

2016 DULUTH-SUPERIOR PORT LAND USE PLAN EXECUTIVE SUMMARY



PREPARED BY
DULUTH-SUPERIOR
METROPOLITAN INTERSTATE COUNCIL

Duluth-Superior Port, Harbor, & Estuary

Unique & Special

- Considered the largest freshwater port in the world—consists of 19 square miles of land and water with 17 miles of dredged shipping channels, and has two port entries.
- At the western tip of Lake Superior, is connected to the Atlantic Ocean through the Great Lakes and the Saint Lawrence Seaway—2,342 miles, and about one week away by ship.
- North America’s largest fresh-water, multi-modal transportation hub for moving domestic and international freight—consistently in the top 20 U.S. tonnage ports.
- One of the premier bulk cargo ports in the United States.
- In 2010, the direct business revenue received by firms dependent upon the cargo handled at the marine terminals located in the port was \$1.5 billion, and included 11,510 jobs in MN and WI. ¹
- According to the Duluth Seaway Port Authority, “there are 20 privately owned and operated docks in this harbor plus one general cargo terminal, a fueling depot, tug/barge services, and a shipyard with two dry docks.” Primarily a natural resources port, these docks handle a diversified commodities base ranging from coal, iron ore, grain, and limestone to cement, salt, wood pulp, steel coil, wind turbine components, and other heavy lift/dimensional equipment.
- Naturally protected by Park Point, the world’s longest freshwater sandbar.
- The lower St. Louis River estuary, including the port, has numerous recreational facilities and access points including marinas, docks and boat landings.
- Recreational uses include paddle sports, boating, fishing, birding, hiking, and site-seeing cruises.
- Contains critical aquatic and terrestrial habitat and an exceptional multi-species fishery.
- Clean-up and remediation of historic pollution sites within the estuary is occurring on schedule through many partnerships, and is an important factor attracting people to live in this area.
- Beneficial reuse of dredged materials is occurring in several ways, including for aquatic habitat improvement, minimizing wind and wave energy, and managing contaminated sediments. Viable beneficial reuse of dredged materials will be a continuous long-term strategy of the harbor.



