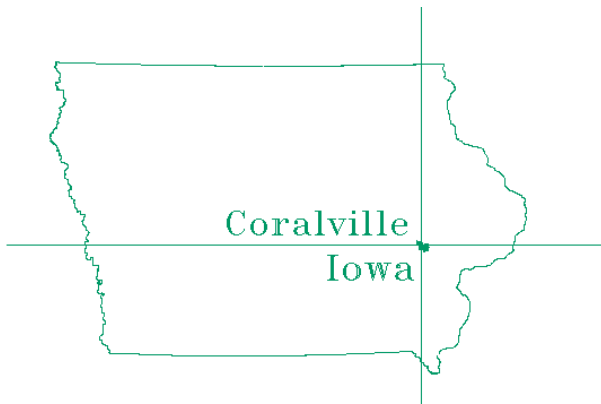
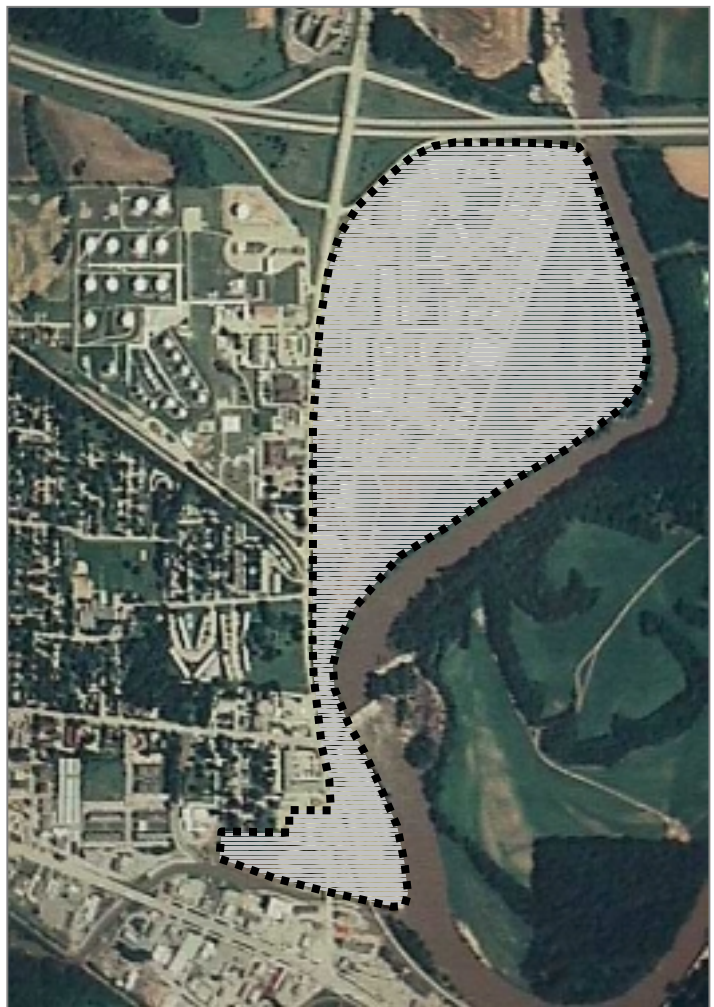


PROPOSAL FOR SUPPLEMENTAL ASSISTANCE



FIRST AVENUE REVITALIZATION EPA Brownfields Assessment Demonstration Pilot



December 1999

Cover Page

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Coralville, Iowa
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3. Date submitted: December 21, 1999
4. Project period: Two years from date of award
5. Project summary:

The First Avenue Revitalization Project encapsulates a sustainable redevelopment effort of the Old Industrial Park bordering the First Avenue Corridor in the City of Coralville, Iowa. Environmental concerns are prevalent throughout the Corridor. The concerns stem from past industrial material management practices. For example, within this area there exists a 1950's-60's municipal dump site, an on-ground uncovered coal pile storage area, an asphalt plant, a railroad yard, automotive and trucking repair businesses, and a waste transfer station. With looming historical uses that dictate concern for potential environmental impairments, potential redevelopment options for the area will remain dormant.

