwater Pond and Management				\$ 1,300,000	Vortech Chamber solution
Relocate sprinkler system			1	\$ 50,000	
Scale	\$ 150,000.00	EA	2	\$ 300,000	
Demo existing building		EA	1	\$ 50,000	
Permitting	\$ 75,000.00	EA	1	\$ 75,000	
Subtotal				\$ 15,105,605	
Full Project					
Engineering (20%)		EA		\$ 3,021,121	
Contingency (20%)		EA		\$ 3,021,121	
Total				\$ 21,147,847	



STATE SENATOR

Eric Wimberger

DISTRICT 30

Testimony on Senate Bill 406

Senate Committee on Natural Resources and Energy

Wednesday, August 18, 2021

Chairman Cowles and Members,

Thank you for taking the time to hear testimony on Senate Bill 406, which will provide funding to move the coal piles in downtown Green Bay.

Green Bay lies on a delta formed by the Fox and East rivers. It is a back filled swamp area that was not originally a desirable land. In fact, the reason Native Americans were content with French traders setting up fur trade operations there was because it was an unused mosquito and stench filled area. As such, residential areas grew on the small hills located away from the mosquitos a short distance from what is now the downtown. The river front was slowly filled in over decades and relegated to industrial or commercial use. Rail lines bracketed both sides of the Fox River to service port shipping.

Rail still rumbles through the West Fox River side of Green Bay and services industry including the Coal Piles there. On the East side, the rail line was turned into a trial system in the 1990s and that catalyzed downtown renewal. There are no plans to eliminate the rail line on the West side, but the Coal Piles cause coal dust to blow onto the residential areas on the West and East side. The issue is so great that property values are affected. A combination of the rail lines and coal piles on the west side cause blight. Crime is high in that area as a result.

In the last few years, the Coal Pile property owners, C. Reiss Coal Company, have agreed to a property swap. WPS closed its power plant at the mouth of the Fox River and the city purchased the property. C. Reiss will move to that old WPS location and the city of Green Bay will take ownership of the current C. Reiss property on the river front. However, the old WPS power plant site does not have the requisite ship docking or rail access spur. C. Reiss will do a property swap, but it must be a one for one similarly developed property.

This legislation is to provide funding to help develop the old WPS site to standard for the property swap. The arrangement will free up valuable riverfront space near the Mason Street Bridge for modern development, and will reduce air pollution in the near downtown area. The old WPS property will need a rail spur, ship docking facilities, and drainage and fill to effect the plan. Part of the plan will be funded by selling a portion of the old WPS site to current neighbors who have already agreed to purchase it when available.

County and City leaders estimate a three phase development plan will cost approximately \$20M. Phases will include 1) rail spur connection to nearby lines, 2) fill and drainage development, and 3) docking facilities for ships requiring pilings.

Thank you for taking the time to hear our testimony this morning.

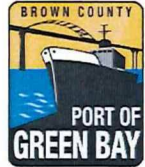
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PORT & RESOURCE RECOVERY DEPARTMENT

Brown County

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DEAN R. HAEN
DIRECTOR

Date: August 18, 2021

To: Members of the Committee on Natural Resources and Energy

RE: AB 406

Good afternoon, my name is Dean Haen, Brown County Director of Port & Resource Recovery Department that oversees the Port of Green Bay. Thank you for the opportunity to hear from Brown County and the Port of Green Bay in support of SB 406.

For decades the City of Green Bay has wanted to relocate C. Reiss Coal from downtown Green Bay. Additionally, Brown County has identified the WPS Pulliam Plant property for port expansion purposes in numerous studies and reports over the past 20 years. These studies and reports include numerous Port Strategic Plans, Property Acquisition Plans, and Port Development Plans. The City and County are aligned and in partnership to meet both of our goals and this is a once-in-a-lifetime opportunity to both relocate C. Reiss Coal and expand the Port of Green Bay.

In 2018, Wisconsin Public Service (WPS) decommissioned the coal-fired Pulliam Power Plant. The property sits at the mouth of the Fox River where it has the deepest draft, rail connectivity, and direct interstate access.

In February 2021, Brown County executed a purchase agreement for 43.89 acres of the site from WPS with the intent to upgrade site infrastructure and redevelop it for active Port operation. The project includes dock wall construction, placement of mooring bollards, construction of crane pads, dredging, resurfacing, filling an old slip, and installing a new rail spur. The Port/Brown County have already committed \$2.7 million to acquire the site. The Port is committed to this project, but has used all of its available resources and will need state and federal assistance to see this once-in-a-lifetime project to completion.

