

# City of Port Washington Breakwaters:

## *Facts and other important points of consideration*

- Our City of Port Washington breakwaters are **part of the only marina and harbor in Ozaukee County**. The closest harbors are Sheboygan (30+ miles north) and Milwaukee (30+ miles south). Located along Lake Michigan, Port Washington relies heavily on its greatest geographical asset, and our harbor and marina are critical elements. **Our breakwaters serve us in the following ways:**
  - protect one of Southeastern Wisconsin's most critical electrical utilities, owned by WE Energies;
  - fuel tourism spending in our downtown and economic growth throughout our city;
  - offer safe passage for boats and protection for the vital navigation channel and the critical infrastructure and development built up behind it;
  - ensure the continued success of the city's thriving charter fishing industry (second largest fleet on Lake Michigan's western coastline);
  - provide for the continued presence of recreational boating and recreational lake access.
- In 2003, the Army Corps of Engineers and Great Lakes Commission prepared an **Economic Impact Report on recreational boating in the Great Lakes**. The study showed that the Great Lakes states are a recreational boating powerhouse, with **nearly 33% of all registered boats in the United States**. Spending on boating activities in the Great Lakes states totaled nearly \$16 billion in 2003, directly supporting 107,000 jobs. Beneficiaries of this activity included retailers, marinas, restaurants, lodging accommodations, charter operators and other businesses largely concentrated near docking facilities. As is the case with Port Washington, recreational harbors also support other functions such as rescue boats and serving as harbors of refuge for vessels in distress. In addition, recreational harbors are a key element in restoring former waterfront industrial areas, providing a key anchor for new, upscale developments.
- In 2009, the Army Corps of Engineers prepared a **Harbor Infrastructure Inventory** of our City of Port Washington Harbor. According to the report, "Prevailing waves come from a northerly and southerly direction. The immediate impact of a break or overtopping of one or both of the piers would likely be shoaling within the harbor and possible damage to the marina and the vessels docked there. Additionally, if the breakwaters were to be overtopped, the downtown area of Port Washington would be subject to inundation. Although the (WE Energies) Power Plant lies in the shadow of the southern breakwater. In the event of a failure of either the north or the south breakwaters, the facility could be flooded. Likewise, the city water and wastewater treatment plants lie in the shadow of the north breakwater." **The report determined that if breakwater failure occurred, the Potential Impact Area would include total assessed value of up to \$70 million, not including our \$2 million Coal Dock Park.**
- Our City of Port offers anglers some of the best Great Lakes fishing around. In fact, DNR figures lend evidence to what thousands of fishermen who come to Port each year say: the underwater topography off our Harbor and breakwaters provides great fishing opportunities! With specific regards to our charter industry comprised of 30+ charter fishing vessels, **the estimated economic impact of the charters that went out of Port, in 2007, skewed very conservatively, was over \$2 million**. This figure only took into account a very conservative estimate of hotel rooms and meals and no shopping or other leisure activities. **A more recent study, conducted with assistance from Michigan State University, pegged the total economic impact closer to \$4 million**, with additional value-add from the city-owned marina and its 250+ seasonal and transient slips. The utilization rate of our slips is among the highest in Lake Michigan.

- As for tourism impact, there are definitely lighthouse “aficionados” who come to Port to see our historic lighthouse. While this economic impact is more difficult to quantify, our “pedestrian counts” taken at the breakwater gateway entrance indicated an average of 600 people per day accessing the structure leading out to the lighthouse. **Our lighthouse is unique on the Great Lakes, with only one other lighthouse having a similar design, and that is on Lake Erie.**



***Aerial photo of the North Breakwater, sections E through A***

- Sections E-1 and E are city-owned
- Sections D-1, D, C, B, and A are federally-owned
- Sections C, B, and A were reinforced via armor stone placement (on the lake side of the structure) in early 2014 at a cost of \$950,000 cost (\$0 direct local taxpayer commitment)
- Section D-1 and D were repaired in Summer 2015 at cost of \$1 million (\$0 direct local taxpayer commitment)
- Sections E-1 and E are currently being repaired (and improved!), with completion envisioned June 2017, at cost of approximately \$900,000 (\$340,000 direct local taxpayer commitment, or approximately 38%)
- Sections C, B, and A still require significant investment to complete necessary repair and protection
  - Repair of surface (public health and safety concern): **\$2,000,000**
  - Placement of armor stone to protect harbor side (long-term integrity concern): **\$500,000**
  - Addition of railing on both sides of walkway (public health and safety improvement): **\$440,000**