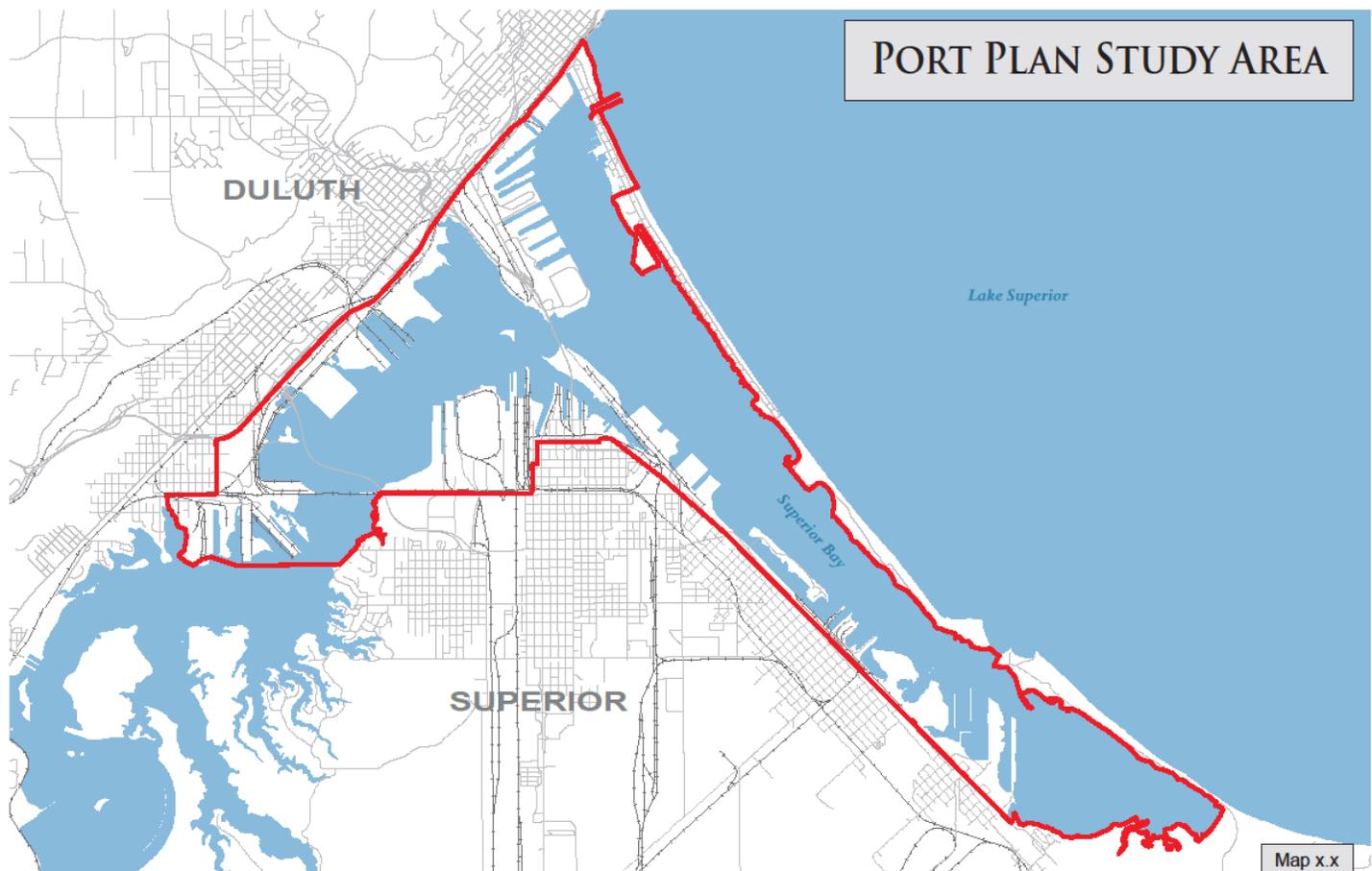
All of these assets have high value and should be recognized as integral to the complex harbor system.

¹ Economic Impacts of the Port of Duluth-Superior, 2011, Martin Associates, Pennsylvania, PA

Duluth-Superior Port Land Use Plan

What is it?

- The comprehensive port development plan for the lands which constitute the “working port” of the City of Duluth, Minnesota and City of Superior, Wisconsin waterfronts.
- Examines land use and development adjacent to the Duluth-Superior Port, harbor, and estuary.
- Addresses existing and future land use conditions influential to the on-going success of the Duluth-Superior Port, harbor, and estuary.
- Considers multi-modal access to the Duluth-Superior Port, harbor, and estuary.
- Provides recommendations for Duluth-Superior Port, harbor, and estuary stakeholders to consider and implement.
- A guide for the cities of Duluth and Superior to incorporate within their comprehensive plans.



Plan Purposes & Goals

Plan Purposes

- Assist both public and private interests with the development of lands in the working waterfront of the Duluth-Superior port.
- Guide how port lands can best be managed to support and promote current and long-term protection of valuable and limited deep water berths, global waterborne connections, water dependent businesses, and maritime facilities.
- Identify the various local, state, and federal policies and regulations that can impact development activities within or adjacent to specific parcels of land and sections of the waterway.

Plan Goals

- Consider and integrate the large amount of harbor related planning work undertaken by multiple agencies.
- Protect and enhance the economic, ecological, and recreational value of the harbor.
- Identify potential future land use options, needs, opportunities, and complementary strategies.
- Encourage participation and direct input from all stakeholder groups with interests within the port and harbor.