The development costs for the Pulliam site are estimated at \$21 million to update site infrastructure to a state-of-the-art Port facility.

While the Port of Green Bay has a successful track record of receiving grants, the project is significantly larger in scope than available local funding. The relocation would also result in residential, commercial, and additional clean Port-related industrial growth in the downtown area through redevelopment of the C. Reiss Coal property. The City and County are pursuing federal Marine Highway Project Designation which will establish eligibility for USDOT Maritime Administration Port Infrastructure Development Program funds and other federal grant dollars. The Port has applied for a WI Harbor Assistance Grant and has unsuccessfully asked Senator Baldwin for a direct appropriation of funds. This project is in

need of seed money from the state of Wisconsin that the City/County can use as a match to receive a federal grant or state grant.

Without additional state and federal funding, the project will face significant delays, amounting to many years before implementation or could potentially never see implementation.

With funding for this project, Brown County expects to use the money as a match to federal grant programs to complete the redevelopment of the Pulliam site and put it into active use within three years. If SB 406 is passed, as written, Brown County is concerned about its ability to encumber the money by August 31, 2022.

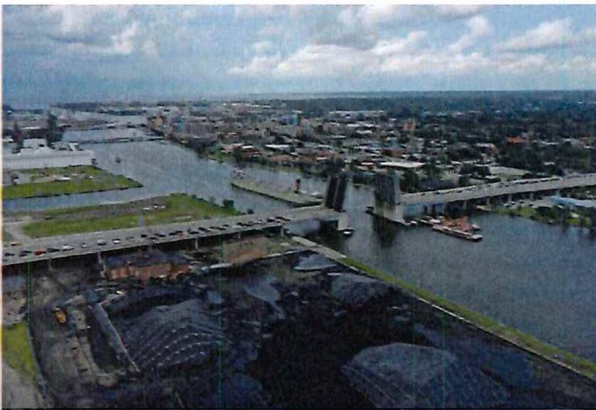
In addition, the redevelopment of the site for active Port uses is estimated to generate significant jobs and have an economic impact of \$87 million over five years. Cleanup and redevelopment of the 35.5-acre downtown coal piles site would increase property values for the site by more than \$145 million, and create much needed housing, new commercial uses, and clean industrial/Port expansion.

Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dean Haen', with a long horizontal flourish extending to the right.

Dean Haen
Director, Brown County Port & Resource Recovery Department
920-492-4950
Dean.Haen@BrownCountywi.gov