As the City of Coralville grows and development pressure in the outlying agricultural area increases, the importance of maximum utilization of land in the Old Industrial Park has become readily apparent. Over the last ten years Coralville has experienced an estimated 60% population growth. Accompanied by this growth, the dynamics of the City's economy has also changed. The City is promoting sustainable development in the existing pilot area that will accommodate commercial business and retail growth that helps satisfy the demands of a growing city.

Historically, the Old Industrial Park served as an area where Not In My BackYard (NIMBY) practices took place. Presently, the Old Industrial Park is at the center of the city and is the only area that offers riverfront access as well as access to Interstate 80 via First Avenue. The Old Industrial Park is an area with very high potential for quality redevelopment that could benefit the community, property owners, and the environment. The obstacle that is slowing and even preventing redevelopment is real and perceived environmental impairments.

Realizing the conditions that the City of Coralville faces, the City took advantage of the Brownfield Assessment Demonstration Pilot Grant offered by the United States (US) Environmental Protection Agency (EPA). In the last year the City of Coralville has established a Brownfield Redevelopment Project Team consisting of the City Administrator, the City Engineer, the City Finance Officer, the Pilot-funded Brownfields Project Coordinator, and private consultants. The City of Coralville is currently utilizing the funding to assess the Old Industrial Park east of the First Avenue Corridor. In addition, by receiving national attention from being an Assessment Demonstration Pilot, the City of Coralville has been able to develop complementing projects with the US Army Corps of Engineers and Iowa Department of Transportation and has developed alliances with several federal and state agencies capable of providing future incentives to foster this redevelopment and revitalization effort.

The City of Coralville has also completed Part II of this Application in hopes of securing additional funding to assess properties that would facilitate greenspace development in the Pilot area. This greenspace development will enhance redevelopment interests as well as create an environmentally and aesthetically pleasing atmosphere for the community.

Evaluation Criteria – Part I

1. Established Brownfields Program

Overall Program Strategy

The First Avenue Revitalization project is being promoted and managed by the City of Coralville (City). The strategy the City has adopted consists of:

- Identifying parcels within the City that are abandoned, underutilized, and afflicted with real or perceived environmental contaminant concerns;
- Identifying impaired sites that would host other City projects such as street or infrastructure improvements;
- Identifying underutilized and/or impaired sites within City limits that possess geographic and marketability characteristics that would make them attractive for accommodating the growing demand for commercial, light industrial, and retail land in Coralville; and
- Developing a plan of action to investigate and manage a brownfield site or sites. This plan of action includes not only addressing environmental impairments but addressing other variables necessary for feasible redevelopment.

Local Brownfield Policy Development

The local brownfield policy remains to focus on sites that can be redeveloped before looking to the urban fringes for development sites. In light of an estimated 60 percent population growth rate, the local brownfields policy developed out of a need to address the growing demand for efficient utilization of existing retail, commercial, and industrial space within the City of Coralville. This policy also developed because the community has become more cognizant of environmental concerns and realizes that these concerns can not be ignored. Addressing these concerns sooner rather than latter with definitive environmental site assessment results will allow the community to better manage their known and yet uncovered environmental challenges. The community also realizes their ethical responsibility to take a proactive approach toward protection of human health and the environment. The Old Industrial Park along First Avenue in Coralville was readily recognized as an opportune location capable of benefiting from this policy. Finally, as a City bordering Interstate 80 and a crossroads to Iowa City and University of Iowa, the community brownfields policy is also directed at bolstering Coralville's aesthetic image and the perceptions that areas like the Old Industrial Park may leave on those visiting the area.