Implementing the plan should:

Promote certainty and reliability for, and support economic investment into existing port businesses by encouraging compatible land uses adjacent to the federally-maintained shipping channel.

Position our communities to take advantage of our geographic location and leverage our transportation assets to become a larger player in projected increases in freight movements.





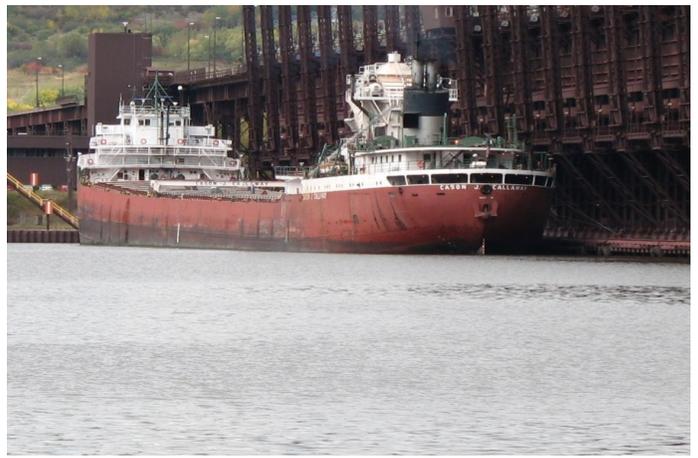
The port hosts up to 1,100 lake-carrier and oceangoing ship visits each year, loading or delivering approximately 38 million tons of bulk cargo.



Artist rendering, Duluth Seaway Port Authority / MPR News



Marine transportation on the Great Lakes uses less fuel, emits less greenhouse gases and other pollutants, has more system capacity, lower impact on infrastructure, and produces less noise than shipping via rail or road, saving U.S. businesses and consumers approximately \$3.6 billion per year.



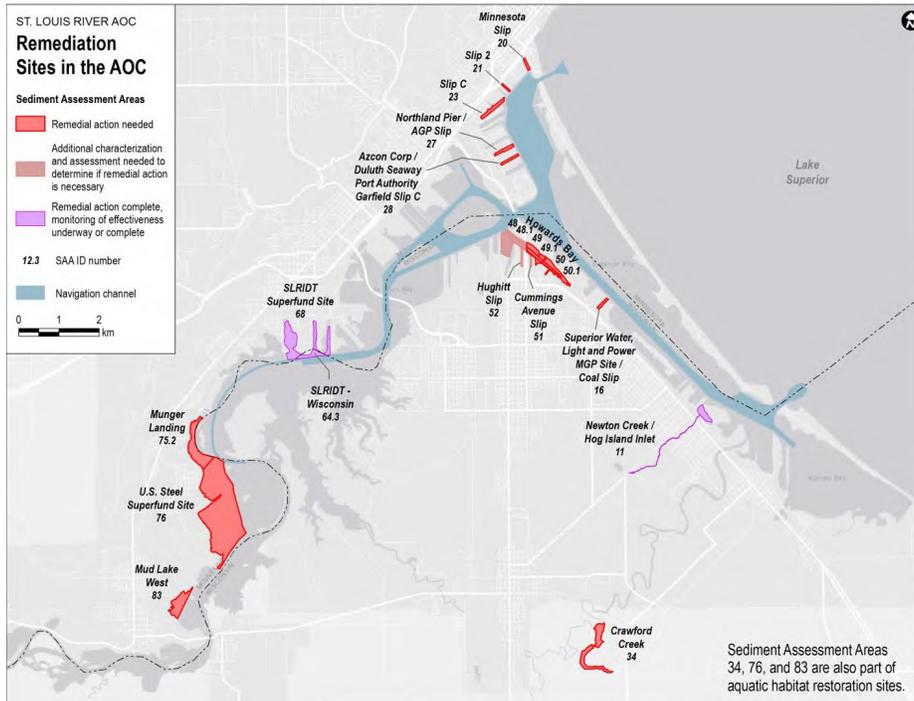


The port can only realize its full potential for shipping and commerce if dredging occurs in a timely and cost effective manner.

