

# Appendices

**STATEMENT OF POLICY FOR THE FORMER ERIE COKE SITE (2026), EWPPA**

**PROGRESS TRACKER: MASTER DEVELOPMENT AND FACILITIES PLAN (2018), EWPPA**

**[MASTER DEVELOPMENT AND FACILITIES PLAN \(2018\), EWPPA](#)**

**PUBLIC AND STAKEHOLDER ENGAGEMENT REPORT**

**TECHNICAL MEMORANDUM - ENVIRONMENTAL CONDITIONS ANALYSIS**

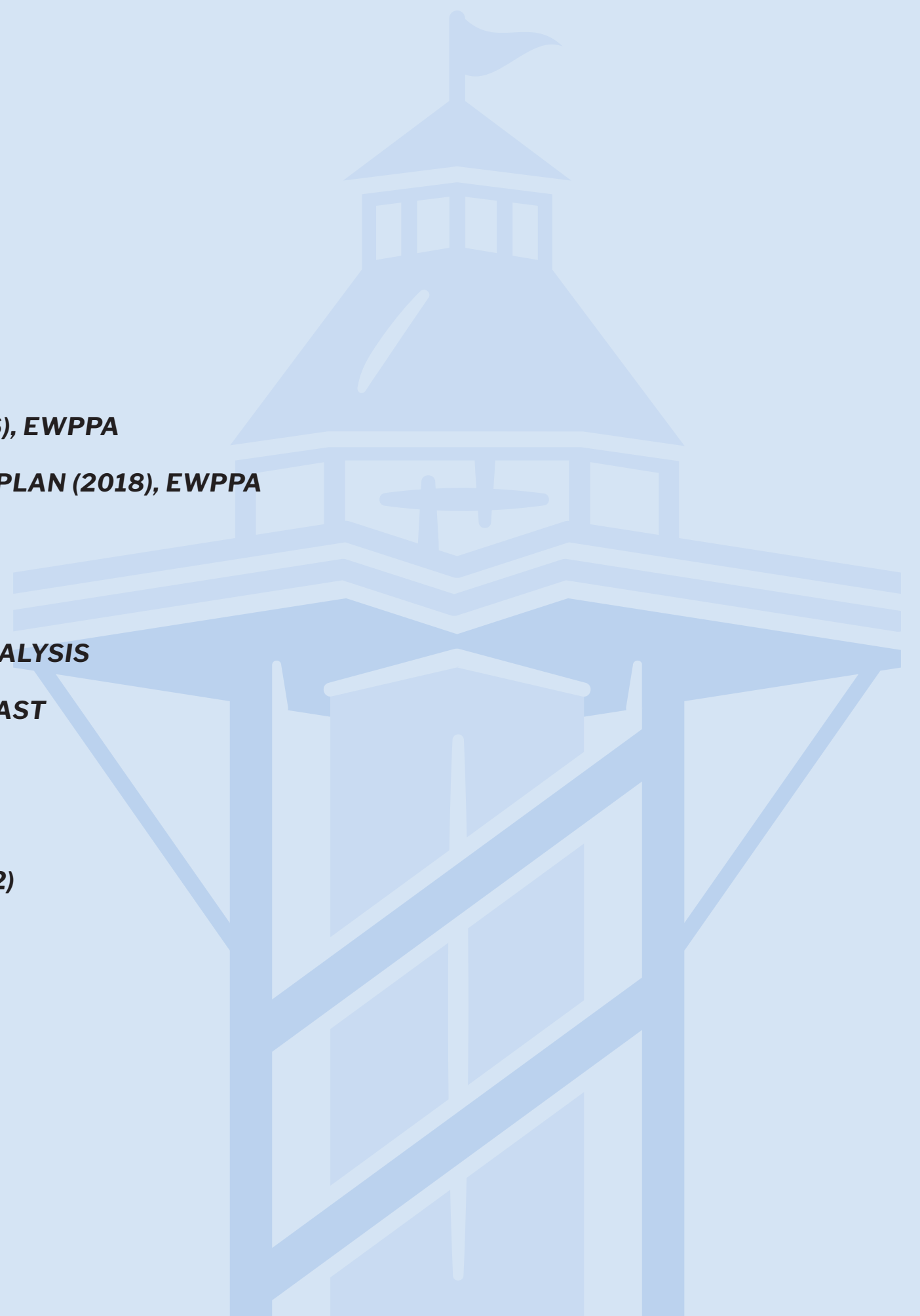
**TECHNICAL MEMORANDUM - MARKET CONDITIONS AND FORECAST**

**ERIE, PA EMPLOYMENT ANALYSIS (SLIDE DECK)**

**ERIE, PA MARKET STUDY (SLIDE DECK)**

**PORT ERIE MARKET ANALYSIS UPDATE - PHASE 2 REPORT (2022)**

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## **Statement of Policy**

### **Adopted By Erie-Western PA Port Authority Board -2/25/26**

The purpose of this Statement of Policy is to set forth the policy of the Authority with respect to the handling of inquiries or proposals it may receive with respect to the use of the former Erie Coke site.

#### **I. Background**

When the Authority condemned and took ownership of the former Erie Coke site, it promised to the community that the Authority would conduct an open, transparent process for considering alternative uses of the site. This process would include a reasonable opportunity for public input on any proposed alternatives.

This process has already begun. The Authority has conducted and/or participated in a number of public sessions regarding the former Erie Coke site. Information regarding the site is available at <https://www.ecrda.net/remediation-projects/erie-coke-corporation> .

However, this public process cannot be concluded prior to completion of the Department of Environmental Protection's assessment of the former Erie Coke site and the development of reasonably accurate estimates of both the cost of remediating the site and the time required for remediation. Such information is essential for a thorough and informed discussion of alternative uses for the site.

Since the acquisition of the former Erie Coke site, the Authority has received inquiries from potential developers regarding the use of the site. The question which has arisen is whether and to what extent does the consideration of such inquiries by the Authority affect the Authority's commitment to conduct an open, transparent process with full public input on proposed uses of the former Erie Coke site.

#### **II. Reiteration of Commitment to an Open, Transparent Process**

The Authority reiterates its commitment to an open, transparent process in which the public shall have a full opportunity to provide input regarding any proposed use(s) for the former Erie Coke site. Specifically, the Authority shall not enter into any legally binding commitment with respect to any long term or permanent use of the former Erie Coke site prior to the completion of such public process.

The Authority acknowledges that, as a public body, it has a duty to receive and, where appropriate, to respond to inquiries and/or proposals regarding use of the former Erie Coke site. The consideration of inquiries or proposals regarding the site shall be subject to the policy set forth in this Section II, and shall be conducted in conformity with the provisions of Section III, below.

### III. Consideration of Inquiries and/or Proposals with Respect to the Former Erie Coke Site

The following procedures shall apply with respect to the handling of inquiries and/or proposals regarding the use of the former Erie Coke site:

1. This Statement of Policy shall be posted on the Authority's website.
2. This Statement of Policy shall be provided to any party making an inquiry and/or proposal which can be construed as evincing an intent to make a proposal for a legally binding commitment with respect to development or use of the former Erie Coke site. This provision shall not apply to: (1) requests for information from the public which do not evince an intent to make a proposal to the Authority for a legally binding commitment with respect to development or use of the former Erie Coke site; (2) inquiries made by public officials; or (3) inquiries made by the media.
3. Subject to the provisions of this Statement of Policy, the Authority may provide, at its discretion, information regarding the former Erie Coke site to persons requesting such information for the purpose of investigating the possibility of making a *bona fide* proposal for a legally binding commitment with respect to the development or use of the former Erie Coke site.
4. Subject to the provisions of this Statement of Policy, the Authority, at its discretion, may permit access to the former Erie Coke site by persons requesting access for the purpose of investigating the possibility of making a *bona fide* proposal for a legally binding commitment with respect to the development or use of the former Erie Coke site.
5. Subject to the provisions of this Statement of Policy, representatives of the Authority may communicate with parties investigating the possibility of making a *bona fide* proposal for a legally binding commitment for the development or use of the former Erie Coke site. Such communications shall be for the purpose of providing information regarding the former Erie Coke site and responding to normal and customary inquiries from potential developers. Such communications shall not imply or otherwise suggest that the Authority will take action on any proposal prior to the completion of the public process described in this Statement of Policy.
6. Written proposals or presentations regarding the former Erie Coke site which are received by the Authority and which evince an intent to seek a legally binding commitment with respect to the development or use of the former Erie Coke site shall be posted on the Authority's website and available at <https://www.ecrda.net/remediation-projects/erie-coke-corporation>. The public shall be permitted to comment on such proposals or presentations.

The foregoing procedures are not intended to be exclusive. They may be added to or modified by the Authority at any time as may be appropriate.

#### **IV. Intention of this Statement of Policy**

The intention of this Statement of Policy is threefold.

First, the Authority desires to re-affirm its commitment to the public that it will not make any final decision regarding the development or use of the former Erie Coke site without first conducting an open, transparent process with meaningful opportunity for public comments and the presentation of alternative development concepts.

Second, the Authority desires to make clear to potential developers that any proposals which they may wish to make will be subject to the public process described in this Statement of Policy. In particular, potential developers should be aware of the fact that the Authority does not intend to make any decisions on any proposal with respect to the former Erie Coke site until such process is completed.

Third, the Authority desires to create a clear procedure by which potential developers can interact with the Authority regarding the former Erie Coke site while at the same time honoring the Authority's commitment to the community to provide an open, transparent process for any decisions regarding the development or use of the former Erie Coke site.

The Authority believes this approach will facilitate development proposals for the former Erie Coke site while at the same time adhering to the Authority's promise to conduct an appropriate public process for considering proposals for the development or use of the former Erie Coke site. This Statement of Policy shall be construed and applied with these overall objectives in mind.

#### **V. Other Provisions**

Nothing in this statement shall be construed as restricting the obligation of the Authority to comply with the Right to Know Law, 65 P.S. §§ 67.101-67.3104, and the Sunshine Act, 65 Pa. C. S. §§ 701-716. Parties making presentations or proposals to the Authority, or making written communications to the Authority, should be aware that any presentation, proposal, or communication made to the Authority may be subject to disclosure under the Right to Know Law.

This Statement of Policy is adopted solely for the purpose of governing the internal operating procedures of the Authority. Nothing herein shall be construed as creating any legal right in any third party or as conferring standing on any third party to seek judicial relief with respect to any action or inaction of the Authority.

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Progress Legend: N=no progress, I - in progress, C = Complete

Goal: 1. Connect the Bayfront and treat it as an extension of Downtown

Objective: 1a. Identify and plan for uses to attract and retain the downtown population

Strategy	Progress	Updates/Comments
1a1.Continue the urban streetscape along State Street north of Bayfront Parkway. -Develop the northeast and northwest corners of State Street and Bayfront Parkway with zero lot line buildings - Develop the NW corner of Holland Street and Bayfront Parkway with zero lot line buildings.	I	State Street dockwall and streetscaping project completed.
1a2.Enhance/create development opportunities at Dobbins Landing North Pier -Redevelop Dobbins Landing north pier and repurpose covered parking structure. -Provide a new destination feature at Dobbins Landing	N	
1a3. Enhance/create mixed use opportunities at Dobbins Landing East. - Redevelop McAllister Building (and adjacent boat storage building) - Renovate Anchor Marine Building - Develop Parcel 7 & 10	I	McAllister building demolished, pedestrian access walkway and lighting installed around perimeter of lot.
1a4. Provide new seawall and new pavers along the north side of Dobbins Landing East.	C	
1a5.Provide new transient boat dock on south side of Dobbins Landing East with new boardwalk to serve south facing shops.	I	Seawall reconstruction complete.

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Objective 1b - Improve Bayfront circulation opportunities

Strategy	Progress	Updates/Comments
1b1. Create and improve pedestrian passageways - Complete the Bayfront pedestrian bicycle path from State to Holland Streets. - Provide new walkways and bridges to link Dobbins Landing to Harbor Place and Bayfront Place - Extend the Lampe pedestrian bicycle path to planned features on east side of peninsula.	N	
1b2. Overcome the bluffs - create/renew hillside switchback pedestrian ramps to connect neighborhoods to the bayfront. - New switchback ramp at Liberty Street - Renovated ramp at Chestnut Street - New switchback ramp near Parade Street, provide walkway across railroad tracks and the Bayfront Parkway at Ore Dock intersection	I	Funding awarded to improve East Bluffs shared use trail.

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Goal: 2. Raise awareness and celebrate Port Authority Places and Activities

Objective: 2a. Promote key Port Authority Assets

Strategy	Progress	Updates/Comments
2a1. Market the Bayfront as Districts - Lampe District - Dobbins District - Marina District	N	
2a2. Identify a gateway to each district	N	
2a3. Market the Historical, Cultural and Recreational assets	I	
2a4. Identify off-season or cold weather activities for year-round utilization. - winter festivals - Ice skating and hockey - ice fishing	I	Increased year round activity at Bicentennial Tower, and programming provided in support of ice fishing.

Objective: 2b Improve Bayfront wayfinding and signage.

Strategy	Progress	Updates/Comments
2b1. Expand wayfinding area to integrate with signage/directories outside Bayfront	I	
2b2. Improve/enhance signage on key arteries	N	
2b3. Improve signage and directories within each district	N	

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Goal: 3. Improve the experience for those that use Port Authority venues

Objective: 3a. Support the Boating community

Strategy	Progress	Updates/Comments
3a1. Provide heated indoor boat storage	N	
3a2. Improve boat maintenance opportunities	N	
3a3. Provide permanent boat sales facility	N	
3a4. Provide additional boat capacity.	I	
3a5. Provide additional watercraft rental opportunities.	N	
3a6. Offer destination opportunities for boaters	N	

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Objective: 3b. Support Bayfront commerce		
Strategy	Progress	Updates/Comments
3b1. Offer additional retail options	N	
3b2. Offer additional food service options	I	EWPPA is increasing food truck activities throughout footprint.
3b3. Offer additional entertainment options.	I	Partnership with Erie Events in place to facilitate additional entertainment and activities.
Objective: 3c. Support the camping community		
Strategy	Progress	Updates/Comments
3c1. Provide additional capacity	C	Lampe Campground expansion complete.
3c2. Provide additional activities for campers	N	
Objective: 3d. Support Industrial and Manufacturing		
Strategy	Progress	Updates/Comments
3d1. Maintain/enhance wharfs for large vessel shipping and cargo conveyance	I	Design of expanded Parade Street slip underway.
3d2. Maintain/enhance rail and road connectivity to commercial docks	I	
3d3. Celebrate Great Lakes ship building and repair operations	I	Establishing the Fourth Coast Shipbuilding Alliance.
3d4. Provide opportunities for smaller, niche industrial/manufacturing	N	

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Objective: 3e. Enhance Liberty Park

Strategy	Progress	Updates/Comments
3e1. Provide new gateway entrance to Liberty Park	N	
3e2. Relocate boat storage	N	
3e3. Provide additional activities/amenities - new layout and framework, including promenade - flexible use buildings and shelters - restaurant/fitness/wellness - cultural/museum - gardens and open space - playgrounds, fountains, splash pad	I	Liberty Park infrastructure expansion project to be completed spring 2026 to support these uses.
3e4. Enhance amphitheater with permanent hospitality suites and restrooms.	I	Liberty Park infrastructure expansion project to be completed spring 2026 to support future development of these facilities.

Objective: 3f. Encourage place-oriented gathering opportunities

Strategy	Progress	Updates/Comments
3f1. Provide gathering plazas	N	
3f2. Provide informal gathering areas	I	East Dobbins now available for informal gatherings.

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Goal: 4. Improve Port Authority infrastructure

Objective: 4a. Provide and/or update services and utilities to key parcels

Strategy	Progress	Updates/Comments
4a1. Provide updated utility service to East Ave Boat Ramp	N	

Objective: 4b. Repair or replace failing sea walls

Strategy	Progress	Updates/Comments
4b1. Port Authority office, east wall of slip	C	
4b2. Dobbins Landing east pier	C	Complete
4b3. East and West Canal basin	C	Complete
4b4. Bayfront Maritime Center	N	
4b5. East slip at Donjons and Carmeuse	I	
4b6. Carmeuse west seawall	I	
4b7. Bay Harbor East marina - north/east seawall	N	
4b8. Commodore Perry, north seawall	C	Complete
4b9. Liberty Park, north seawall	C	Complete
4b10. Chestnut Street boat ramp east seawall, replace western ramps	I	Grant funding requested for ramp reconstruction.

Objective: 4c. Enhance boat launch facilities

Strategy	Progress	Updates/Comments
4c1. Provide paved parking	N	
4c2. Provide permanent restrooms	N	
4c3. Provide boating/fishing amenities	I	Lampe Fish Cleaning Station constructed.

Objective: 4d. Improve docks and dock access

Strategy	Progress	Updates/Comments
4d1. Lampe Marina	I	Lampe Docks replaced.
4d2. West Canal Basin	N	
4d3. Future marinas planned at Lampe West and Lawrence Pier West	N	

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Goal: 5. Envision the future of the Bayfront(20 years and beyond)

Objective: 5a. Coordinate with other development opportunities

Strategy	Progress	Updates/Comments
5a1. Harbor place	I	
5a2. Bayfront Place	I	

Objective: 5b. Plan for new markets

Strategy	Progress	Updates/Comments
5b1. Consider corporate office campus	I	
EDIT: Great Lakes cruises?	I	

Objective: 5c. React to potential obsolescence

Strategy	Progress	Updates/Comments
5c1.Consider alternate uses for shipping and staging sites	I	
5c2.Consider acquisition of Erie Coke property	C	Former Erie Coke property acquired by EWPPA.

Objective: 5d. Provide updated 21st century destination-oriented features

Strategy	Progress	Updates/Comments
5d1.Provide new destination feature at Dobbins Landing	N	

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Goal: 6. Improve the Bayfront environment

Objective: 6a. Improve water quality

Strategy	Progress	Updates/Comments
6a1. Assure spill prevention at boat fueling and pumpouts	N	
6a2. Limit and filter stormwater runoff	I	

Objective: 6b. Improve air quality and micro-climate

Strategy	Progress	Updates/Comments
6b1. Increase vegetation and decrease dark paved surfaces	N	
6b2. Encourage exhaust-free engine use	I	EWPPA is conducting an energy audit which includes exploration of alternative fuel use for Port vehicles.
6b3. Enhance natural habitats/open space areas	I	Bluff maintenance strategies implemented; Cascade Creek bridge redesign in progress.

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Objective: 6c. Reduce dependence on fossil fuels		
Strategy	Progress	Updates/Comments
6c1. Utilize energy efficient facilities	I	EWPPA is conducting an energy audit of facilities and vehicles.
6c2. Limit use of combustion engines/motors	N	
Objective: 6d. Prioritize occupant health and well-being		
Strategy	Progress	Updates/Comments
6d1. Minimize or eliminate pollutants and contaminants	I	EWPPA actively participates in Clean Marinas program.
6d2. Reduce excessive noise levels	N	
6d3. Increase visual and tactile contact with nature	N	
Objective: 6e. Provide environment conducive to flora and fauna		
Strategy	Progress	Updates/Comments
6e1. Maintain areas of undisturbed open space	I	Continue to prioritize bluff stability and health.
6e2. Reduce light pollution	I	
6e3. Employ bird-friendly development	I	Bicentennial Tower lights turned off during peak bird migration.

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Goal: 7. Increase revenue-generating opportunities on Port Authority properties

Objective: 7a. Redefine Lease agreements

Strategy	Progress	Updates/Comments
7a1. Consider shorter term leases	I	
7a2. Consider obtaining an appraisal before lease negotiations begin	I	
7a3. With larger leases, consider asking for financials, and lease provisions that give Port Authority share of profitability	I	
7a4. Consider engaging outside firm to manage leases	C	EWPPA now utilizes software to manage leases.
7a5. Provide clearer description of property being leased	C	
7a6. Incorporate provisions that account for inflation.	C	
7a7. Consider putting naming rights out to bid	C	
7a8. Consider lease provisions that deal with building design and property maintenance.	C	

**Progress Tracker - EWPPA 2018 Master Development and Facilities Plan**

**May 2026**

Objective: 7b. Increase occupant use of Port Authority assets		
Strategy	Progress	Updates/Comments
7b1. Improve wayfinding	N	
7b2. Announce Port Authority assets and acknowledge public service	I	
7b3. Provide identifiable gateways	N	
7b4. Consider marketing theme focused on health and wellness	N	
7b5. Enhance Port Authority identity, beginning with logo	I	
Objective: 7c. Continue to explore grant funding opportunities		
Strategy	Progress	Updates/Comments
7c1. Improvements to existing properties	I	
7c2. New Construction	N	
7c3. Partnerships	I	
7c4. Explore opportunities at national, state, local level	I	
Objective: 7d. Explore partnership opportunities with private sector		
Strategy	Progress	Updates/Comments
7d1. Pursue opportunities for increased donations and royalties	N	
7d2. Consider forming a Business Improvement District	N	

# FORMER ERIE COKE SITE REINVESTMENT STRATEGY

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## PUBLIC AND STAKEHOLDER ENGAGEMENT REPORT

February - October 2025 (Document Version Date: 121525)



ERIE-WESTERN PA PORT AUTHORITY



**pennsylvania**

DEPARTMENT OF TRANSPORTATION

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## SECTION 1: PURPOSE AND PARTICIPATION

Stakeholders and the public were engaged around their preferences and perspectives for the redevelopment of the Former Erie Coke Site.

- **Six public and stakeholder meetings** were held over Wednesday, February 19, and Thursday, February 20, 2025.
- The Port additionally hosted an **open house** in October 2025 to get feedback on proposed scenarios for the future of the site.
- **Two online surveys** were offered to the public in March and October 2025 as a further opportunity to provide input.

### Participation Summary

The estimated number of participants for the engagements totaled 237. Engagement across these events reflects a diverse range of participants contributing to the initiatives. The wide range of input data is documented for further use and future reference. This report presents highlights of that data.

Participants	Meeting Information	Estimated Attendance
Elected Officials	2/19/25, EWPPA Office, 10 AM -11 AM	13
Port Partners	2/19/25, EWPPA Office, 1 PM – 3 PM	29
Erie Community Outreach I (East Middle School)	2/19/25, East Middle School, 6 – 8 PM	36
Port Staff	2/20/25, EWPPA Office, 11 AM – 12 PM	8
BEST	2/20/25, 231 Parade St, 1 PM -2 PM	6
Erie Community Outreach II (ECAT Open House)	2/20/25, Erie Center for Arts and Technology, 4-6 PM	30
Online Survey	Available 3/11/25 – 3/31/25 at <a href="http://www.porterie.org/eriecoke/">www.porterie.org/eriecoke/</a>	4
Future Concepts Open House	10/8/2025 at Erie-Western PA Port Authority, 4-6 pm	65
Online Survey	Available 10/9/25 – 10/30/25 at <a href="http://www.porterie.org/eriecoke/">www.porterie.org/eriecoke/</a>	46
<b>TOTAL (estimated)</b>		237

## SECTION 2: MEETING HIGHLIGHTS

The following are highlights from the discussions regarding the site's current conditions in 2025, as well as characteristics of what the site could be in the year 2040. The cross-section of input shows uniqueness and variety across the groups, as well as unifying themes. Each meeting is presented as its own short report, allowing for modular use of this information.

In meetings held over February 19 and 20, 2025, as well as the first online survey released in March 2025, stakeholders were given a brief project description and timeline to respond to. Participants were asked for their perspectives on the as-is status of the site ("As-is 2025"). This was broadly asked in relation to the identification of present problems, challenges, issues, and opportunities. Participants were also asked to think long-term and describe how the site should be utilized 15 years from now ("Should-be 2040").

In October 2025, the Port hosted an open house and launched an online survey to evaluate three scenarios proposed for the future of the site. The highlights from the open house and online survey are presented visually using maps that detail comment topics, sentiments, and frequencies.

## Elected Officials (February 2025)

The purpose of this meeting held on February 19, 2025, was to obtain the perspectives of elected officials and the views of their constituents. Following a background briefing that included the current effort to evaluate potential redevelopment options, the officials were asked various questions for their input and interaction. Their advice was requested regarding how the subsequent community meetings could be as effective as possible. Finally, the officials were asked to encourage public attendance at upcoming meetings.

### Frequently Mentioned Topics

Topic	Word	Number
Challenges	Funding	10
As-is	Environmental challenge	9
As-is	Opportunity	7

### As-is 2025

- Opportunity/Potential
- Dirty/Hazard/Blighted/Polluted/Problem
- Challenging/Expensive

What words describe the **"as is"** status of the site (e.g., problems, assets, opportunities)?

39 responses



Note: Larger font reflects greater frequency of the response to the polling questions.

### Should-be 2040

- Public spaces and outdoor recreation/Placemaking/Clean
- Jobs
- Community gatherings

## Elected Officials (February 2025)

What words best describe your “should be” vision for the site's long-term future?

18 responses



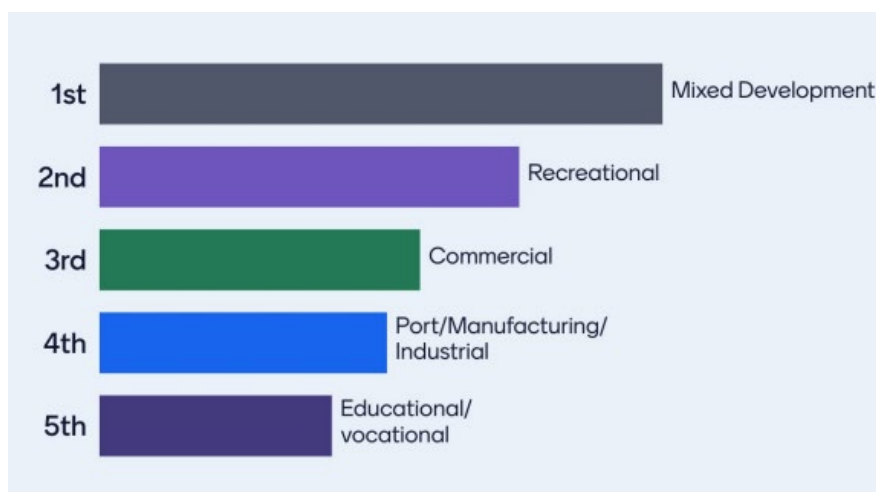
### What are the Primary Challenges We Face in Achieving a Redevelopment Vision?

- Funding/Cleanup costs/Red tape
- Community buy-in/Public resistance
- Money/Pollution/Scope of work

### What Roles Do You See for Elected Officials to Help Advance this Initiative?

- Publicize/Support funding
- Communication/Manage expectations
- Unity/Consistency

### Rank Your Preferences for the Site’s Redevelopment



## Port Partners (February 2025)

This meeting on February 19, 2025, was aimed at obtaining perspectives regarding the site’s development potential and possibilities from those stakeholders with port-related operations and economic development interests, including Port industrial and recreational tenants, economic development partners, and waterfront neighbors.

### Frequently Mentioned Topics

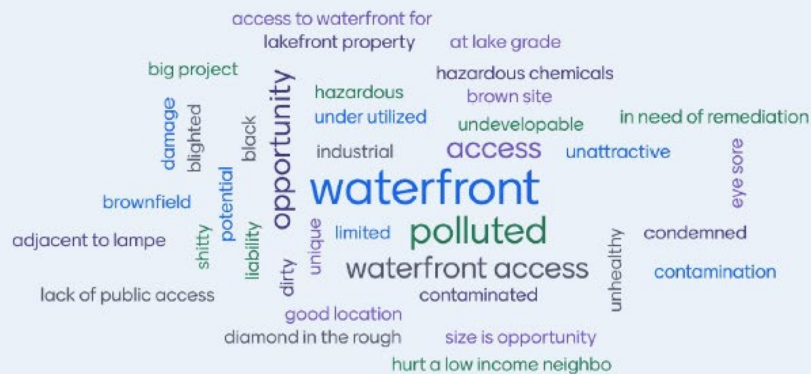
Topic	Word	Number
As-is	Tourism	12
As-is	Environmental challenge	11
Should-be	Recreational	9
Should-be	Public	8

### As-is 2025

- Undevelopable/Polluted/Unhealthy
- Opportunity/Good location/Potential

What words describe the “as is” status of the Former Erie Coke Site (e.g., problems, assets, opportunities)?

47 responses



Note: Larger font reflects greater frequency of the response to the polling questions.

### Should-be 2040

- Accessible warehousing and manufacturing
- Public access/Public marina

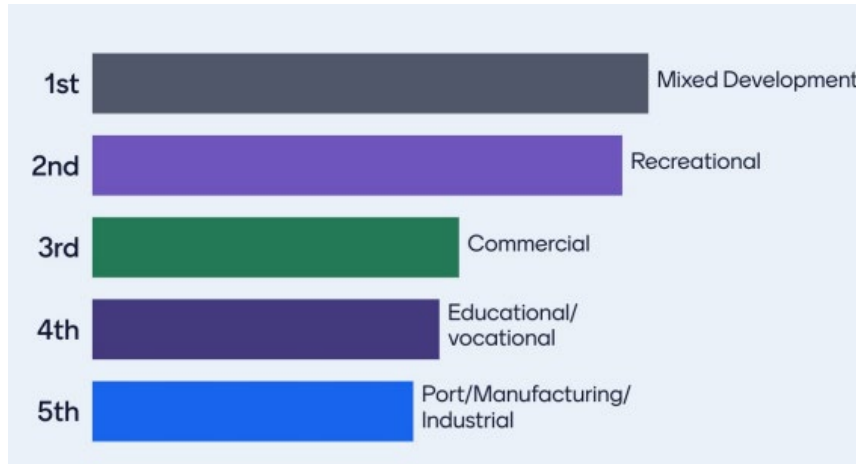


## Port Partners (February 2025)

### What Specific Uses (or Market Opportunities) Should the Site Include in the Future?

- Public amenities: trails, parks, boardwalk, indoor/outdoor boat storage, fishing access
- Waterfront operations: commercial and recreational marina, ferry service, boat repair, bait shops
- New industry: technology (data center, chip plant, research facility), childcare facility
- Residential development

### Rank Your Preferences for the Site's Redevelopment



## Erie Community Outreach I (February 2025)

*See Appendix I for Exit Survey Results*

The public meeting held on February 19, 2025, at East Middle School included a background presentation, discussions among the public in small groups working at tables and reporting their preferences to the full group.

### Frequently Mentioned Topics

Topic	Word	Number
Should-be	Recreational	5/5 groups
Should-be	Publicly accessible	4/5 groups
Should-be	Strong desire and hope for site to be used again	4/5 groups

### As-is 2025

- Polluted/not usable
- Preserve “good buffer zones”
- Bio-remediation: need plants that absorb contamination
- Improving; now site is cleaner
- Community/advisory group of interested parties to keep people informed
- School field trips/public visiting to encourage cleanup
- Guaranteed funding stream (public/private)
- Financial assistance for remediation – timing?
- Safe green space for youth to congregate
- Identify potential uses during cleanup
- Water studies and restoration
- No hotels, condos, permitted businesses, golf courses

### Should-be 2040

- Renewable energy development; ecologically friendly as possible
- Recreational: picnic area, park, walking paths/trails, swimming, fishing/boating/boat slips
- Multi-use park including swimming
- Best Practices: Liberty Park, Scotts Park, Conneaut Ohio Beachfront
- Publicly accessible amenities; walking access from city/East Side connection
- Maintain working waterfront for larger boats and medium commercial ships; cargo port
- Maritime building/history of area
- Riverboat gambling
- Water transportation (e.g. ferry)
- Fishing pier; fishing pond
- Campground, boating, picnic area
- Connection to Land Lighthouse
- Green spaces for humans and wildlife/limited blacktop
- Sufficient space for wildlife; Native flora; (plants to remove CO2)

## Erie Community Outreach II (February 2025)

This public engagement held at the Erie Center for Art and Technology Open House on February 20, 2025, was designed to encourage interaction at various stations with flip charts set up around the room. This fostered interaction among the public, staff, Port Board members, and others. Visuals were provided at the stations for reference purposes. Despite the unique format, the general line of questioning around the site “as-is” and “should-be” were retained.

### Frequently Mentioned Topics

Topic	Word	Number
Should-be	Green space/recreational	13
Should-be	Publicly accessible	12
Should-be	Water taxi/transit	4
Should-be	Clean energy/industry	3

### As-is 2025

- Study plant/animal toxicity before; observe changes
- Make entrance less of eye-sore even before cleaning
- Determine transit authority role – bus/ferry service
- Determine access to lower portion (industrial use?)
- Present lack of stores/shopping; business park opportunity
- Utilities all in places presently
- Continue building bridges between public and stakeholders
- Early history of the beach was A+
- Priorities should drive land use, but not residential; Give community preference in future decisions
- Respect current wildlife and community
- Extensive native trees and vegetation (interest in what can grow there and survive)
- Is it worth the money to fully clean it? ROI is important



### Should-be 2040

- Boardwalk (like Asbury not Jersey Shore)
- Water taxi (and proper pricing like public transportation)
- Clean energy (solar, wind, wave, etc.); close proximity to Penelec grid; clean industry
- Road rerouting/rationalization
- Walkable/bikeable
- Quality public access to green space (with beach)
- Educational facilities and programs; science education; National Maritime Sanctuary
- Space for larger vessels
- Partner with Groundwork Erie
- National Park possibility
- Multi-sector space to leverage public support
- Local philanthropy as part of overall finance plan
- Connection between Erie Coke Woods and woods around mouth of Mill Creek

## Erie Community Outreach II (February 2025)

- Recreation: green space; public swimming/pool/park; mini golf; marina; catapult or zipline; camping (low cost or free); fitness park; ice skating/ice fishing; fishing; public art (mural, art parade, etc.); floating stage in water/waterfront stage/large event venue (weddings, etc.)
- Mixed-use and hotel; Restaurants (bring locals and tourists to area); horses grazing

## Bayfront East Side Task Force (BEST) (February 2025)

This small meeting held on February 20, 2025, with task force members followed the same line of questioning as the larger meeting.

### Frequently Mentioned Topics

Topic	Word	Number
Should-be	East Side connection/investment	3
Should-be	Publicly accessible	2

### As-is 2025

- Compost smell
- Homeless population
- Adjacent to neighborhoods; better than 5 years ago
- Continue momentum of reinvestment on East Side

### Should-be 2040

- Desire to keep public access (e.g. trails, lighthouse)
- Desire to have something to be proud of for East Side
- Take advantage of existing recreational parks; connect to parks
- National Maritime Sanctuary (visitors)
- Develop wildlife area

## Port Staff (February 2025)

This meeting on February 20, 2025, was aimed at obtaining input from port authority staff, leveraging their day-to-day knowledge of the port area, interactions with others and knowledge of the Erie Coke site.

### Frequently Mentioned Topics

- Environmental challenge (5 responses)

### As-is 2025

- Heavily polluted/Desolate/Contaminated
- Inner-city problems

### Should-be 2040

- Indoor boat storage
- Tourist attractions/Boardwalk/Shopping
- Expand Lampe District
- Green space/More water opportunities

### What are the Current Market Opportunities for Businesses in the Erie Region?

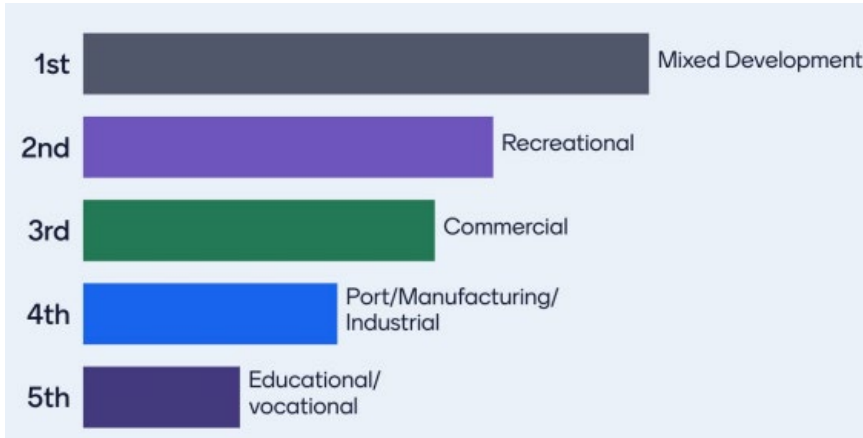
- Tourism, recreation, and entertainment
- Transportation
- Industrial and technology
- Commercial (food/restaurants, grocery store, department stores, etc.)