Lead Office for Brownfield Work

The lead office for the brownfields work is the City Administration office with support functions handled by City Engineering, the City Attorney's Office, and the Office of the Pilot-funded Brownfields Coordinator.

Roles of Various Government Departments

The pilot-funded City Brownfields Coordinator serves as a liaison between EPA, the various City departments, the community, and the consultant. This individual is also responsible for assuring compliance with the administrative and reporting requirements of the cooperative agreement. The City Administrator has assumed the role of integrating other City plans into the brownfields pilot redevelopment project. The City Administrator also makes recommendation and proposals to the City Council regarding acquisitions within the Pilot area that would promote sustainable economic development consistent with community objectives. The City Finance Director in cooperation with the City Attorney helps address financial and liability concerns surrounding City purchase agreements on properties in the Pilot area. The City Engineer performs the vital role of planning and integrating infrastructure considerations into this brownfields redevelopment project.

Funding Sources

The EPA Brownfields Assessment Demonstration Pilot Cooperative Agreement remains the primary source of funds for site assessment tasks, outreach, coordination, and the City Brownfields Coordinator. The City has subsequently used public funds to purchase key properties that can serve as catalysts to this redevelopment effort. The U.S. Army Corps of Engineers (USACE) and the City have also entered into a cost-share agreement under the Planning Assistance to States (PAS) program to tackle the following work elements in this brownfields revitalization effort:

- Aerial mapping, and survey information;
- Hydraulic modeling/Hydrologic modeling;
- Project Area Analysis;
- Land Use Plan; and Greenway and Trail Development Plans.

As is evidenced by this Application, the City is continuing to solicit EPA for additional cooperative agreement funds that serve as the primary imputes to this most remarkable collaboration of positive energy and resources the City has ever experienced. This is truly a "model" Pilot.

Commitments by the City of Coralville/Streamlining the Government Process

This small community (~12,000 residents) has made unprecedented commitments to continuing a successful brownfields program. The City has provided a full office, communication, and computer resources for the City Brownfields Coordinator. The City Administrator and the City Engineer have dedicated a portion of almost each workday over the last year to this initiative, possibly double the amount of time initially anticipated. The City Attorney and Finance Officer have also provided time and consultation to the City brownfields team regarding liability issues associated with the prospective purchase of several properties in the Pilot area. The City has provided conference room space for consultant and agency meetings and has utilized council chambers for a well-attended property owner education and outreach meeting. Additionally, on December 17, 1999 the City provided its Council Chambers for an EPA training session on Quality Assurance Project Plans (QAPP). Those in attendance included the USACE, the City, representatives from the City of Cedar Rapids, laboratory personnel, and consultants. The EPA representatives did an outstanding job and those in attendance agreed efficiencies in the QAPP process with the intent of streamlining the governmental process would be gained down the road for other Iowa Pilot communities. It is with this spirit of cooperation and dedication of City Resources that Coralville intends to continue its brownfields economic redevelopment initiatives.

At a purchase price of four million dollars, the City recently proceeded to acquire the Hawk-I truck stop, a key environmentally impaired property in the pilot area, with City funds. After a review of existing environmental site assessment (ESA) data and Iowa Department of Natural Resources (IDNR) records, the City determined the likely prime impairment was petroleum substances, a non-CERCLA hazardous substance. Knowing this and given the short-time provided by the owner for a purchase decision, the City chose to proceed with purchase of the site (without further site assessment work with brownfields funds) with the confidence of having \$820,000 in insurance funds to address contaminant issues. Conscientious and informed decision-making based on adequate research and legal and agency consultation compliments the City's ability to streamline this process and make their revitalization vision a reality. The City continues to work toward other key property purchases in the brownfields area; however, two of these sites, the Cedar Rapids and Iowa City (CRANDIC) railroad yard site and the Sunset Motel, are being assessed using Pilot funds because of potentially more complex contaminant issues. The Sunset motel site is currently an "enrolled" site and a Phase I Environmental Site Assessment (ESA) has been completed. Access agreement negotiations continue with CRANDIC.