**C. Reiss Coal – Pulliam Relocation Project Summary
Green Bay, Wisconsin**

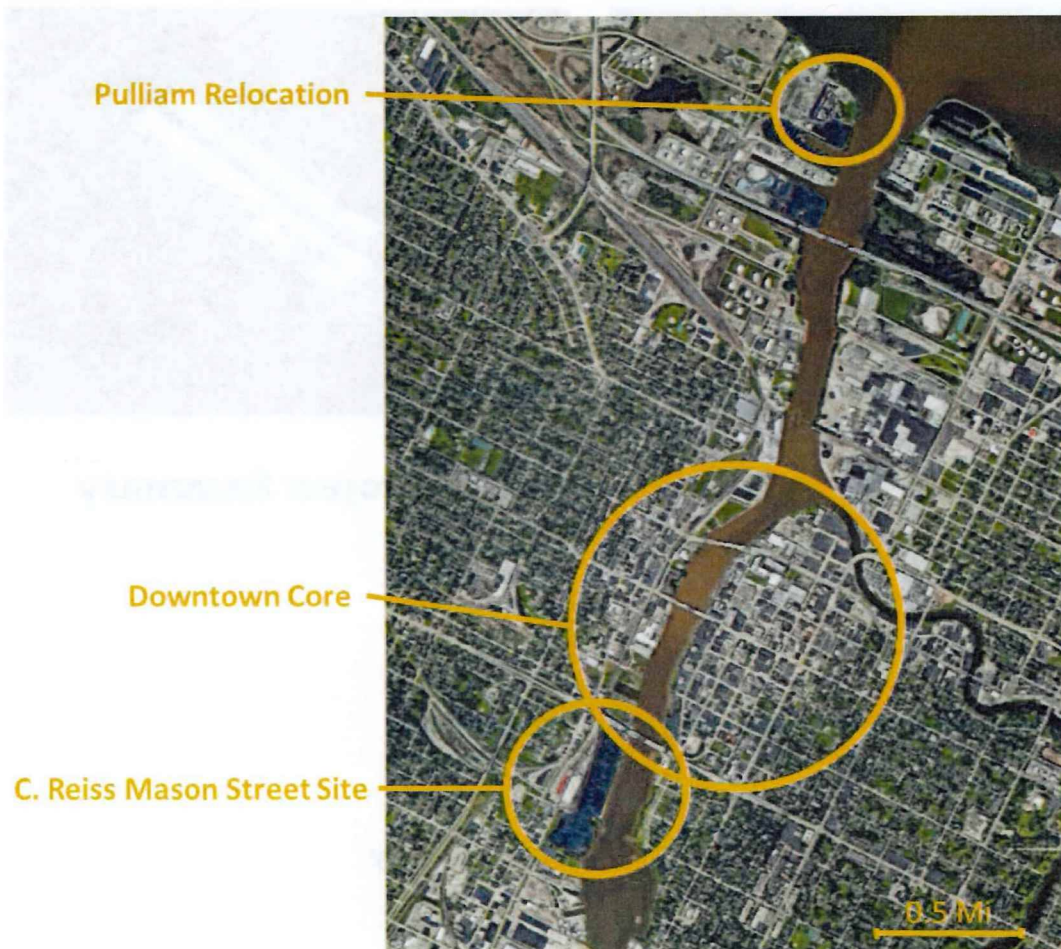


Prepared by the City of Green Bay
February 2021

Introduction

The City of Green Bay, in close partnership with Brown County/Port of Green Bay, Wisconsin Public Service (WPS), and the C. Reiss Coal Company, are moving forward a plan to remove coal piles from its downtown. The 35.5-acre C. Reiss Coal Company property is located at 115 W. Mason Street and includes nearly 2,500 feet of shoreline along the west bank of the Fox River. The site has served as a storage yard for coal dating back to the 1880s. Though generally understood by the community as a necessary part of our local economy, the coal piles that dominate Green Bay's downtown landscape are also viewed as a significant blight, a hindrance to neighborhood revitalization, and a potential hazard to the environment and public health. The coal dust has been a major deterrent to people and businesses moving to the area, encumbering development and property values, as well as imposing cleaning costs to property owners.

A rare opportunity to relocate the coal piles has taken shape with the recent decommissioning of the Pulliam coal-fired power plant. The Pulliam property, which is located 2.5 miles away at the mouth of the Fox River, was identified in a 2004 HUD-funded study as the most ideal site to relocate the C. Reiss coal piles. With the announcement of the power plant's closure, all necessary parties have agreed on a plan to implement that vision, while also creating opportunities for port growth, downtown development, and new public waterfront amenities.



Timeline & Historic Context

- 1880s** -Coal piles first located on Mason Street site in downtown Green Bay.
- 1927** -Coal-fired power plant opens at Pulliam site.
- 1959** -Mayor Romy Denissen elected, expresses intention to relocate coal piles. The City would continue to explore ways to relocate the coal piles for the next 60 years.
- 2004** -HUD-funded study identifies Pulliam site as the best option to relocate the coal piles and estimates \$29 million in relocation costs.
- 2012** -The CityDeck riverfront boardwalk is completed on the east shore of the Fox River, helping to catalyze over \$100 million in downtown redevelopment in less than 10 years. Redevelopment on the west shore is hindered due to brownfields such as the coal piles.



- 2018** -Pulliam power plant fully decommissioned.
 - City, County, WPS, C. Reiss and other key partners begin holding meetings to discuss potential acquisition of Pulliam site.
 - The Census Tracts where the C. Reiss (CT 8.00) and Pulliam (CT 1.00) sites are located are both certified by the U.S. Department of the Treasury as Opportunity Zones.
- 2019** -City and County publicly release letter of intent to purchase portions of the Pulliam site for coal pile relocation and port expansion.
 - City of Green Bay releases redevelopment plans of the 13-acre Shipyard site, located immediately north of the C. Reiss Mason Street property. The \$10 million project includes new public waterfront amenities, outdoor event space, playground, dog park, beer garden, and retail container park. EPA and WEDC grant \$1.5 million for brownfield cleanup – this site was also formerly used for coal storage.