***Aerial photo of the South Breakwater, sections J and A (federally-owned)***

- ***Sections J and A require significant investment to complete necessary repair and protection***
  - Placement of armor stone to protect lake side (long-term integrity concern): **\$250,000**
  - Total absence of protective stone leaves structure entirely vulnerable
  - Repair of surface is not a real concern (public not allowed access)
  
- ***Summary of remaining work based upon PRIORITY (per Army Corps of Engineers)***
  - Armor stone placement on lake side of South Breakwater (URGENT NEED)
  - Surface repair of Sections C, B, A of North Breakwater (CRITICAL NEED)
  - Armor stone placement on harbor side of North Breakwater (IMPORTANT NEED but secondary to above, and would need to be last work completed regardless because of logistics)
  
- ***Summary of investment remaining/required for City of Port Washington taxpayers***
  - Armor stone placement on lake side of South Breakwater (likely): **\$250,000**
    - *Exploring possible expense mitigation of \$100,000 related to BIG Tier 1 Grant (\$200,000 grant application submitted and under consideration)*
  - Match of \$550,000 Recreational Boating Fund (RBF) Award for Section C, B, A surface repair (committed – likely): **\$550,000**
    - *Exploring possible partial or full cost mitigation, depending upon BIG Tier 2 Grant (\$1,450,000 grant application due June 1st)*
  - Investment to complete Phase 2 work of Gateway Project (possible): **\$100,000**
  - Investment in other services (fund procurement, design and engineering, etc.): **\$100,000**

**TOTAL CITY OF PW TAXPAYER INVESTMENT EXPECTED: \$1,000,000**

**POTENTIAL CITY OF PW TAXPAYER INVESTMENT POSSIBLE: \$3,000,000**

**CURRENT CITY OF PW TAXPAYER RESOURCES ALLOCATED: \$0**

- ***Remaining funding opportunities very limited***
  - **Private investment**
    - Current lakefront development partner has proposed possible \$150,000 investment in trail connectivity aspects of Gateway project
    - Numerous other outreach efforts to business community, organizations, and stakeholders, with no tangible success
    - Possible alignment of private investment resources for ADA-compliant paddle craft launch area and for lighthouse preservation efforts
  - **Ozaukee County**
    - \$0 investment at this time, last ask in March 2017 (fell short by two votes)
    - Possible opportunity for Fiscal Year 2018 funding for harbor-side armor stone placement on North Breakwater (ask of \$250,000 planned)
    - **NEED CITY RESIDENT ADVOCACY!**
  - **State of Wisconsin**
    - Harbor Assistance Program (HAP) Grant application due Summer 2017
    - One success (\$425,000 Award in 2015) and one failure (\$0 in 2016)
    - **NEED CITY RESIDENT ADVOCACY!**
  - **Federal Government**
    - Numerous asks made (2013, 2014, 2015, 2016, and ongoing)
    - Initial success (\$950,000 appropriation in late 2013) with no success since
    - Current administration is talking of \$1 Trillion Infrastructure Spending Bill
    - **NEED CITY RESIDENT ADVOCACY!**
  
- ***Upcoming dates and timeframes of interest!***
  - **May 16<sup>th</sup>**: Finance & License and City Council will consider and act on proposed “Memorandum of Agreement” (MOA) from Army Corps of Engineers for next phases of breakwater work, with generic language maximizing timeframe for “Contributed Funds”
  - **June 1<sup>st</sup>**: 60-day window begins for City “Contributed Funds” to Army Corps of Engineers
  - **August 1<sup>st</sup>**: Deadline for City “Contributed Funds” to Army Corps of Engineers to ensure armor stone can be procured and scheduled this Fall
  - **October 1<sup>st</sup> – October 31<sup>st</sup>**: Planned placement of armor stone on lake side of South Breakwater by Army Corps of Engineers
  - **October 31<sup>st</sup>**: Additional “Contributed Funds” due to Army Corps of Engineers
  - **Winter 2017**: Design work for repair of Sections C, B, A of North Breakwater
  - **Spring 2018**: Contracts (base with options) go out to bid
  - **Summer 2018**: Repair work of Sections C, B, A completed
  - **October 1<sup>st</sup> – October 31<sup>st</sup>**: armor stone placement on harbor side of North Breakwater
  
- ***How can YOU help?***
  - Stay engaged with City Council discussion and communicate with your Alderman
  - Contact your Ozaukee County Board Supervisor!
  - Make your voice heard with State and Federally elected officials!