

**From:** Gregory Francis Bird 2230 So Woodward St Milwaukee WI 53207 1316 414 481 7541

**To:** Honorable Members of the City of Milwaukee Zoning, Neighborhoods & Development Committee

**Re:** Jan 30 2018 agenda item #171211 – Harbor District Water and Land Use Plan amending SE Plan

Thank you each for this opportunity for the Committee to hear from the public, and I support more historic and less fuels additional studies.

I've attended over twenty years of meetings of the Board of Harbor Commissioners, as a citizen observer who can easily walk to Port offices, and many other neighborhood meetings about public designs, including making helpful suggestions, as well as reading the WaLUP and submitting general and specific comments, and commenting before the Jan22 meeting of the City Plan Commission, where I asked for a hold on adopting the Plan because it does not deal with declaring a **road salt chloride contamination emergency**.

Ages of observation and common sense, countless scientific studies, and now, another two-year study, by SEWRPC, is reported in the Jan 15 2018 Journal/Sentinel, for, ". . . estimating the amount of chloride reaching water resources and pointing to where it is coming from." – yet, the Port and City of Milwaukee, declaring itself the World's Freshwater Capital and Way, etc, make that branding questionable by earning more money from "dry bulk storage" of road salt than any other Port source – plainly, that's where South East Wisconsin's, and beyond's, chloride contaminations are primarily coming from, and all of the road salt that comes into the Port of Milwaukee, paying for storage on the South Harbor Tract, that is hauled around and applied burning fuels, all of that, is without contradiction or remediation, "reaching [our] water resources" (where else?), both ground and surface.

And, that is contrary to the Jan 23 2018 Summary of Public Comments on Draft Plan and Plan Edits, which says, ". . . potential negative impacts of road salt on area waterways." – accelerating chloride readings regionally have long proved "negative impacts".

There is no declaration of anything like a road salt chloride contamination emergency in the Plan now before you to begin to remedy Milwaukee's road salt and freshwater conflict of interests – let alone an expedited transition plan away from using road salt and replacement with new high-tech energy-producing infrastructure throughout our freshwater watersheds, including financial costs of early lease terminations.

This renders the Plan under your consideration, incomplete, short-sighted, and defective.

Additionally, such new clean manufactured and applied infrastructure at a port shoreline, done first here in Milwaukee, would allow products made in Milwaukee, to float to any threatened shoreline around the world.

Recent reports say downtown Milwaukee residential unit vacancies are rising – would such freshwater industries arising around Milwaukee's Port fill those vacancies, and more, and how about expanding some high-rise density south from the Central Business District, by the Port?

Too often in the past, Milwaukee has undervalued itself, selling itself short with mid-rise condos and big-box warehouses, offices and industrial fill-ins, almost as if Milwaukee were a shoreline satellite of Greater Chicago and not the best port on the southwest shore of Lake Michigan.

Transitioning away from using road salt is a major enormous and long-lasting economic opportunity that this Committee has an opportunity now, today, to begin, for Milwaukee, by demanding more of this Plan.

I thank all those involved with producing the Plan you are considering, but, owing to the emergency problem of growing chloride pollution of our freshwaters, I ask that the Committee place a hold on this item for one month so that the defects cited above can be better addressed.

It is also important that other threats to our fresh water resources be banned or more closely regulated, such as petroleum products and other combustibles fuels. -- Thank you