- City announces intention to invest \$1 million over three years in neighborhood near the Shipyard and coal piles – offers funding to improve homes and storefront facades.
- Nearly 2,500 people sign an online petition to Governor Evers and the State Legislature to have the coal piles relocated. Community members commented on the possible economic, environmental and health benefits of moving the coal.
- Wisconsin State Assembly passed a bill to award the City a harbor assistance grant of up to \$1.5 million to assist with the project. The bill was never scheduled for a vote in the Senate.

2020

- \$1.2 billion Fox River cleanup project completed, addressing threat of PCB contaminants in river sediment from Neenah to the river's mouth in Green Bay.
- Developer receives preliminary approval for \$20 million, 225-unit apartment project on Shipyard site.
- EPA funds brownfield reuse plan and neighborhood investment strategy for areas surrounding the Shipyard and coal piles site.
- WPS, Brown County, and City sign MOU, outlining terms of the project and establishing a purchase price for 43-acres of the Pulliam site.

- C. Reiss, County, and City agree to Pulliam site layout for coal piles relocation.

2021

- Gov. Tony Evers announces \$500,000 grant to Brown County for project.
- Brown County Board approves \$2.7 million purchase for 43-acres of the Pulliam site.

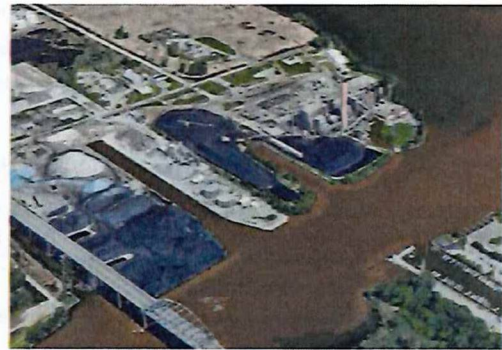
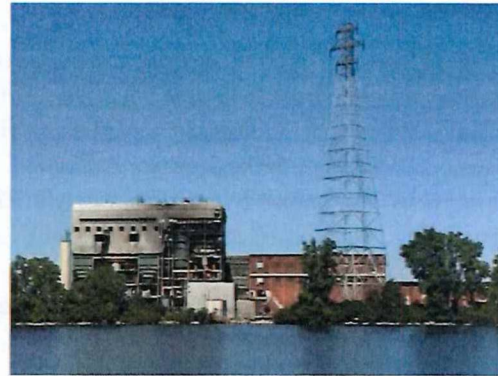
Pulliam Site Overview

The Pulliam site, located at 1530 Bylsby Avenue in Green Bay, has operated as a coal-fired power plant since 1927. As such, a sizeable portion of the property has been used for outdoor coal storage during this time. The property is in an exclusively industrial area of the community, with the closest residential properties being located over 0.60 miles away and separated by Interstate 43 and Canadian National Rail lines. The site is in Census Tract 1.00, a federally designated Opportunity Zone.

After announcing the plant's closure in 2018, WPS met with the City and Brown County when the entities expressed interest in acquiring portions of the site for port expansion and coal pile relocation. Brown County has formally agreed to purchase 43.75 acres of the site for \$2.7 million. The property being acquired includes the former plant structure, which is expected to be fully demolished by Spring 2021.



Industrial Zoning
Residential Zoning



Pulliam Site Redevelopment

Brown County/Port of Green Bay intends to acquire and make improvements to the Pulliam site to accommodate C. Reiss Coal Company's operations, as well as the operations of GLC Minerals. Anticipated improvements to the site include a new dock wall, rail infrastructure, stormwater management systems, and the relocation of C. Reiss' equipment and offices. Environmental remediation will also be necessary to address anticipated contaminants while accommodating site improvements.

The County/Port have committed \$2.2 million to acquire the site, and the Wisconsin Economic Development Corporation (WEDC) has committed a \$500,000 grant to support the purchase. GLC Minerals has agreed to purchase 9.7 acres from the County/Port for \$875,000. The Port is negotiating a long-term lease with C. Reiss for remaining portions of the property. The County/Port and City are seeking additional state and federal grants to cover necessary costs for site improvements.