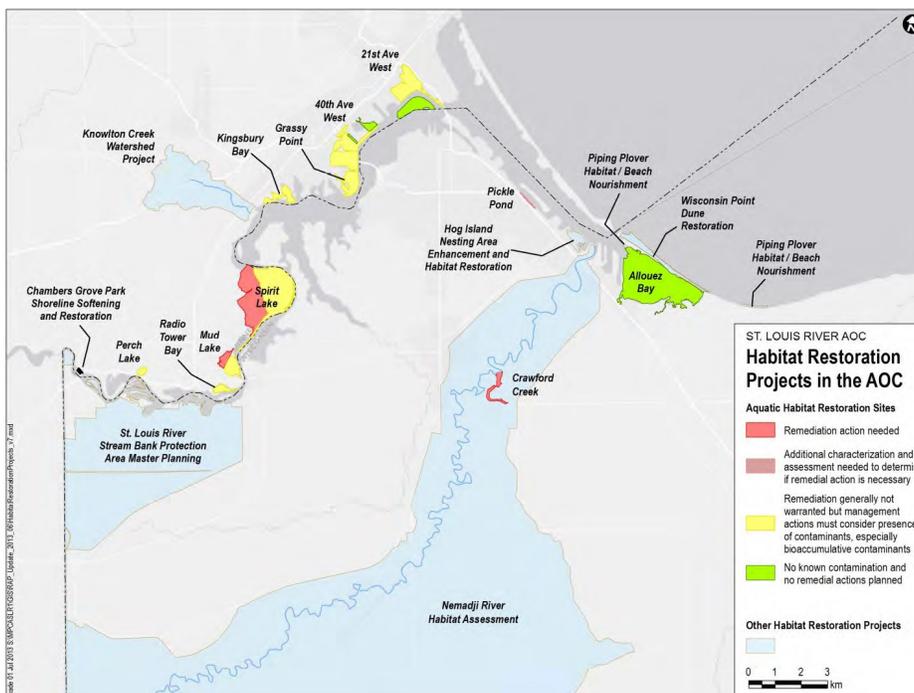
Port authorities are striving to utilize as many viable options as possible for reusing dredged materials, and will continue to do so. Most of the dredge materials meet regulations for beneficial uses.



89-acre Erie Pier is operated as a dredge material Placement and Reuse Facility. Due to cost & siting issues, every effort is being made to extend the operating life of this recycling facility. An update of the Erie Pier Management Plan is planned for the near future.



The St. Louis River Area of Concern (SLRAOC) was identified as the second largest of 43 AOC's across the Great Lakes in 1987. Through a Remedial Action Plan (RAP) for the SLRAOC, historic legacy and ongoing pollution and habitat loss is addressed. The 2013 update of the RAP identified 69 major actions required to rectify nine primary identified impairments, and established an aggressive timeline and budget to have these actions completed by 2020. A diverse set of stakeholders and partners are striving to meet this deadline. The ultimate goal of this work is to reverse the identified impairments to the point that the SLRAOC can be delisted—meaning the St. Louis River will be satisfactorily cleaned up. A clean and healthy St. Louis River Estuary is very beneficial in myriad ways.



Maps: St. Louis River Area of Concern Implementation Framework: Roadmap to Delisting (Remedial Action Plan Update), 2013, LimnoTech/MN Pollution Control



Many Recreational & Tourist Uses of the Harbor & Estuary

Diverse range of activities

Numerous businesses support these uses

Lake Superior State Water Trail

Several public access points

Several natural areas and trails

Coexist with maritime uses



The Plan encourages recreational access and use in ways that are compatible with maritime transportation.