### Additional Comments

Problems, Issues, and Challenges	Opportunities	Maintenance, Infrastructure, and Operations
<ul style="list-style-type: none"> <li>• Land contamination/cleanup/funding - is it worth the cost? (Alternative uses)</li> <li>• Zoning changes</li> <li>• Access</li> <li>• Coyote/Wildlife habitation</li> <li>• Impact on wildlife</li> <li>• Needs to fit in with neighborhood, crime, size of property</li> <li>• Homeless population</li> <li>• Public's views on nature/wildlife</li> </ul>	<ul style="list-style-type: none"> <li>• Improve public access and quality of life for residents</li> <li>• Generate income for port</li> <li>• Expand port properties</li> <li>• 12-month operation: casino, boat yard storage/new marina, restaurants, shopping</li> <li>• BMX track and/or go-kart track</li> <li>• Things for inner city kids to do</li> <li>• Multi-use which equals economic development</li> <li>• Invest in East side (link Lampe district to East Ave)</li> <li>• Expand Lampe district</li> <li>• Add marine businesses</li> <li>• Green space/park/trails/parking</li> </ul>	<ul style="list-style-type: none"> <li>• Increase security with staff, lighting, fencing</li> <li>• Defined areas of lease spaces vs port-operated sites</li> <li>• Access: roads, pathways</li> </ul>

## Port Staff (February 2025)

### Rank Your Preferences for the Site's Redevelopment



## Online Survey (March 2025)

An additional opportunity for feedback was provided through an online survey tool, which posed a similar set of questions to the community meetings. The survey received four responses, and it was available 3/11/25 – 3/31/25 at [www.porterie.org/eriecoke/](http://www.porterie.org/eriecoke/).

### As-is 2025

- Polluted, dangerous, contaminated
- Potential, overlooked

### Should-be 2040

- Natural area, emphasizing connection to nature, sustainable practices, restoration
- Marine and coastal infrastructure: boats, docks, bait shop, fishing
- Public access: recreation, environmental education
- Low profile, little commercial development

### What are the Primary Challenges We Face in Achieving a Redevelopment Vision?

- Land reclamation, pollution
- Funding
- Cooperation and consensus, ensuring community stays the focus

## Future Concepts Open House (October 2025)

On October 8, 2025, the Port hosted the Former Erie Coke Site Future Concepts Open House with an online survey also running until the end of the month. The goal was to gauge the Erie community on three scenarios proposed for the reuse of the Former Erie Coke Site. 65 people participated in the open house, including 10 elected officials or representatives, and 55 members of the community. In both the in-person event and online survey, participants were asked their opinion on future scenarios for the site. The Port also presented findings from studies that demonstrated the Port's economic impact as well as the real estate and labor conditions.

### Frequently Mentioned Topics

- Support for new and upgraded infrastructure for boating and related activities, including slips, ramps, and indoor storage.
- While comments showed a wide range of preferences for future site uses, there tended to be a slight preference for recreation over industry.
  - Among commenters supportive of recreation, they believe industrial uses on the site have only caused pollution and harm to East Erie, and that further industrial use will not be an appropriate response.
  - Some comments suggested that a focus on industry is critical to get more jobs in Erie, and that a focus on recreation is a missed opportunity to make a smart investment in industry at the Erie waterfront.
- Some comments suggested that remediating the existing pollution and contamination for recreational purposes will take much longer, and they might still be concerned about friends and family using the site for recreation even after remediation is completed
- Others highlighted the opportunity to rehabilitate an important wildlife habitat and provide meaningful lakefront access to the east side of Erie.

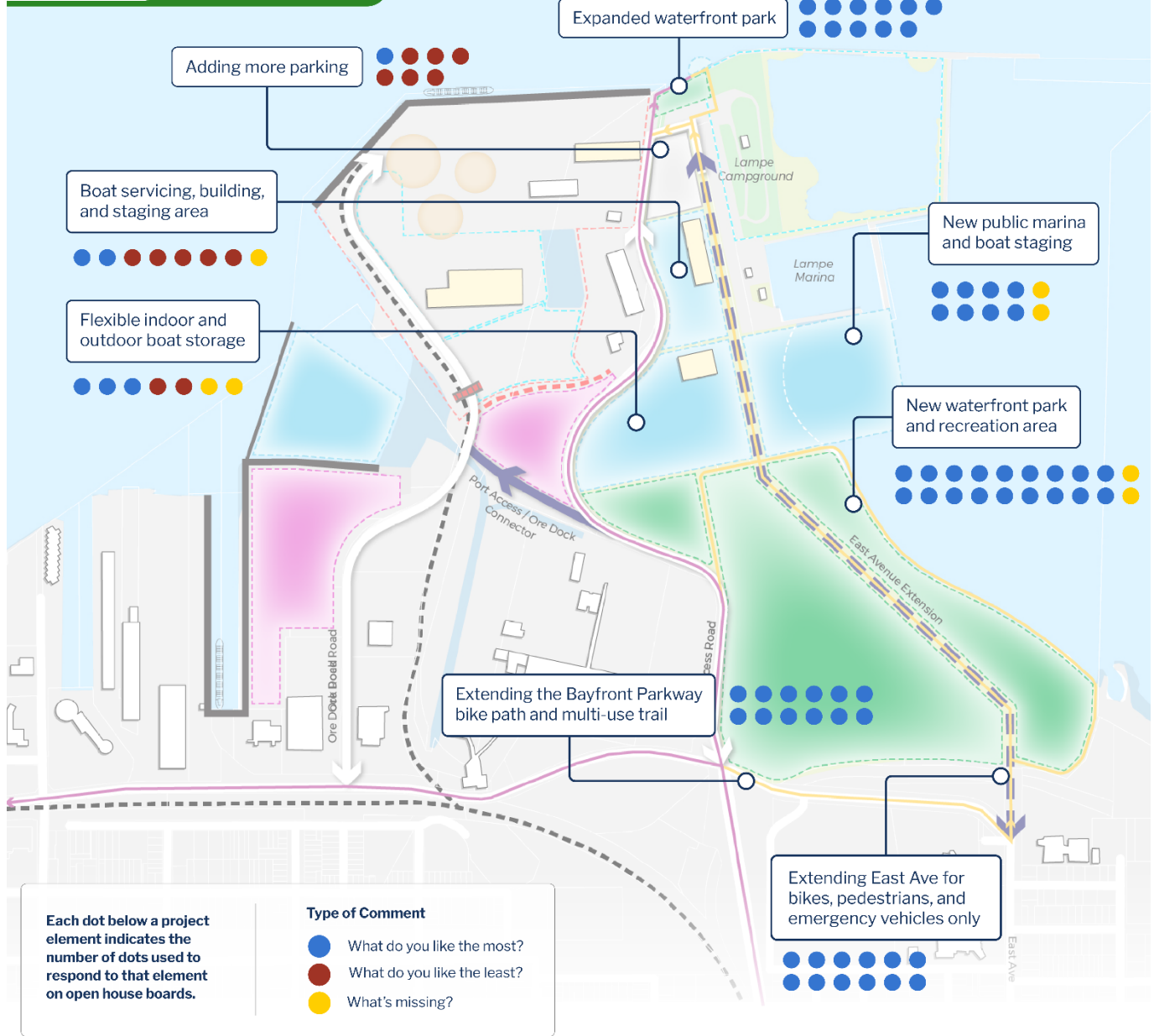
### Scenarios for the Former Erie Coke Site

Scenario 1 for the site has a Recreation Focus, maximizing recreational opportunities for Erie residents and visitors. Scenario 2 is a Recreation & Industrial Mix, balancing active recreation, commercial use, and light industry. Scenario 3 is a Balanced Mix among uses, integrating recreation, light industry, and mixed-use development.

# Future Concepts Open House (October 2025)

## Community Feedback: Open House

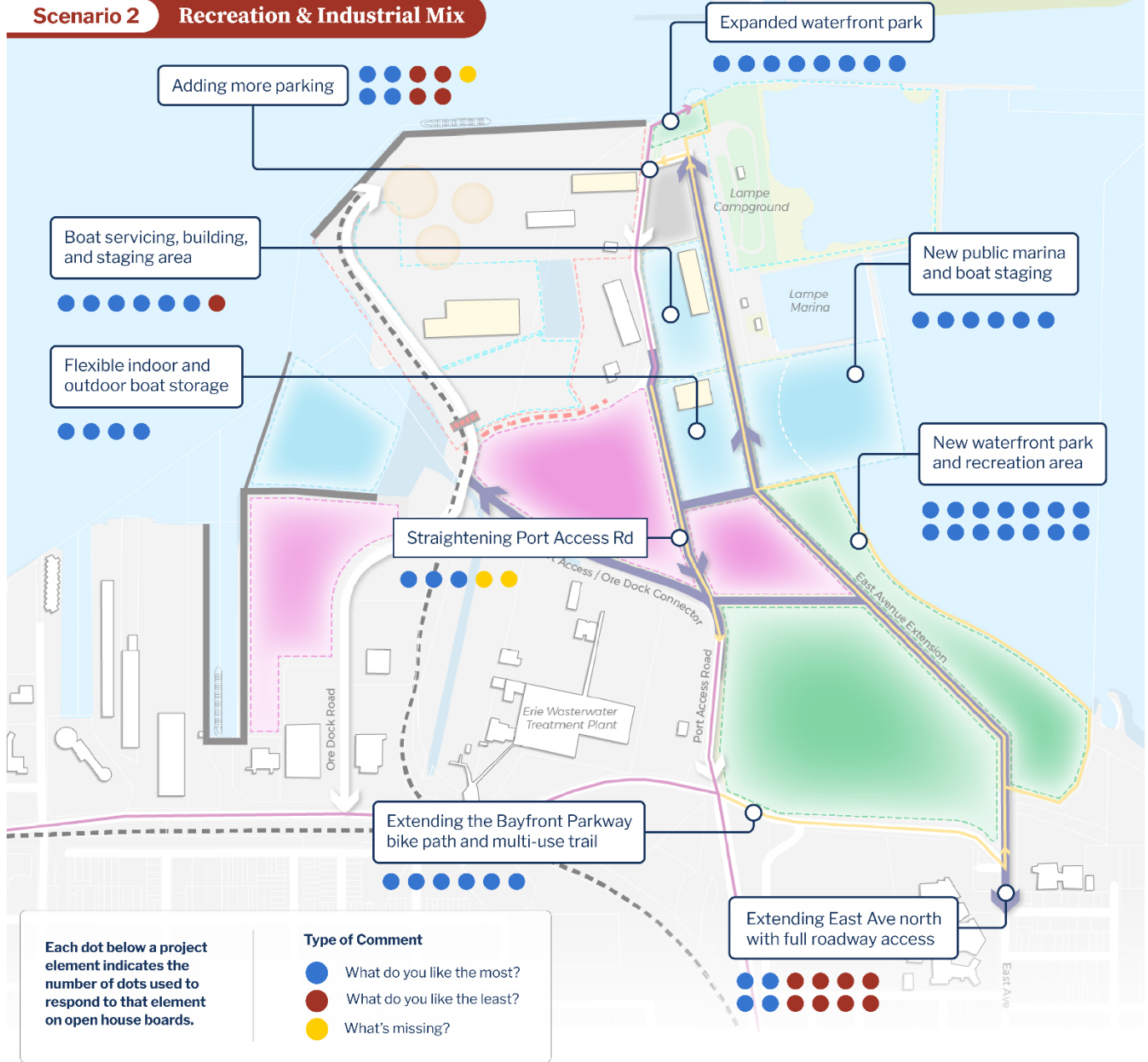
### Scenario 1 Recreation Focus



# Future Concepts Open House (October 2025)

## Community Feedback: Open House

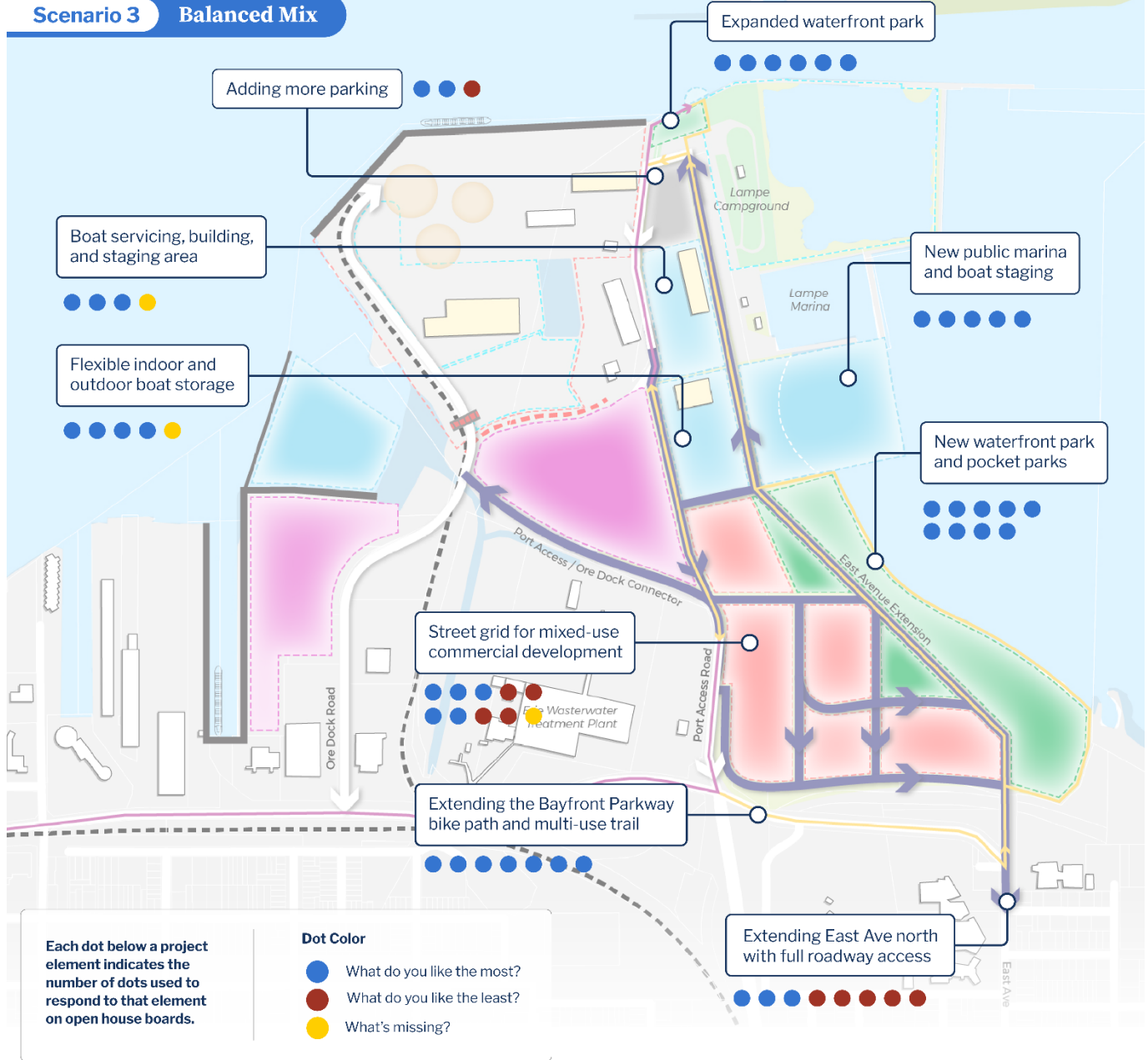
### Scenario 2 Recreation & Industrial Mix



# Future Concepts Open House (October 2025)

## Community Feedback: Open House

### Scenario 3 Balanced Mix



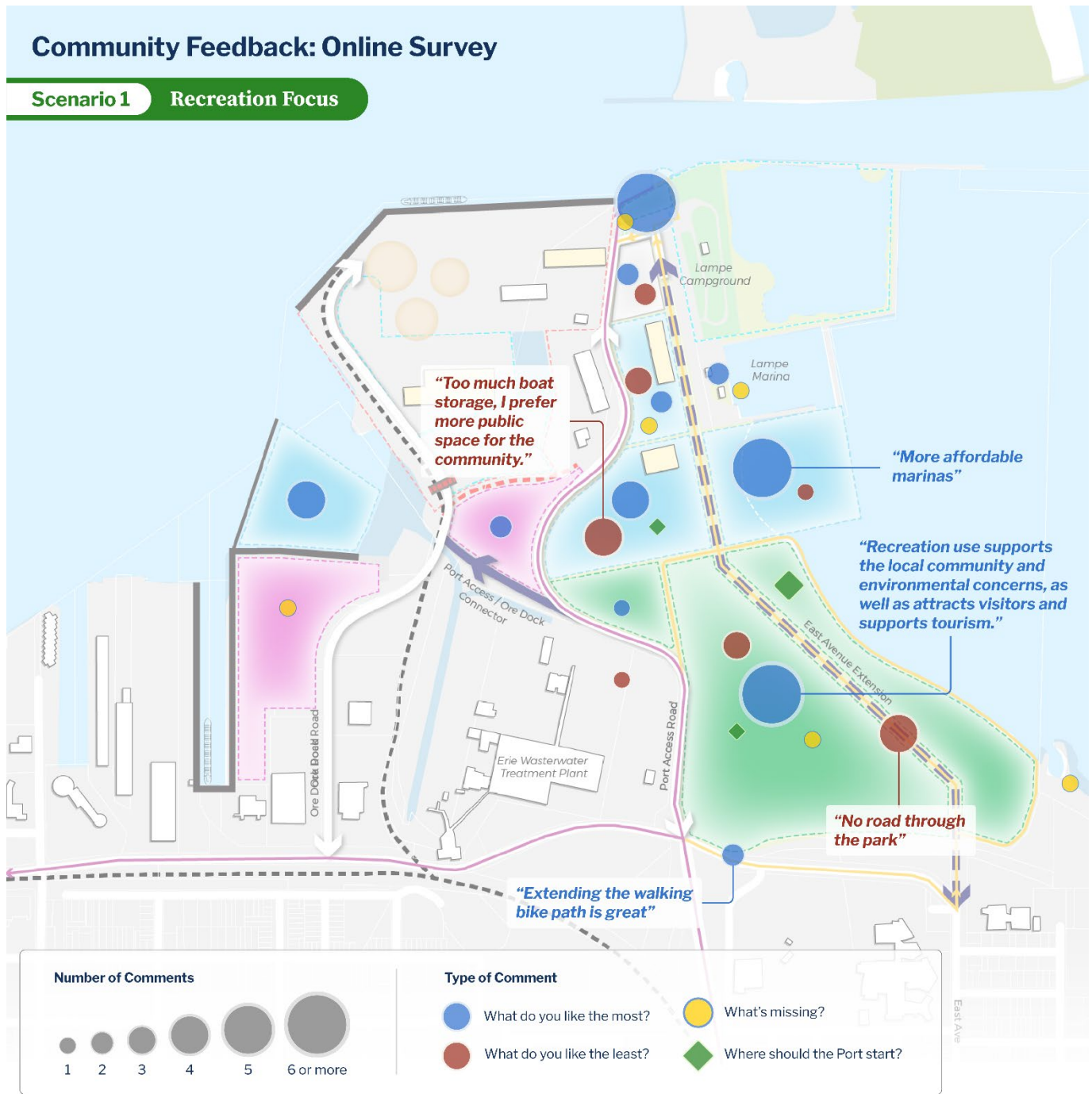
## Online Survey (October 2025)

The online survey received responses from October 9 to October 30, 2025, at [www.porterie.org/eriecoke/](http://www.porterie.org/eriecoke/). 46 participants provided 171 comments through the survey. Participants were asked their thoughts on the three proposed scenarios, including which of the three would be their most preferred and least preferred. The comments and sentiment for each scenario are shown in the following graphics.

# Online Survey (October 2025)

## Community Feedback: Online Survey

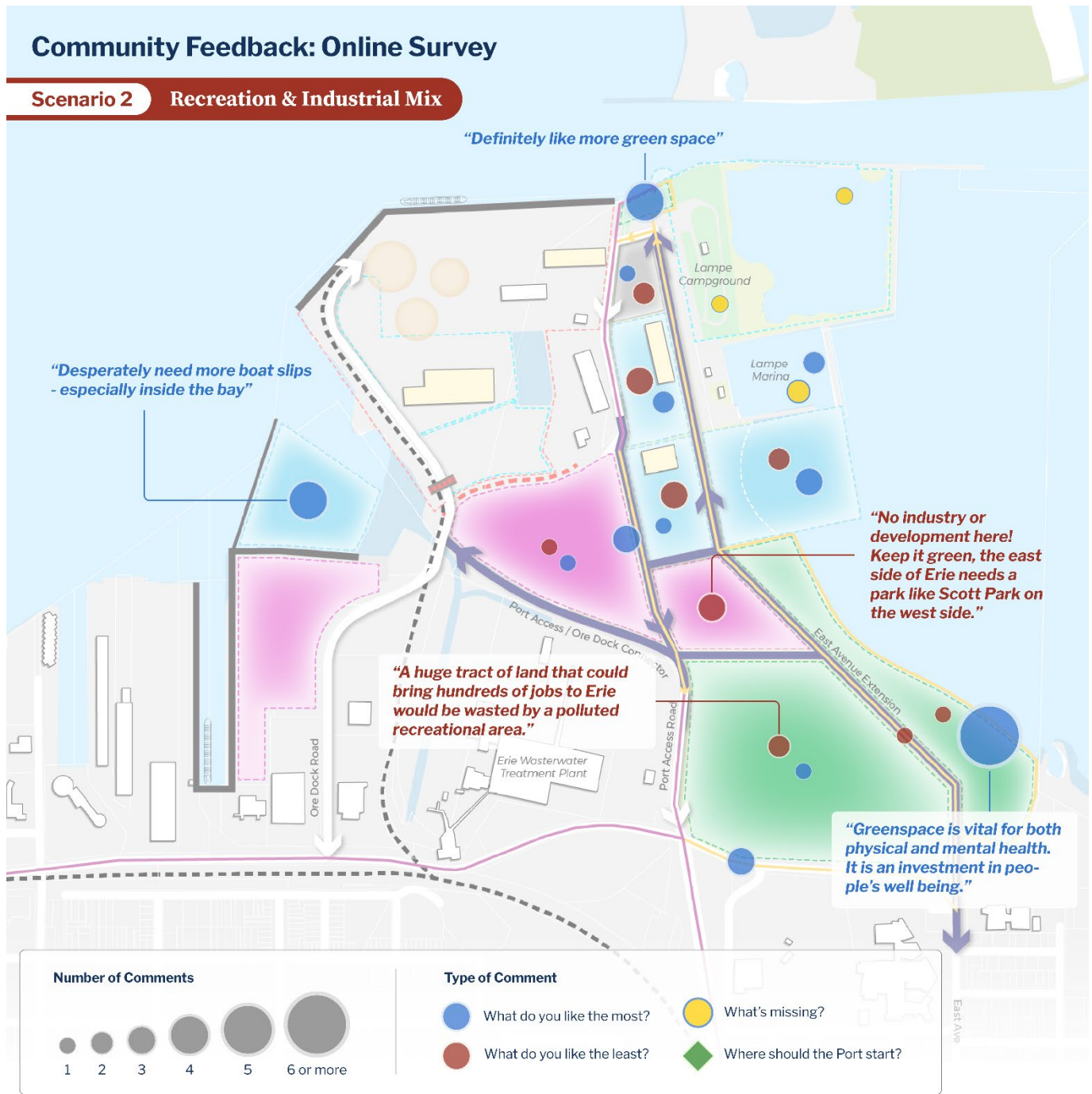
### Scenario 1 Recreation Focus



# Online Survey (October 2025)

## Community Feedback: Online Survey

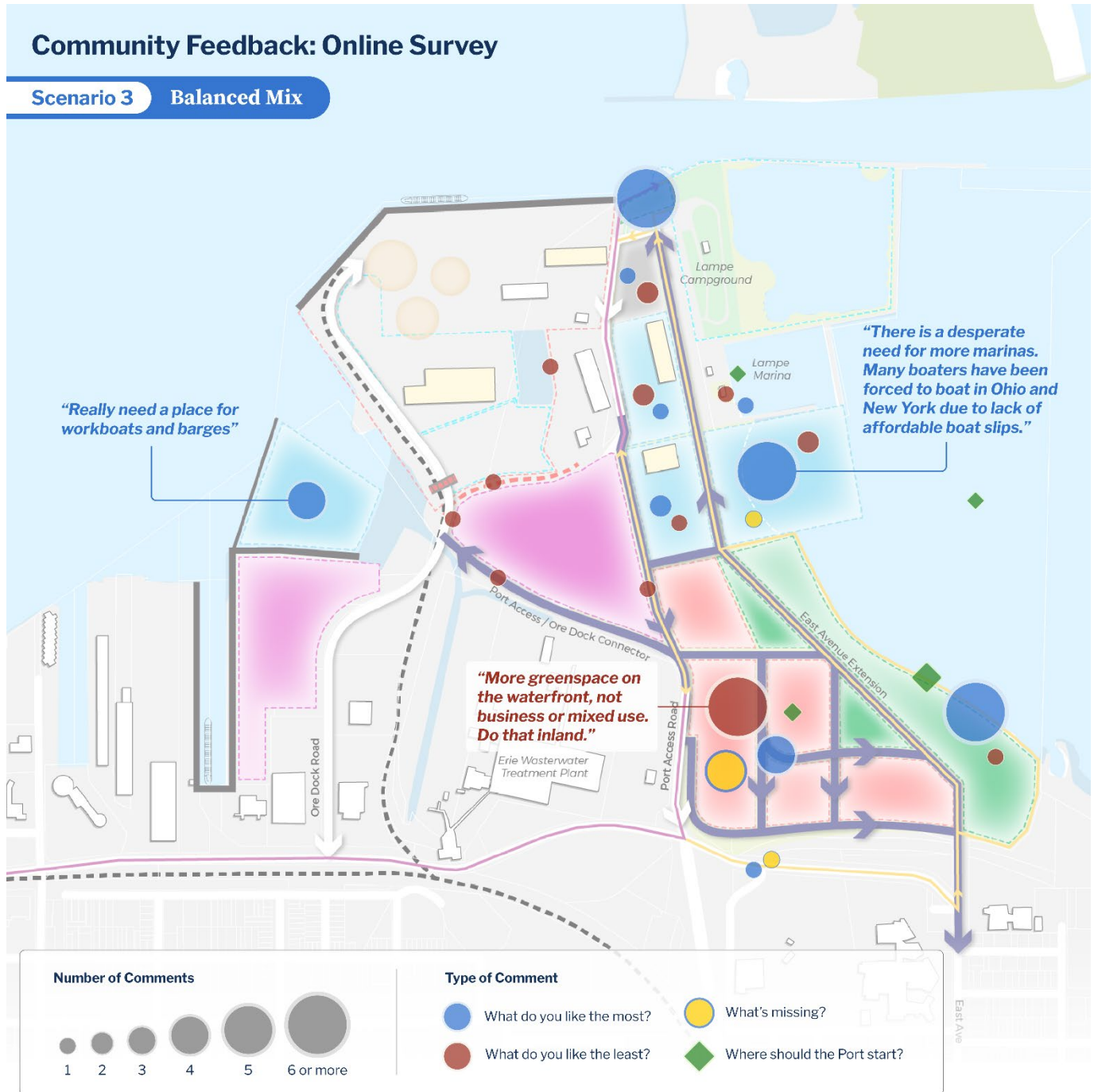
### Scenario 2 Recreation & Industrial Mix



# Online Survey (October 2025)

## Community Feedback: Online Survey

Scenario 3 Balanced Mix



## SECTION 3: SUMMARY AND DEVELOPMENT PREFERENCES

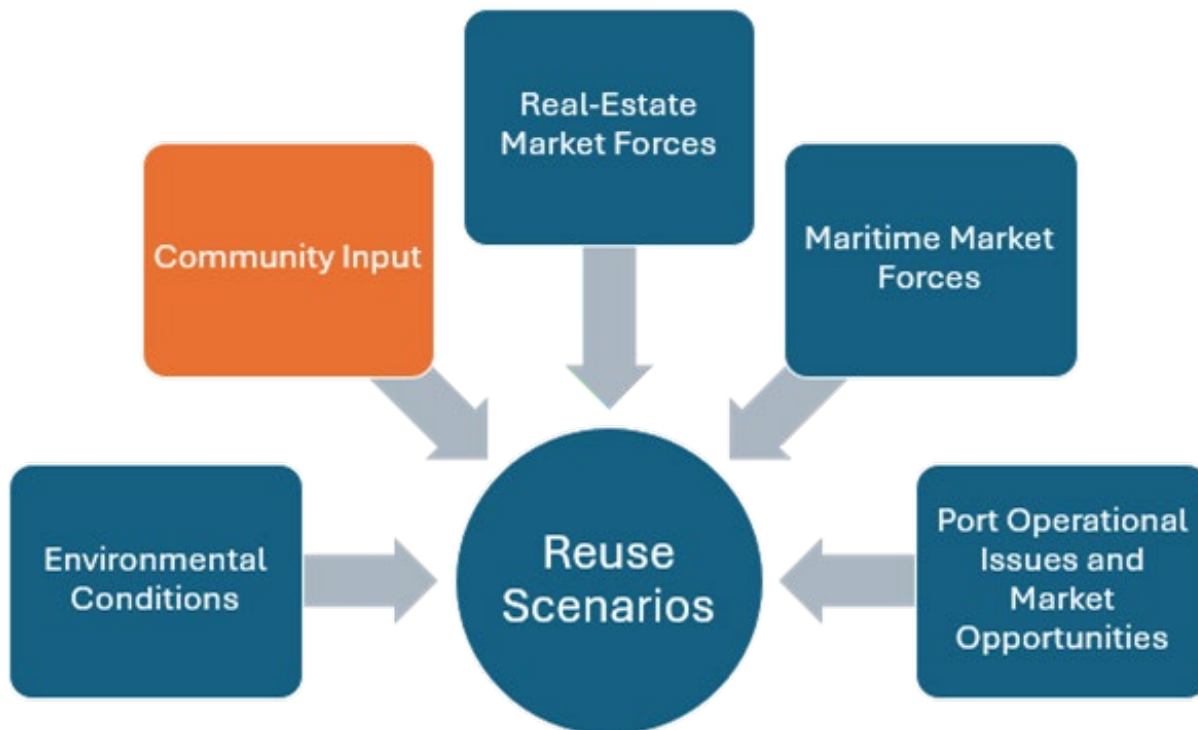
### Common and Cross-Cutting Themes

After sessions with Port tenants, elected officials, community organizations, and other community members, the following items summarize common and cross-cutting themes across several meetings:

- Strong overall support for redevelopment.
- Recognition of the progress that has been made to date.
- Desire for public access, recreation opportunity, and green space.
- Interest in mixed-use development and recognition of its potential.
- Recognition of the need for complementary land use for adjacent sites.
- Multiple opportunities for redevelopment suggesting flexible master plan.
- Interest in a range of scenarios for future uses on site.

### Steps Following Public and Stakeholder Engagement

- Gain board member perspectives on the stakeholder and public results.
- Continuation of redevelopment scenarios considering stakeholder and public input.
- Early consideration of master planning approach integrating preferred scenario(s).
- Develop asset management tools.



Factors that are under consideration when developing reuse scenarios.

## APPENDIX I: ERIE COMMUNITY OUTREACH I EXIT SURVEY

Participants in the Erie Community Outreach I were asked to participate in a brief exit survey to glean any additional feedback regarding the property as well as the planning process. Responses are summarized below.

### Question 1. I found this forum to be:

Number	How Informative
13	Informative
12	Highly informative
1	Somewhat informative
0	Not informative

### Comments (unedited):

- Great format to get people involved
- Good interactions
- Would like to know what EWPPA and ECRDA have in mind for this site?
- Would like to find a home and bring food to the city (small business)
- Site should be used and developed by the private sector and not funded by the gov't and taxpayer money
- Eye-opening experience

### Question 2. What people or organization do you think should shape the future of this site?

- State and Federal organizations
- PA Fish and Boat
- EPA, DEP, USCAE
- Researchers/environmentalists/environmental experts
- Erie Insurance
- Tom Hagan
- DCNR
- SONS
- Eastside Development
- Erie School District/educators/schools/educational entities
- Any group to give input
- Boaters
- Nearby citizens/neighborhood/neighborhood centers (go door-to-door and talk to people), and specifically:
  - Eastside citizens
  - Marginalized communities
  - Multi-lingual/multi-cultural populations
- Urban redevelopment group in Pittsburgh (Frick Park solar energy project)
- Benedictive Sisters of Erie
- City/Mayor's office
- Port Authority

- Youth organizations
- Community working groups
- HECA
- Nonprofits that highlight different aspects of Erie
- Groups that keep community benefits in mind; keep corporations and merchants out of it

### Question 3: What questions do you still have about the site or its future?

- Will taxes increase?
- What does the Port Authority and Redevelopment already have in mind?
- Expect to follow the project/how do I keep myself informed of progress?
- What type of remediation will take place?
  - *Will continued testing take place so this does not happen again?*
  - *Please clean to highest standards*
- How long will this take?
  - *Does it really take 15-20 years?*
- How to protect the people/community?
  - *Include all community in build-up*
- Will compensation come from Paul A. Saffrin Foundation (total assets \$14M)
- Can we use it (the site) before it's cleaned up?
- If we let corporations in, will they inevitably repeat the same mistakes?
- What are the results of the contaminants and effects on people of Lower Eastside and all wildlife?
- Bring back local food/food trucks and green space to Erie



## APPENDIX II: OCTOBER OPEN HOUSE COMMENTS

Participants at the Open House on October 8, 2025, were presented with information regarding the three scenarios for redevelopment: Recreation Focus, Recreation & Industrial Mix, and a Balanced Mix. The participants were then asked for comments regarding the scenarios, particularly what they like and dislike about the scenarios, what should be prioritized, and what is possibly missing from the picture as of now. Each row in the table below represents comments from one participant.

What Do You Like Most?	What Do You Like Least?	Where Should We Start First?	What Are We Missing?
Site cleaned up and repurposed	That it will take 20-30 years to be completed	Clean the site up and think about futuristic industries that could be built on the land as well as some recreational features	Not thinking about using the land for futuristic waterfront industries. We do not need any more parks in Erie, we need industries and jobs
The green space a lot, because if we were to make a park there it would attract a lot of people	The Industrial part, it's a bit out of date. It's been closed for 6 years, and not a lot of people know there's a factory there.	Taking down that factory is a great start.	Plants and trees
The ideas of road/pathway use, hospitality/housing and parking. "low" job creation but stable revenue in a tourism heavy area	A full recreation approach is unrealistic and fails to address financial sustainability or job creation.	Start by cleaning and clearing, then establish a basic road and path plan	Office space for businesses, Erie AI government building? Technology based approach
Recreational use	Industrial use	Site cleanup and planning	More walkable, bikeable, and fishable access
All good ideas		Clean up hazardous materials using all technologies available -- Getting the best Brownfield firms and experts in to determine cost and extent of cleanup	*Please see: Resolution released on 10/6/25 by GSGP.org Regional agenda for growth*. We believe that Erie being and having a wonderful natural harbor and bay must look at re-purposing the former Erie coke site into a new "maritime initiative" that would incorporate ship building/repair and dock space for new green ship transport of goods and passengers to Canada and

			further down the GLSL Seaway!
Roadway/Boating pier	Manufacturing	land cleanings	
The diversity of ideas. Any business should be "clean" environmental friendly. Well suited to the area aka provide goods/services	Boat Storage - seems to warehouse-like	Clean up and continued planning. Have a solid notion of what is possible/feasible based on findings as the clean-up progresses before committing to uses that aren't well suited. Funding Sources	Connection to the Land, lighthouse, and opportunity to include Erie history. A pavilion/smaller building where the history of immediate area are displayed. Provide a historical piece - showcase the contributions to Erie that were formed in this area of the city/county.
Access for pedestrians/bike via an East Ave extension (would buses be allowed?) Don't mind the boat storage idea. Or, what about storage for non-motor boats/equipment? Ex kayaks/paddleboards, rowboats	Industry - East Siders have suffered consequences of being ignored and they want access to the water like other Erie Communities. Mixed Use - what would the traffic be like? Also, may only benefit tourist. Please dear God NO HIGH END HOTELS	Talk extensively with East Ave, Lighthouse, Businesses, residents, non profits! Pulaski communities! Many may not be able to access these plans online. Would support mixed use ONLY if all commercial properties aligned with/ supported recreation ex. Boat repair for non motor boats, Bicycle rental/shop/repair, VERY small retail ONLY for water, fishing licenses, water gear, bait, and fishing.	The people that would benefit most from this proposal will likely not be able to access/comment on plans unless an effort is made to have public sessions IN the lighthouse/Pulaski/East Ave neighborhoods. Bus and public transit access to potential site/ recreation are. Other things to consider – Winter – how does recreation change? Revenue generation, Plowing, Maintenance, Staffin in "off season" How would public transit be impacted in winter?