Outside Successes and Accomplishments

Under the USACE PAS program, the City is funding community involvement outside the Pilot funding. A series of meetings is planned intended to bring out and formally document the community's vision for redevelopment and revitalization of the 1st Avenue corridor. These meetings will integrate the brownfields communication and education initiatives with the PAS land use planning initiatives. In the meantime, the City will proceed to gather as much ESA information on the Pilot area to better understand how to best manage the environmental challenges that must be addressed to render the final redevelopment concept a reality.

Realizing that brownfields are just "one variable along the redevelopment continuum," the City also secured nearly six million dollars to improve 1st Avenue, the main roadway providing access to the Pilot area. The funding comes from a variety of sources including a Department of Transportation (DOT) Iowa Clean Air Attainment Program (ICAAP) grant, Iowa DOT Traffic Safety Funds, Iowa DOT Primary Roadway Funds, Hazard Mitigation Funds, Regional Surface Transportation Program (STP) Funds, City of Iowa City, University of Iowa, special assessments, and general obligation bonds. The City expended its own time and resources to investigate concerns surrounding the Hawk-I Truck Stop property mentioned above. Additionally, on its own initiative, the City has sought assistance from the following entities to develop funding and initiatives outside the EPA Pilot funding:

- USACE through the PAS, Section 206, and Section 1135 Programs
- Iowa Department of Economic Development (Iowa DED) through the Physical Infrastructure Assistance Program (PIAP) and the Community Attraction and Project Development Component;
- Local government for property purchase capital and development of capital generating mechanisms such as tax increment finance (TIF) districts;
- Iowa Department of Transportation (Iowa DOT) through the Transportation and Community Preservation System Pilot (TCSP) program; and
- Iowa DNR through their administration of the Clean Water State Revolving Fund (SRF) and Leaking Underground Storage Tank (LUST) insurance fund.

2. Accomplishments under Existing Brownfield Assessment Pilot

Completed Activities

Specific accomplishments funded by EPA include the following:

- Hired a part-time urban planning graduate student to serve as the City Brownfields Coordinator;
- Conducted group and private education and outreach meetings with property owners;
- Completed a project plan for Phase I ESA activities titled, "*City of Coralville EPA Brownfields Economic Redevelopment Initiative Work Plan – First Avenue Revitalization,*"
- Completed database inventory of all parcels in the Pilot area including owner, address, and parcel description;
- Hired consultant to complete ESA activity and to assist with coordination and outreach and securing peripheral funding through interagency coordination;
- Developed Electronic Planning Portfolio of all Phase I Site Assessment Results, a CD-ROM copy of which is being provided to the EPA program manager;
- City attendance at EPA-sponsored brownfields outreach/education seminars including Region VII All-Pilots forum;
- Completion of all required quarterly reports to the EPA Brownfields Manager;
- Held meeting between City team to discuss environmental justice issues and to insure that the minority and lower income residents of the community are not in any way disproportionately adversely affected by the 1st Avenue Revitalization initiatives including the redevelopment of brownfields properties;
- Maintained existing partnerships with those partners specified in the initial Pilot application and forged new or renewed partnerships with the USACE, the Iowa DED, Iowa DOT, Iowa DNR, and outside developers.
- Developed a Draft Generic Quality Assurance Project Plan (QAPP) for Phase II ESAs;