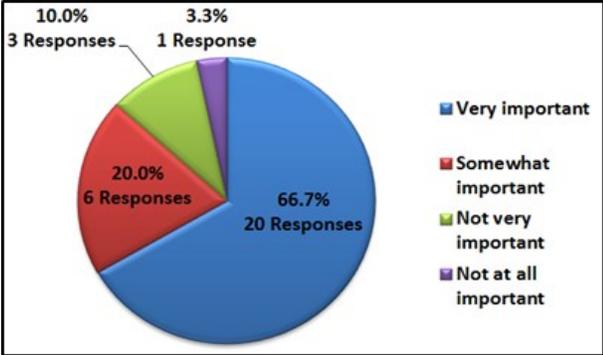


Stakeholder Involvement & Input

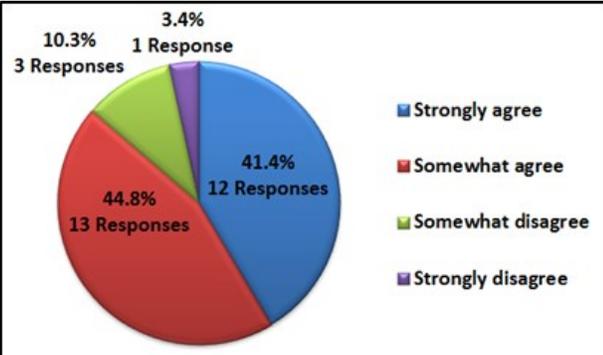
Harbor Technical Advisory Committee

The **Duluth-Superior Harbor Technical Advisory Committee (HTAC)** is a unique and diverse working group of port stakeholders in the largest port on the Great Lakes . The HTAC is an important planning and communication tool for the port, and has generated positive dialog between business, all levels of government, academia, non-profit organizations, and citizen groups. The HTAC is viewed as a model for other ports to mimic.

*Do you agree or disagree with the following statement:
The Harbor Technical Advisory Committee is an important planning and communication tool for the port.*



How important is it for the cities of Duluth and Superior to have a land use plan for the commercial maritime port?



Port Land Use Plan Survey

Input from port-related businesses in the plan study area was sought via a 44-question online survey. The purpose of the survey was to gather information on how changes to the Duluth-Superior port have been affecting port businesses and to gauge how the needs of those businesses likewise may be changing.

Port Lands & Infrastructure

Compatible Port Land Uses

- Protect economic investments.
- Should support the existing maritime and related industrial land uses.
- Preserve the utility of the shipping channel.
- Promotes health and safety.
- Is an implied recommendation of the Plan.

Value of Port Lands

- Land along the shipping channel is a finite resource.
- Maritime freight facilities must be located along the shipping channel.
- Non-maritime uses can locate in areas beyond the shipping channel.
- Maritime freight movement contributes significantly to the local economy.

It is preferred and beneficial that complimentary port properties, resources, and land uses be kept as adjoining as possible to avoid fragmentation.



The Duluth-Superior port is located at the convergence of a wealth of landside transportation assets. Four Class 1 railroads connect to the port as well as the National Highway System and its associated connectors. These landside transportation assets combined with the port put Duluth-Superior in a unique position in the growing global freight moving system. Protecting and leveraging these assets is important.

Plan Recommendations

Overview

- The Port Land Use Plan includes 26 recommendations.
- The recommendations cover the diverse range of issues related to the Port, harbor, and estuary.
- The majority of the recommendations focus on shipping-related commerce.

Implementation

- The Plan calls for the recommendations to be put into an action or implementation plan.
- The Plan suggests the recommendations be prioritized, and responsible parties be identified to carry out specific recommendations by established deadlines.
- Steps have already been taken to prepare an implementation plan.