Recreational focus	Too much industrial and mixed use in 2 and 3 and too little recreational use. Mixed use - no hotels, large office buildings, only green buildings, green stormwater solutions	Public engagement- involves the neighbors - contact Bob Strasser, Father Jerry Piscaro, Averie Shaughnessy- Comfort at Land Lighthouse	Trails, Boardwalks, Nature Center, Community working group
Industrial and mixed use. We have plenty of parks and Presque Isle. Erie needs revenue and smart investments made for our future.	A big expensive park that gets abused and only costs us, taxpayers.	Get an energy generation audit/study natural gas, solar, wind, unclear	Get an energy generation audit/study natural gas, solar, wind, unclear
Mixed options because everybody can be satisfied because of multiple choices	The business recreational option	Funding	Mixed use sports arena (4 season if under cover)
Extended East Ave for bike walking trail	Expensive remediation to make non-revenue generating space	Natural gas, solar, wind, or other means...study	East Ave boat launch
Recreation and GREEN SPACE	Mixed use limited no hotels, office buildings	Clean it up	Boardwalk
Recreation and GREEN SPACE	Industrial development may be ok on westside adjacent to existing slips.	Focus on public engagement and access let other multi use build thereafter	Solar and wind power study
Using prior industrial/energy space for NEW modern industrial energy generation	Too little recreational use in numbers 2 and 3	Ahem...straighten Port Access Road. Sorry, shameless plug	Commercial/industrial away from the water with strict controls on those occupants to ensure that the public or green space will not be affected by their industrial activities ex NOISE, AIR QUALITY ISSUES, WASTE ISSUES
Mixed use is best	Idea of new road down the middle of recreation space	First, get the site cleaned up and usable. Then develop the land with economic industry. A lot will change over 25-30 years	Trails, Boardwalks, Nature Trails
Industrial activity got us to this place. Let's not repeat that. Let the public access the water and land here since they haven't	Restricted or little to know industrial use	More public engagement. Work hard to get neighbors involved. Work with Land Lighthouse folks	Nothing we can see. Awesome job with open comms and community/state holder involvement

been able to for 100+ years.			
Recreation access	Industrial use not at all permitting businesses not needed	Community working group	Industrial use if it becomes a part has to be related to waterfront
Absolutely appreciate the blended approach. Nature lovers get to enjoy their nature spots to enjoy. Industrial is Erie roots. As the ONLY port in Western Pa, need to rebuild that infrastructure. Both sides get needs met.	Do NOT like industrial space near water. Don't like main road through recreation space.	MEET the people in the East Ave study area!	^Yes!
Green space and public access to the waterfront	Recreation heavy leaves NO room for Erie's industry to expand to meet demand, while choking ingress/egress to slipping	After clean up a way to provide the public a way to access the site. Most don't realize potential and size of property.	Consideration of increased motor and boat emissions
Recreation area		After clean up a way to provide the public a way to access the site. Most don't realize potential and size of property. (Agreeing with another comment)	Propose a big draw for the community and regions focus on benefits for east side
Recreational access			Trails, Boardwalk, DOG PARK (There are not enough dog friendly places in the area. People love their pets!) :)
Recreation access			
Access to recreation/bay for East Side residents			



## TECHNICAL MEMORANDUM

**DATE** December 20, 2024

**Project No.** 314000412.7547

**TO** Erie Western Pennsylvania Port Authority and the Erie County Redevelopment Authority

**CC**

**FROM** Elizabeth Bongard, Joseph Gormley, Erin May

**RE: ERIE COKE CORPORATION – PENNDOT E05322 WO#9  
ERIE-WESTERN PA PORT MASER PLANNING AND ASSET MANAGEMENT**

WSP USA, Inc. (WSP) has prepared this memorandum to provide an overview of environmental conditions at the Erie Coke Corporation (Erie Coke) Site located in Erie, Pennsylvania (Site) and potential redevelopment options for the property under the Pennsylvania Land Recycling Program (Act 2). This memorandum was prepared following a meeting between WSP, the Erie Western Pennsylvania Port Authority (the Port) and the Erie County Redevelopment Authority on November 11, 2024, and includes a discussion of the following:

- Site Description and Regulatory Background
- Environmental Investigations/Known Environmental Impacts
- Data Gaps
- Summary of Preliminary Site Cleanup Options
- Applicable Regulatory Programs
- Potential Funding Options
- Case Studies
- Next Steps

### 1.0 SITE DESCRIPTION AND REGULATORY BACKGROUND

The Site is located at 925 East Bay Drive in the City of Erie, Erie County, Pennsylvania (Figure 1) and consists of several parcels of land totaling approximately 183 acres. As summarized in the Phase II Site Investigation Report prepared by OBG | Baker Environmental Solutions (OBG | Baker) for the Pennsylvania Department of Environmental Protection (PADEP), the Site is located within a state-designated Environmental Justice Area, bordered to the north by Lake Erie and Lampe Marina, to the east by the East Avenue Boat Ramp (Boat Ramp), to the south by a residential area and the Barber National Institute, and to the west by the City of Erie wastewater treatment plant (Figure 2).

General land uses in the vicinity of the Site include commercial, industrial, and residential areas. The population within a three-mile radius relies exclusively on a public water supply operated by Erie Water Works and the City of Erie has a municipal ordinance (No. 33-2007) prohibiting the use of groundwater for drinking water or agricultural purposes within the City of Erie.

The Site is sparsely vegetated and not in use. The Site is generally flat, except for steep banks along the Site's extreme northern and southern borders. Access to the Site for vehicles is restricted at the East Avenue gate entrance where a new gate and fencing was recently installed by PADEP. However, other Site controls, such as fencing, are not adequate to restrict trespassers from accessing the Site.

An industrial production facility has operated at the Site since approximately 1833 with multiple owners over the years. In 1987, Erie Coke acquired the property and began operating the facility, which processed coke from coal for the steel industry. The Site contained 58 coke ovens, a coke oven battery underfiring system, two boilers, a byproduct tar recovery system, laboratory building, associated railroad lines, and a wastewater treatment system. A significant amount of man-made material, fill, or waste was deposited across the Site to build up the land. In December 2019, Erie Coke announced the immediate and permanent closure of the facility.

The facility had a long history of violations of Pennsylvania environmental laws, including the Air Pollution Control Act, the Solid Waste Management Act, and the Clean Streams Law, as well as federal environmental laws and regulations. These violations resulted in numerous PADEP legal actions against Erie Coke.

In August 2018, approximately 600 gallons of wastewater from a finishing tank at the on-Site wastewater treatment plant (WWTP) was released onto the ground. In March of 2019, a large aboveground tank at the on-Site WWTP failed causing release of a large volume of wastewater. Hazardous substances within the wastewater included benzene, naphthalene, ammonia, and cyanide.

Following closure of Erie Coke, PADEP exercised its enforcement authority to require cleanup of the Site under the Pennsylvania Hazardous Sites Cleanup Act (HSCA). HSCA provides PADEP with the funding and authority to conduct cleanup actions at sites where there is a release or substantial threat of a release of a hazardous substance or contaminant which represents a danger to the public health or safety or the environment. Sites regulated under HSCA utilize the Act 2 cleanup process and standards. The Site is also located within an area designated an Environmental Justice Area by PADEP.

On May 19, 2020, PADEP requested U.S. Environmental Protection Agency (USEPA) assistance in addressing conditions at the Site. In response, USEPA performed a Removal Site Evaluation that documented large quantities of hazardous substances, pollutants, and contaminants remaining at the Site in tanks, piping drums, totes, and other containers. Based on this evaluation, USEPA performed a time-critical Removal Action at the Site under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) to remove the identified threat to public health or welfare or the environment. The USEPA completed their Removal Action in November 2022.

As a follow up to the USEPA Removal Action, PADEP contracted OBG|Baker to complete an initial site investigation (SI) in 2022 followed by a Phase II SI in 2023 to characterize contamination in soil, groundwater, surface water, and sediment at the Site. OBG|Baker documented the results of the Phase 2 investigation in the October 2024 Phase II Site Investigation Report.

While USEPA is not managing investigation / remediation activities at the Site, USEPA does manage the East Avenue Study Area (Study Area), which is focused on the community and residential areas surrounding the former Erie Coke Site. The Study Area is bordered to the north by East Bay Drive, the former Erie Coke facility, and Lake Erie; to the south by East 3rd Street and residential neighborhoods; to the east by Hess Avenue and residential neighborhoods; and to the west by East Bayfront Parkway. The Study Area does not include the former

Erie Coke facility. USEPA's investigation is focused on determining if contaminants from Erie Coke (including but not limited to air emission of metals and polycyclic aromatic hydrocarbons (PAHs)) have migrated off the facility into the Study Area. USEPA is coordinating the investigation of this Study Area with PADEP activities at the Site.

## 2.0 ENVIRONMENTAL INVESTIGATIONS/KNOWN IMPACTS

### 2.1 Initial PADEP Investigations

On behalf of PADEP, OBG|Baker collected hundreds of soil, groundwater grab, and groundwater monitoring well samples as part of the 2022 SI and 2023 Phase II SI. Following receipt of the analytical results, OBG|Baker tabulated the results and compared them to both the Act 2 Residential and Non-Residential Medium-Specific Concentrations (MSCs) for Used Aquifers under Act 2 since future use of the Site is unknown and nearby land use is a mixture of commercial, industrial, and residential areas.

In general, the investigation showed there was widespread impacts in soil and groundwater at the Site that exceeded the Residential and Non-Residential MSCs. A summary of the location and type of contaminants identified in the Phase II SI Report by environmental media is provided below:

#### 2.1.1 Soil

Soils at the Site are impacted by volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals. Those impacts are summarized below:

- Benzene is the primary VOC detected in soils that exceeds the MSCs. The highest benzene concentrations are present in the northern, non-operational areas (Lampe Marina Area) and are associated with buried fill material, approximately 3 to 12 feet below ground surface (bgs), consisting of coal tar waste, slag, tar-saturated wood, and white fibrous material.
- Toluene was the most frequently detected VOC in soil. While only a limited number of toluene detections exceeded MSC, many of those exceedances were several orders of magnitude above the MSC.
- SVOCs were detected extensively across the Site with most of the exceedances attributed to polycyclic aromatic hydrocarbons (PAHs). Biphenyl is the most frequent PAH detected in soils. The highest SVOC concentrations in soil across the Site were detected in the Lampe Marina Area and in the Tank Farm Area to the south. SVOCs were detected in soils sitewide, but exceedances of the MSCs were sporadic.
- Various metals, including arsenic, manganese, and thallium, were detected in soils sitewide with exceedances of their respective MSCs.

#### 2.1.2 Groundwater

Shallow overburden groundwater at the Site is migrating towards Lake Erie. Multiple source areas resulting from extensive pockets of fill and buried waste over the 100-acre property, and nearly two hundred years of operational activity have produced multiple contaminant plumes in shallow groundwater across the Site.

Shallow groundwater at the Site is impacted by VOCs, SVOCs, and metals. Those impacts are summarized below:

- Benzene was the most prevalent VOC to exceed groundwater MSCs with many samples several orders of magnitude above the MSC. The highest benzene concentrations ranged from one to four orders of magnitude

above the MSC (5 ug/L) in samples from the Lampe Marina Area, Industrial North Area, Industrial South Area – West Region, Industrial South Area – Central Region, and the Tank Farm Area. Several other VOCs (toluene, xylenes, and ethylbenzene) were detected in the groundwater monitoring well samples. Toluene concentrations generally exceeded criteria only in wells where benzene concentrations were above criteria.

- PAHs were the most prevalent SVOCs to exceed MSCs in groundwater samples that also exceeded VOC MSCs. Frequent SVOC criteria exceedances included biphenyl, naphthalene, carbazole, and 2-methylnaphthanene; and to a lesser extent benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(g,h,i)perylene, chrysene, dibenzo(a,h)anthracene, and indeno(1,2,3-cd)pyrene.
- Several dissolved metals were detected in all groundwater monitoring wells with MSC exceedances of at least one metal in most of the wells. Iron and manganese were the most abundant in more than one half of the wells.
- Both light non-aqueous phase liquid (LNAPL) and dense non-aqueous phase liquid (DNAPL) were identified in the Tank Farm Area. The LNAPL and DNAPL is primarily limited to the Tank Farm Area and does not appear to be a threat to Lake Erie at the present time.

### 2.1.3 Sediment and Surface Water

During PADEP's initial Site Investigation in 2022, SVOCs (primarily PAHs) and metals (arsenic, chromium, copper, iron, manganese, nickel, selenium) were detected in sediment samples collected from the Lake Erie shoreline along the Site above the USEPA Freshwater Sediment Screening benchmarks and Act 2 Soil MSCs (OBG|Baker Data Summary Letter dated January 6, 2023). No surface water samples were collected from Lake Erie during this investigation.

Surface water samples were collected from various features located on-Site which detected several pesticides and metals (arsenic, cadmium, chromium, cobalt, copper, iron, manganese, mercury, nickel, and zinc) above USEPA Water Quality Standards (WQS) for both human health and/or aquatic species. Sediment samples collected from the same on-Site features showed elevated VOCs, SVOCs and metals above Soil MSCs. Additional PADEP Investigation

A Supplemental SI Work Plan was prepared by PADEP in October 2024 to support refinement of the nature and extent of contaminants both on and off-Site through the collection and analysis of surface and subsurface soils, installation of additional groundwater wells, and sampling of groundwater. However, no surface water or sediment sampling was proposed.

## 3.0 DATA GAPS

Based on a review of the current investigation reports, WSP has identified the following data gaps that may require additional investigations to comply with current PADEP requirements for fully characterizing the environmental impacts at the Site.

- Delineation of soil and groundwater impacts to the appropriate MSCs
- Delineation of lateral and vertical extent of DNAPL and LNAPL
- Migration of groundwater impacts to off-Site properties (e.g., Lamp Marina)
- Migration of soil and groundwater impacts to surface water

- Vapor migration to on-Site and off-Site occupied structures
- Screening of potential ecological impacts from Site-related contaminants

After the Site is fully characterized, the following additional studies may be required to design appropriate remedial alternatives:

- Pump tests
- Treatability studies
- Geotechnical investigations

## 4.0 SUMMARY OF PRELIMINARY SITE CLEANUP OPTIONS

Once a site is fully characterized, the Owner/Responsible Party can evaluate potential remedial alternatives to select an appropriate cleanup approach. The specific remedial alternatives evaluated will be dependent on the horizontal and vertical distribution of contaminants at the site, site features, potential exposure pathways to ecological and human receptors, and the current and future land use of the site and surrounding areas. Based on the current Site information, potential remedial alternatives to remediate the Site could include, but would not be limited to, the following:

- **Excavation and off-Site disposal:** Excavation of impacted soils and/or sediment and transportation to an appropriately permitted facility for off-Site disposal.
- **Capping of impacted soils and sediment:** Placing clean fill over contaminated material or installation of an engineered cap consisting of multiple layers of natural or synthetic materials to isolate impacted soils and/or sediment.
- ***In situ* or *ex situ* solidification and stabilization of impacted soils and sediment:** Mixing impacted soil with a chemical additive, such as cement, to prevent the leaching of contaminants.
- ***In situ* treatment of impacted soils, sediment, and groundwater:** The use of biological, chemical or thermal technologies to breakdown or remove contaminants in the subsurface.
- **Vertical engineered barrier (VEB):** A wall installed below ground surface of impermeable or slightly permeable materials to control the flow of groundwater or contain and isolate contaminated soil and groundwater.
- **Permeable reactive barrier (PRB):** A wall installed below ground surface to treat contaminated groundwater. The groundwater flows through the barrier constructed of a reactive material, such as activated carbon, that either traps or breaks down contaminants.
- **Groundwater extraction and treatment:** The pumping and transport of groundwater from wells to a treatment facility where contaminants are removed or reduced before discharge to the local sewer authority or water body.
- **LNAPL/DNAPL collection and removal:** A system for collecting LNAPL/DANPL within groundwater for off-Site treatment or disposal.

- **Vapor barrier:** Impermeable barriers with collection systems installed under building foundations or structures designed with unoccupied space at the surface (parking garages) to mitigate human exposure to VOC/SVOC vapors that may be migrating from the impacted soil or groundwater at the Site.
- **Site access controls:** Fencing, barriers, and signage
- **Institutional Controls:** Environmental Covenants/Deed Restrictions

## 5.0 APPLICABLE REGULATORY PROGRAMS

### 5.1 State Programs

#### 5.1.1 Act 2

The Pennsylvania Land Recycling Program, which is commonly referred to as Act 2, was established by a series of legislation enacted in 1995. Act 2 encourages the voluntary cleanup and reuse of contaminated commercial and industrial sites through four cornerstones that break down redevelopment obstacles:

- **Uniform cleanup standards:** Enables the remediator to clearly understand the extent and cost of site cleanup. The selection of standard(s) assures that a site is protective of its present and future uses. A property used for industrial development need not be as clean as a residential site.
- **Liability relief:** Addresses the concerns that previously inhibited site redevelopment and sale of properties, the liability protection extends to future owners.
- **Standardized reviews and time limits:** Consistent reporting requirements and standardized review procedures provide a definite time frame for report review.
- **Financial Assistance:** Provides grants and low-interest loans for assessment or remediation for innocent landowners who did not cause or contribute to contamination at the site.

Remediators under Act 2 can choose one or a combination of the following cleanup standards:

- **Background Standard -** Concentration in background reference area unrelated to any release from the site
- **Statewide Health Standard (SHS) -** Cleanup levels for each environmental medium established by Act 2
- **Site-Specific Standard (SSS) –** Cleanup levels developed from the unique exposure pathways at a site

Based on the nature and extent of environmental impacts identified to date at the Site and the surrounding land use, cleanup to SSS is likely to be the most appropriate and cost-effective approach for the Site's redevelopment. The SSS cleanup approach allows more flexibility in cleanup options as it is a risk-based approach tailored to individual sites based on level of risk, receptors, and the current and proposed use of the Site and the area in the vicinity of the Site.

The SSS cleanup approach is more detailed, both technically and administratively, and human and ecological receptors need to be addressed via exposure pathway elimination or risk assessment. The steps in the SSS cleanup approach under Act 2 are summarized below:

- A notice of intent to remediate (NIR) is submitted to PADEP. PADEP will publish an acknowledgment of receipt of the NIR in the Pennsylvania Bulletin.

- A copy of the NIR is sent to the municipality where the Site is located and a summary of the NIR must be published in a local newspaper. These notices include a 30-day public and municipal comment period where the municipality can request to be involved in the development of the remediation and reuse plans for the Site. If requested by the municipality, the person undertaking the remediation shall develop and implement a public involvement program.
- If the municipality requests to be involved in the development of the remediation plan, reports submitted under Act 2 should include comments submitted by the municipality and the public and the responses to those comments.
- The remediator completes the site characterization followed by a remedial investigation (RI) to delineate the extent of environmental impacts, evaluate the current and future exposure and migration pathways, and develop and refine the Conceptual Site Model (CSM). A human health and/or ecological risk assessment may be completed to assess risk of site contaminants to receptors. Results from the RI any Pre-Design Investigations are used to develop a Cleanup Plan to implement the remedy for the Site. The Site is remediated in accordance with the Cleanup Plan and a Final Report is submitted to PADEP to demonstrate the remediator has attained the selected cleanup standards.
- Each time a report is submitted to PADEP for review (RI Report, Risk Assessment Report, Cleanup Plan, or Final Report), a notice of the submission is provided to the municipality and a notice summarizing the findings and recommendations of the report is published in a local newspaper. If the municipality requested to be involved in the development of the remediation plan, the reports should include comments submitted by the municipality and the public and the responses to those comments.

Pursuant to Act 2, a remediator demonstrating compliance with either the Background, SHS, or SSS shall be relieved of further remediation of contamination identified in submissions to PADEP. The liability protection applies to:

- Current owner
- Future owners
- Any other person who participated in the cleanup
  - As Act 2 is a voluntarily program, liability protection may be afforded only to the third parties that are willing to participate in it. Agreements to confirm participation include:
    - Formal access agreements
    - Cooperation agreements for future activity and use limitations (AULs) implemented via Environmental Covenants (as needed)
- Developer
- Occupiers
- Successors or assigns
- Public utilities who perform work on the property

The liability protection does not cover third party common lawsuits (toxic tort suits). Reopeners may apply in certain circumstances; however, these are uncommon. Reopeners can occur for the following reasons:

- The attainment demonstration is fraudulent
- New areas of contamination are identified
- The remedy fails
- Risk increases due to changes in exposure or use of new toxicology information

### **5.1.2 Special Industrial Area Redevelopment**

Act 2 contains special provisions for sites used for industrial activities where there is no financially viable responsible party or for sites located within an Enterprise Zone or Keystone Opportunity Zone, as designated by the Department of Community and Economic Development (DCEC). For these sites, the cleanup must be conducted by a party that did not cause or contribute to the contamination.

As a first step in the cleanup process for these sites, a baseline remedial investigation must be conducted for the property that documents the existing contamination for which a relief of liability will be issued for the redeveloper, who will only be responsible for remediating any immediate, direct or imminent threats to human health or the environment that would prevent the proposed reuse. For these sites, the redeveloper is also not responsible for off-property contamination that they did not contribute to or cause.

### **5.1.3 Act 3**

Act 3 - The Economic Development Agency, Fiduciary and Lender Environmental Liability Protection Act, as amended by Act 26 of 2009 established a limit of liability on economic development agencies that acquire and redevelop contaminated properties. Under Act 3, the following parties would not be liable under the environmental acts to PADEP or to any other person (unless they caused or exacerbated the contamination on the property):

- Economic development agencies
- Lenders involved in the routine practices of commercial lending
- Fiduciaries

## **5.2 UECA**

The Pennsylvania Uniform Environmental Covenants Act (UECA) provides a standardized process for creating, documenting, and assuring the enforceability of AULs on contaminated sites. AULs can include institutional controls (ICs) or engineering controls. ICs limit or prohibits certain activities that may interfere with the remedy or result in exposure to contaminants at a site (e.g. fencing, groundwater use restriction, land restriction to non-residential use). Engineering controls contain or control the migration of contaminants (e.g., permanent capping of contaminated soils, barrier walls, groundwater recovery systems, vapor mitigation systems). The UECA requires an environmental covenant be developed for the Site when an IC and/or engineering control is used to demonstrate attainment of or maintain an Act 2 cleanup standard.

It is WSP's understanding that the City of Erie has established a municipal ordinance that restricts the use of groundwater. This ordinance will serve as an institutional control to limit groundwater use.

As part of the Act 2 cleanup process, the remediator has to develop a post-remediation care plan that specifies the operation and maintenance requirements for maintaining institutional and engineering controls as well as any post-remediation monitoring that will be required to demonstrate the long-term effectiveness of the remedy.

### 5.3 Federal Programs

In 2004, the PADEP and USEPA signed a Memorandum of Agreement, known as the “One Cleanup Program” where sites that are remediated to the satisfaction of Act 2 cleanup standards will also satisfy the requirements of the following federal cleanup programs:

- Resource Conservation and Recovery Act (RCRA): regulates hazardous and non-hazardous wastes
- Comprehensive Environmental Response Compensation Liability Act (CERCLA or Superfund): provides broad Federal authority to respond to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment.
- Toxic Substances Control Act (TSCA): Provides the USEPA with the authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use and disposal of specific chemicals including PCBs, asbestos, radon, and lead-based paint.

The One Cleanup Program provides for USEPA review and input on all Act 2 cleanup related activities and documents in parallel to PADEP reviews.

### 6.0 POTENTIAL FUNDING OPTIONS

Site investigations/cleanups under any State or Federal regulatory program can be expensive, however, there are several funding options, including grant and loans, that municipal authorities, redevelopment authorities, and industrial development authorities can pursue to help cover the cost. The following is a summary of some of the State and Federal funding options:

**Host Municipality Technical Evaluation Grants:** Section 510 of HSCA authorized the PADEP to issue up to \$50,000 to host municipalities for independent technical review of PADEP’s proposed site cleanup plan; more than one grant may be awarded for technically complex sites. The grant does not include reimbursement for the collection of investigation data or remediation. As a municipal authority, the Port may not meet the requirements of a host municipality.

**Industrial Sites Reuse Program (ISRP):** Provides grants and low-interest (2% interest rate) loan financing to public entities, private nonprofit economic development entities, companies involved in the reuse of former industrial land, and entities that did not cause or contribute to contamination for environmental assessments (up to \$200,000) and remediation of hazardous substances (up to \$1,000,000). A 25% match is required.

**Pennsylvania First Program (PA First):** Provides grants, loans, and loan guarantees to businesses, municipalities, municipal authorities, redevelopment authorities, industrial development authorities or corporations, local development districts for environmental assessment/remediation and many other uses. Projects must offer a substantial economic benefit to Pennsylvania or region. Private matching and job creation is required.

**Business in Our Sites (BOS) Grants/Loans:** Provides grants (not to exceed \$4,000,000 or 40% of the totals combined grant and loan award) and loans (2% to 3% interest rate) for all site development activities for speculative projects other than residential or recreational. Municipalities, municipal authorities, redevelopment authorities, industrial development agencies, or private developers are eligible.

**PENNVEST:** Provides low-cost financial assistance to address water, wastewater, stormwater, and non-point source pollution problems that impact public health, safety, the environment, regulatory compliance, and economic development.

**Redevelopment Assistance Capital Funding (RACP):** A grant program, administered by the Pennsylvania Office of the Budget, for the design, acquisition, and construction of regional economic, cultural, civic, recreational, and historical improvement projects, and is designed for projects that cannot obtain primary funding under other state programs. At least 50% of the RACP total project costs must be paid by a non-state funding source and at least 50% of eligible match expenses. The grant also requires compliance with competitive bidding, prevailing wage, Steel Products Procurement Act, Public Works Contractors' Bond Law, and insurance.

**Federal Opportunity Zones:** The site is located in a qualified Opportunity Zone which facilitates investment in distressed areas to spur economic growth and job creation in low-income areas, while providing tax benefits to investors. Grantees must be either a local municipality, public authority, federally designated Local Development District or an industrial development agency. Funding rounds are opened and closed at the discretion of the Governor.

**USEPA Brownfields Cleanup Grants:** Applicants may request up to \$500,000, \$2,000,000 or \$4,000,000 to address a brownfields site(s). Sites may not receive funding more than once. For sites that are eligible to be enrolled in a voluntary cleanup program, the state must provide a letter indicating that the site has been sufficiently characterized for remediation to begin. The period of performance is 4 years. Grant recipients may be required to provide a 20% match.

## 7.0 CASE STUDIES

WSP provided the following two case studies for similar sites for information purposes:

### Saint Paul Port Authority

Since the 1960s the Saint Paul Port Authority (SPPA) has purchased contaminated and abandoned properties and returned the land for light industrial use. Once a property has been cleaned up, the property is sold back as commercial real estate, provided the buyer meets specific SPPA's criteria. The SPPA has completed seventeen Business Centers that are currently home to over 500 companies, providing 25,000 jobs and generating more than \$12 million in annual tax revenues.

### City of Buffalo

In 2006, WSP completed remediation on a number of dormant properties, including a former manufactured gas plant (MGP)<sup>1</sup> in downtown Buffalo, New York. Health Now, the buyer of the property, was looking for a downtown location, but was not prepared to manage the environmental risks associated with the contaminated properties. To facilitate the redevelopment of the properties, a liability transfer structure was employed to protect the sellers, buyer/developer, and future occupants of the property against the environmental liabilities and allow each stakeholder to focus on their core business and contribute to the economic vitality of downtown Buffalo. The liabilities for all of the properties were transferred for a predefined fixed sum of \$20 million that was placed in a Trust Fund prior to initiation of the cleanup. The cleanup costs were then insured using both cost stop lost and

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<sup>1</sup> The DNAPL identified in the former Tank Farm area is similar to the waste associated with MGPs.

pollution legal liability policies. The contaminated properties were accepted into the New York State Brownfield Cleanup Program (NYSBCP); a consent order addressed contamination beneath an adjacent elementary school. Qualifying tax credits deferred 85 percent of the total cleanup cost. The cleanup consisted of the removal of over 150,000 tons of contaminated soil, fill and construction debris; and approximately 4,000,000 gallons of water was pumped from the excavations, treated, and then discharged to the Buffalo Sewer Authority.

In addition, WSP has provided project summaries for similar cleanups, as well as completed Brownfields case studies in Attachment A.

## 8.0 NEXT STEPS

The investigation process is iterative, and therefore, following PADEP's completion of the Supplemental SI and evaluation of this data a Remedial Investigation (RI) will be required. The RI would use the existing information to the greatest extent possible and would include additional investigations to do the following:

- Further delineate Site-related contaminants of concern in soils and groundwater to PADEP SHS for soil and groundwater
- Determine whether surface water runoff and diffused groundwater migrating to Lake Erie meet the Pennsylvania Water Quality Standards (WQS)
- Determine whether sediments adjacent to the Site meet applicable freshwater sediment ecological screening criteria (ESCs).
- Determine the background levels of COCs
- Determine the lateral and vertical extent of DNAPL and LNAPL in soils and groundwater
- Refine the Conceptual Site Model based on the RI results.

Following the RI, pre-design investigations will likely be required to collect additional physical and chemical data for the remedial design and to support the development of the Cleanup Plan for the Site under Act 2. The pre-design investigations will likely focus on the following:

- Further delineating the horizontal and vertical distribution of COCs in Site soils, groundwater, sediments/surface water that exceed applicable remediation standards, screening criteria or background concentrations
- Confirming the COCs that need to be addressed by the remedy
- Defining the extent of free and residual DNAPL/LNAPL in soil/groundwater sufficient for the remedial design
- Quantification of soil volumes for excavation and/or in-place capping
- Defining the horizontal and vertical extent and technical specifications of engineering controls that will be utilized as part of the overall Site remedy.

Based on the presence of Lake Erie and associated flood hazard area encompassing the Site, certain regulations such as the Pennsylvania Clean Stream Law, the Stormwater Management Act, and the Flood Plain Management Act will have to be considered for remedial activities at the Site. Temporary impacts to the flood hazard area and surface water body are anticipated during the RI, pre-design investigations, and implementation of the remedy. As

such, a Flood Hazard Area Evaluation and permitting will be required as well as a Soil Erosion and Sedimentation Controls Plan will be needed in accordance with applicable regulations.

**WSP USA Inc.**

Attachments: Attachment A – Case Studies

[https://wspnlinenam.sharepoint.com/sites/us-310004127547-penn/shared documents/general/07-planning/04\\_site remediation/wsp technical memo nov 2024/314000412\\_7547\\_erie\\_coke\\_tm\\_122024dft.docx](https://wspnlinenam.sharepoint.com/sites/us-310004127547-penn/shared%20documents/general/07-planning/04_site%20remediation/wsp%20technical%20memo%20nov%202024/314000412_7547_erie_coke_tm_122024dft.docx)



## TECHNICAL MEMORANDUM

**DATE** August 22, 2025

**Project No.** 314000412.7547

**TO** Erie Western Pennsylvania Port Authority and the Erie County Redevelopment Authority

**CC**

**FROM** Ahmed Ismail, Andrew Batson

**RE: ERIE COKE CORPORATION – PENNDOT E05322 WO#9  
ERIE-WESTERN PA PORT MASER PLANNING AND ASSET MANAGEMENT**

# MARKET CONDITIONS AND FORECAST

## Market Conditions

Market conditions identified in the Market Analysis and Market Analysis Updates completed in 2022 served as the basis for establishing the latest market conditions.

The Near-term Growth Strategy/Recommendations outlined in 2022 remain reasonable. Those included:

- Continue to prioritize developing wetlands property adjacent to existing terminal for additional contiguous acreage
- Work with terminal operator to discuss potential on-terminal capacity enhancements
- Remedy Parade Street Needs
- Work with terminal operator to continue to leverage existing relationships with shippers/manufacturers/carriers to stay at forefront of potential emerging cargo opportunities
- Pursue conversations with IRG and potential to develop synergy in plastic recycled materials market
- Continue to work with terminal operator on identifying and securing grant funding for specific infrastructure projects

Other than the recent developments related to the International Recycling Group (IRG), all of the near-term recommendations appear to be in progress. The Port has maintained close communication and coordination with tenants, including Carmeuse and Donjon. Particularly encouraging is the Small Project at a Small Port award of the 2024 Port Infrastructure Development Program (PIDP) grant for the Parade Street Slip Dock Wall Replacement and Slip Widening Project.

The Medium-to-Long term Growth Strategy/Recommendations outlined in 2022 also remain reasonable. Those included:

- Pursue conversations with State Department of Agriculture and pellet exporters to explore potential wood chip/pellet market

- Continue to pursue the acquisition of the Erie Coke property for long-term port and industrial development

The Port has positioned itself to pursue both items mentioned. The wood chip/pellet market in Erie remains reasonably strong but companies are not yet moving large quantities through the Port. The Erie Coke property and its potential is the focus of the wider planning effort and should be maintained on the medium-to-long term growth strategy.

The overall strategy to phase improvements remains sound and any development should be market driven.

## Existing Cargo Base

The existing cargo base at Erie primary commodities are limestone and sand & gravel, with smaller quantities of salt, soil & fill dirt, soybeans and cement & concrete. Table 1 displays the latest complete five-year period. Data presented is in tons and is from the U.S. Army Corps Waterborne Commerce Statistics Center.

*Table 1: 2019-2023 Existing Cargo Base, US Army Corps Waterborne Commerce Statistics Center*

	2019	2020	2021	2022	2023
<b>Limestone</b>	297,047	228,884	410,133	442,984	629,257
<b>Sand &amp; Gravel</b>	276,553	311,765	239,520	212,995	225,279
<b>Soil &amp; Fill Dirt</b>	-	-	-	12,808	22,292
<b>Salt</b>	126,562	72,122	133,601	37,508	61,729
<b>Cement &amp; Concrete</b>	-	-	-	-	14,991
<b>Fab. Metal Products</b>	2	-	2,122	2,562	-
<b>Soybeans</b>	-	-	-	-	23,149
<b>Fruit &amp; Nuts NEC</b>	8,818	-	-	-	-
<b>Machinery (Not Elec)</b>	-	-	-	-	210
<b>Electrical Machinery</b>	-	1,896	-	6,964	-
<b>Vehicles &amp; Parts</b>	-	-	80	-	-
<b>Rubber &amp; Plastic Pr.</b>	5,200	-	1,127	484	-
<b>Manufac. Prod. NEC</b>	4,314	-	-	-	-
<b>Unknown or NEC</b>	16,535	-	-	-	-

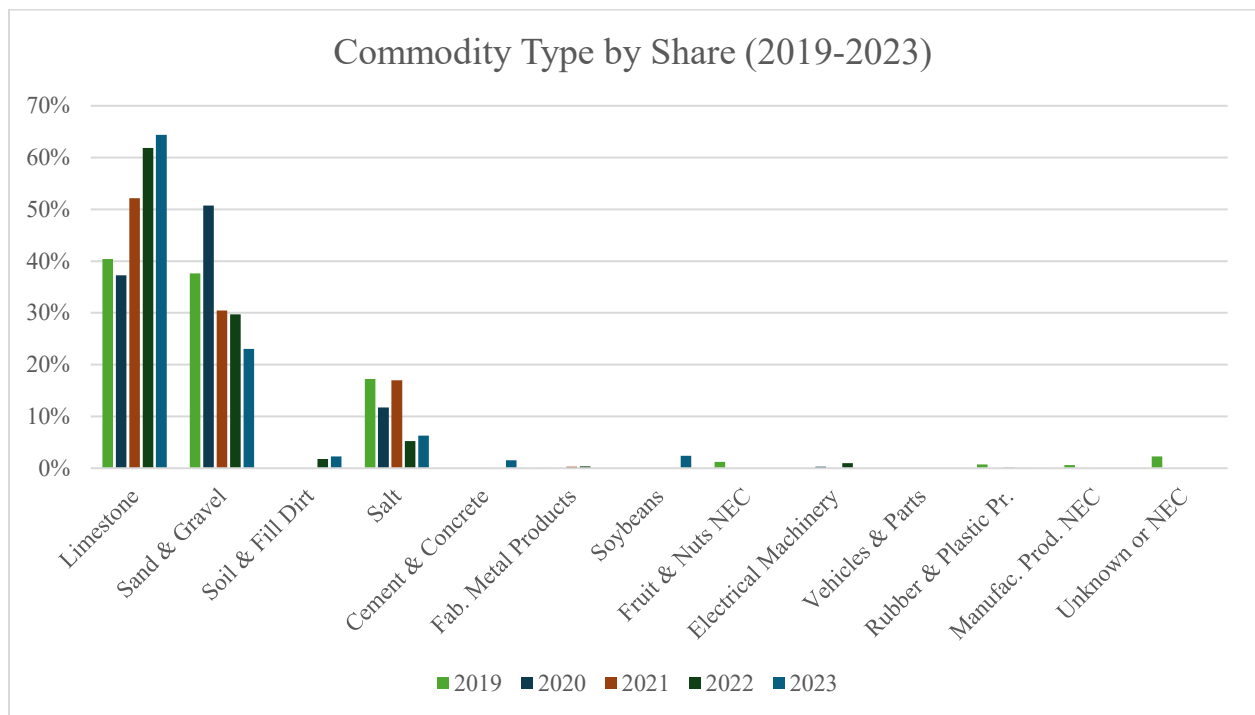


Figure 1: Commodity Type by Share, 2019-2023, US Army Corps Waterborne Commerce Statistics Center

## Market Forecast Summary

The scenarios identified in 2022 remain mostly reasonable with a few modifications. Table 2 and Table 3 below display the Market Forecast Summary by Existing Cargo Base and Opportunities. Data presented is in tons and is from the U.S. Army Corps Waterborne Commerce Statistics Center.

