MOVE THE COAL PILES!

The On Broadway board of directors recently took action to draft a letter of support encouraging relocation of the C. Reiss coal terminal operations along the Fox River and immediately adjacent to the Broadway District. The board's position is that the existing site is an impediment to future development on the waterfront and the land has a higher and greater use that could directly support the long-term vision of the Broadway District.

Local officials are asking for a harbor assistance grant to support a preliminary concept plan to determine if the coal piles can be relocated to the Pulliam Plant site which is slated to be decommissioned in 2020.

State residents are encouraged to sign the linked petition to show their support for the grant. Strong community support can influence how funds are distributed and which projects are selected.

Sign the Petition
How it Works

For five decades, the City of Green Bay has advocated for relocating the C. Reiss coal terminal operations along the Fox River south of Mason Street. Most recently, this relocation was incorporated into the City of Green Bay Comprehensive Plan (2002) and Lower Fox River and Green Bay Shoreline Waterfront Redevelopment Plan (2010). The City seeks to do this in order to:

1. increase the property's taxable value by an estimated $100 million;

2. unlock additional, taxable economic development options with the neighboring properties;

3. improve citizen health and safety by eliminating coal dust impacts on the downtown residents; and

4. reduce operation and maintenance expenditures on the three bridges between the site and the bay.

The closure of the Pulliam Power Plant at the mouth of the Fox River provides a once-in-a-lifetime opportunity to not only relocate the C. Reiss operation, but also provides transformational opportunities for port-based business expansion in Green Bay, including an inter-modal containerized shipping facility. The City, Brown County, the Port of Green Bay, WEC Energy Group, C. Reiss, and other port businesses are supportive of further exploring this proposal.

We first, however, need to determine the physical and financial feasibility of this proposal. Quite simply, the size and scope of this analysis requires state funding, due to its complexity and overall expense of this evaluation. For this reason, we are seeking $1.5 million from the State to cover the professional services of a Consultant (a single entity or collaboration of firms) to prepare a Preliminary Concept Plan that includes all architectural, structural, and civil engineering and design documents needed to facilitate the redevelopment of the Pulliam Plant (and potentially adjacent properties), including:

1. Geotechnical Stability. Completion of geotechnical analysis and/or plans for removal and disposal of all necessary earthen material unsuitable for construction purposes and/or identification of minimal requirements for structural foundations.

2. Environmental Remediation. Completion of a Phase I and Phase II Environmental Site Assessment (ESA) and/or plans for creation of and/or amendments to environmental closure report(s) in accordance with
requirements of the Wisconsin Department of Natural Resources (DNR) and take all such appropriate measures to implement such actions required to achieve compliance.

1. Site Fill. Completion of a floodplain analysis and/or plans for importation of a sufficient amount of customary and typical earthen fill, compacted in place, to raise the existing elevation of the property above the existing base flood level established by the Federal Emergency Management Agency (FEMA).

2. Stormwater Management. Completion of a stormwater management analysis and/or plans for construction of customarily sized and typical storm water management facilities necessary to service proposed improvements.

3. Infrastructure. Plans for improvements that will ultimately be dedicated for public service, including:
   - road, pedestrian, and bicycle improvements; and
   - sanitary sewer, storm sewer, and potable water and wastewater mains and laterals, and storm water management facilities; and
   - telephone, high-speed cable, and related technology infrastructure; and
   - natural gas, electrical power, and other public utilities; and
   - any related engineering, grading, erosion control, and landscaping; and
   - any related land acquisitions and anticipated and intentional corrections to adjacent property affected by the public improvements, including grading.

4. Private Improvements. Plans for the preservation of and/or construction of potential private improvements, including buildings and other structures; sheet piling, dock walls, piers, dredging, and other waterfront improvements; rail track, siding, and related improvements.

The return on this investment will come in the form of higher per-acre property values than adjacent properties and the City average; remediated environmental contamination and enhancement of the physical (soil, water, air) landscape; expanded non-motorized transportation networks; and the generation of job opportunities for individuals of all ages, abilities, and incomes. The City believes this investment, along with post-analysis investments that could eclipse $15 million, will maximize the City's downtown potential along the waterfront while also providing a new port expansion opportunity that has been needed for decades.