Quantitative Information on Measures of Success

- Leveraged commitments on behalf of the City amounting to over \$4,000,000 in real estate acquisition funding;
- Leveraged \$80,000 in USACE PAS funds to facilitate the redevelopment process;
- Leveraged \$80,000 in City funds to match the USACE PAS initiative;
- Leveraged nearly \$6,000,000 in transportation improvement funds;
- 100 percent of the property owners were contacted with written materials and/or phone calls;
- 4 percent of the property owners engaged in special meetings by City to negotiate enrollment in Pilot program;
- Approximately 70 percent of the property owners participated in a public meeting at City Hall;
- 26 percent of all owners enrolled in the Pilot for Phase I ESAs;
- 36 percent of all acreage was enrolled in the Pilot for Phase I ESAs;
- 52 property owners participated in educational presentations at City Hall on the Brownfields Concept, due diligence process, Phase I ASTM ESAs, Phase II ESAs, Iowa Land Recycling Program (LRP), and risk-based assessment;
- Consensus and formal enrollment in Pilot of 24 property locations through consent-based legal access agreements;
- Completed an initial round of ESA activity amounting to 19 Phase I ASTM E-1527 Reports and 7 Transaction Screen ASTM E-1528 Reports for grouped parcels of land use amounting to a total of 26 reports;
- ESAs consisted of 46 enrolled parcels amounting to 34 percent of eligible 136 parcels;
- Identified 20 parcels, or 43 percent of enrolled parcels as 12 individual reports, with ASTM "Recognized Environmental Conditions" or RECs of varying magnitude;
- *Cleared 20 of 46 enrolled parcels, accounting for approximately 12 parcel groups of distinct land use and ownership. This is an estimated 48% of total properties enrolled and ~36 acres or 21% of overall Brownfield Pilot.*
- Identified 17 properties (11 acres, 7% of Pilot area) in or adjacent to the Pilot area in the public regulatory records documenting RECs. The City subsequently had consultant prepare written summaries and Pilot reference documentation of these sites for parcels not enrolled and physically adjoining enrolled properties.
- Scoring for Phase II ESA work completed for 24 properties;
- Special City efforts with 3 property owners for enrollment that could add additional 10-12 acres for assessment;
- Secondary negotiations with 1 owner and diversion of approximately 8 acres to Phase II review activity and purchase by the City in November 1999.
- Map prepared summarizing current status on properties within the Pilot area (see Attachment 2).
- Potential for an estimated 50 additional jobs related to redevelopment concept for Hawk-I property acquired by City.

3. Demonstrated Ability to Administer Existing Brownfields Assessment Demonstration Pilot

Required Deliverables

The City of Coralville has submitted all agreed upon deliverables under this Cooperative Agreement. These deliverables have included quarterly progress reports, financial status reports, results of ESA activities (via the Electronic Planning Portfolio). In addition, Coralville has been hammering out the details of its Generic QAPP with EPA. The City's EPA program manager, Cecilia, M. Tapia, will attest to the status of Coralville's performance with regard to required deliverables.

December 21, 1999

"Reseeding Our Brownfields, A Community Effort...A Team Effort"

Proceeded as Agreed Upon and Budget Status

This assessment pilot has proceeded as agreed upon in the cooperative agreement schedule with a few exceptions. The Phase II ESAs from Round One Phase I ESA activity were initially scheduled to be complete by the November of 1999. The City and its consultants have expended additional time to develop an accurate and useful Generic QAPP that will guide all follow-on Phase II activities. Subsequently, site-specific attachments to that QAPP for six Phase II ESAs are being developed. The City and EPA agreed on the necessity and importance of developing this comprehensive, useful, and defensible decision-making tool upfront to create greater efficiencies and credibility for future activities under this Pilot. Consequently, a two-month lag exists in the schedule is likely to be reversed as a result of the anticipated future efficiencies. Other items have proceeded ahead of schedule. For instance, the tasks “property acquisitions”, “develop options for property acquisition financing”, “meetings with developers”, and “the development of a land use concept plan” have already occurred or been initiated. The City will continue to work with its EPA Program Manager to maintain an agreeable schedule. The status of the Cooperative Agreement budget follows:

Item	Original Budget	Incurred to Date	Remaining Allocation	Anticipated Reallocation
A. City Personnel/Part-time Coordinator	\$40,000	\$35,135	\$ 4,865	\$40,000
B. City Travel	\$ 5,000	\$ 4,399	\$ 601	\$ 5,000
C. City Supplies	\$ 5,000	\$ 3,000	\$ 2,000	\$ 5,000
D. Contractual				
Public Involvement and Outreach	\$12,000	\$ 6,459	\$ 5,541	\$14,500
Program Coordination and Education	\$12,000	\$14,268	(\$ 2,268)	\$16,000
QAPP and DQO Plan	\$ 3,000	\$ 4,565	(\$ 1,565)	\$ 6,000
Phase I ESAs and Reporting	\$40,000	\$20,324	\$19,676	\$25,000
Phase II ESAs and Reporting	\$61,000	\$ 2,384	\$58,616	\$65,000
Project Planning Portfolio (EPP)	\$ 2,000	\$ 1,436	\$ 564	\$ 2,500
Interagency Coordination	\$11,000	\$ 1,596	\$ 9,404	\$12,000
Expenses	\$ 4,000	\$ 1,600	\$ 2,400	\$ 4,000
E. Other (City and Partners)	\$ 5,000	\$ 777	\$ 4,223	\$ 5,000
TOTAL	\$200,000	\$95,943	\$104,057	\$200,000

The items summarized in Section 2 of this proposal provide the best summary of how the budget has been spent to date. As evidenced in the above reallocation of the original budget, the majority of the remaining funds will be spent on Phase II ESAs, public involvement and outreach, and coordination as this is truly a team effort.

4. Work to be Performed

Introduction

A general discussion of the project has been presented in the Project Summary on the Cover Page and in Section 1 of this application. In short, the project consists of investigating and understanding the environmental conditions of the 200-acre Old Industrial Park in Coralville, Iowa. The intent of gaining this understanding is to allow the City to remove any unwarranted perceptions of contamination as well as manage and mitigate impairments in order that they do not remain or become limiting factors to Coralville’s First Avenue Revitalization initiative. This understanding will also allow the City to assess any potential threats to public health or the environment.

The City continues to actively pursue negotiations with landowners so that they will enroll their properties into the brownfields program. New enrolled sites will continue to be added for Phase I ESA activity. The enrollment and ESA status of properties has been diagrammed on the map in Attachment 2.

The problem and needs associated with redevelopment remain as stated in the City’s original EPA Pilot Application. Industrial land use acreage has steadily declined since 1958 to approximately 6.7% of the total land use in Coralville in 1991. Recent growth has occurred in the greenfields areas of the University Research Park, Heartland Industrial Park, and the Coralville Industrial Park II allowing a general decline and deterioration of the First Avenue Commercial/Industrial Area. The future growth of Coralville is limited by a lack of annexable, developable land on three sides. Coralville is landlocked on the east and southeast by Iowa City, the northwest by North Liberty and is within one mile of Tiffin on the west. Remaining annexable land to the north consists of a quarry and rugged bluffs above Muddy Creek and Coralville Lake. Annexable land to the southwest is currently in agricultural production. The State of Iowa is experiencing urban sprawl at an alarming rate as industries continue

to develop on greenfields sites. Iowa's economy is agriculturally based and the increasing use of greenfields for development while allowing brownfields to be underutilized is a significant long-term concern.

The City of Coralville began aggressively addressing the development concerns in older blighted areas of Coralville in 1995. A 1995 Coralville Community Plan identified 10 problem areas and discussed future growth issues. The original Pilot Application and this Supplemental Assistance Application address two of the problem areas described as areas of "marginally active commercial and vacant buildings" with "an incompatible mixture of land uses". The First Avenue Revitalization Project includes the Coral Industrial Park, the old power plant area (part of the original platted area of the community), and an old abandoned landfill. The pilot area covers approximately 200 acres. The City does not have the funds to both assess and acquire properties with perceived contamination. Without EPA's funding and technical assistance, informed decisions regarding acquisition and ability to leverage outside funds would be severely hampered.