Table 2: Market Forecast Summary by Existing Cargo Base

<b>Existing Cargo Base</b>						
<b>Commodity</b>	<b>Scenario</b>	<b>2022</b>	<b>2023</b>	<b>2028</b>	<b>2038</b>	<b>2048</b>
Existing Bulk	Low			590,000	590,000	590,000
	High			744,115	821,966	907,962
	High + New	678,797	915,178	892,838	986,249	1,089,432
Salt	Low			75,000	75,000	75,000
	High	37,508	61,729	132,873	132,873	132,873
Total Existing Bulk	Low			665,000	665,000	665,000
	High	716,305	976,907	1,025,711	1,119,122	1,222,305
General/Wind	Low					
	High			2,500	2,500	2,500

Table 3: Cargo Base Opportunities Forecast

<b>Opportunities</b>				
<b>Commodity</b>	<b>Scenario</b>	<b>2028</b>	<b>2038</b>	<b>2048</b>
General / Steel / Project Cargo	Low			
	High	52,284	60,678	70,419
Wood Chips / Pellets	Low			
	High	300,000	300,000	300,000

Given the effective cancellation of International Recycling Group (IRG) plan for a \$300 million processing center in Erie in April 2025, the 2022 forecast for Plastic Recycled Material has been removed.

## DISCUSSION WITH STAKEHOLDERS

Following analysis and review of the Market Conditions, the project team looked to find corroborating qualitative and quantitative information through discussion with relevant industry and market stakeholders. The project team participated in discussions with key industry stakeholders, specifically the team interviewed three firms, two of which are existing port tenants. The two port tenants interviewed are: Carmeuse and Donjon. The third firm, Spliethoff is not a tenant of the port but provides container services in the Great Lakes region.

### Carmeuse Lime and Stone

Firm Background: Carmeuse is Belgian mining company producing aggregates, including lime and limestone. At their facility in Erie, the company primarily produces construction aggregates and high calcium agricultural limestone. Carmeuse leases space (zoned as Waterfront-Commercial, approximately 65 acres) from the port in the Lampe District.

#### Key Issues:

- Crane replacement potentially with a container crane
- Ability to expand operations
- Security improvements on Parade Street property
- New traffic signal at Ore Dock Road and East Bayfront Parkway could benefit Carmeuse and Donjon
- Road geometry leading to Interstate 90
- Repairs to existing warehouse including fire suppression system
- Parade Street Slip widening – can afford to lose a maximum of 20 feet
- Availability of skilled labor in the region

### Donjon Shipbuilding

Firm Background: Donjon Shipbuilding is headquartered in Erie and is a part of Donjon Marine, which has provided marine salvage, dredging, transportation, recycling, demolition, heavy lift and other marine services since 1966. Services provided by Donjon Shipbuilding include shipbuilding, barge construction, conversion, maintenance, steel fabrication and assembly and related services. Donjon Shipbuilding leases space (zoned as Waterfront-Commercial, approximately 40 acres) from the port in the Lampe District.

#### Key Issues:

- Maintaining existing facilities in a State of Good Repair, including structure roof, electrical substation, bulkheads, repairs to under dock locations on the east side of the property
- Making operational modifications to wharf, including expanding the ability to receive longer vessels
- Availability of Jones Act compliant vessels
- Parade Street Slip widening – can afford to lose a few feet but would prefer not to
- Availability of skilled labor in the region

## Spliethoff

Firm Background: Spliethoff is an Amsterdam based Dutch shipping company founded in 1921. Spliethoff provides the great lakes region container service through its “Great Lakes Express (GLE).” The GLE offers a 15-day transit time between locations on the Great Lakes and Europe. GLE sails twice monthly and operates year-round. The service primarily carries containers but also carries heated and reefer containers, breakbulk and project cargoes, dry bulk and other cargoes. As of 2025, the GLE calls at Cleveland, Ohio, Monroe, Michigan, Chicago, Illinois, Thunder Bay, Ontario, Canada and Duluth, Minnesota.

### Key Issues:

- GLE calls at Cleveland and Duluth as fixed container locations – other ports served on as needed basis
- Service has occasionally called at Erie for project based cargo – typically vessels are 135 meters length overall (LOA) and have a 33 meter beam. If first call, vessels need 8 meter draft
- Westbound cargoes typically include bags, steel, project cargo (e.g. wind blades) and a limited number of containers
- Eastbound cargoes typically include bulk cargoes (grains, pig iron, fertilizer, etc...)
- Service first preference is to use shore gear (quicker and safer); ships gear is second preference
- Major limitation is the Customs and Border Protection (CBP) inspection requirements for containers which increase costs. Presently the Port of Monroe, Michigan is developing CBP facilities. Typical investment in CBP facility to process containers is \$20 million
- Service carries about 50 containers with an additional potential for another 50 containers per month. Full vessel capacity per month is 500 containers
- Ability to accommodate vessel dimensions and lack of container crane primary impediments in Erie

## Common Themes and Strategies

Across the interviews a few themes and strategies stood out. The restoration of the condition of existing infrastructure on which existing tenants and business operate, should be the focus. Repair, replacement and/or rehabilitation of existing facilities, where physically deficient or operationally obsolete may be the first priority. In support of tenants and their ability to attract and retain skilled labor, the Port may consider additional or more robust cooperation and coordination related to skilled labor and workforce development. Finally,

# MARINA INDUSTRY UPDATE

Lampe Marina is a publicly operated 253 slip at the entrance to Presque Isle Bay. Lampe Marina is currently owned and managed directly by the Erie Western PA Port Authority. Lampe Marina provides basic amenities to its users, including floating docks, a fuel dock for gasoline, a pump out station, restrooms, showers, and covered picnic shelters. Public launch ramps and fish cleaning stations are also provided free to the community. Slips are available for small, medium, and large vessels (16' to 30'). Most U.S. Marinas including Lampe operate at full occupancy and slip rates for users are increasing as operating expenses increase.<sup>i</sup> The marina may be considering expanding its offerings in ways that could bring benefits to its users, the port, and the Erie community. It may be important to consider and understand the different operating models available to the marina and its potential sources of revenue to envision what the future of the marina could look like.

## Operating Models

4% of U.S. marinas like Lampe are currently operated by a government agency.<sup>ii</sup> Under a public operation model, the Port Authority retains full authority for operating and staffing the marina. The marina is fully within the public budget and all revenues as well as all losses are placed on the Authority's balance sheet. This provides full public control of the facility through its appointed board of the Port. This operations model allows the marina to prioritize community benefits including access and affordability. It also allows the public to retain all revenue for reinvestment in the facility and elsewhere in the port. However because the Port also incurs all losses, it is also possible that funding constraints can lead to deferred maintenance and limit capital improvements, and losses will need to be covered from elsewhere in the port's budget. The Port Authority may also lack specialized experience in marina management that prevents the facility from operating at full efficiency.

The second major operating model for the port is through a management contract. Under this model, the public authority retains ownership and ultimately financial responsibility for the port but hires a private management company to run day-to-day operations for a fee (potentially with additional profit share). This brings professional management expertise to the marina, while maintaining the authority's ability to set service standards and strategic control. It also provides a shorter time horizon than leasing for the authority to change operators if not satisfied. This can improve service quality and revenue without selling or leasing the asset. However, the public owner retains key risks and responsibilities. Under this model the port may still need to subsidize operations, including the management fee, if revenues don't cover costs. The port must also maintain active oversight to ensure compliance with the contract, and the operator has less incentive for proactive capital investment without an ownership stake in the port. The Chicago Parks District has long contracted with Westrec Marina Management to operate their ten harbors with 5,700 moorings and credits Westrec with various capital improvements, service improvements, and generating a positive operating income.<sup>iii</sup> By contrast, Martinez, CA had its

marina management company terminate services at a publicly-owned marina unable to cover either its operating costs and long-term debts.<sup>iv</sup>

The third major operating model is through a lease or concession model. Under this model, the private operator runs the marina business including receiving any profits with rent or a revenue share paid back to the public owner. This shifts the financial risk for losses to the private partner, ideally reducing the need for public subsidies. The longer time horizon also allows the leaseholder or concessionaire to invest private capital for upgrades without public expense. These upgrades can be defined and planned in the concession agreement, and the combination of a risk and long-term perspective should encourage the operator to operate efficiently. This agreement can also potentially provide revenue for the port through the rent or revenue share. However, the public loses the direct ability to influence marina operations beyond the contract terms. Faulty contract design could lead to reduced public benefit and a difficult legal battle to unwind the long-term commitment. While not a long-term lease, the risks are shown with the city of Buffalo, which charged its marina operator a marginal rent with the expectation of a profit share but received nothing over ten years despite \$8 million in total revenues.<sup>v</sup>

The port could additionally consider sale of the marina or working with a local non-profit organization to operate the marina. Each operating model provides different avenues to enhance service quality, ensure the long-term sustainability, and uphold the public purpose of Lampe Marina, but the Port needs to consider carefully what it wants out of a long-term private partnership to contract effectively.

## Revenue and Opportunities

The marina operates with a mix of revenue sources connected to slip fees, additional fees for services provided to permanent or transient boaters, and fees related to commercial activities. Each of these can be thought of in terms of the existing operations and growth opportunities.

- **Dockage (Slip Fees)**
  - Lampe Marina's 253 slips provide consistent revenue by providing dockage to boaters in a high-demand market in the Great Lakes.
  - To the extent it meets public objectives with the marina at capacity, the marina should look to ensure its rates are competitive with its peers in Erie
  - The port can consider expanding the marina outward to provide more room for more slips, which could also increase the demand for ancillary services
- **Boat Storage**
  - Beyond slips, Port of Erie can provide year-round storage service for boats that help to maintain off-season revenue and increase opportunities to provide additional maintenance services

- Currently, Port of Erie has an open-air storage facility at Liberty Park, but there is the potential to build a new open-air storage facility, covered sheds, or dry rack storage on the Erie Coke site adjacent to Lampe Marina
- **Marine Services**
  - Lampe Marina's existing facilities provides gasoline pumps that likely yield a modest profit and serve a key role in attracting users to the marina
  - Gasoline can also expand traffic from other users looking to refuel and access other services, purchase supplies, or use the pumpout station
  - Potential expansion to provide diesel sales could provide an avenue to increasing revenue, but would take on further environmental risk
  - Lampe Marina could also contract with a partner to provide options for maintenance services within the marina and storage facilities. Lampe can provide tradesmen with steady work in exchange for a fee on services.
- **Commercial Activities**
  - Lampe Marina currently provides a focused marina experience for users
  - Lampe Marina could explore the possibility of construction of a waterfront pavilion or community center that could serve as a hub to enable boater events, fishing tournaments, off-season rentals
  - This could include additional revenue opportunities in providing a retail at the marina for transient and permanent users

## Next Steps

In considering a change in operating model, Lampe Marina may consider its direction for expansion. Currently, Lampe Marina is a relatively small seasonal marina that focuses on providing basic boating services to Lake Erie users. One path involves simply focusing on expanding the existing Marina to provide more slips for more boats. An increased inventory of slips would also expand the port's market for marine services and storage facilities. The Port may consider expanding facilities to increase the possibility for upper-market events and services through the marina. A private partner could be key to greatly expanding marina operations with expertise in carrying out capital projects not present in existing marina staff. The Port may consider how Lampe Marina fits into their long-term vision, understand their own capacity to carry out that vision, and if necessary, find a private partner capable of executing it.

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<sup>i</sup> [2024 Annual Survey: Occupancy Rates Remain Steady, Inflation Impacts Slip Rates | Marina Dock Age](#)

<sup>ii</sup> Ibid.

<sup>iii</sup> [Chicago Park District - File #: 14-2148-1112](#)

<sup>iv</sup> [Marina Management Company Opts Out Of Contract With City](#)

<sup>v</sup> [Contract for Marina Operations at Erie Basin Marina](#)