Preliminary Cost Estimates – Pulliam Redevelopment	
Property acquisition	\$2.7 million
Environmental remediation	\$3.2 million
Port infrastructure improvements	\$7.2 million
Rail infrastructure	\$4.2 million
Stormwater management systems	\$1.3 million
Engineering, permitting, contingencies	\$6.1 million
C. Reiss relocation	\$600 thousand
Total	\$25.3 million

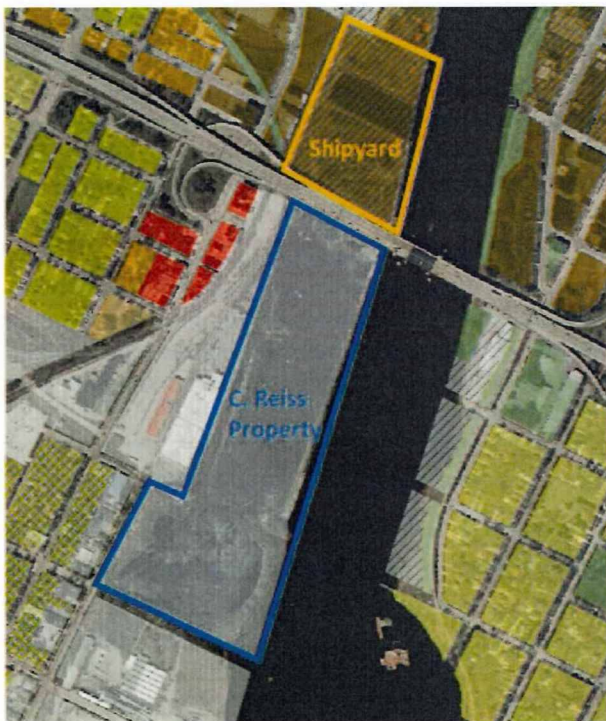
Mason Street Site Overview

The 35.5-acre Mason Street site has served as a coal storage/transport facility since the 1880s. The C. Reiss Coal Company, a subsidiary of Robindale Energy, is the facility's current operator. The property includes nearly 2,500 feet of shoreline with rail access, allowing for coal to be transported to/from the site by ships, trains, and by trucks from Mason Street and Broadway.

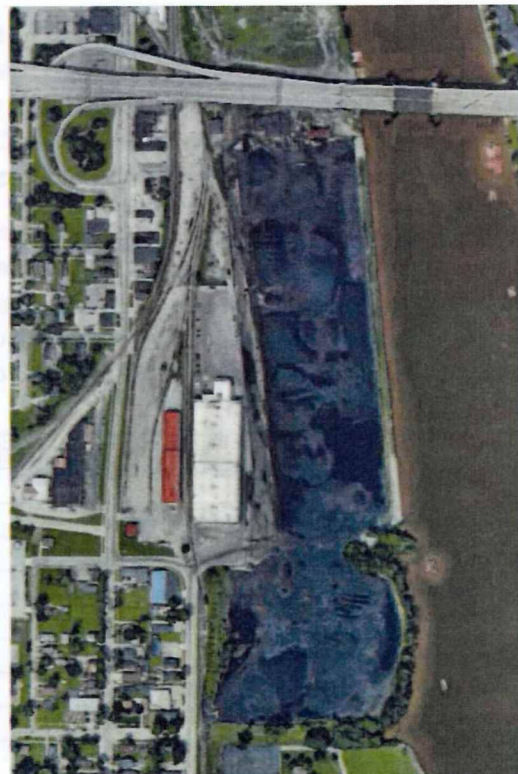


The downtown area property is directly adjacent to homes and commercial businesses to the west, large manufacturing facilities to the south, and the 13-acre Shipyard brownfield site to the north. The U.S. EPA's EJSCREEN tool estimates that 563 households and 1,693 residents live within one-half mile of the Mason Street property. Nearly half of these residents are people of color, and one-third are under the age of 18.

Except for the City's recent revitalization efforts, the neighborhood surrounding the Mason Street property has experienced no significant investment in many years. A 2018 study revealed that neighborhood property values were depressed at 65% lower than the overall City, and two-thirds of buildings required exterior repair. A 2020 EPA-funded brownfields inventory identified 47 potential brownfield sites near the coal piles. Because of their visual dominance over the neighborhood landscape, the coal piles are widely considered to be a primary reason for suppressed levels of investment, which has led to additional blight, a deteriorating housing stock, and a decreasing supply of quality jobs.