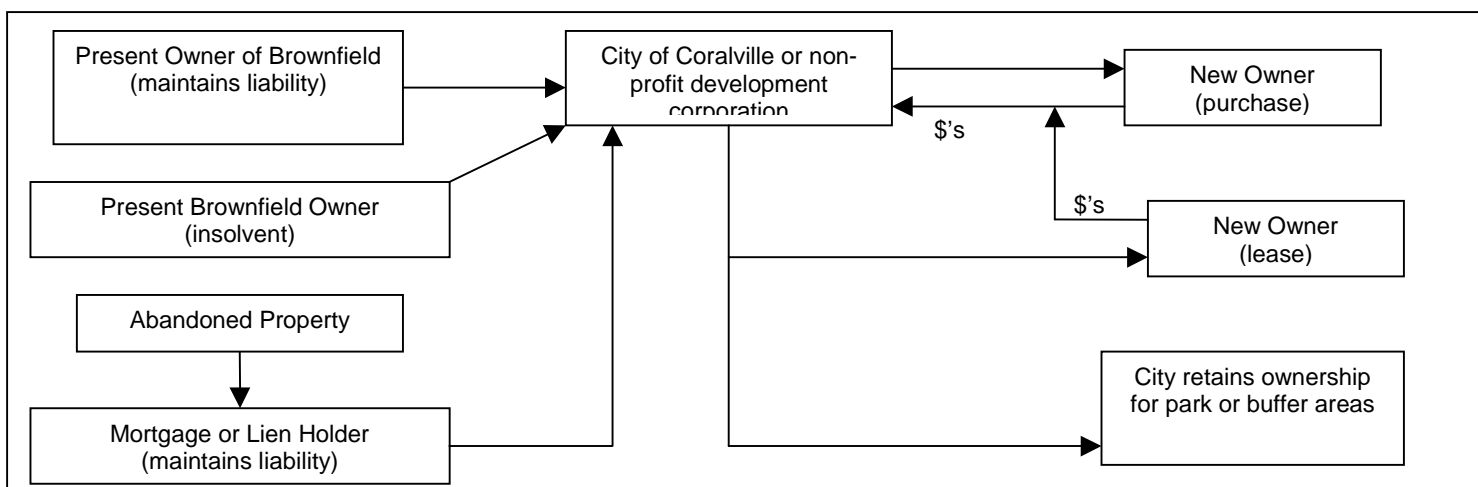
In mid 1997 Coralville began studying First Avenue and adjacent areas. The study, completed in December of 1997, was titled the "First Avenue Corridor Study" and addressed access concerns and pedestrian, bicycle, and automotive transportation flow through the corridor. The corridor borders the west side of the pilot area. The study included a proposed design concept for renovation and upgrading of the corridor infrastructure. However, improved accessibility and services will not attract redevelopment as long as perceived environmental contamination and liability remain. Evidence of contamination is apparent by the type of operations that existed and knowledge of waste management practices in the 1960's and 1970's timeframe. Phase I ESAs completed with original Pilot funds confirmed some perceptions of contamination and removed others.

The Coral Industrial Park has excellent potential for redevelopment as a commercial area with good access to Interstate Highway 80, U.S. Highway 6, and the local CRANDIC Railroad. The park is also isolated from residential areas. However, the park has not realized its potential because of inadequate site planning and building maintenance, poorly or unmaintained vacant buildings and lots, and perceived environmental contamination in the area from past and present property uses. Unconfirmed rumors of illegal tanker dumping in the area also contribute to the perception of contamination and hinders revitalization efforts. The old power plant was the original site of the grist mill constructed in 1843 and reconstructed after a fire in 1873. The area once contained a woolen mill, saw mill, and paper mill and now is the site of a concrete mixing operation, large electrical substation, and vacant property with indications of past industrial land use. The old power plant is currently utilized as a restaurant and the dam has an added pedestrian bridge currently in disrepair. Several buildings were constructed on a former landfill located in the southwest corner of the pilot area along the banks of Clear Creek west of First Avenue. The landfill went through CERCLA Preliminary Assessment in 1995 by EPA. The landfill was a municipal dump with construction and demolition debris and was in operation in the late 1960s and early 1970s. The Sunset Motel, located on the site, has been demolished.