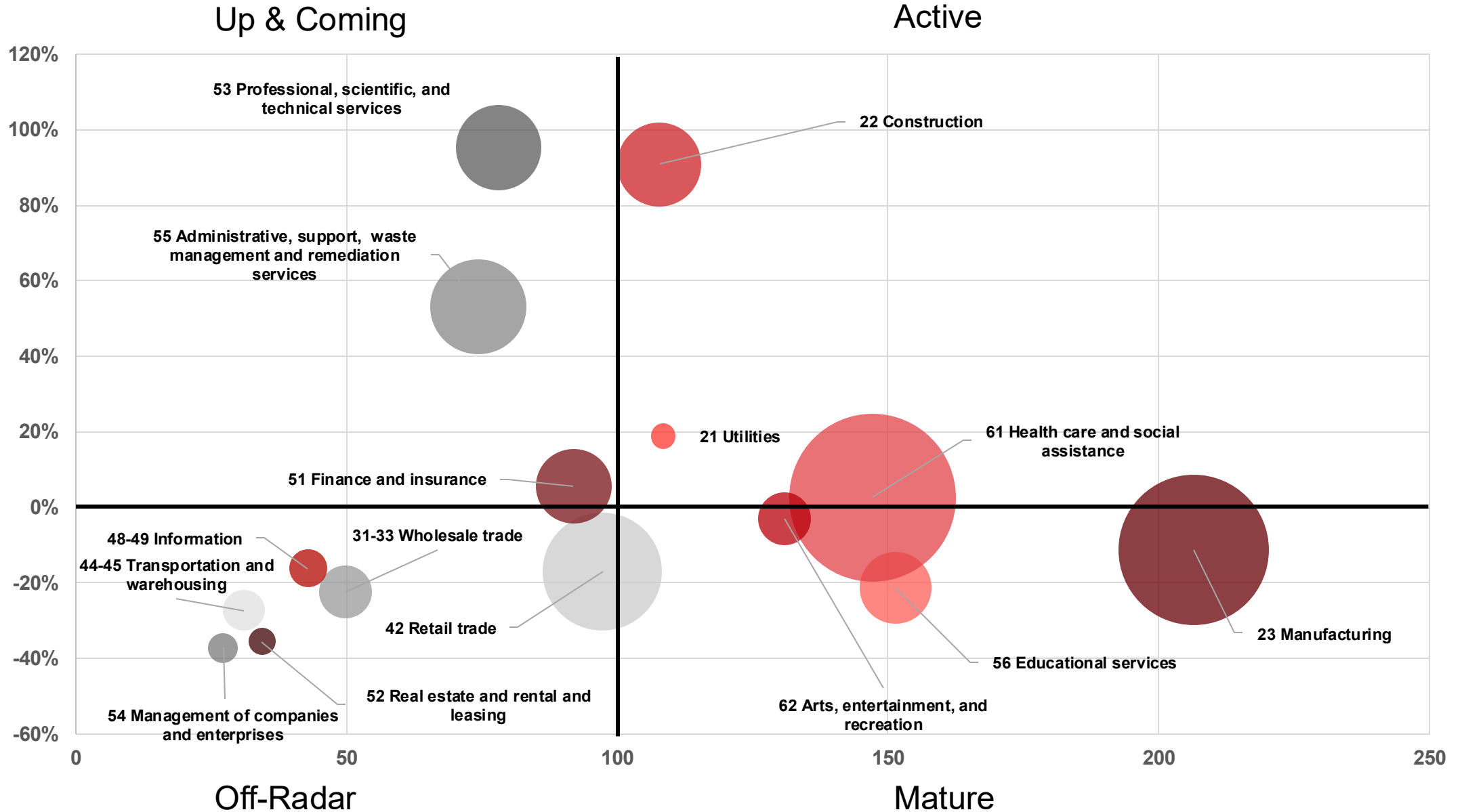
# ERIE, PA EMPLOYMENT ANALYSIS

JUNE 23, 2025



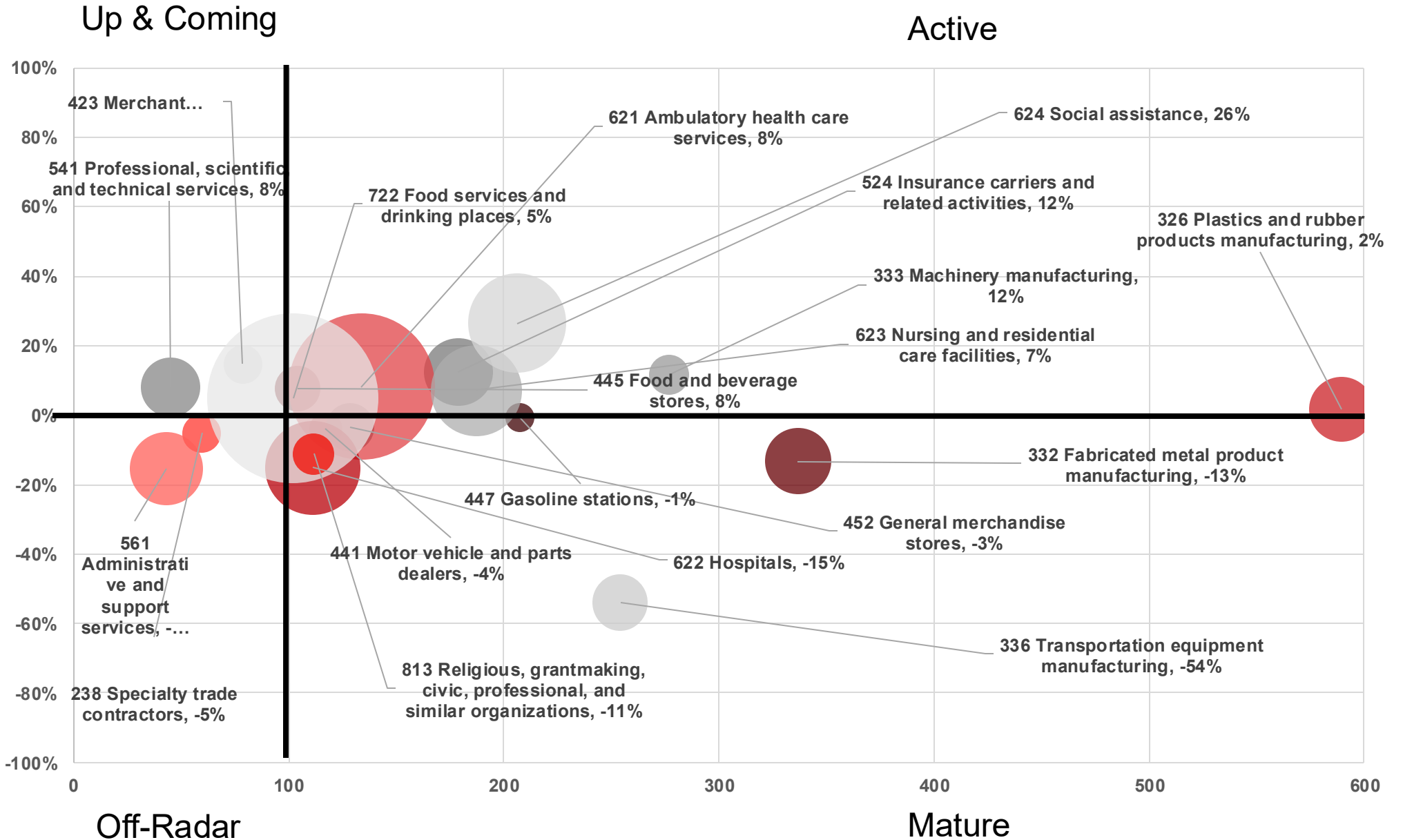


# 2 Digit NAICS Codes



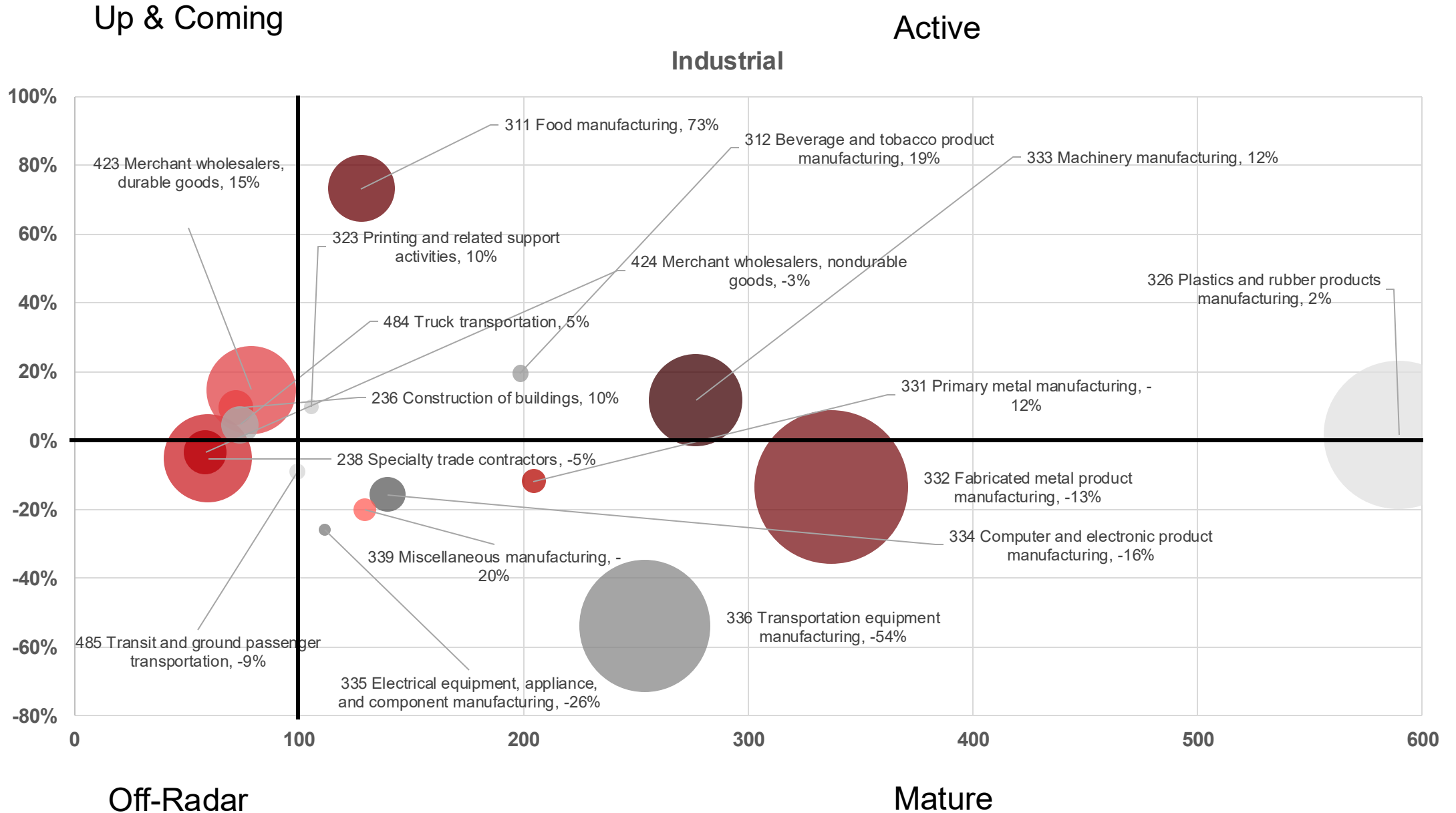


# High Employment 3 Digit NAICS Codes



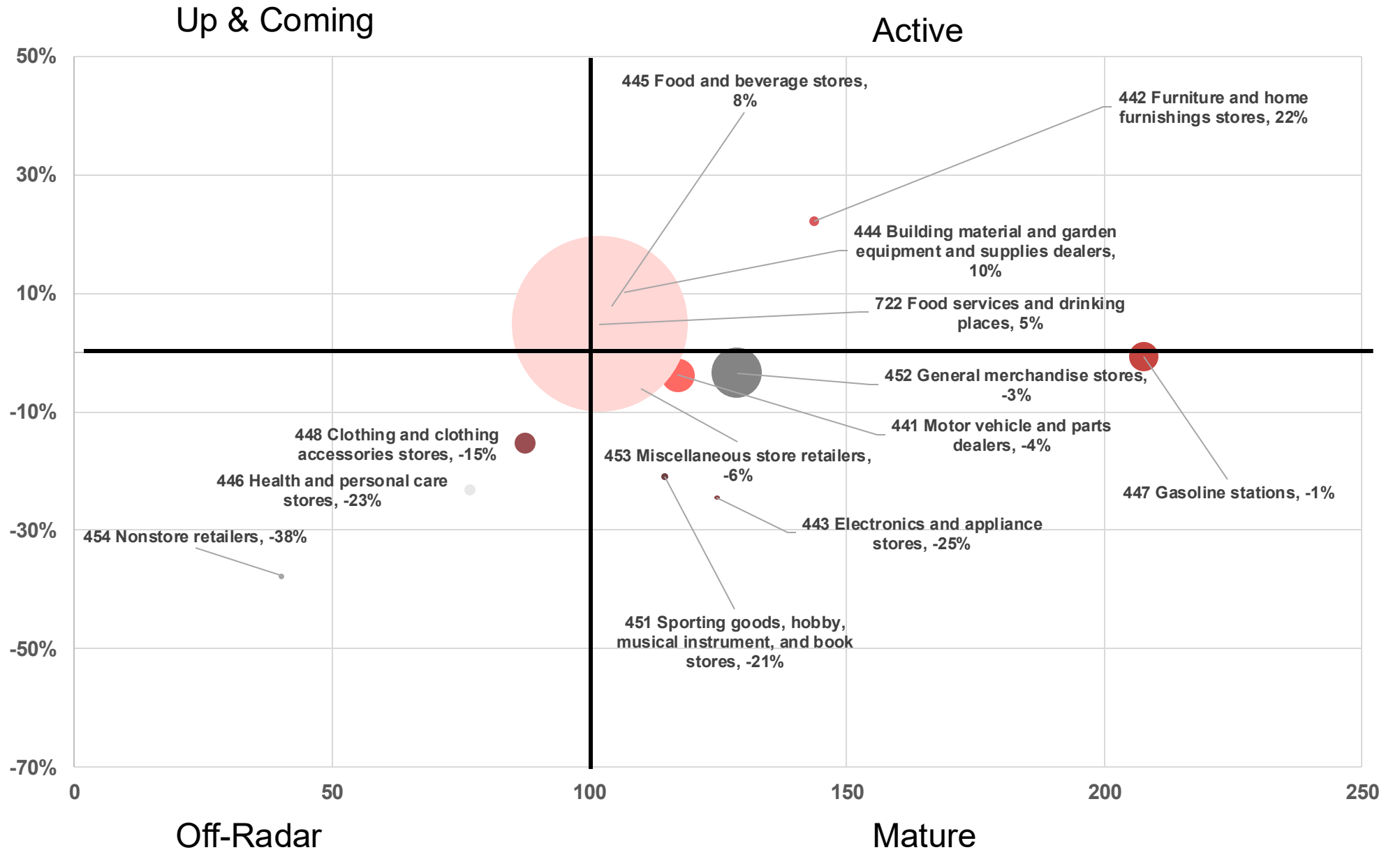


# Industrial 3 Digit NAICS Codes





# Retail 3 Digit NAICS Codes

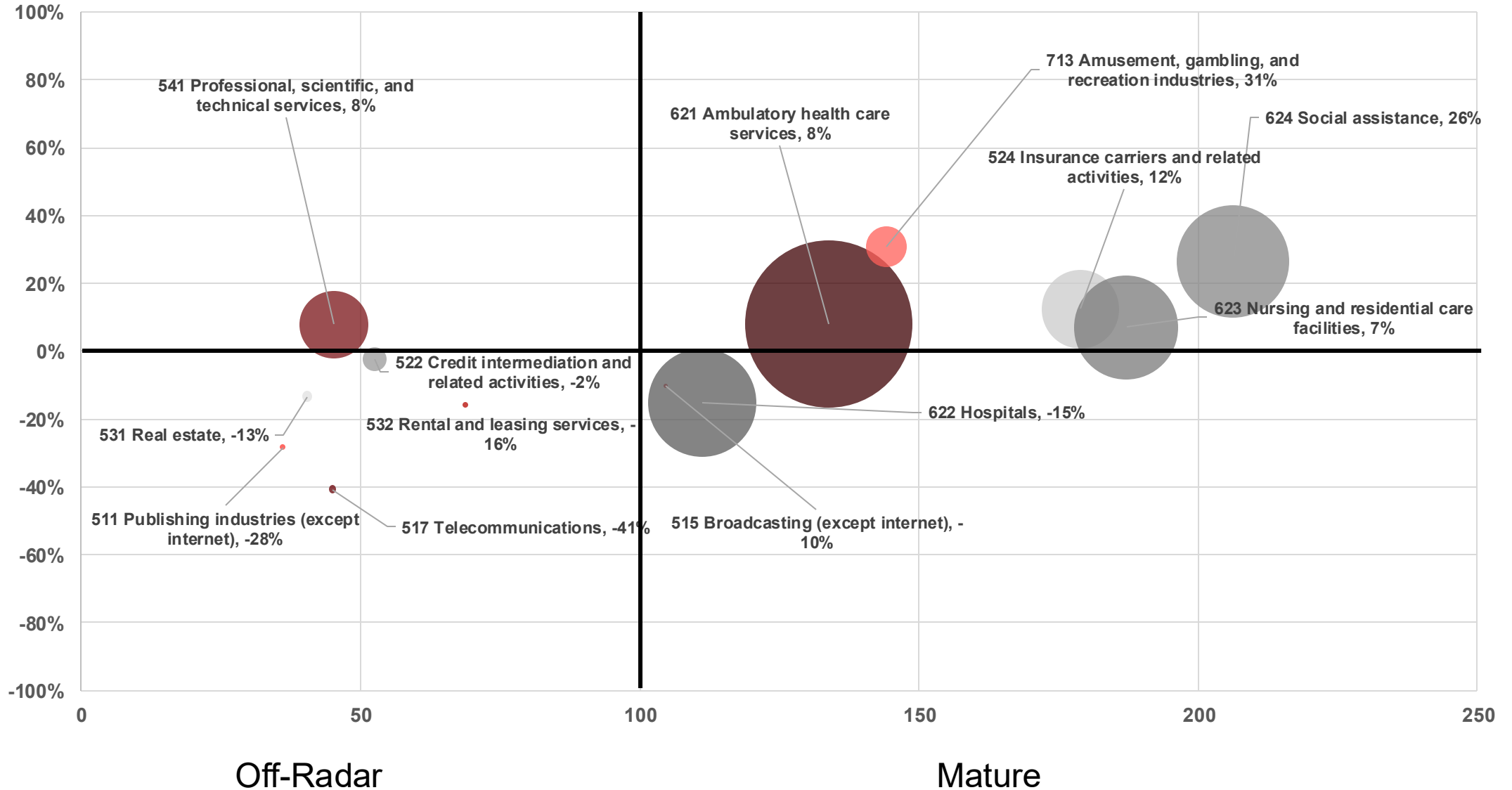




# Office 3 Digit NAICS Codes

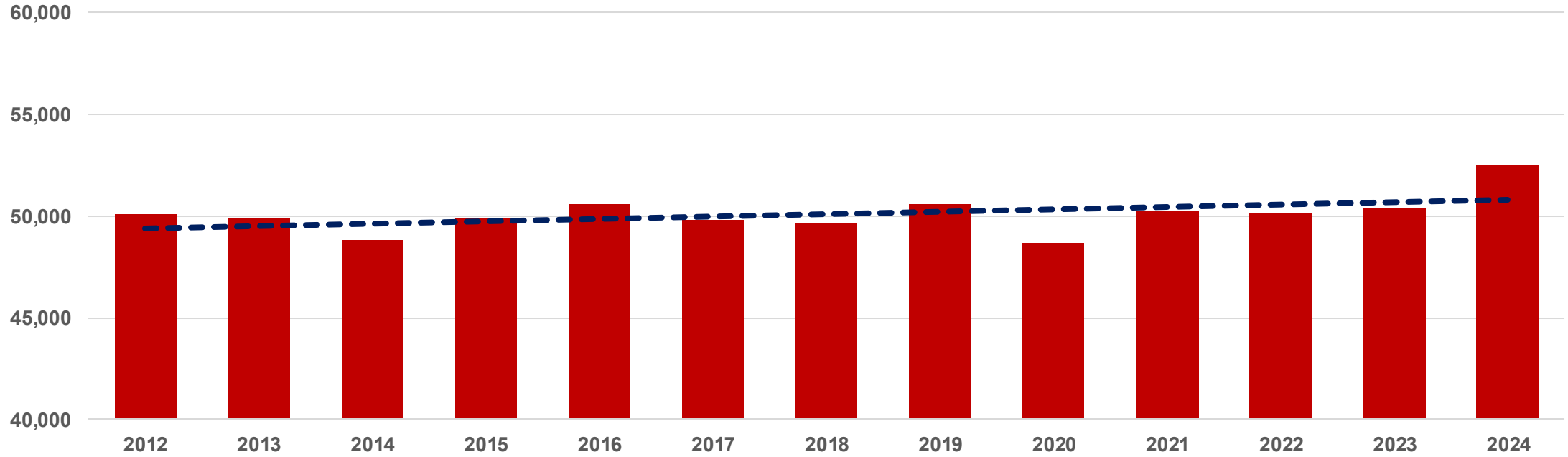
Up & Coming

Active

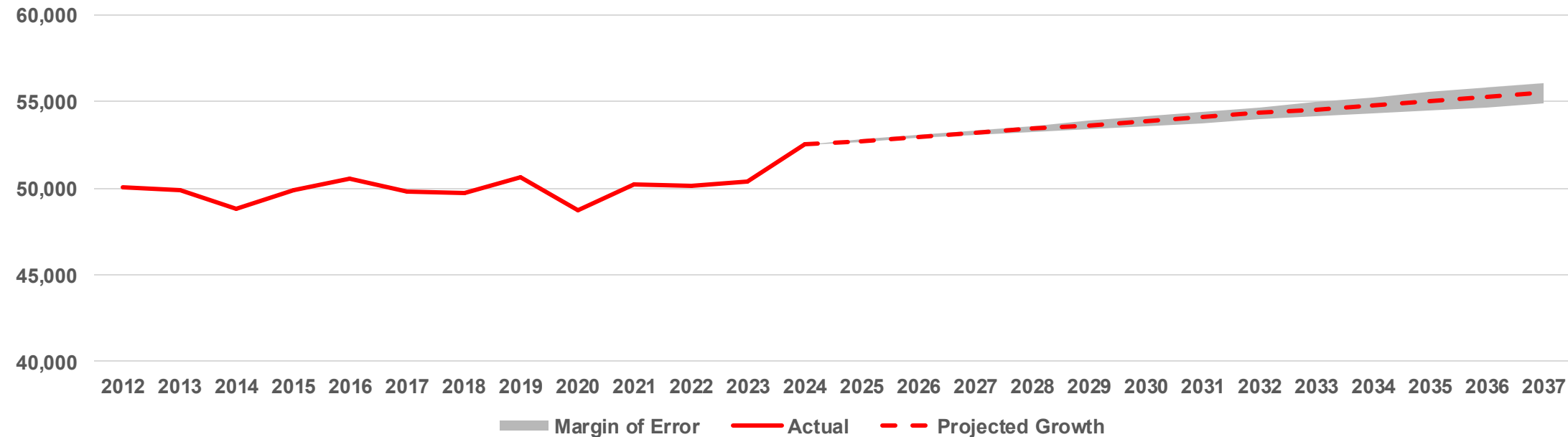




# Office Workers - Erie MSA

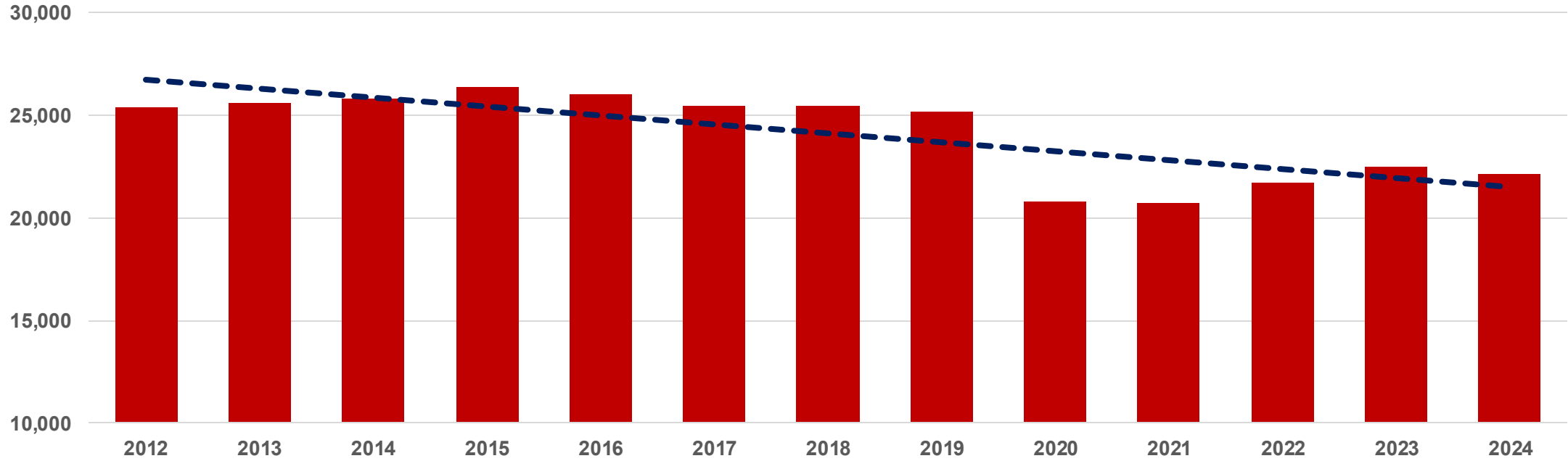


## Projected Office Workers at Average Growth Rate

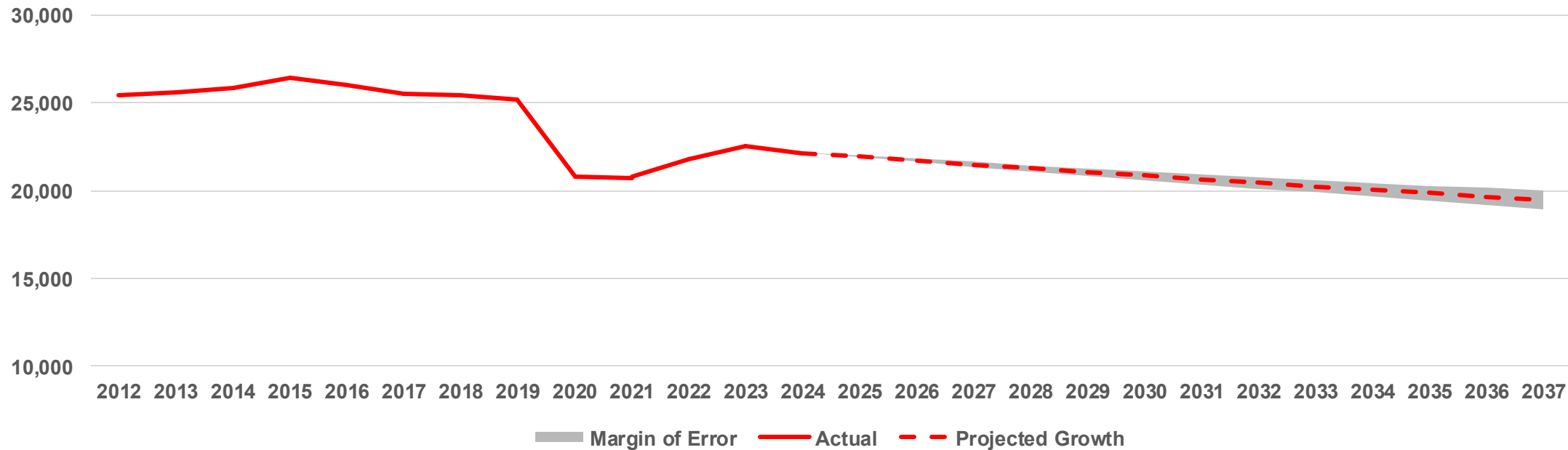




# Retail Workers - Erie MSA

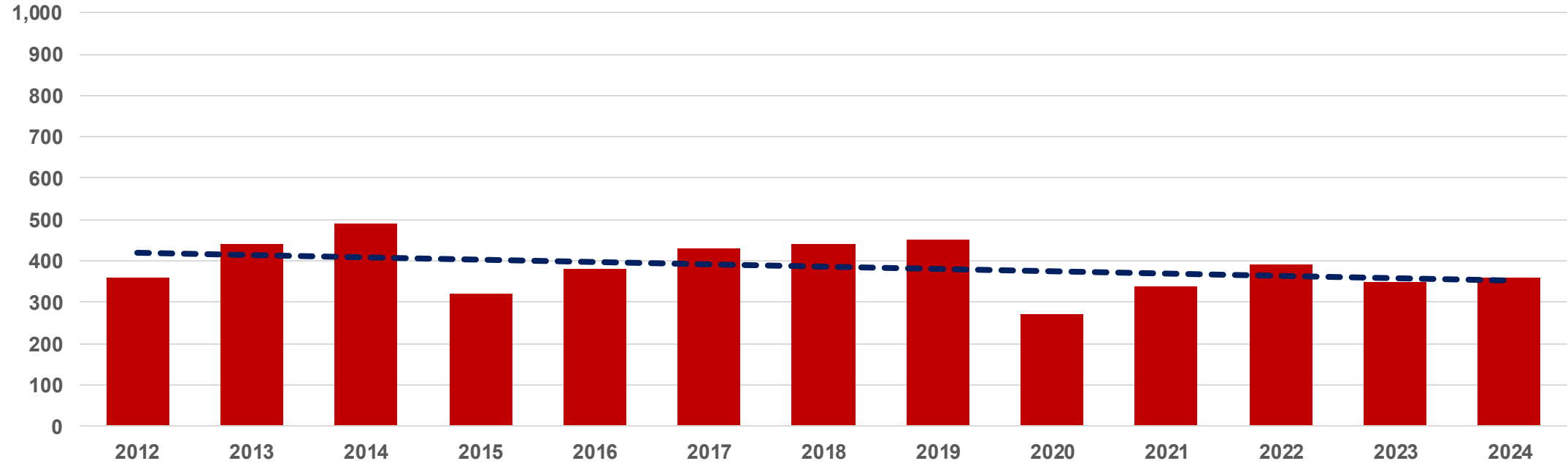


## Projected Retail Workers at Average Growth Rate

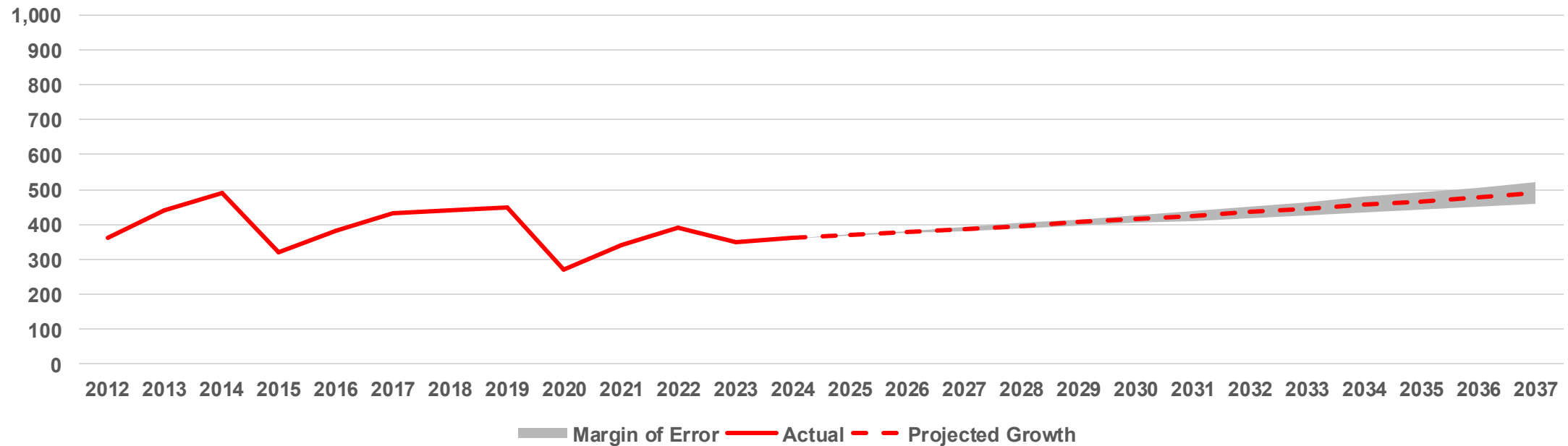




# Hospitality Workers - Erie MSA

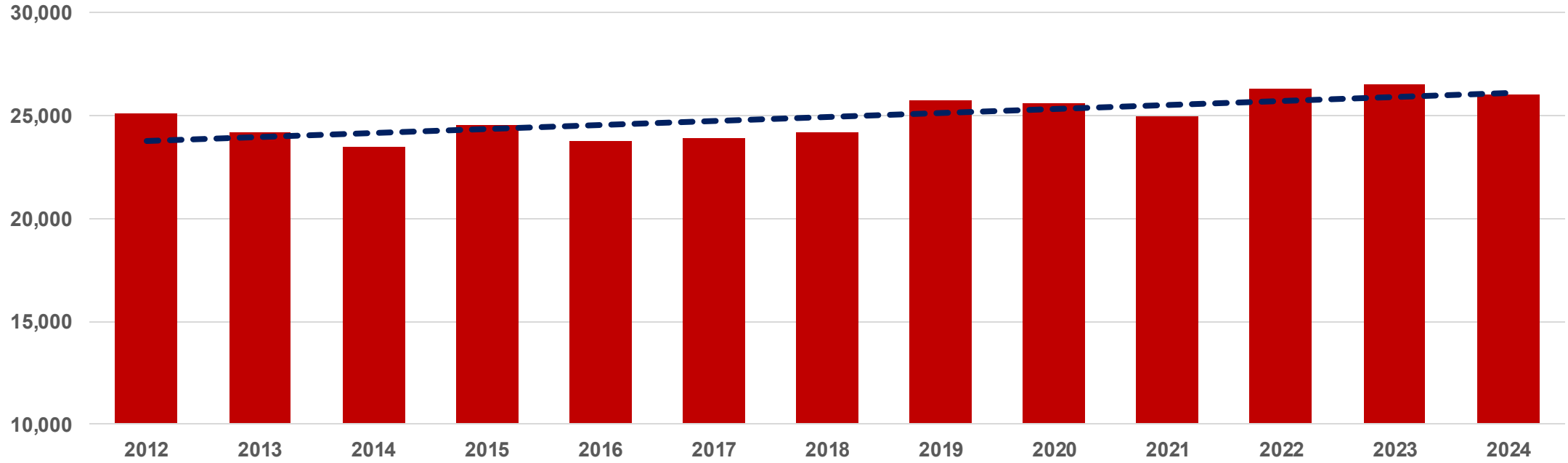


## Projected Hospitality Workers at Average Growth Rate

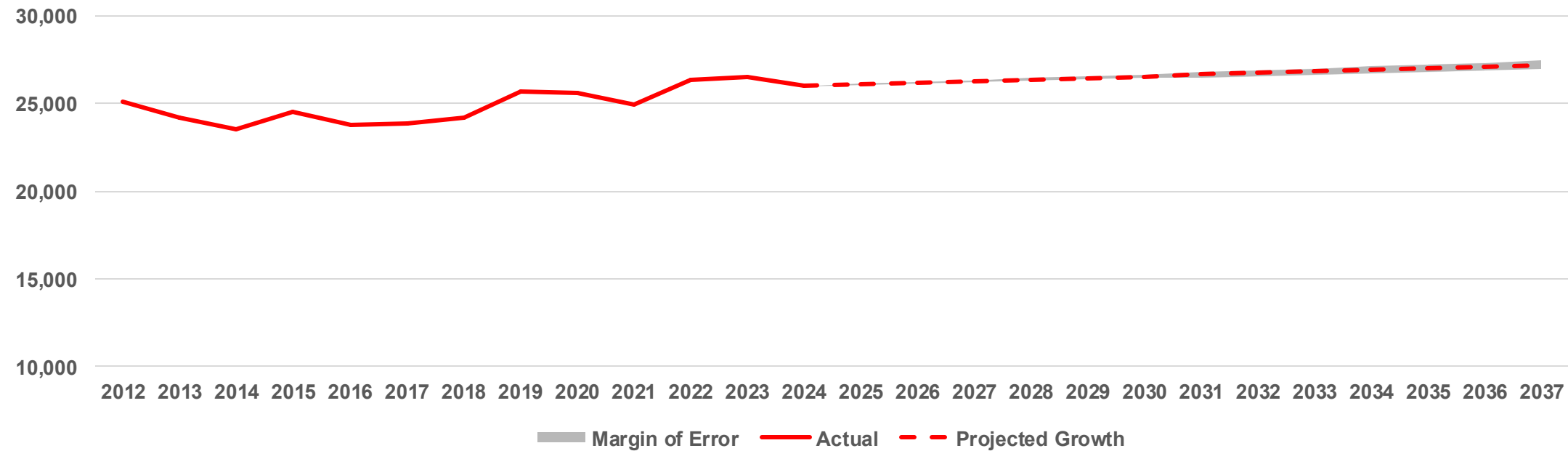




# Industrial Workers - Erie MSA



## Projected Industrial Workers at Average Growth Rate





# ERIE PA MARKET STUDY

MARCH 26, 2025



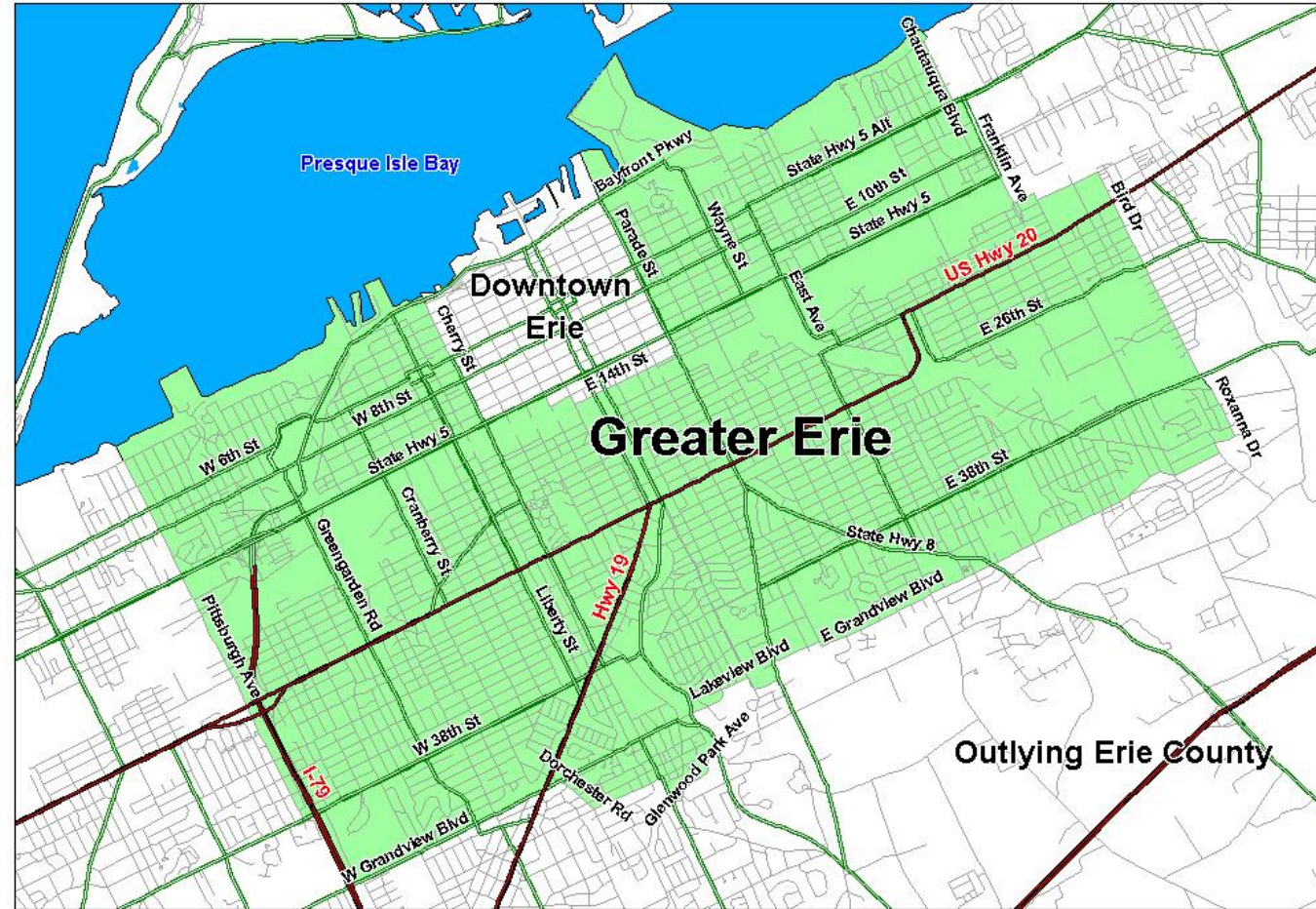


## **Key Market Insights**

- **Remediation will be a large lift to encourage redevelopment**
- **Outlying Erie County is experiencing the fastest growth**
- **Recreation, hospitality, and multi-family present the best avenues for growth and development**



# Study Area



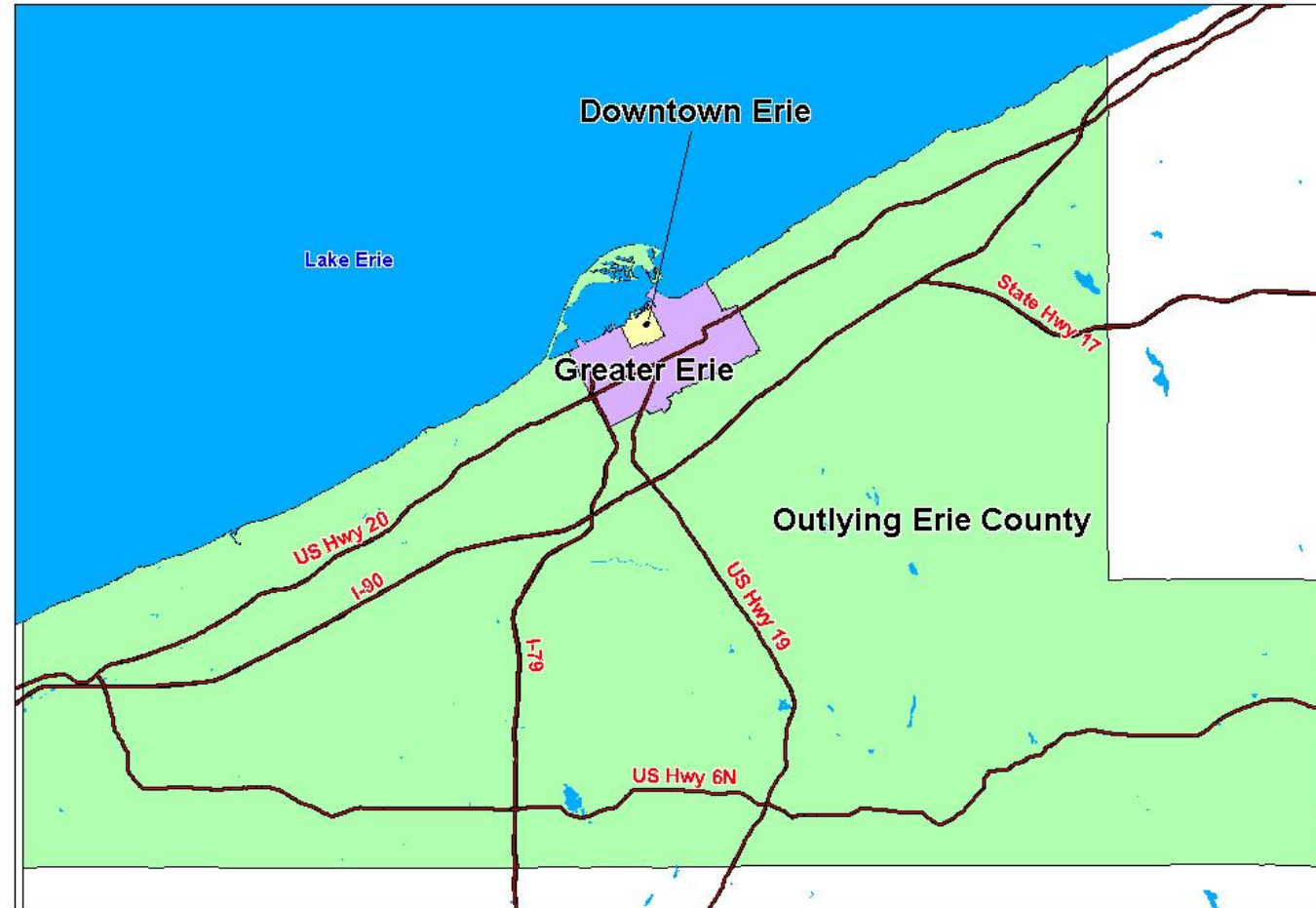
## Greater Erie Submarket

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# Study Area



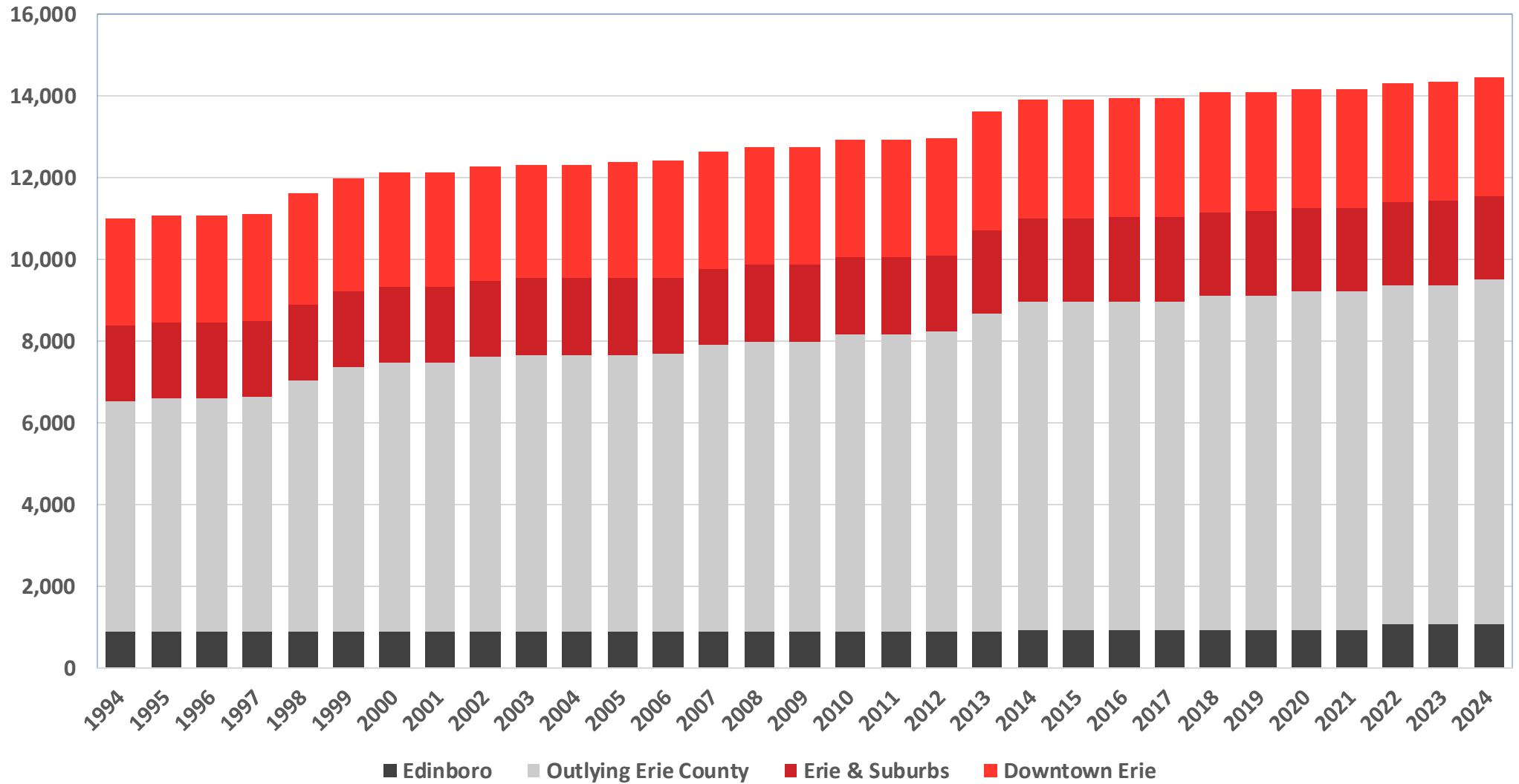
**Erie Submarket Overview**

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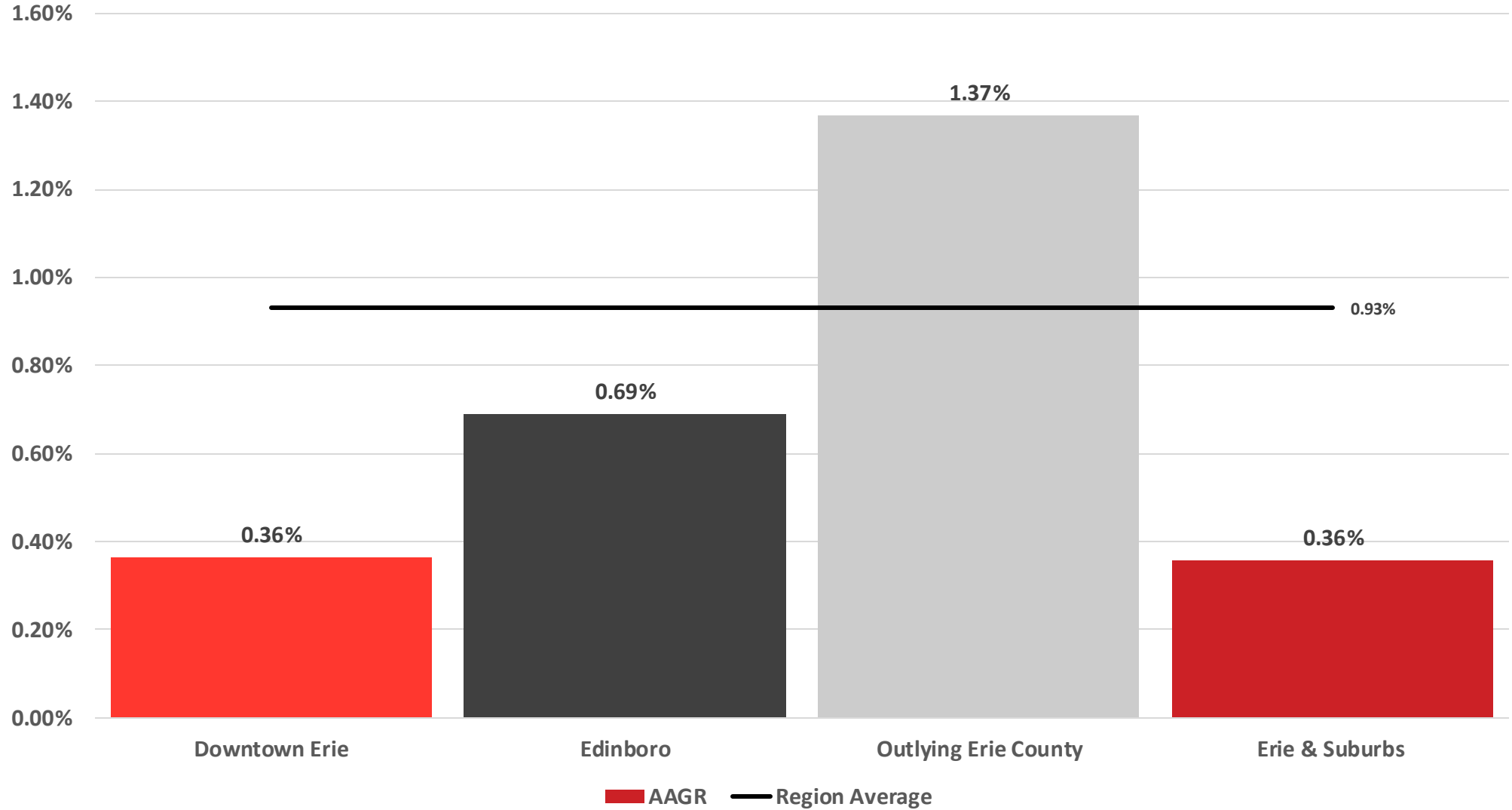