Recommendation Groupings

As many of the recommendations are similar or related to one another, they were grouped into the following general topics for implementation:

Existing Port Infrastructure & Lands

Adjacent Landside Access

Dredging

Recreational Uses

Ecological Values & Pollution Remediation

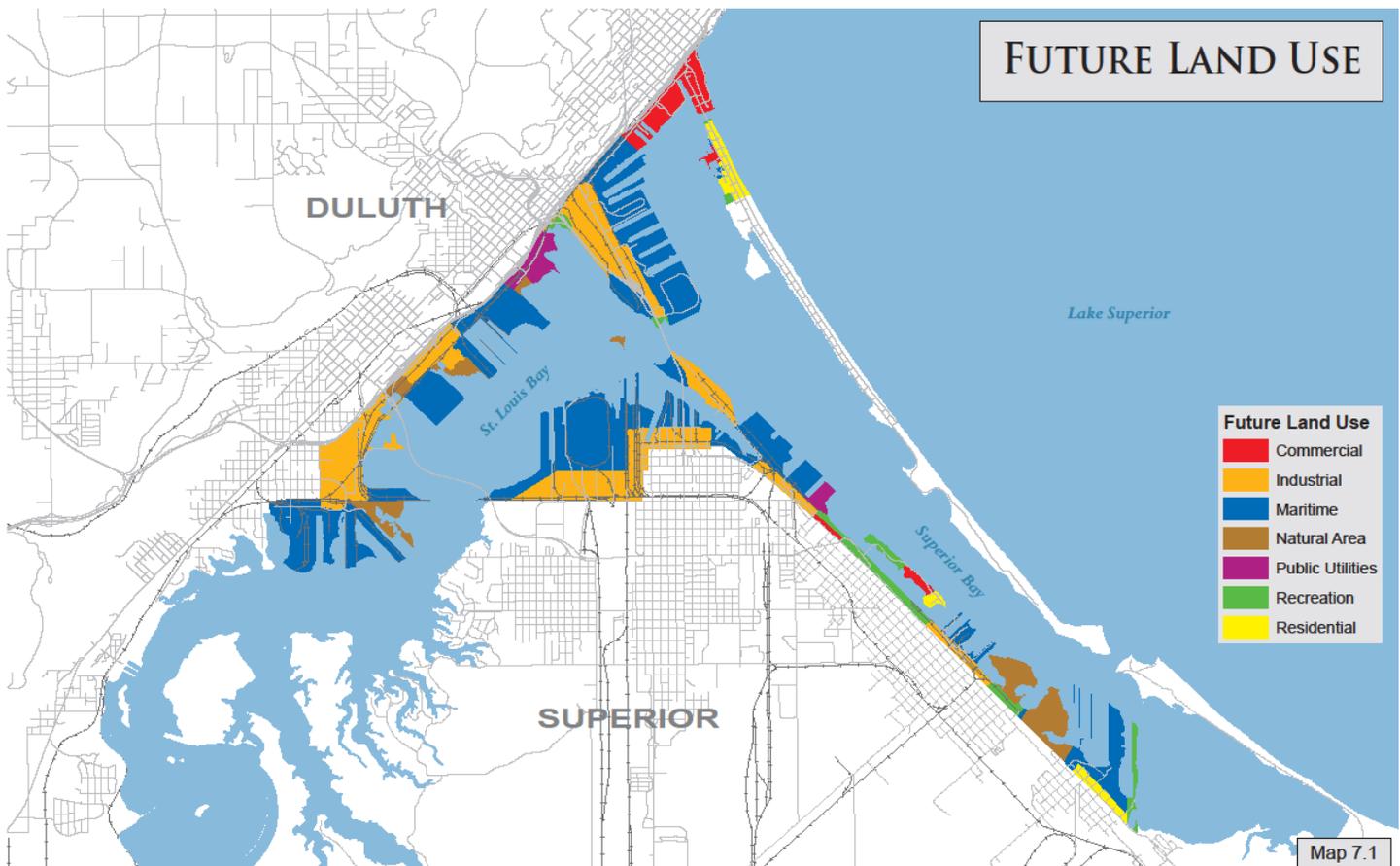
Market & Promote the Port

“other/miscellaneous” category



Duluth-Superior Port Future Land Use Map

- The Port Land Use Plan future land use map depicts desired land uses for the next 20 years.
- The goal is to identify a configuration of future land uses that:
 - Provides compatibility between uses
 - Protects natural and economic resources
 - Preserves and enhances the port's transportation assets
 - Provides opportunities for future development
- Port operators and stakeholders identified several areas around the port that have development, redevelopment, or expansion potential.
- The map differs only slightly from the current land use map.