Industrial Zoning Downtown Zoning
Residential Zoning Commercial Zoning



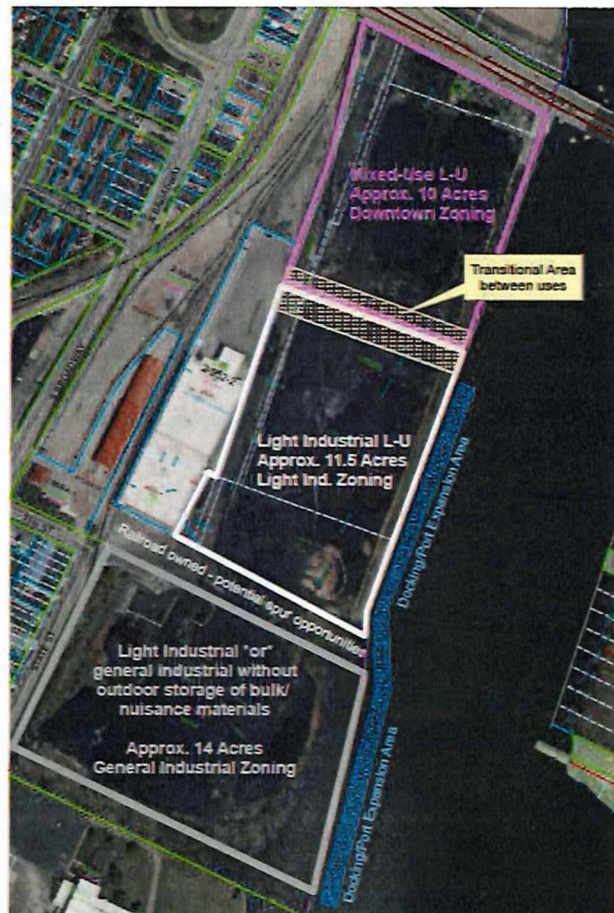
The challenges impacting the neighborhood directly correlate to residents' financial hardships. This Census Tract (8.00) exhibits Green Bay's highest concentration of poverty. According to 2019 American Community Survey data, 33.1% of residents live below the poverty line. The area's median household income (\$33,068) is significantly below the median household incomes of both the City (\$49,251) and Brown County (\$62,340). EPA's EJSCREEN tool estimates the per capita income of residents living closest to the coal piles (within one-half mile) to be \$24,526. Therefore, lower income households are disproportionately impacted by the coal piles, other nearby brownfields, and any negative environmental health conditions associated with those sites.

Remediation of area brownfields, including the Mason Street site, will reduce the threat of direct contact with contaminants on each specific property. Moreover, it will reduce offsite migration of contaminants via airborne dust, stormwater and/or groundwater migration. This will directly improve resident's health conditions, especially for the neighborhood's sensitive populations that makeup a considerable proportion of area residents. The relocation of the coal piles will also allow for the Mason Street property to be redeveloped for a higher and better use, including new housing and employment opportunities for neighborhood residents.

Mason Street Redevelopment

The City and Brown County/Port have established a vision for the C. Reiss Mason Street site that provides opportunities for new mixed-use/downtown development, clean industrial development, and Port growth. To facilitate these land use changes, the City intends to update its zoning regulations on the Mason site.

The northernmost 10-acres of the site may be acquired by the Green Bay Redevelopment Authority (RDA) to initiate environmental remediation and improvements for public infrastructure and waterfront amenities. Concurrently, the City will facilitate partnerships with private developers to construct new housing and commercial spaces on the site. Private investment may be supported by the Opportunity Zone incentives available for projects within this Census Tract. The City estimates an increase of \$45+ million in property values on the 10-acre site after redevelopment. In addition to leveraging private investment and TIF, the City will seek federal and state financial assistance for site remediation and public improvements.



Preliminary Cost Estimates – Mason Street 10-acre North Site	
Property acquisition	\$1.2 million
Environmental remediation	\$2 million
Public infrastructure	\$3.2 million
Public waterfront amenities	\$2.5 million
Engineering, permitting, contingencies	\$2.4 million
Total	\$11.3 million

Land uses planned for the southern 25.5 acres of the site will gradually transition to light/clean industrial uses to accommodate additional Port growth and to complement neighboring industrial properties to the south. C. Reiss may retain portions of the property for uses other than coal storage. The City intends to prohibit any outdoor storage of bulk/nuisance materials on the site. The County/Port and C. Reiss may work to improve docking facilities on the southern areas of the site to support new industrial uses and shipping opportunities. The City estimates an increase of \$100+ million in property values on the 25.5-acre sites after redevelopment. In addition to local and private investments, state and federal financial assistance will be requested for site remediation, public infrastructure, and port facility upgrades.

Preliminary Cost Estimates – Mason Street 25.5-acre South Sites	
Environmental remediation	\$3.3 million
Public infrastructure	\$8.3 million
Port improvements	\$4 million
Engineering, permitting, contingencies	\$4.2 million
Total	\$19.8 million

Redevelopment Concept