# Regional Historic Growth: Supply of Multi-Family Units



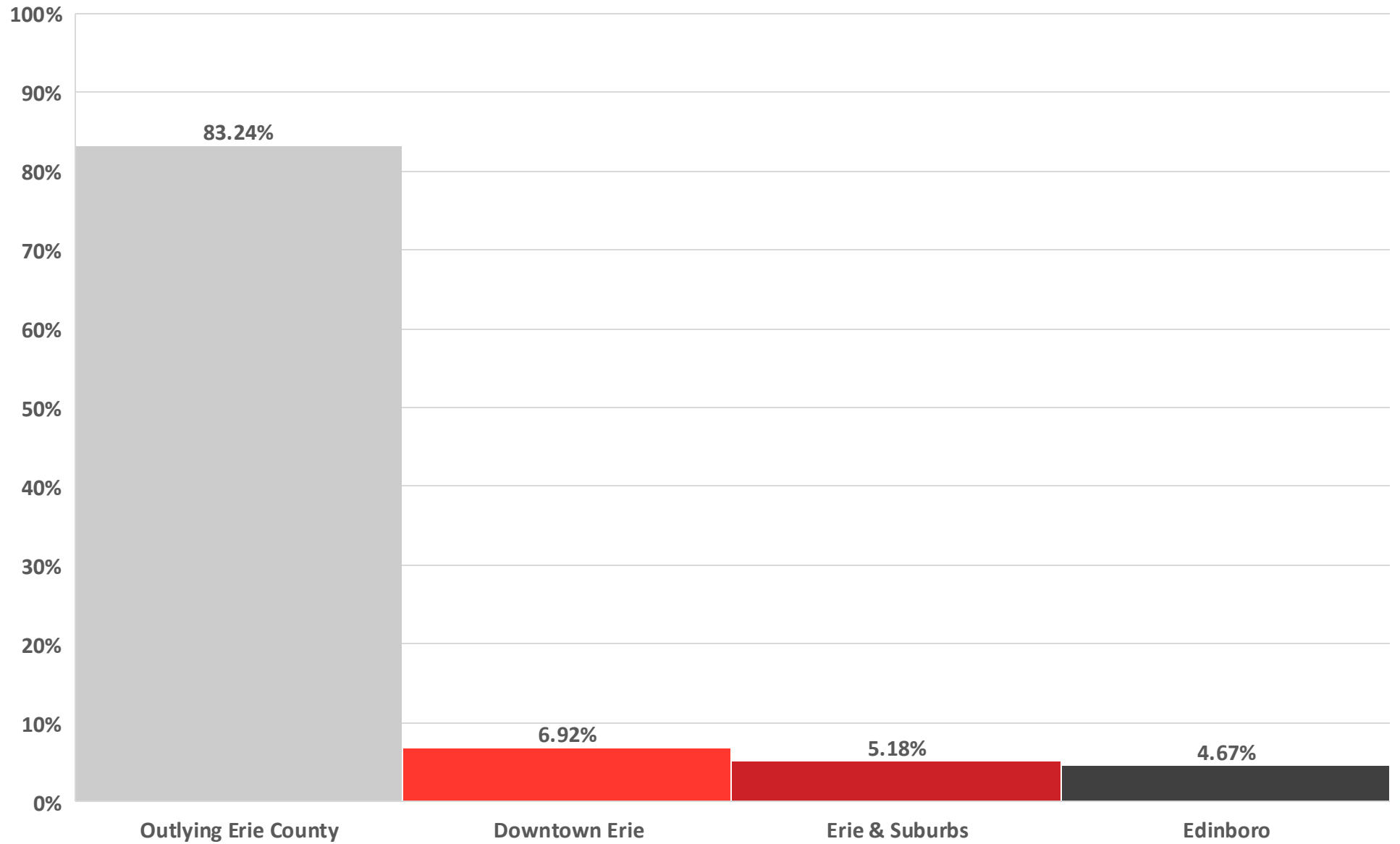


# Multi-Family: Residential Average Growth Rate by Submarket 1994-2024



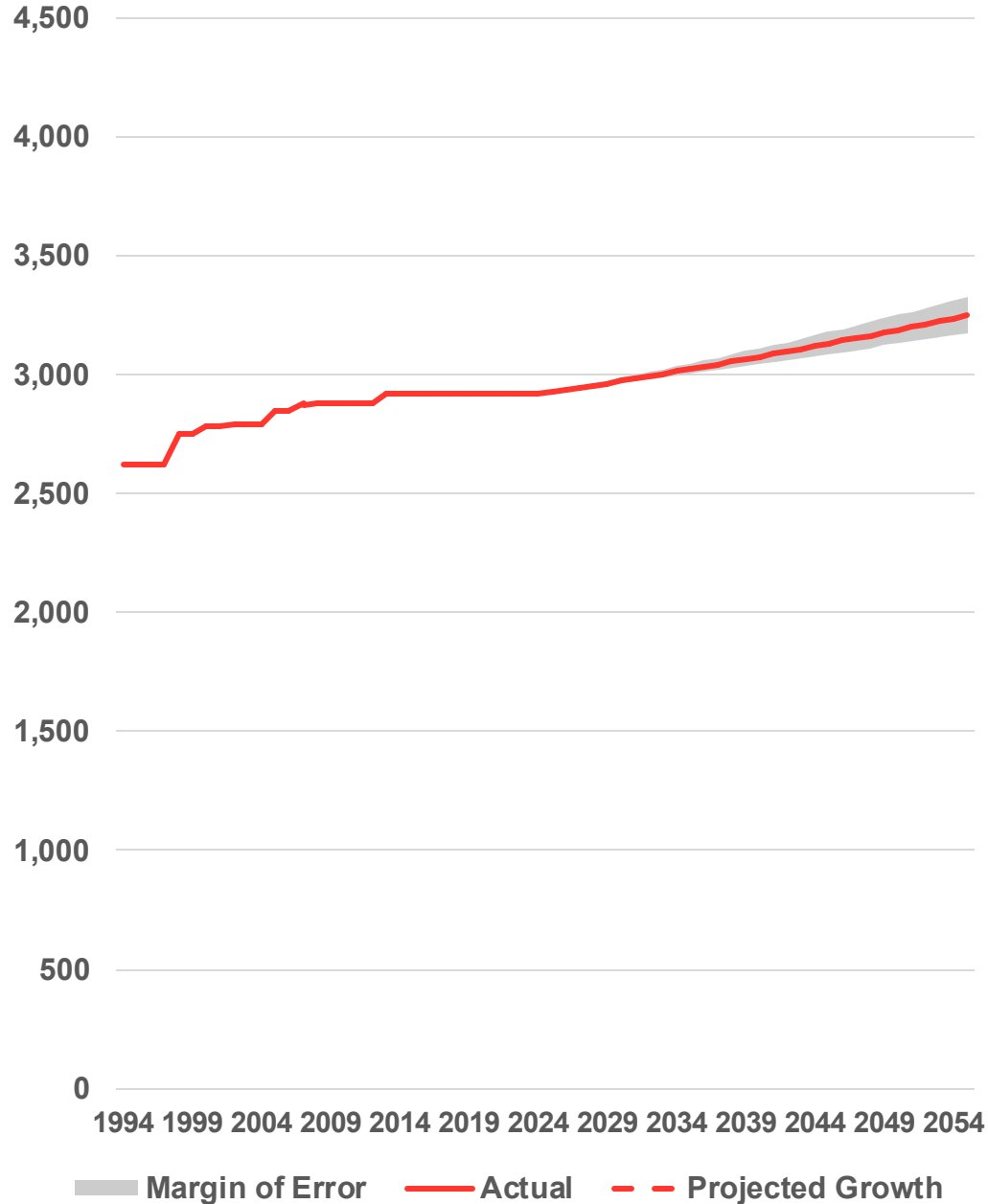


# Multi-Family Residential: Average Share of Annual Growth

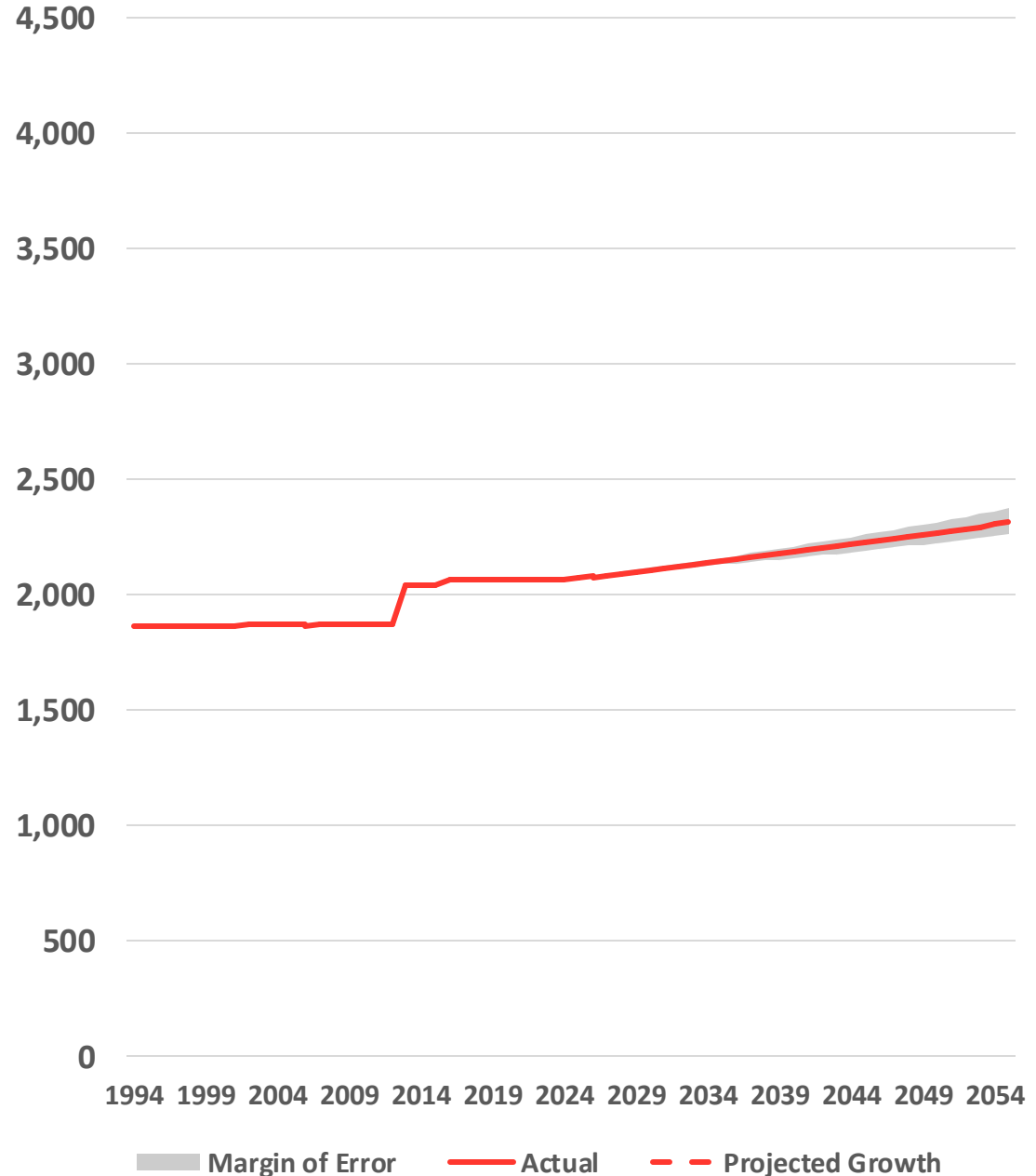




### Projected Multi-Family Units at Average Growth Rate: Downtown Erie



### Projected Multi-Family Units at Average Growth Rate: Erie & Suburbs





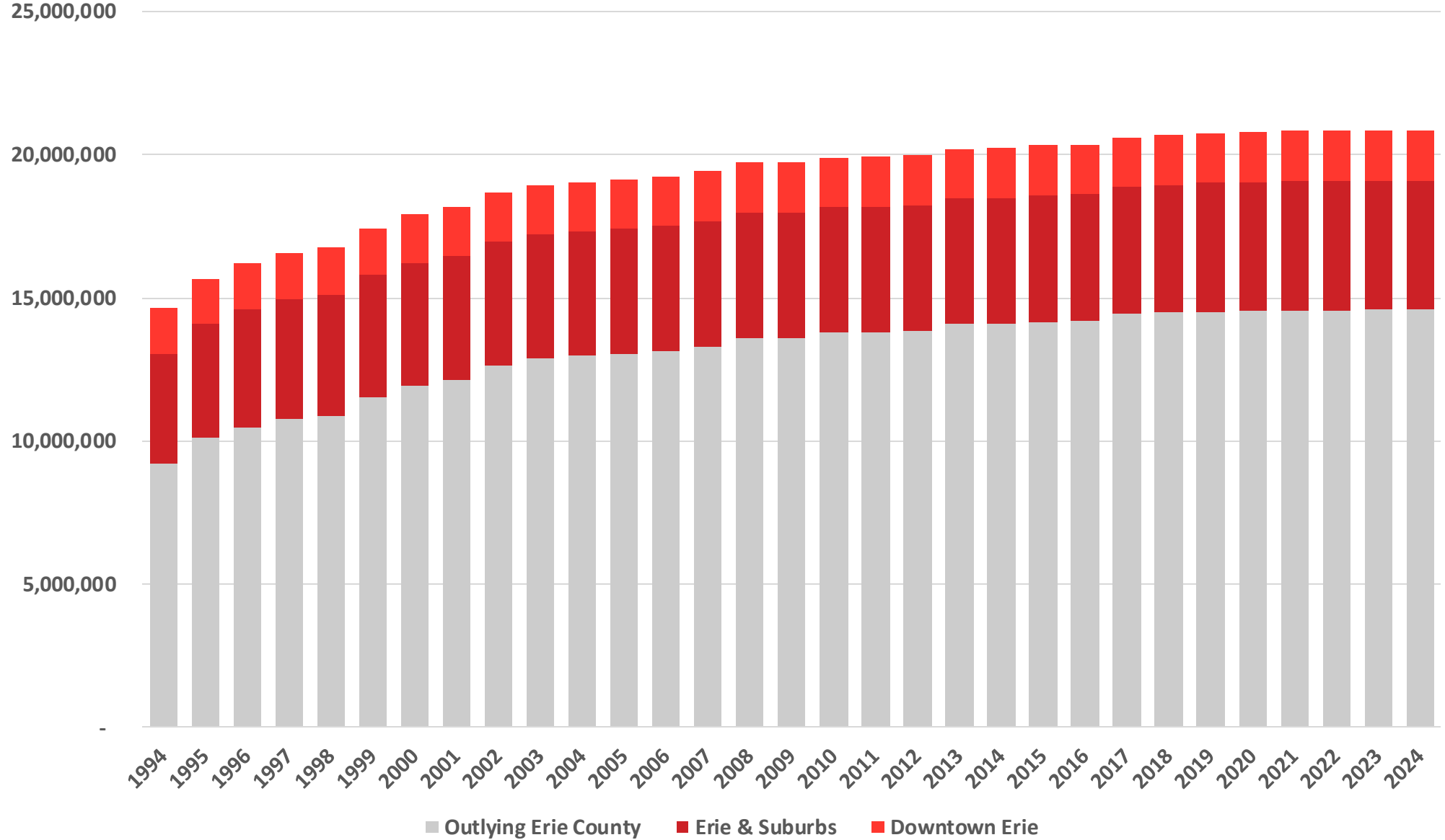
# MULTI-FAMILY RESIDENTIAL PROJECTIONS

Cumulative	By 2030	By 2035	By 2040	By 2045	By 2050	By 2055
Downtown Erie	40 to 50	80 to 110	120 to 180	160 to 250	200 to 320	250 to 400
Erie & Suburbs	30 to 40	60 to 80	90 to 130	120 to 180	150 to 250	200 to 300

Incremental	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2050-2055
Downtown Erie	40 to 50	40 to 60	40 to 70	40 to 70	40 to 70	50 to 80
Erie & Suburbs	30 to 40	30 to 40	30 to 50	30 to 50	30 to 60	40 to 60

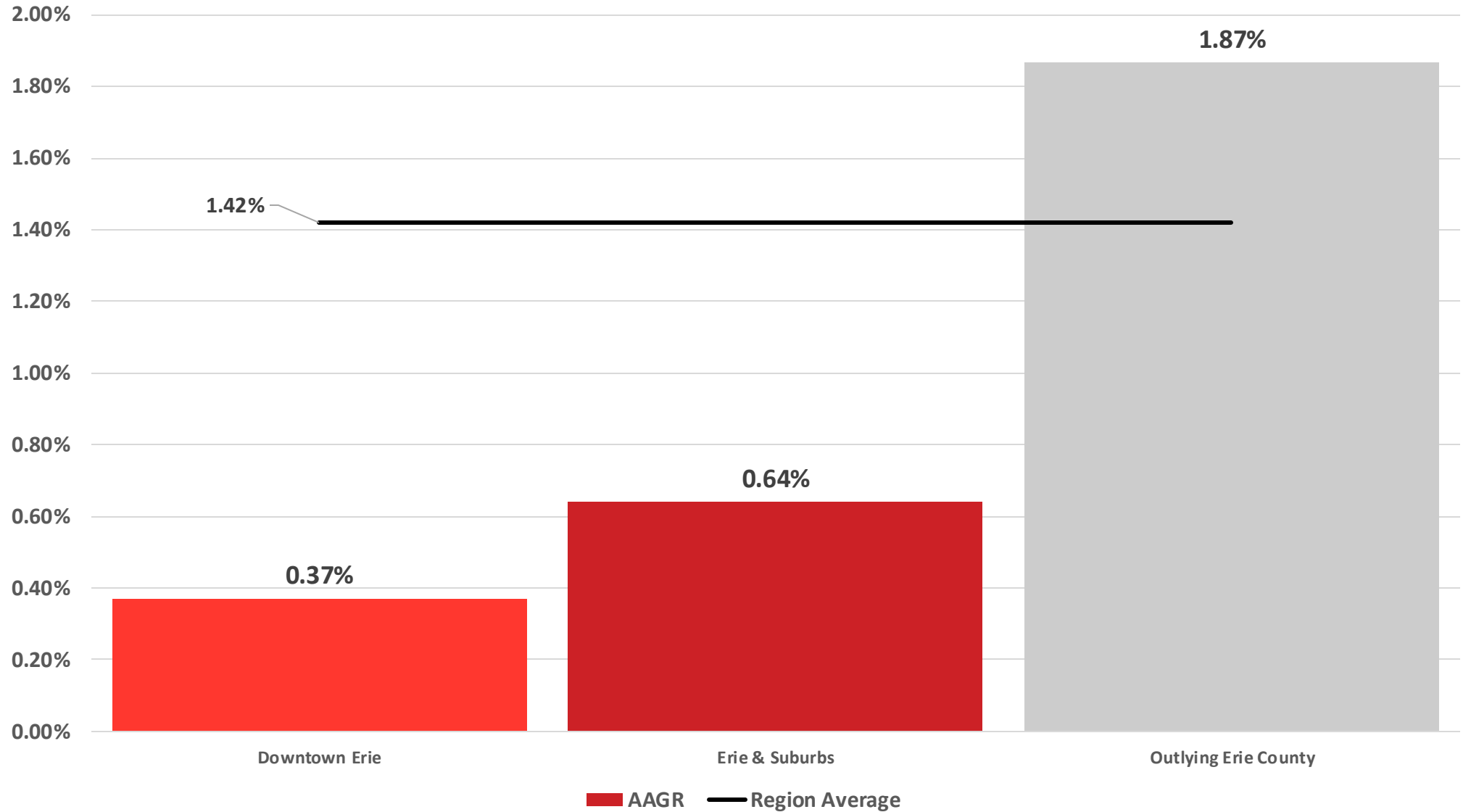


# Regional Historic Growth: Square Feet of Retail Space



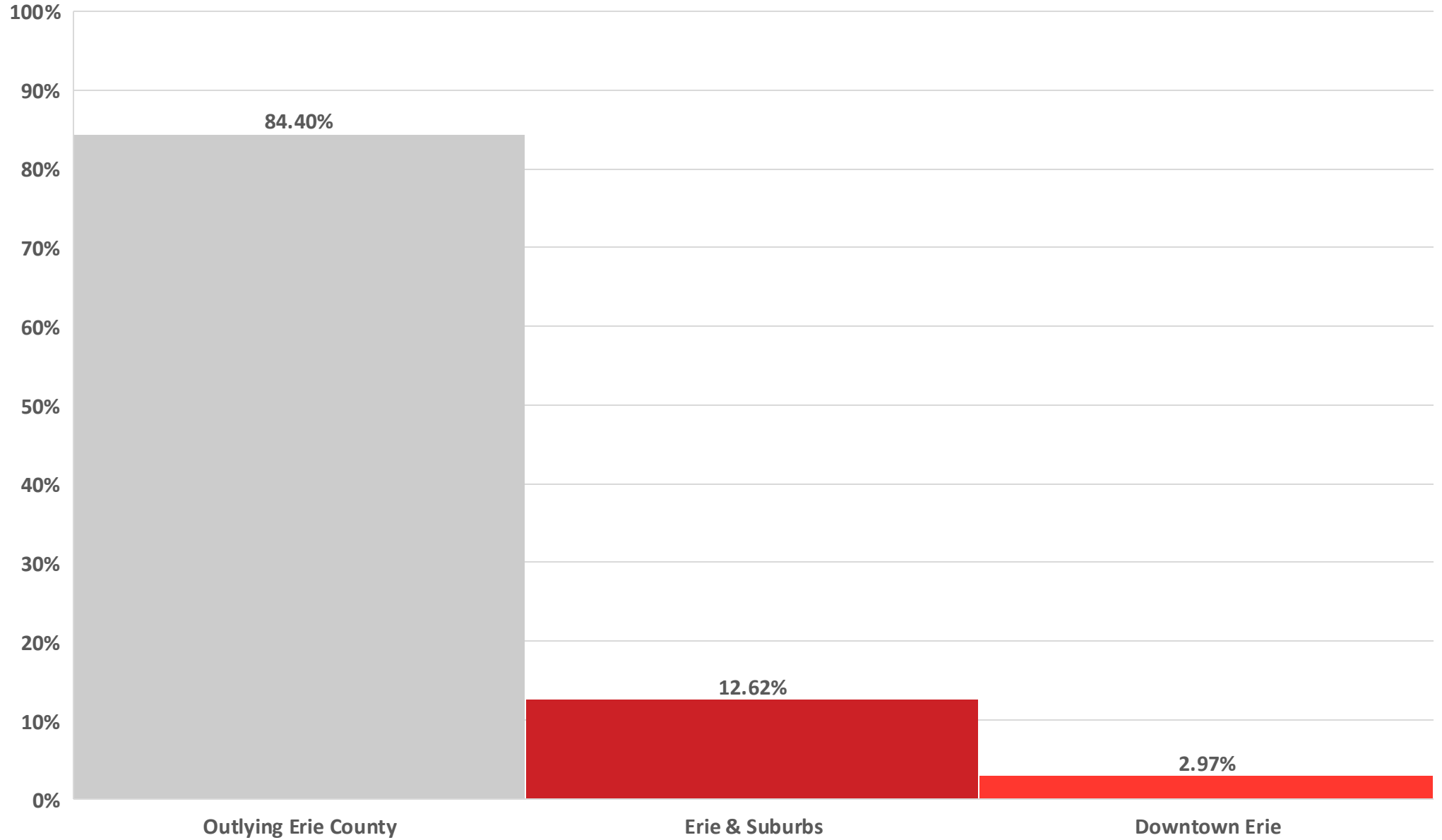


## Retail: Average Growth Rate by Submarket 1994-2024



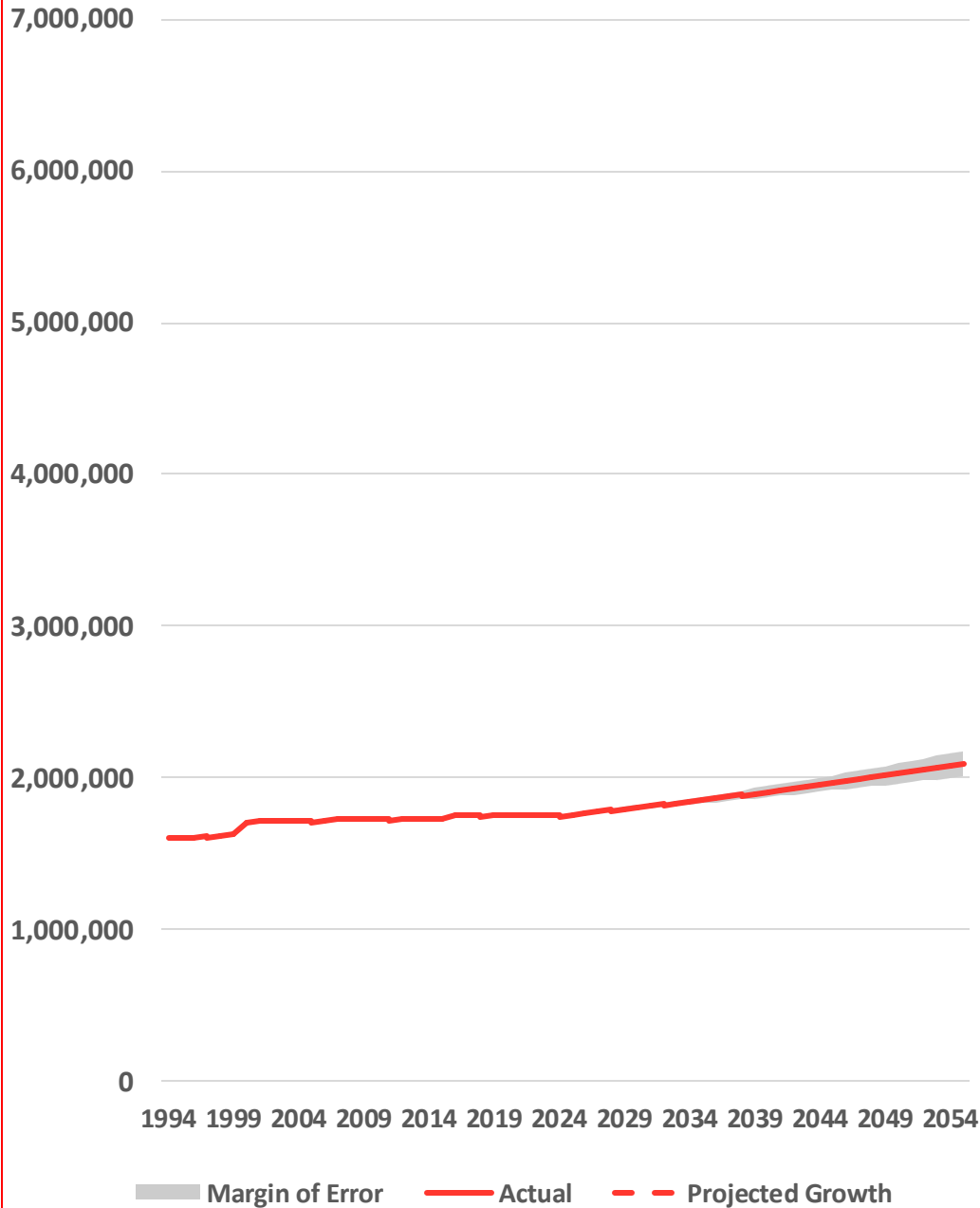


## Retail: Average Share of Annual Growth by Submarket

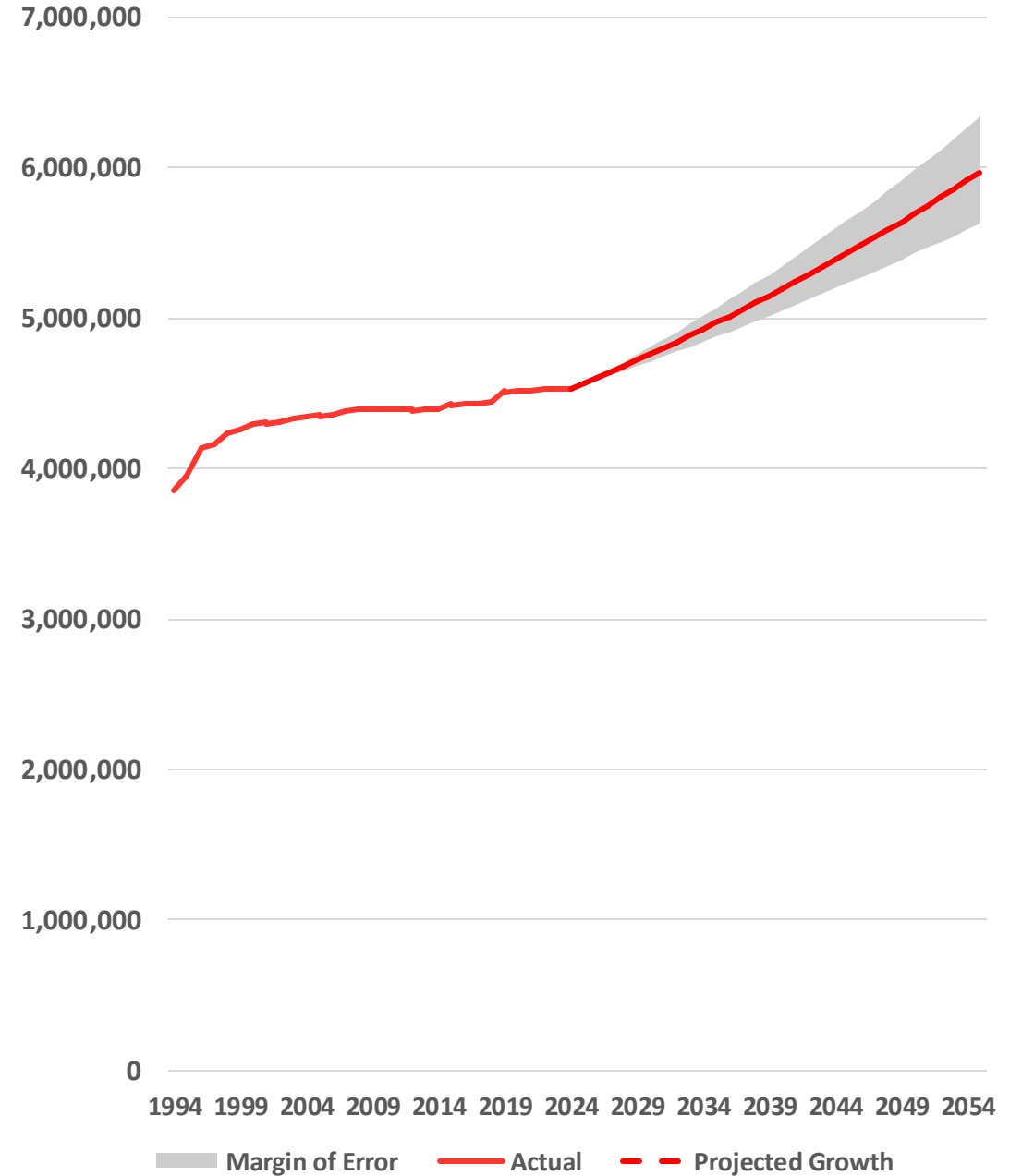




### Projected Retail Space at Average Growth Rate: Downtown Erie



### Projected Retail Space at Average Growth Rate: Erie & Suburbs





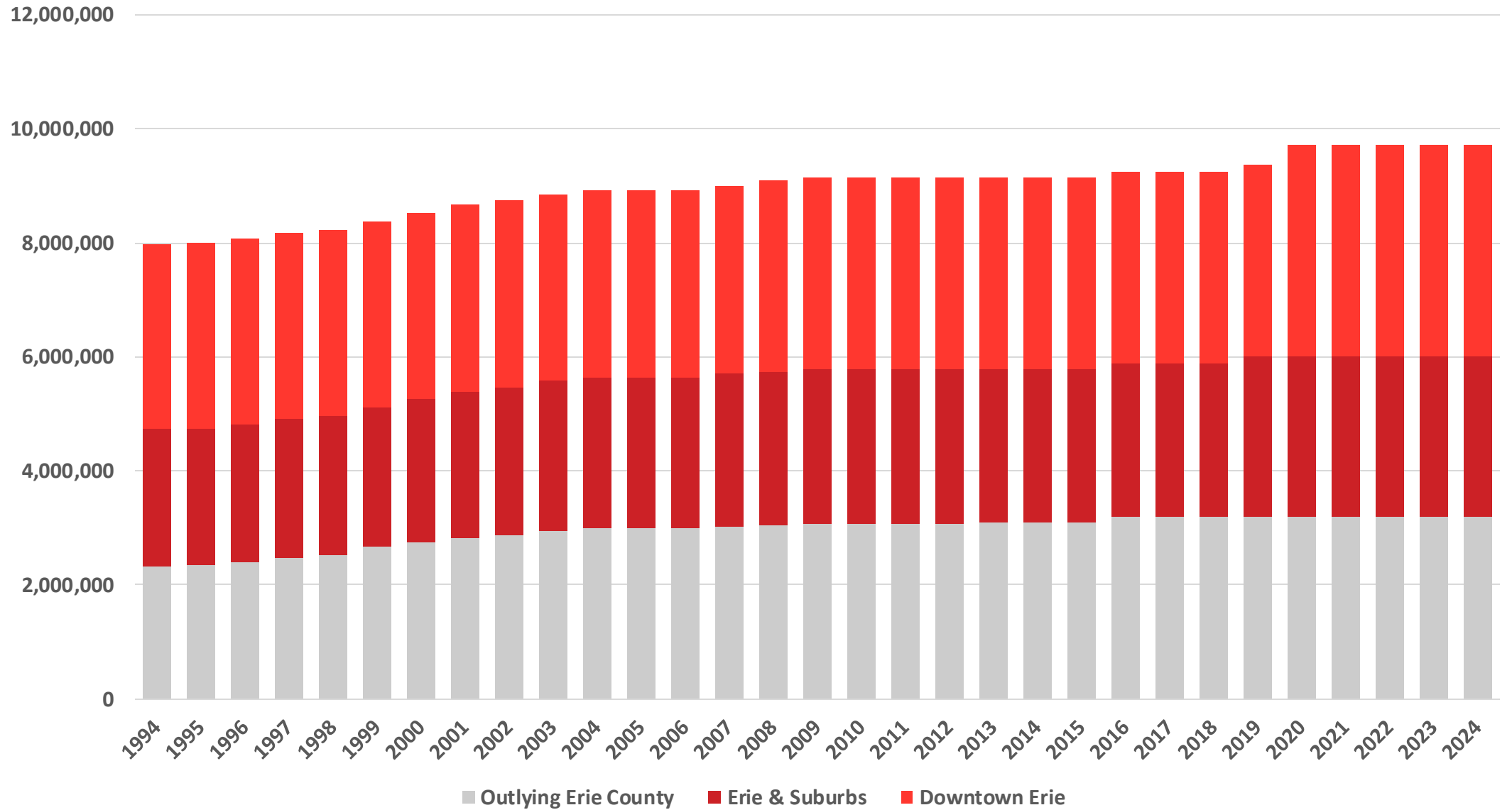
# RETAIL SQUARE FOOTAGE PROJECTIONS

Cumulative	By 2030	By 2035	By 2040	By 2045	By 2050	By 2055
Downtown Erie	35,00 to 55,000	75,000 to 115,000	115,000 to 180,000	160,000 to 255,000	205,000 to 330,000	255,000 to 415,000
Erie & Suburbs	155,000 to 235,000	320,000 to 495,000	490,000 to 775,000	675,000 to 1.1 million	870,000 to 1.4 million	1.1 million to 1.75 million

Incremental	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2050-2055
Downtown Erie	35,000 to 55,000	37,500 to 60,000	40,000 to 65,000	42,500 to 72,500	45,000 to 77,500	48,250 to 85,000
Erie & Suburbs	155,000 to 235,000	162,500 to 257,500	175,000 to 279,000	185,000 to 305,000	195,000 to 330,000	205,000 to 365,000

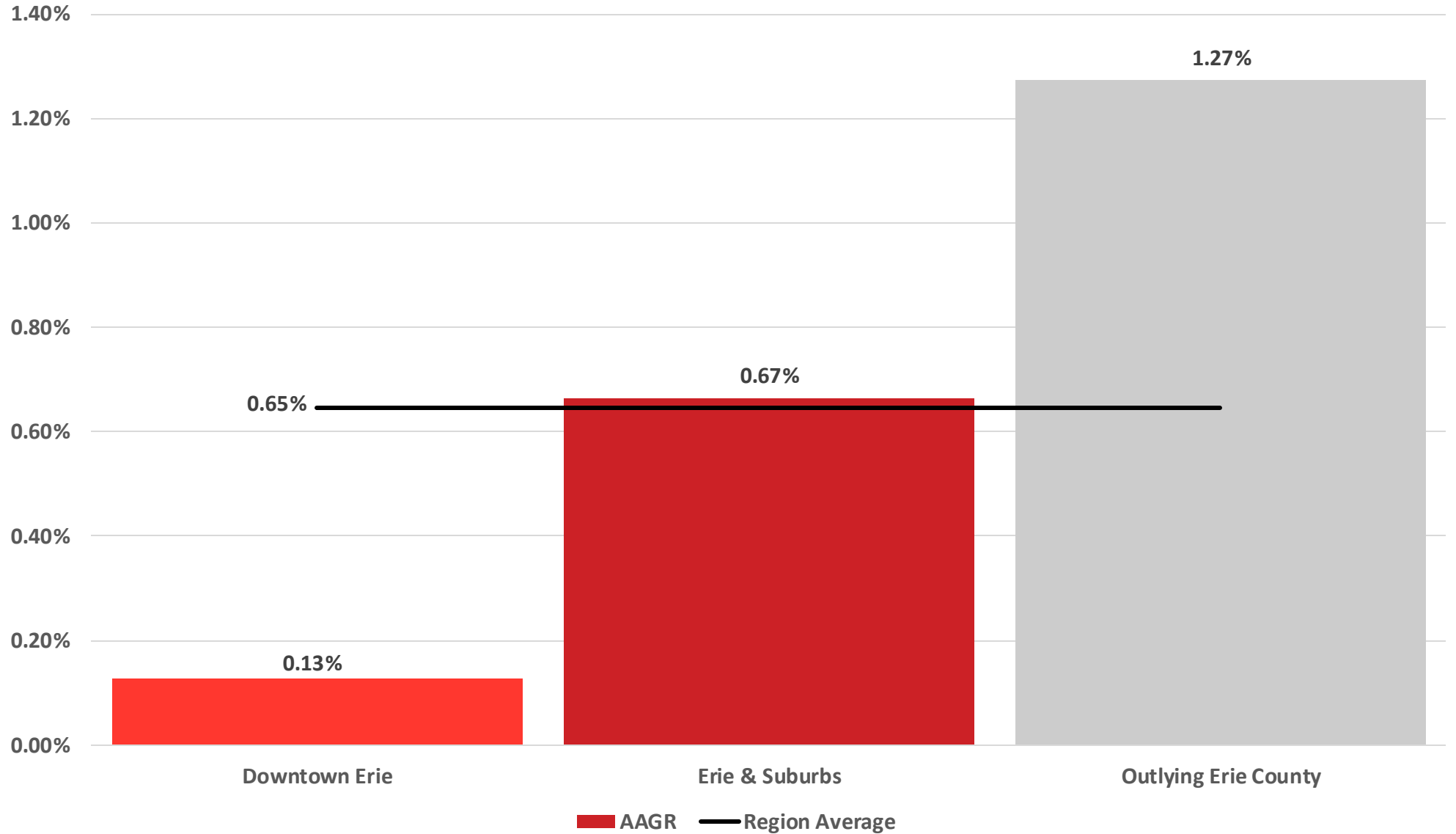


# Regional Historic Growth: Office Space



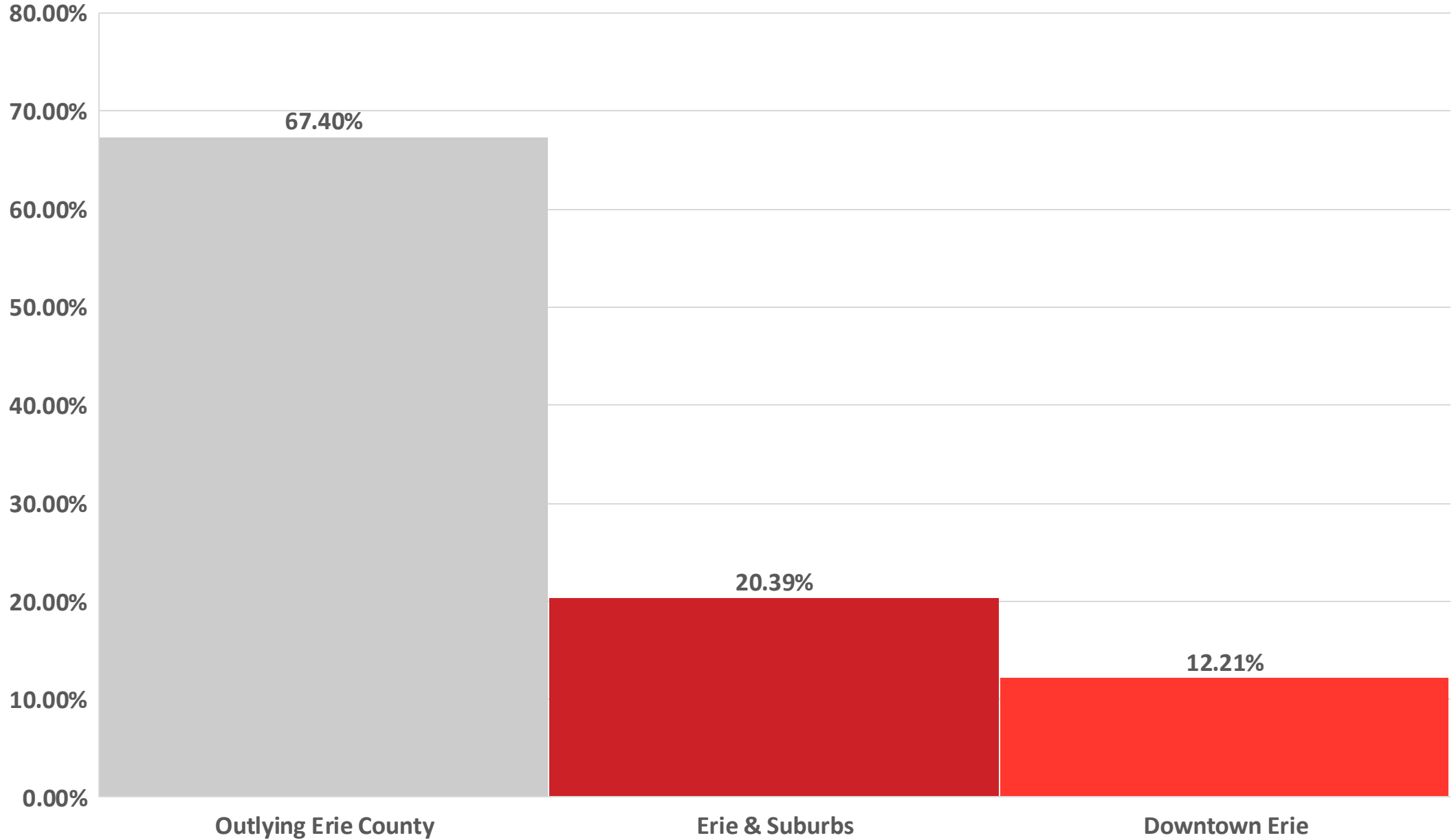


# Office Average Growth Rate 1994-2024





# Office: Average Share of Annual Office Growth





Projected Office Space at Average Growth Rate: Downtown Erie



Margin of Error Actual Projected Growth

Projected Office Space at Average Growth Rate: Erie & Subrubs



Margin of Error Actual Projected Growth



# OFFICE SQUARE FOOTAGE PROJECTIONS

Cumulative	By 2030	By 2035	By 2040	By 2045	By 2050	By 2055
Downtown Erie	31,000 to 47,000	63,000 to 96,000	95,000 to 147,000	129,000 to 199,000	164,000 to 254,000	199,000 to 312,000
Erie & Suburbs	52,000 to 78,000	105,000 to 160,000	160,000 to 245,000	216,000 to 333,000	274,000 to 425,000	333,000 to 521,000

Incremental	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2050-2055
Downtown Erie	31,000 to 47,000	32,000 to 49,000	32,000 to 51,000	34,000 to 52,000	35,000 to 55,000	35,000 to 58,000
Erie & Suburbs	52,000 to 78,000	53,000 to 82,000	55,000 to 85,000	56,000 to 88,000	58,000 to 92,000	59,000 to 96,000