MIC Policy Board

Nick Baker – Douglas County Board (*WI Co-chair*)
Dave Montgomery – City of Duluth Rep (MN Co-Chair)
Broc Allen – Douglas Co. Suburban Townships
Ed Anderson – City of Superior Citizen Rep
Warren Bender – Superior Common Council
Wayne Boucher – City of Hermantown
David Brenna – City of Proctor
Earl Elde – St. Louis County Suburban Townships
Graham Garfield – Superior Common Council
Noah Hobbs – Duluth City Council
Frank Jewell – St. Louis County
Duane Johnson – St. Louis Co. Suburban Townships
Rosemary L. Lear – Douglas County Board
Wayne Nelson – Duluth Transit Authority
Dan Olson – Superior Common Council
Jim Paine – Douglas County Board
Sam Pomush – Douglas County Board
Barb Russ - Duluth City Council

Harbor Technical Advisory Committee (HTAC)

Marshall Elder-Midwest Energy Resources (*Chair*)
Deb Deluca-Duluth Seaway Port Authority (*Vice-Chair*)
Ed Anderson - MIC Polity Board Representative
Dan Belden - WLSSD
Dale Bergeron - MN Sea Grant Program
Cameron Bertsch-Douglas Cnty Land/Water Conservation
Brian Boder - St Louis Cnty Public Works
Steve Brossart - US Army Corp of Engineers
Gene Clark - UW Sea Grant Institute
Kris Eilers - St Louis River Alliance
Jack Ezell - WLSSD
Nelson French - MPCA
Gary Glass - Izaak Walton League
Cherie Hagen - WI DNR
Joel Johnson - Lakehead Boat Basin, Inc.
Jason Laumann - NWRPC
Capt Bob Libby - Pilots/Vessel Operations
Bill Majewski - St Louis River Alliance
Mike McCoshen - Hallett Dock Co
Denise McDougall - Lake Superior Warehousing
Ed Montgomery - Sea Service. LLC
Mike Peloquin - MN DNR
Patrick Phenow - MnDOT
Dan Rau - Save Lake Superior Association
Steven Robertson - City of Duluth
Jason Serck - City of Superior
Jim Sharrow - Duluth Seaway Port Authority
Ted Smith - Marine Tech
CMDR Erin Williams - USCG/Marine Safety Unit Duluth
Dena Young - WisDOT

Port Land Use Plan Advisory Committee

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Nelson French - MPCA
Bill Majewski - St Louis River Alliance
Mike McCoshen - Hallett Dock Co
Andy McDonald - Consultant
Mike Peloquin - MN DNR
Jason Serck - City of Superior
Jim Sharrow - Duluth Seaway Port Authority
Matt Steiger - WI DNR

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Duluth-Superior
Metropolitan Interstate Council

2016

DULUTH - SUPERIOR PORT LAND USE PLAN

Executive Summary



Duluth-Superior area communities cooperating in planning and development through a joint venture of the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission

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www.dsmic.org



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TITLE VI COMPLIANCE

The Duluth-Superior Metropolitan Interstate Council (MIC) hereby gives public notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color and, national origin be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the MIC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the MIC has a right to file a formal complaint with the MIC, ARDC, Mn/DOT or US DOT. Any such complaint must be in writing and filed with MIC/ARDC's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.dsmic.org/titlevi