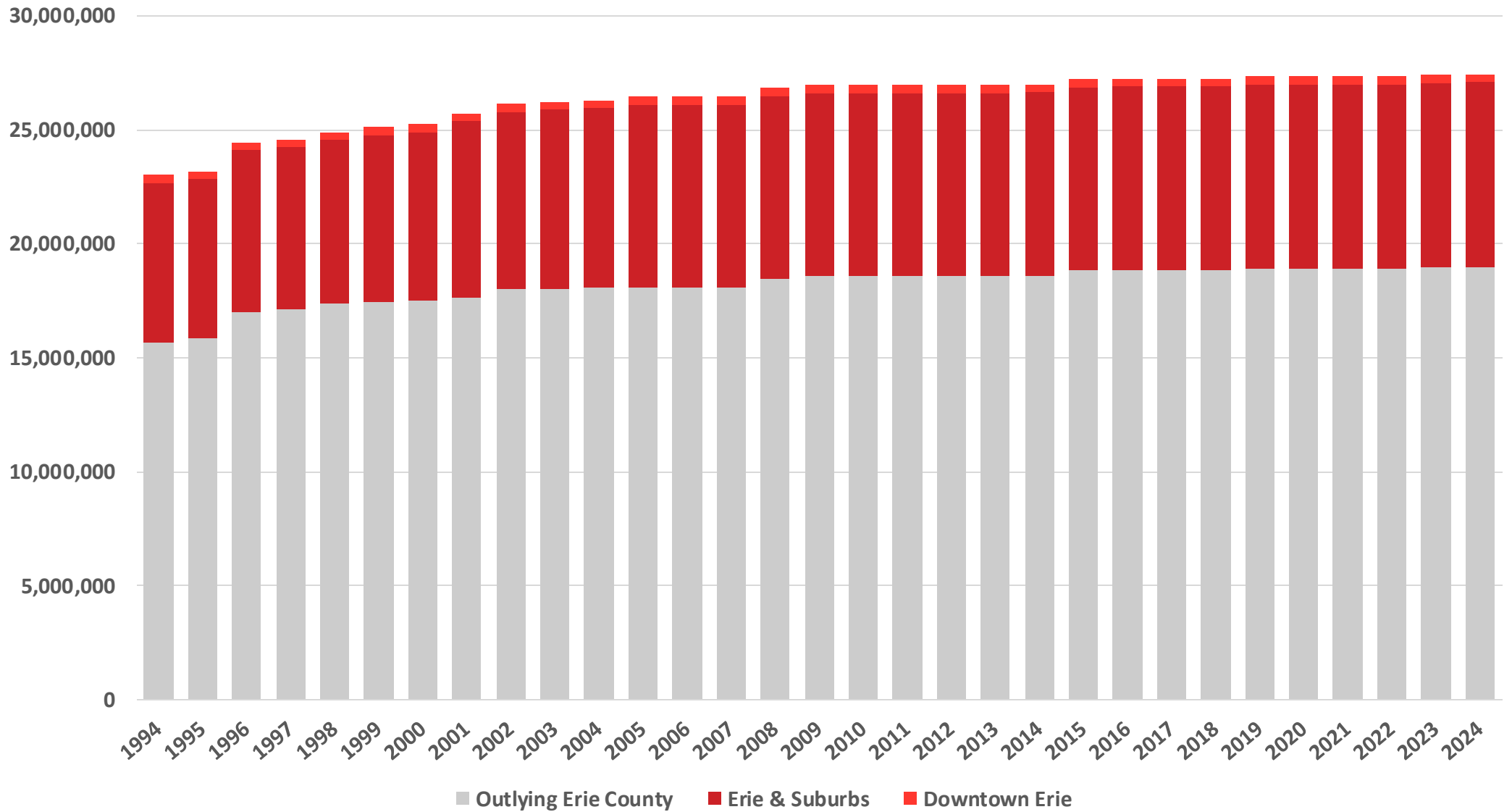


# State of Class A Office Space

- **Distinct lack of Class A Office Space Downtown**
- **Existing Class A Supply**
  - Limited to 3 properties (as defined by Costar, a leading commercial real estate data provider)
  - 5350 Technology Drive & 5300 Knowledge Parkway in outlying Erie County owned by Penn State University
  - Ironworks Square at 603 12<sup>th</sup> Street is currently under construction
- **Difficult to determine causality**
  - Is there no Class A office space in Erie because there isn't enough demand from local companies? Or are there no large employers in Erie because there is no Class A office space?
- **Local response to Ironworks Square will create helpful data and indications**
  - High occupancy rates and increasing redevelopment around the area will signal shortage of supply
  - High vacancy rates, particularly among professional services & white-collar firms, will signal that there is a lack of demand for Class A office space

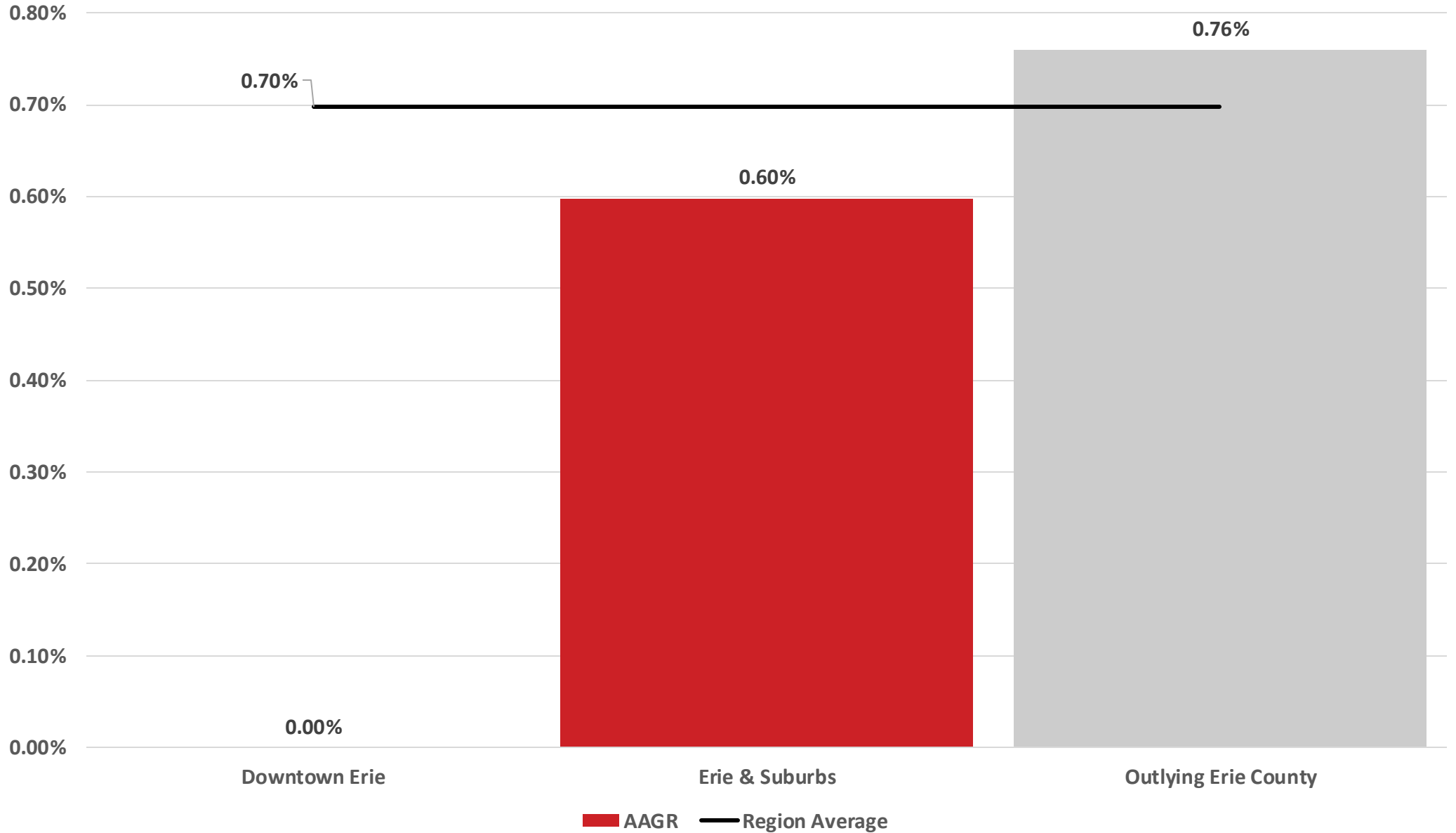


# Regional Historic Growth: Square Feet of Industrial Space



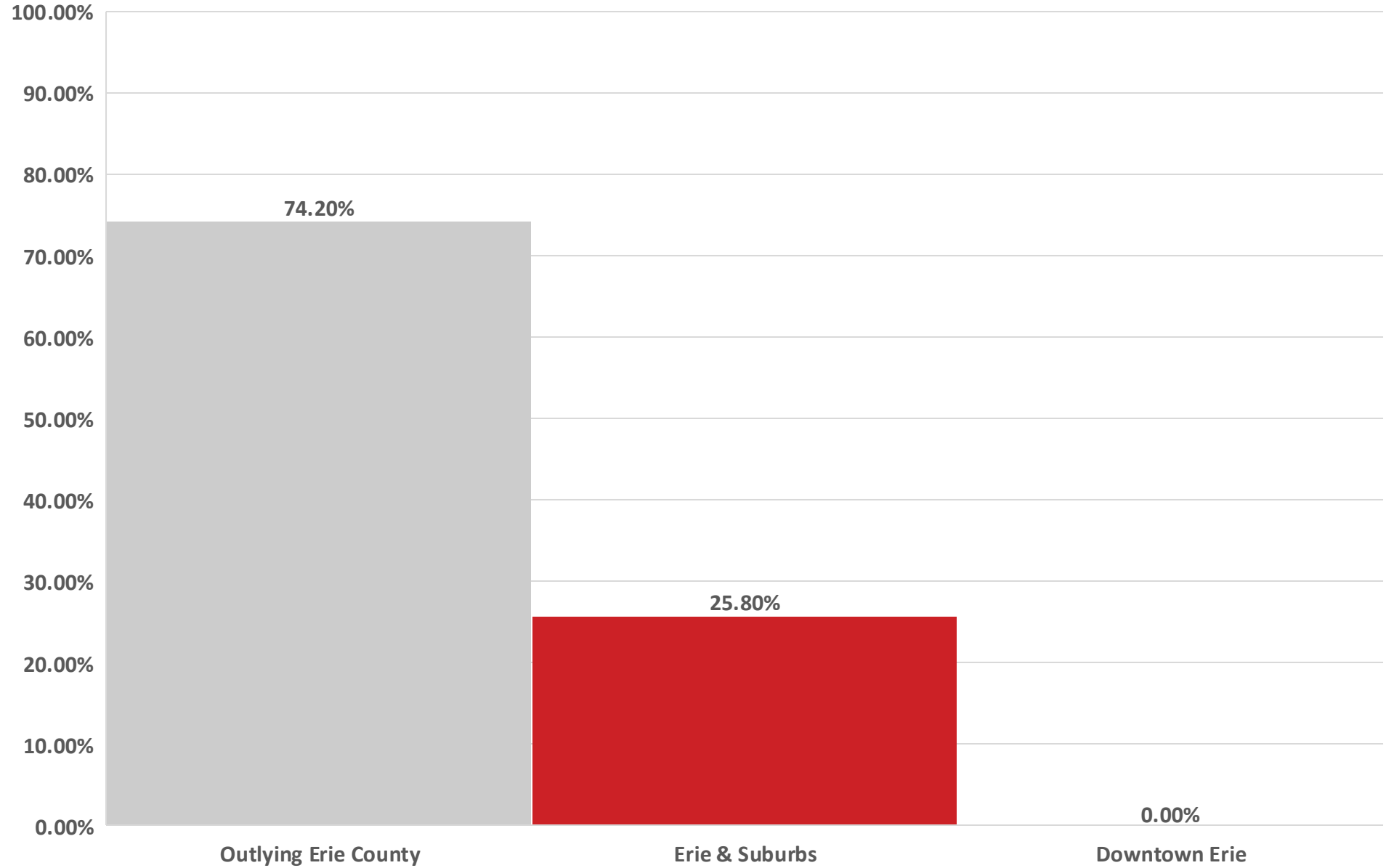


# Industrial Average Growth Rate 1993-2023



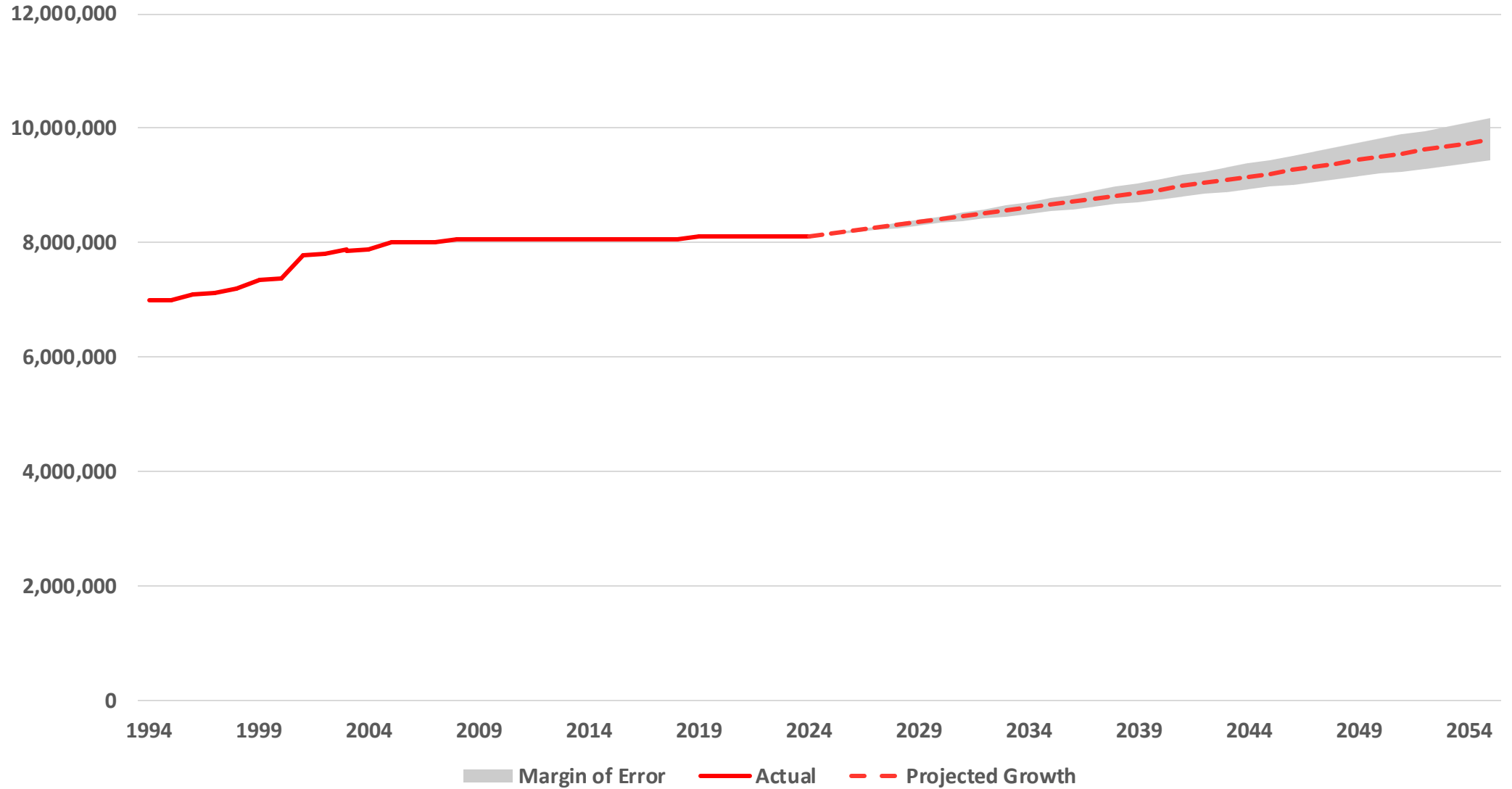


## Industrial: Average Share of Annual Growth





# Projected Industrial Space at Average Growth Rate: Erie & Subrubs





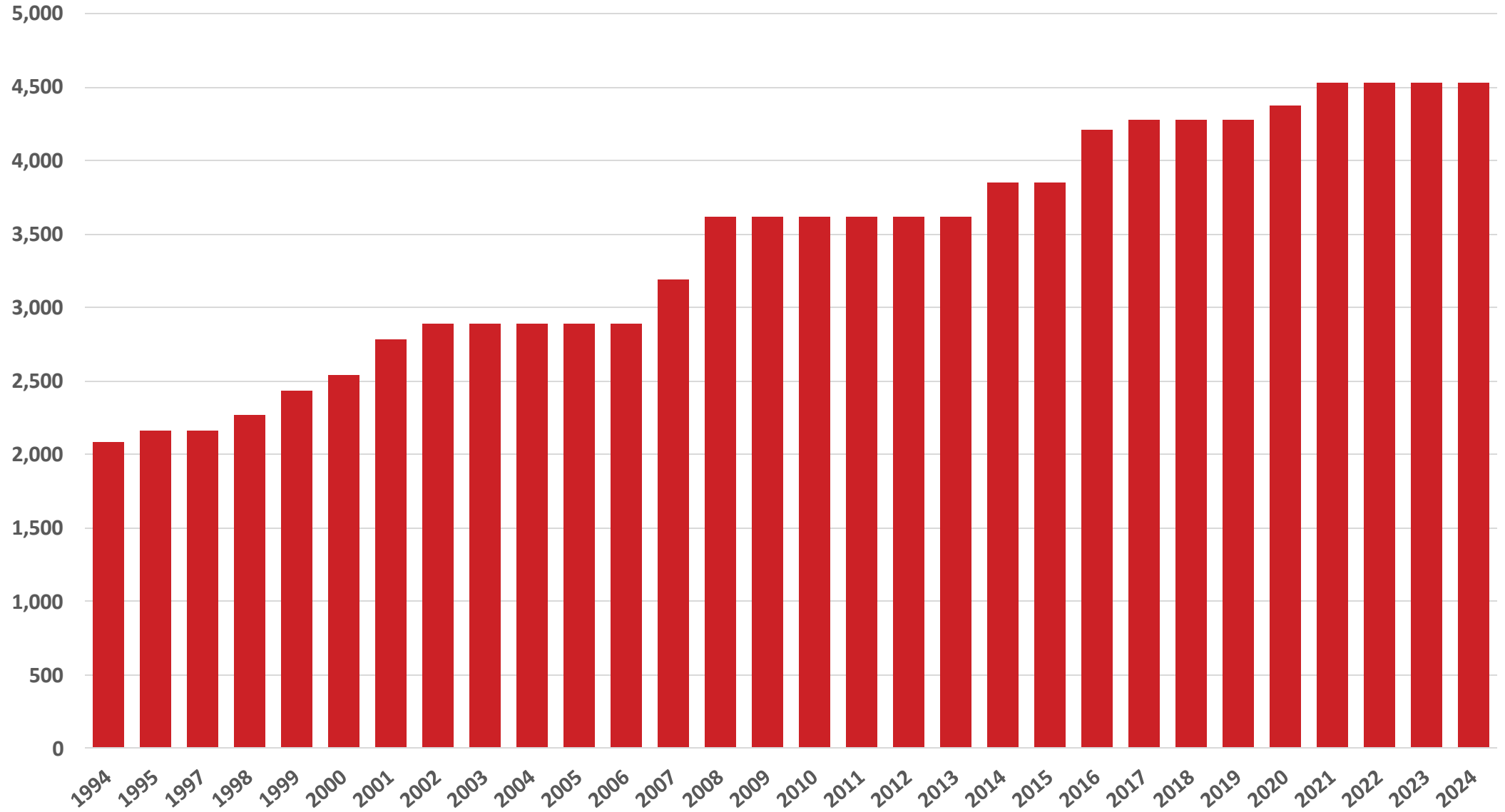
# INDUSTRIAL SQUARE FOOTAGE PROJECTIONS

Cumulative	By 2030	By 2035	By 2040	By 2045	By 2050	By 2055
Downtown Erie	0	0	0	0	0	0
Erie & Suburbs	200,000 to 300,000	400,000 to 625,000	625,000 to 950,000	840,000 to 1.3 million	1.1 million to 1.7 million	1.3 million to 2.1 million

Incremental	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2050-2055
Downtown Erie	0	0	0	0	0	0
Erie & Suburbs	200,000 to 300,000	200,000 to 315,000	215,000 to 330,000	220,000 to 345,000	225,000 to 360,000	230,000 to 375,000

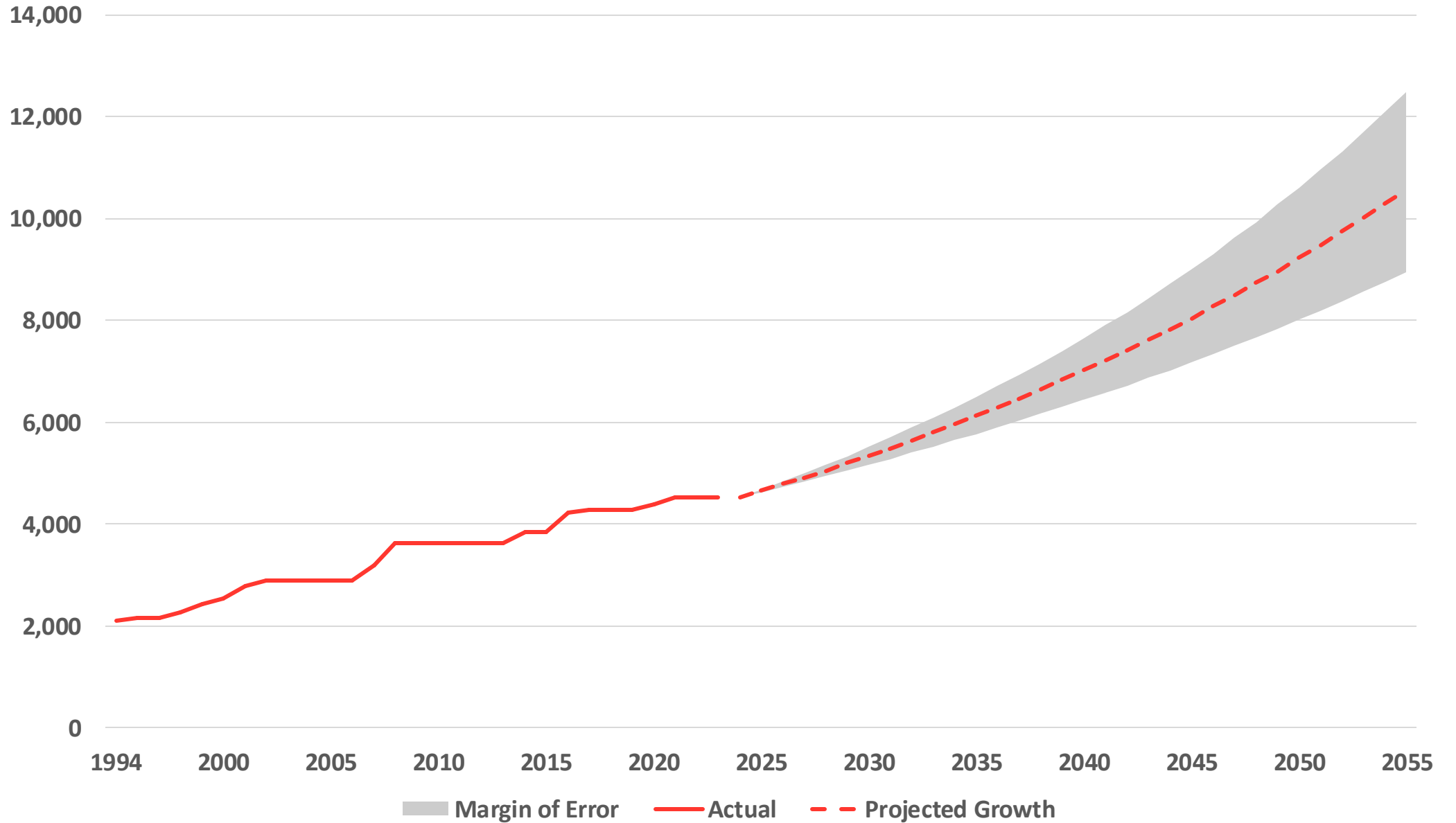


## Regional Historic Growth: Hotel Room Supply





# Projected Hotel Rooms at Average Growth Rate: Erie Region





# HOTEL ROOM PROJECTIONS

Cumulative	By 2030	By 2035	By 2040	By 2045	By 2050	By 2055
Erie Region	500 to 800	1,100 to 1,800	1,800 to 2,900	2,500 to 4,300	3,300 to 5,900	4,200 to 7,600

Incremental	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	2050-2055
Erie Region	500 to 800	600 to 1,000	700 to 1,100	700 to 1,400	800 to 1,600	900 to 1,700



# CONSTRUCTION PIPELINE – Erie, PA Region

- **Downtown Erie**
  - **Under Construction:**
    - 197 Multi-Family Units
  - **No Proposed Development**
- **Greater Erie & Suburbs**
  - **Under Construction**
    - 78,000 Sq. Feet of Office Space
- **Outlying Erie County**
  - **No Development Under Construction**
  - **Proposed:**
    - 48,000 Sq. Feet of Industrial Space
    - 52,000 Sq. Feet of Office Space
    - 27,000 Sq. Feet of Retail Space
    - 81 Hotel Rooms



# CONCLUSION

- **Downtown Erie Market**

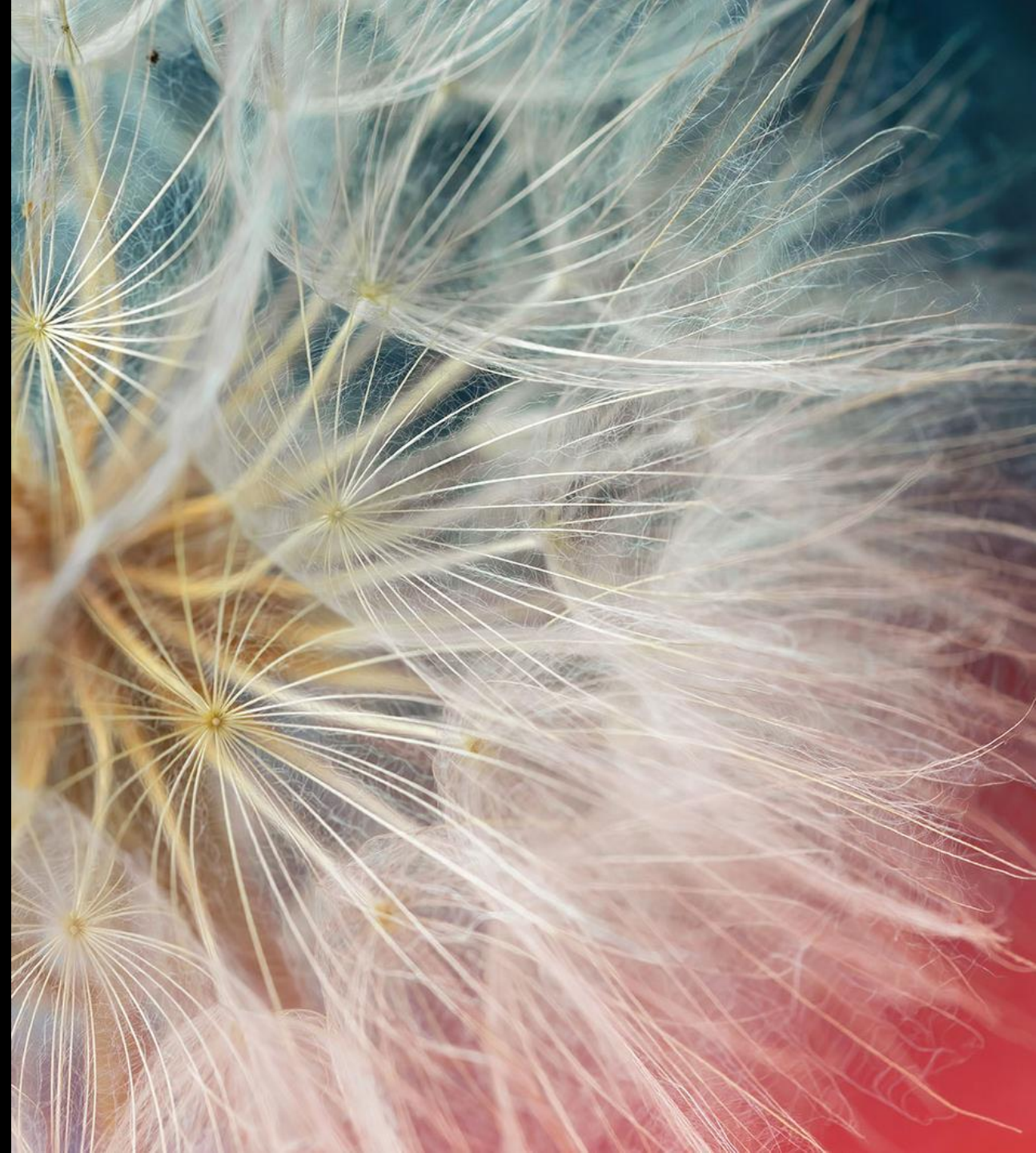
- Historically exhibited low growth in construction of both multi-family residential units and retail commercial spaces
- Slowest growth rate across the Erie market in every property type other than multi-family residential
- Expected to see decent growth in multi-family residential units in next 30 years
- Forecasts show a limited number of new builds for other property types given current policies and historic growth rates

- **Erie & Suburbs Market**

- Fair amount of historical growth in multi-family units and retail spaces
- Below average growth, lags behind outlying Erie County
- Expected to see decent growth in office and retail spaces in next 30 years
- Several retail and multi-family proposals in outlying Erie County, however none in the specific Erie & Suburbs submarket



**THANK  
YOU**



# *PORT ERIE MARKET ANALYSIS UPDATE PHASE 2 REPORT*



Prepared by:  
Martin Associates  
941 Wheatland Ave., Suite 203  
Lancaster, PA 17603

[www.johncmartinassociates.com](http://www.johncmartinassociates.com)

May 26, 2022

# Phase 2: Develop Strategy and Capital Development Plan

- Phase 2 follows the market assessment and recommendations detailed in Phase 1
- Key elements of Phase 2 include:
  - Develop Alternatives for Maritime Terminals and Infrastructure
    - Determine what improvements are required to accommodate the cargo types and volumes, and maritime businesses identified
  - Perform Financial Evaluation of Development Scenarios
    - Financial implications of the business development plan will be estimated – lease/cash flow models will be developed to measure the revenue generating potential of the current business base as needed
  - Evaluate the Economic Impact of Development Scenarios
  - Develop Master Development Plan
    - Provide a blueprint for the long-term development of Port Erie’s marine terminal assets
    - Phased approach
    - Assess the financial feasibility and economic impact of these investments
    - Design flexible plan to adjust to changing market dynamics, and provide a path forward that will minimize the conflicts between short-term decisions and the overall long-term development plan

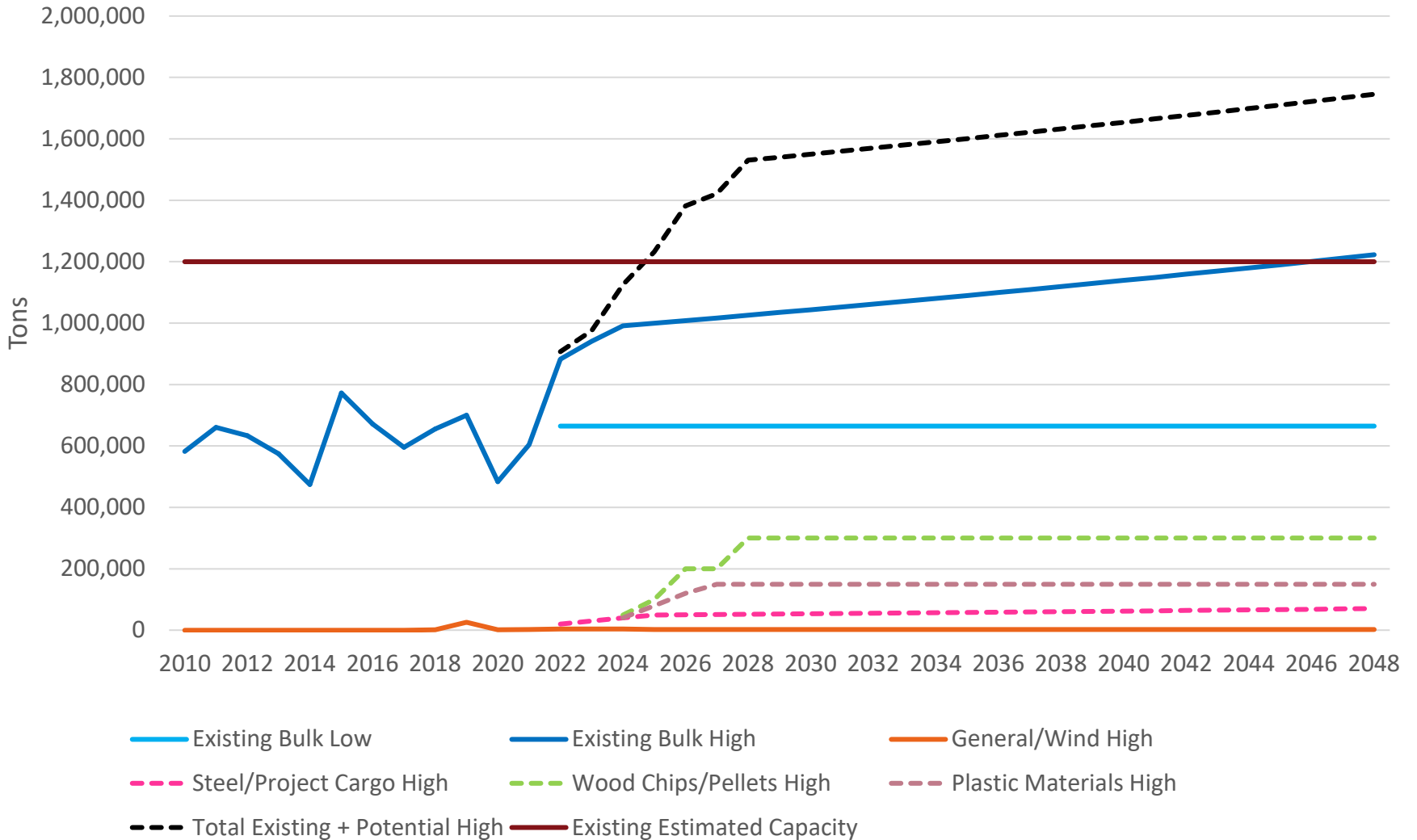
# Summary of Market Forecast and Recommendations

# Market Forecast Summary by Existing Cargo Base and Opportunities

Commodity	Scenario	2021	2023	2028	2038	2048
<b>EXISTING CARGO BASE</b>						
Existing Bulk	Low	513,788	590,000	590,000	590,000	590,000
Existing Bulk	High	513,788	708,000	744,115	821,966	907,962
Existing Bulk	High + New Commodity	513,788	808,000	892,838	986,249	1,089,432
Salt	Low	90,000	75,000	75,000	75,000	75,000
Salt	High	90,000	132,873	132,873	132,873	132,873
<b>Total Existing Bulk</b>	<b>Low</b>	<b>603,788</b>	<b>665,000</b>	<b>665,000</b>	<b>665,000</b>	<b>665,000</b>
<b>Total Existing Bulk</b>	<b>High</b>	<b>603,788</b>	<b>940,873</b>	<b>1,025,711</b>	<b>1,119,122</b>	<b>1,222,305</b>
Existing General/Wind Energy	Low	2,500	-	-	-	-
Existing General/ Wind Energy	High	2,500	4,500	2,500	2,500	2,500
<b>POTENTIAL OPPORTUNITIES</b>						
General Cargo/Steel	Low		-	-	-	-
General Cargo/Steel	High		30,000	52,284	60,678	70,419
Wood Chips/Pellets	Low		-	-	-	-
Wood Chips/Pellets	High			300,000	300,000	300,000
Plastic Recycled Material	Low		-	-	-	-
Plastic Recycled Material	High			150,000	150,000	150,000

For Potential Opportunities, low scenario assumes no project/throughput.

# Market Forecast Summary



# Summary of Market Implications/Recommendations

- Port of Erie Existing Cargo Base

- Overall bulk tonnage had declined on Great Lakes including Lake Erie
- Despite lack of growth in bulk markets, Erie is not underperforming with respect to other regional ports
- Growth of wind energy cargo in recent years has proven Erie capable to market to and compete for non-traditional, discretionary markets
  - Continued development of relationships (with shippers/OEMs) will continue to be key in converting new opportunities

- Potential Opportunities

- With traditional staple bulk markets in decline in the region, success at ports has been driven by:
  - Ability to enter discretionary breakbulk markets – such as steel, project cargo
  - Ability to develop large P3 projects that utilize waterborne commerce for receipt of raw materials or shipped product
  - For Erie, this would include **pursuing opportunities tied to local resources** such as:
    - Availability of low-grade fiber for chip or pellet operations
    - Materials related to proposed recycling facility

# Summary of Market Implications/Recommendations

- **Near-term Growth Strategy/Recommendations**

- Continue to prioritize developing wetlands property adjacent to existing terminal for additional contiguous acreage
  - Existing terminal capacity is currently stressed with bulk cargo as well as wind energy pieces that require significant laydown space
  - Off-site storage for wind is not ideal as double handling increases cost to OEM and can ultimately affect port routing decision
  - Development of this area will provide laydown for not only wind energy, but other breakbulk cargo - such as steel, project cargo, locomotives - as opportunities arise
- Work with terminal operator to discuss potential on-terminal capacity enhancements
  - Existing transit sheds limit open area for potential new bulk commodities, however, removal of sheds will limit covered storage square footage for specific opportunities that may arise - e.g., cement, specialty bulk or bagged cargo
  - Possibility of placing covered storage on new wetlands area should be investigated as possible solution
- Remedy Parade Street needs – dock wall and berth to maximize berthing and storage

# Summary of Market Implications/Recommendations

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- Near-term Growth Strategy/Recommendations (continued)
  - Work with terminal operator to continue to leverage existing relationships with shippers/OEMs/carriers to stay at forefront of potential emerging cargo opportunities including offshore wind
  - Pursue conversations with IRG and potential to develop synergy in plastic recycled materials market
    - Determine logistics and infrastructure needs for potential waterborne opportunities
    - Remedy solutions to environmental opposition to plastic being moved via water
  - Continue to work with terminal operator on identifying and securing grant funding for specific infrastructure projects
    - Development of on-terminal expansion (wetlands area)
    - Potential P3 opportunities needing infrastructure upgrades

# Summary of Market Implications/Recommendations

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- **Medium- to Long-term Growth Strategy/Recommendations**
  - Pursue conversations with State Dept of Ag and pellet exporters (Drax and Enviva) to explore potential wood chip/pellet market
    - Provide solution for available excess of low-grade fiber
    - Determine logistics and infrastructure needs for potential waterborne opportunities
  - Continue to pursue the acquisition of the Erie Coke property for long-term port and industrial development
    - Focus of property should be reserved for industrial or maritime uses
    - Only large parcel with adjacency to existing terminal operations
    - Availability of 90+ acres - could potentially house a large P3 investment
    - Successful port development has been tied to large economic development projects

# Phased Development Plan

# Phased Development Plan

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- Following Development Plan layouts provided as a guide to plan for growth
  - Immediate/Near-term existing cargo base growth
  - Immediate/Near-term new market opportunities
  - Medium- to Long-term opportunities
- It is to be emphasized that these developments are designed to be market-driven, and only developed as opportunities come to fruition
- These are not developed as a “build it and they will come” scenario

# Existing Conditions



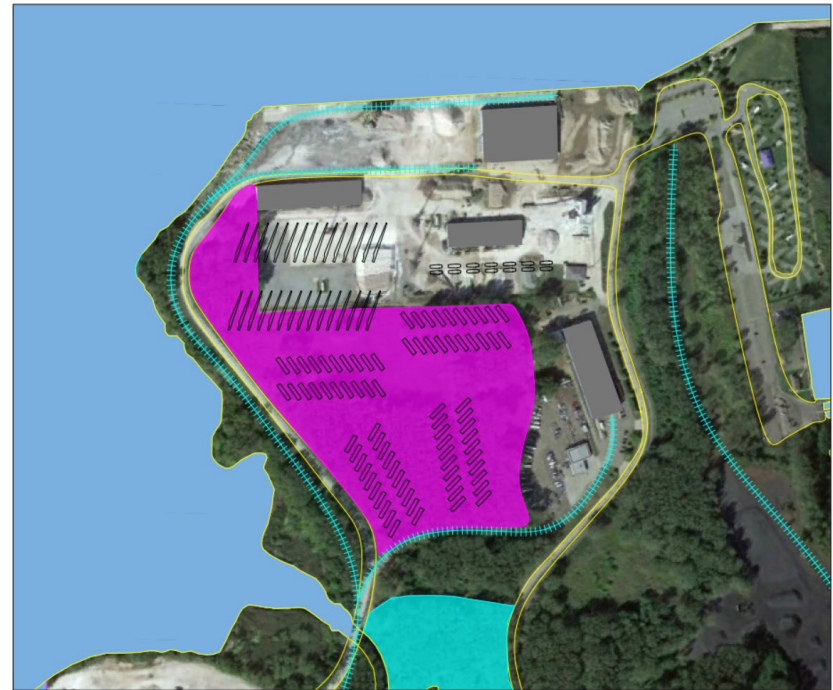
- KEY
-  CARMELUSE TERMINAL
  -  LAMPE MARINA
  -  LAMPE CAMPGROUND
  -  MUSHANE WELDING/CIDEHILL COPPER WORKS
  -  SPOIL AREA
  -  ERIE COKE PLANT SITE
  -  PARADE STREET CANAL
  -  DON JON MARINE

EXISTING CONDITIONS  
M/S

# Phase 1A: Wetland Development

- Additional acreage: 20.5 acres
- Storage capacity: 15 full wind turbines – blades, tower and nacelles units
- Development costs: \$2,742,000
- Need: Immediate priority. Adjacent land to existing terminal area will provide increased capacity to handle wind cargo, project cargo, locomotives and maintain bulk operations. Flexible space, so could also be used for storage of other near-term opportunities that arise.

1A: pink-shaded



# Phase 1B:

## Canal Widening at Parade Street Dock

- New canal width: 280'
- Acreage reduction: 4.2
- Storage capacity: 14.6 acres
- Development costs:  
\$23,581,000
- Need: Near-term.  
Widen/repair dock in order to  
maintain bulk capacity at  
Parade Street slip



## Phase 2A:

# Development of Erie Coke Plant Non-industrial Area

- Additional acreage: 32.2 (11.6 + 20.7) acres
- Storage capacity: 6 full wind turbines – blades, tower sections and nacelle units (or other breakbulk cargo)
- Development costs: \$4,054,000 (for 20.7ac only)
- Need: Long-term. After future of Erie Coke is decided. Area shown storing wind components is to be used for laydown area. Area to the northeast should be developed with services that support the adjacent marina and campground.

2A: green-shaded



## Phase 2B:

# Development of Erie Coke Plant Industrial Site

- Additional acreage: 75.5 acres
- Development costs: \$10,099,000  
Cost does not include demolition or environmental remediation of the Erie Coke Plant, only clearing and grading to prepare the site for yard storage or further construction.
- Need: Long-term. After future of Erie Coke property is decided; Potential development area for new tenant, cargo opportunity or P3 investment.

2B: blue-shaded



# Phase 3:

## New 700 ft Berth and Potential Rail Connector Loop

- Additional berth: 700 ft
- Additional wharf area: 2.1 acres
- Development costs for wharf: \$43,874,000
- Length of new rail: 1000 ft
- Need: Long-term. Most likely after other phases have been developed and need for additional berth capacity exists due to new tenant/user requirements.

3: orange-shaded



# Phased Rendering



Project Phase	Description
1A	A 20.5-acre port expansion for storage
1B	150-foot widening of the canal with 1200 feet of new berth space
2A	A 32-acre acquisition of former Erie Coke Plant property
2B	Redevelopment of 75 acres of the former Erie Coke Plant
3	Construction of a new 700-foot berth

# Summary of Costs by Phase

## Budgetary Cost Estimates provided without detailed Geotech Study

Phase	Item	Unit Cost	Quantity	Units	Total
1a	clear and grub	\$ 35,000.00	20.5	acre	\$ 717,500.00
	gravel	\$ 53,000.00	20.5	acre	\$ 1,086,500.00
	subtotal				\$ 1,804,000.00
	Mob/Demobilize		10%	%	\$ 180,400.00
	Engineering and Supervision		12%	%	\$ 216,480.00
	Contingency		30%	%	\$ 541,200.00
	<b>Total</b>				<b>\$ 2,742,000.00</b>
1b	Parade Street Dock bulkhead	\$ 3,000.00	1210	LF	\$ 3,630,000.00
	Dredging/Excavation	\$ 2.70	4401302	CF	\$ 11,883,516.48
	subtotal				\$ 15,513,516.48
	Mob/Demobilize		10%	%	\$ 1,551,351.65
	Engineering and Supervision		12%	%	\$ 1,861,621.98
	Contingency		30%	%	\$ 4,654,054.94
	<b>Total</b>				<b>\$ 23,581,000.00</b>
2a	clear and grub	\$ 35,000.00	20.65	acre	\$ 722,750.00
	gravel	\$ 53,000.00	20.65	acre	\$ 1,094,450.00
	road construction	\$ 2,500,000.00	0.34	mile	\$ 850,000.00
	subtotal				\$ 2,667,200.00
	Mob/Demobilize		10%	%	\$ 266,720.00
	Engineering and Supervision		12%	%	\$ 320,064.00
	Contingency		30%	%	\$ 800,160.00
<b>Total</b>				<b>\$ 4,054,000.00</b>	
2b	clear and grub	\$ 35,000.00	75.5	acre	\$ 2,642,500.00
	gravel	\$ 53,000.00	75.5	acre	\$ 4,001,500.00
	subtotal				\$ 6,644,000.00
	Mob/Demobilize		10%	%	\$ 664,400.00
	Engineering and Supervision		12%	%	\$ 797,280.00
	Contingency		30%	%	\$ 1,993,200.00
	<b>Total</b>				<b>\$ 10,099,000.00</b>
3	cellular coffer dam	\$ 50,000.00	700	LF	\$ 35,000,000.00
	asphalt paving	\$ 50.00	35000	sq ft	\$ 1,750,000.00
	rail line extension	\$ 2,700.00	2320	LF	\$ 6,264,000.00
	subtotal				\$ 43,014,000.00
	Mob/Demobilize		0.1	%	\$ 180,400.00
	Engineering and Supervision		12%	%	\$ 216,480.00
	Contingency		30%	%	\$ 541,200.00
<b>Total</b>				<b>\$ 43,952,000.00</b>	

# Financial Evaluation

# Financial Evaluation Methodology

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- **Develop proforma model (30-years)**
  - Cargo forecast
  - Estimated Port Revenues/Expenses
  - CAPEX requirements for Phases of development
- **Estimate annual debt service requirement**
  - Assuming 30-year municipal bond at 3% and 5%
- **Determine a per/acre revenue needed to satisfy debt service**
  - Land Lease – current Port operating structure
  - Continue with strict land lease, what will terminal operator pay???
- **Compare results and determine financial feasibility**
- **Further examine various financing alternative structures**
  - Re-negotiation of lease – existing area + new additional land
  - Land lease + tonnage throughput with guarantees
  - P3 with terminal operator contributing
  - Availability of securing grant monies

# Debt Service Requirement of Phased Development Scenarios

Phase	CAPEX Cost	Additional Acres	Annual Debt Payment - 30-yr Bond @3%	Annual Debt Service/Addl Acre @3%	Annual Debt Payment - 30-yr Bond @5%	Annual Debt Service/Addl Acre @5%
1A	\$2,742,000	20.5	(\$139,895)	(\$6,824)	(\$178,371)	(\$8,701)
1B	\$23,581,000	NA	(\$1,203,085)	NA	(\$1,533,978)	NA
2A	\$4,054,000	20.7	(\$206,832)	(\$10,016)	(\$263,719)	(\$12,771)
2B	\$10,099,000	75.5	(\$515,243)	(\$6,824)	(\$656,954)	(\$8,701)
3	\$43,952,000	2.1	(\$2,242,398)	(\$1,067,809)	(\$2,859,141)	(\$1,361,496)

- CAPEX cost and associated annual debt service @ 3% and 5% interest
- For example, to satisfy Phase 1A debt service:
  - Bond payments @3% interest = \$6,824/acre
  - Bond payments @5% interest = \$8,701/acre
- These figures are critical in developing long-term lease agreements
- It is to be noted that numerous funding approaches can be undertaken

# CAPEX Funding Scenarios

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- Possible approach to funding CAPEX projects include:
  - Grants
    - Federal monies through infrastructure programs – e.g. PIDP, RAISE
    - State monies
  - Bonds
    - Port-issued, tax-exempt interest
    - Low-cost development
  - Tenant/private investment
    - Private “skin in the game” reduces risk to Port Authority

# Potential Lease Agreement Scenarios

- Phase 1A: Immediate priority – adds additional 20.5 acres of capacity
  - Existing agreement between Port and tenant is a pure land lease (53.6 ac)
- Potential scenarios include:
  - Continue with land lease only approach
    - Steady revenue stream
    - Create new, separate land lease for 1A; or
    - Amend and incorporate 1A into existing lease
  - Develop land and throughput lease (wharfage & dockage)
    - Variable revenue
    - Incorporate Minimum Annual Guarantees (MAGs) to ensure baseline revenue
- Martin Associates has developed cash flow models to assist the Port Authority in determining financial feasibility of various scenarios
- Funding source will influence lease terms of 1A parcel
  - As demonstrated, in addition to market lease rate, the annual cost of debt service will need to be covered
  - Goal is to maximize revenue to Port for total 74.1 acres

# Potential Lease Agreement Scenarios

- Phase 1B:
  - Parade Street Slip widening
  - Separate area from yard expansion
  - Higher development cost - prime candidate for grant funding
- Phase 2A/2B
  - Medium/Long-term development
  - Acreage would accommodate new tenant, with potential P3 investment
  - Lease/Cash flow model would evaluate possible scenarios
- Phase 3
  - Long-term development
  - Higher cost and debt service required due to new berth construction
  - Most likely needed due to new tenant and product line such as pellets
  - May require land + throughput lease arrangement
  - Potentially explore P3 with terminal operator or potential tenant
  - Lease/cash flow models would be used to evaluate scenarios

# Economic Impact of Port Operations and Future Development Scenarios

# Economic Impact Study Purposes

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- Justification of terminal and infrastructure investment
- Assessment of policy issues
- Public relations
- Terminal/tenant impact analysis
- Future cargo throughput
- Develop sensitivity model to assess impacts:
  - Current and new cargo opportunities
  - Assess future land development uses

# Methodology

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- Update of previous 2017 Economic Impact Model of Port of Erie
- 2017 model based on
  - Telephone/personal interviews
  - Development of Erie-specific induced model
  - Development of indirect models for State of Pennsylvania - Bureau of Economic Analysis, RIMSII
- Updated with 2021 data collected during market analysis with terminal operators, tenants and prospective industries that are related to potential opportunities

# Annual Economic Impact of EWPPA Cargo and Tenant Activity – Baseline Activity 2021; and forecasted base cargoes for 2031/2041

Impact Category	2021 Baseline	2031	2041
<b>JOBS</b>			
DIRECT	290	398	422
INDUCED	321	443	469
INDIRECT	257	361	382
<b>TOTAL JOBS</b>	<b>868</b>	<b>1,202</b>	<b>1,274</b>
<b>PERSONAL INCOME (1,000)</b>			
DIRECT	\$13,088	\$18,071	\$19,164
INDUCED	\$44,488	\$61,424	\$65,139
INDIRECT	\$10,861	\$15,249	\$16,145
<b>TOTAL PERSONAL INCOME</b>	<b>\$68,437</b>	<b>\$94,745</b>	<b>\$100,448</b>
<b>BUSINESS SERVICES REVENUE (1,000)</b>	<b>\$54,649</b>	<b>\$76,732</b>	<b>\$81,241</b>
<b>LOCAL PURCHASES (1,000)</b>	<b>\$19,788</b>	<b>\$27,784</b>	<b>\$29,417</b>
<b>STATE &amp; LOCAL TAXES (1,000)</b>	<b>\$6,912</b>	<b>\$9,569</b>	<b>\$10,145</b>

# Estimate of Economic Impact of Potential Opportunities

## 2041 Volume Estimate – Longer-term Development

Impact Category	2041 Baseline	2041 Wood Pellets	2041 Plastics
<b>JOBS</b>			
DIRECT	422	81	61
INDUCED	469	115	80
INDIRECT	382	138	46
<b>TOTAL JOBS</b>	<b>1,274</b>	<b>334</b>	<b>187</b>
<b>PERSONAL INCOME (1,000)</b>			
DIRECT	\$19,164	\$4,849	\$3,354
INDUCED	\$65,139	\$16,482	\$11,401
INDIRECT	\$16,145	\$5,827	\$1,932
<b>TOTAL PERSONAL INCOME</b>	<b>\$100,448</b>	<b>\$27,158</b>	<b>\$16,687</b>
<b>BUSINESS SERVICES REVENUE (1,000)</b>	<b>\$81,241</b>	<b>\$29,320</b>	<b>\$9,723</b>
<b>LOCAL PURCHASES (1,000)</b>	<b>\$29,417</b>	<b>\$10,616</b>	<b>\$3,520</b>
<b>STATE &amp; LOCAL TAXES (1,000)</b>	<b>\$10,145</b>	<b>\$2,743</b>	<b>\$1,685</b>

- Potential opportunity impacts – for wood pellet and plastics - would be calculated in addition to the anticipated 2041 baseline cargo impacts

# EXISTING CONTEXT

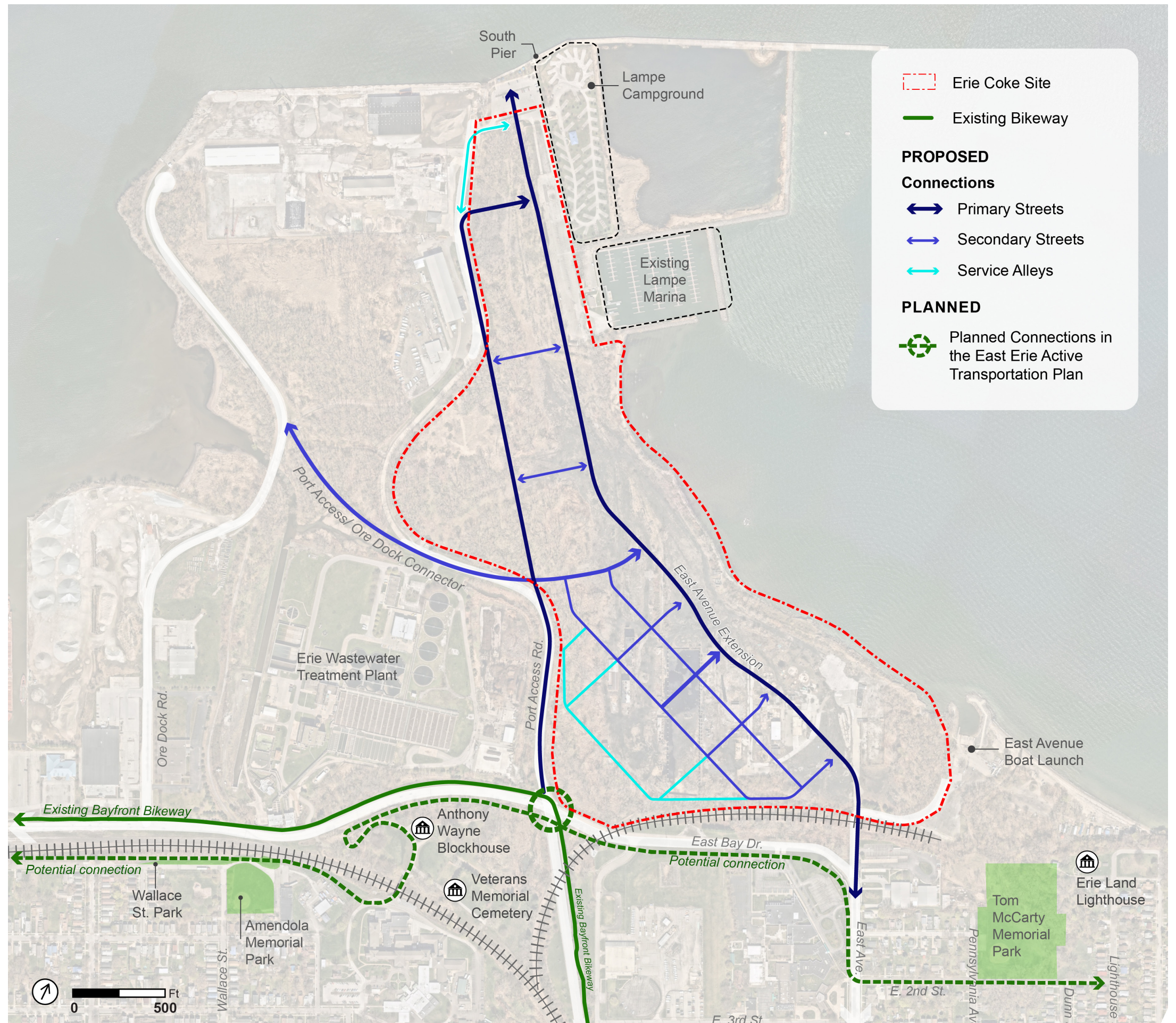


# PLANNED INTERVENTIONS



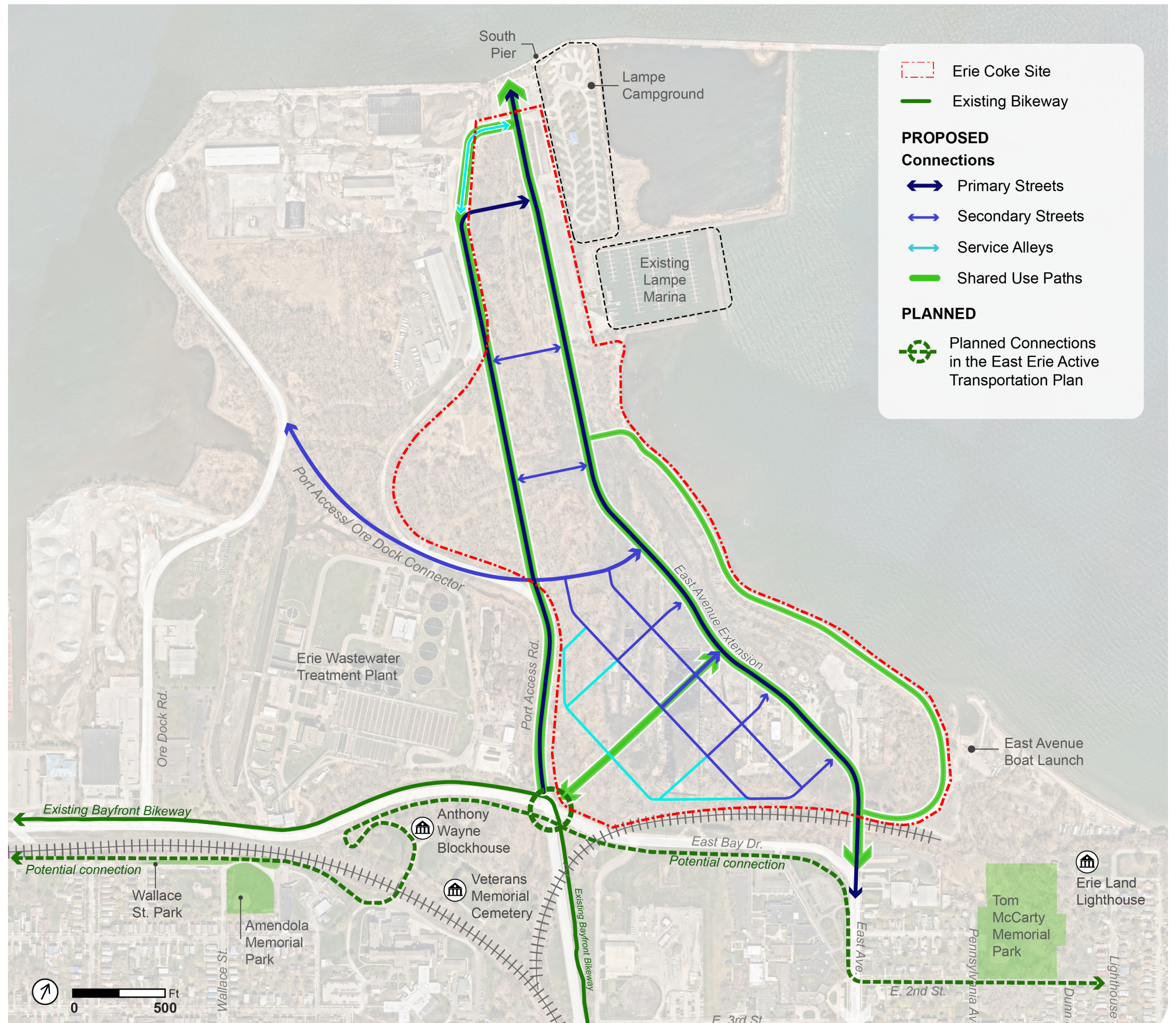
# PROPOSED FRAMEWORK

## STREET NETWORK



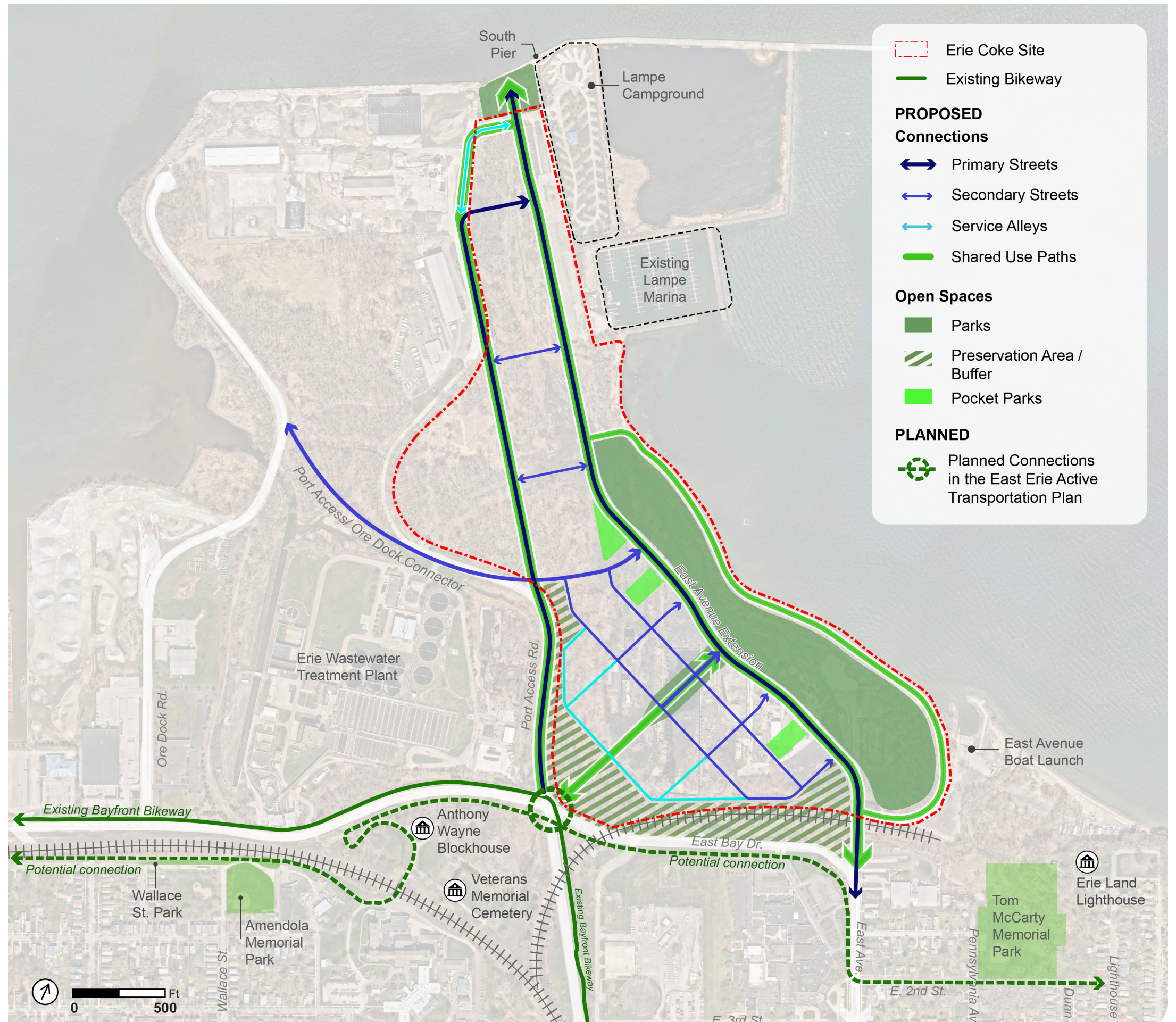
# PROPOSED FRAMEWORK

## GREEN CONNECTIONS



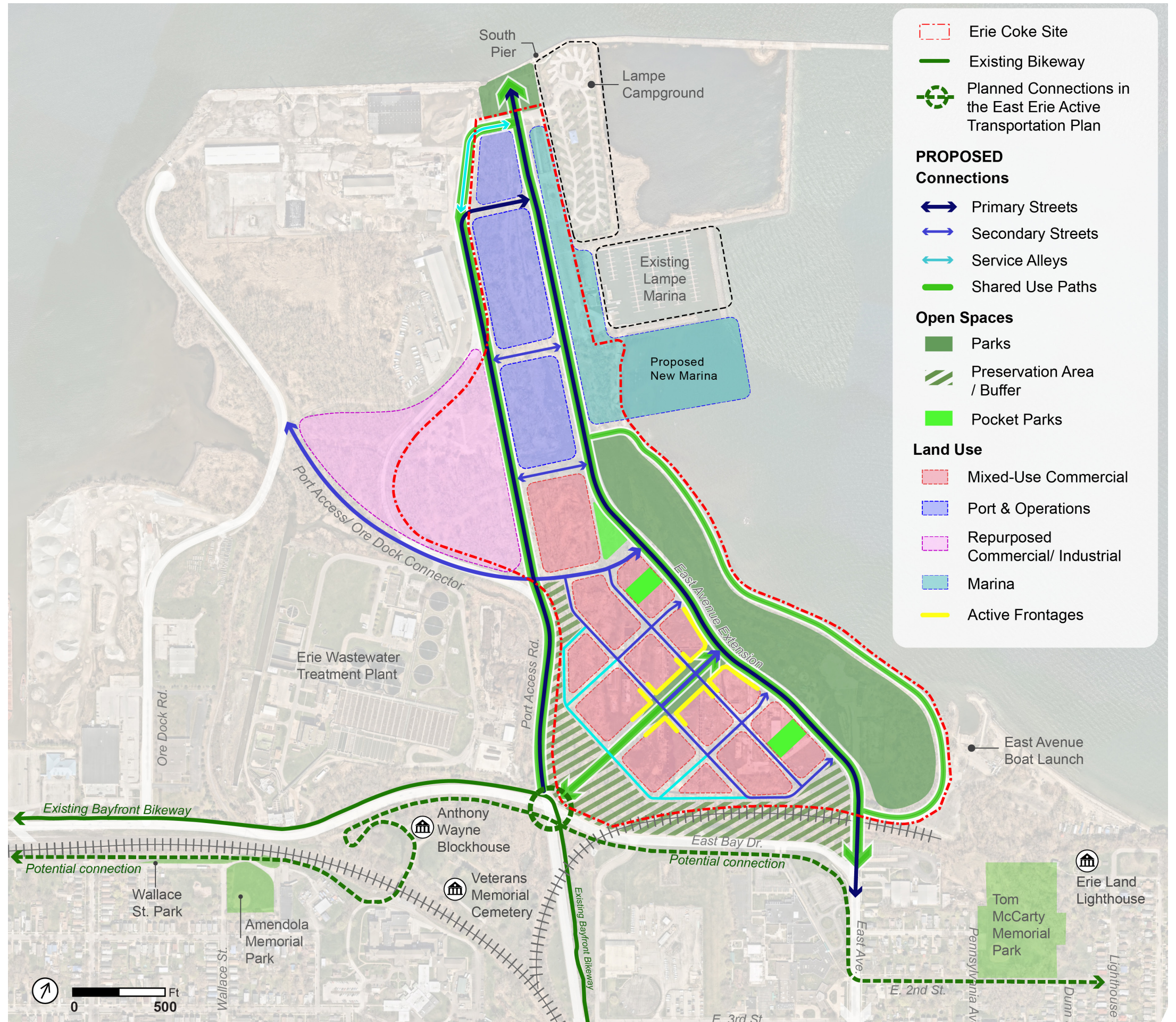
# PROPOSED FRAMEWORK

## OPEN SPACES



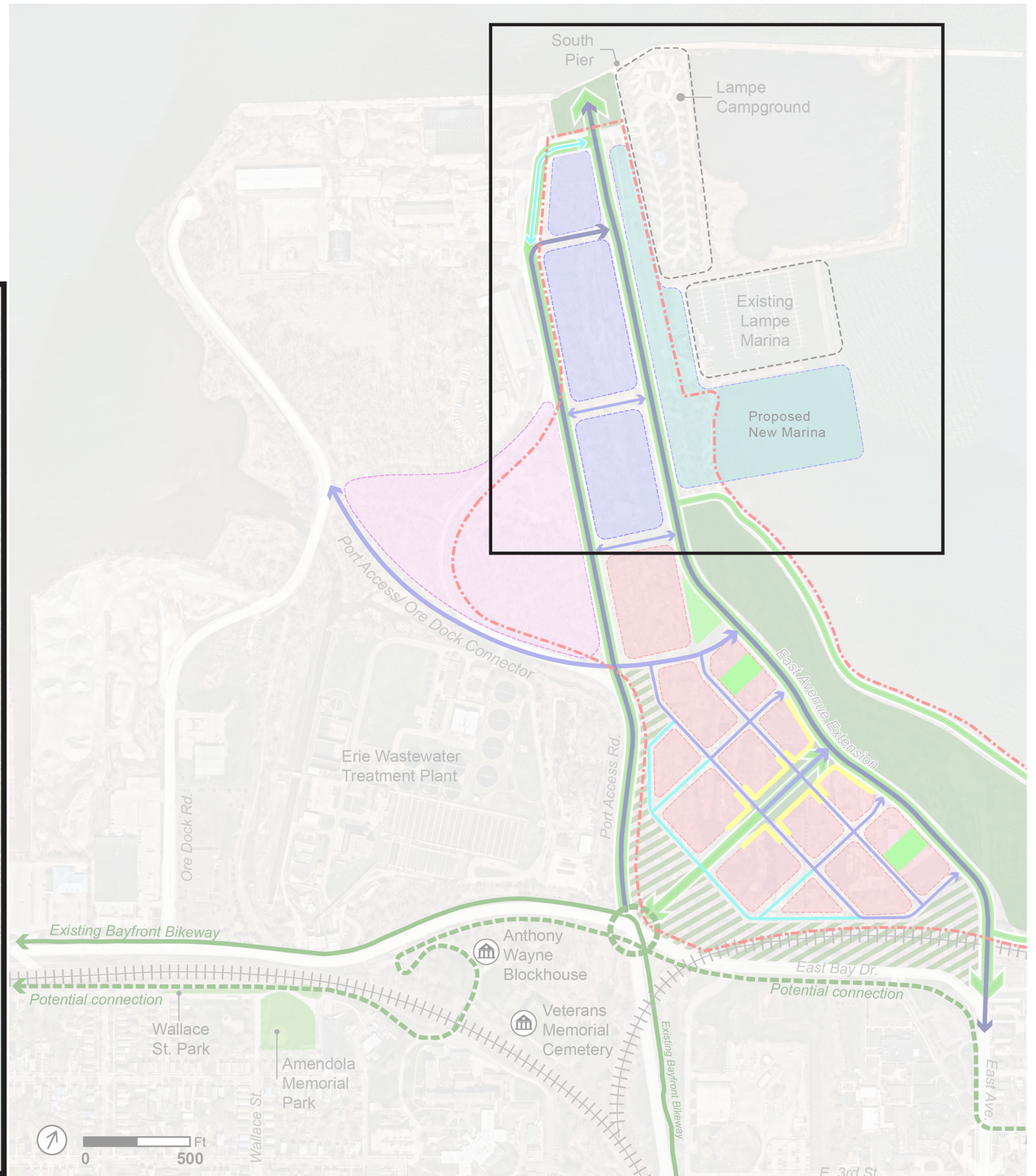
# PROPOSED FRAMEWORK

## LAND USE



# PROPOSED FRAMEWORK

## MARINA & PORT OPERATIONS



# PROPOSED CONCEPT PLAN



# PROPOSED CONCEPT PLAN

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# OPEN SPACE NETWORK



# PROPOSED CONCEPT PLAN

## BUILDING TYPOLOGIES

 MIXED USE  
OFFICE  
BUILDINGS



Erie Insurance Building, Erie, PA

 INNOVATION/  
HEADQUARTERS



Penn State Behrand's Advanced  
Manufacturing and Innovation Center, Erie, PA

 SHARED  
INNOVATION /  
FLEXIBLE  
BUILDING



111 East Grand, LLC, Des Moines, IA

 FLEXIBLE  
MANUFACTURING



Multitenant FINSA Santa Catarina III,  
Santa Catarina, Mexico

 WAREHOUSE  
DISTRIBUTION



Sunburst Electronics LLC, Erie, PA

 STANDARD  
OFFICE



One Drexel Plaza, Philadelphia, PA

### LEGEND

 Active Frontage



# PROPOSED CONCEPT PLAN

## MARINA & PORT OPERATIONS