These brownfields areas have resulted in impacts to the environment of our community. The quantitative impact of contamination on our community is not known; however, unofficial reports of contamination in several sand point wells have been rumored and past property uses indicate the possibility of environmental impact. The Coral Industrial Park is located along the Iowa River on alluvial soils with high permeability. Likewise the old municipal dump is located along Clear Creek, a tributary of the Iowa River, also on alluvial soils with high permeability. This proximity of brownfields properties to the Iowa River remains a public health concern and environmental concern.

To summarize the brownfields problems and needs in our community, future industrial development in Coralville is limited to currently active agricultural production land, vacant land within residential areas, and brownfields areas. Iowa and Johnson County's economy is agriculturally based and the increasing use of greenfields for development while allowing brownfields to be underutilized is a significant long-term concern. Likewise the use of vacant lots within residential areas is an inappropriate use of land. The best source of industrial development land is the existing brownfields sites. However, redevelopment of these areas is hindered by perceived environmental contamination, a condition that continued funding from the EPA would help to address.

The flow of ownership for properties addressed using the Supplemental Assistance funds will be as depicted in the original Pilot Application, a flow that has been proven to work with the acquisition of the Hawk-I Truck Stop property within the Pilot area. The following diagram shows the proven and anticipated flow of ownership:



Management and Coordination

The Management structure is best portrayed in diagram on the following page. The only change to the current management structure would be the position of City Brownfields Coordinator. The current City Brownfields Coordinator, Lanny VanDaele, will graduate from graduate school in May and will begin pursuing a Law degree in the Fall. The City would reallocate time from its existing internal staff to assure the original pilot commitments are fulfilled for the few months remaining in the original schedule. The City will then consider hiring another intern or working with a consultant coordinator to help manage this initiative through the supplemental assistance period.

Tasks and Schedule

The following tasks have been identified as necessary following or in conjunction with original Phase I ESA, Phase II ESA, and education and outreach tasks scheduled to be completed with the original Pilot cooperative agreement funds. These tasks would be tracked and funded under the Supplemental Assistance cooperative agreement funds. The City envisions proceeding along with the original ESAs and necessary follow-up investigation as one block group of activity progressing along one timeline toward an end result, i.e., redevelopment. Concurrently, the City intends to enroll more sites within the original pilot area for Phase I ESA activity. This second group of enrolled sites and necessary following on investigations would follow a second activity timeline. With such a plan, successes are likely to occur sooner than if the City attempted to mesh the two rounds of activity along the same time continuum. It is the initial successes that can serve as catalyst to the redevelopment effort, catalyst for interest on the part of developers as well as catalyst for securing additional funding for all variables influencing successful and sustainable redevelopment of the Old Industrial Park.

Task 1a. Hold Community Meetings in Conjunction with PAS Land Use Planning Initiative

The City will continue to engage the community in this redevelopment effort. The community meetings will further elaborate on the 1st Avenue Revitalization Project, discuss environmental and economic successes as well as remaining roadblocks to redevelopment, present the current land uses, and request input from those in attendance on the redevelopment concept(s) that will provide the greatest benefit to the community.

Activity	Deliverables	Submittal Date to EPA
Community Involvement	Presentation Materials, Meeting Minutes	15 days after each scheduled meeting

Task 1b. Hold Individual and Group Property Owner Meetings to Enhance Program Enrollment

To enhance the percent of properties enrolled in the Pilot Program, the City and consultants will hold several additional group and private meetings with property owners to gain their consensus on the brownfields process.

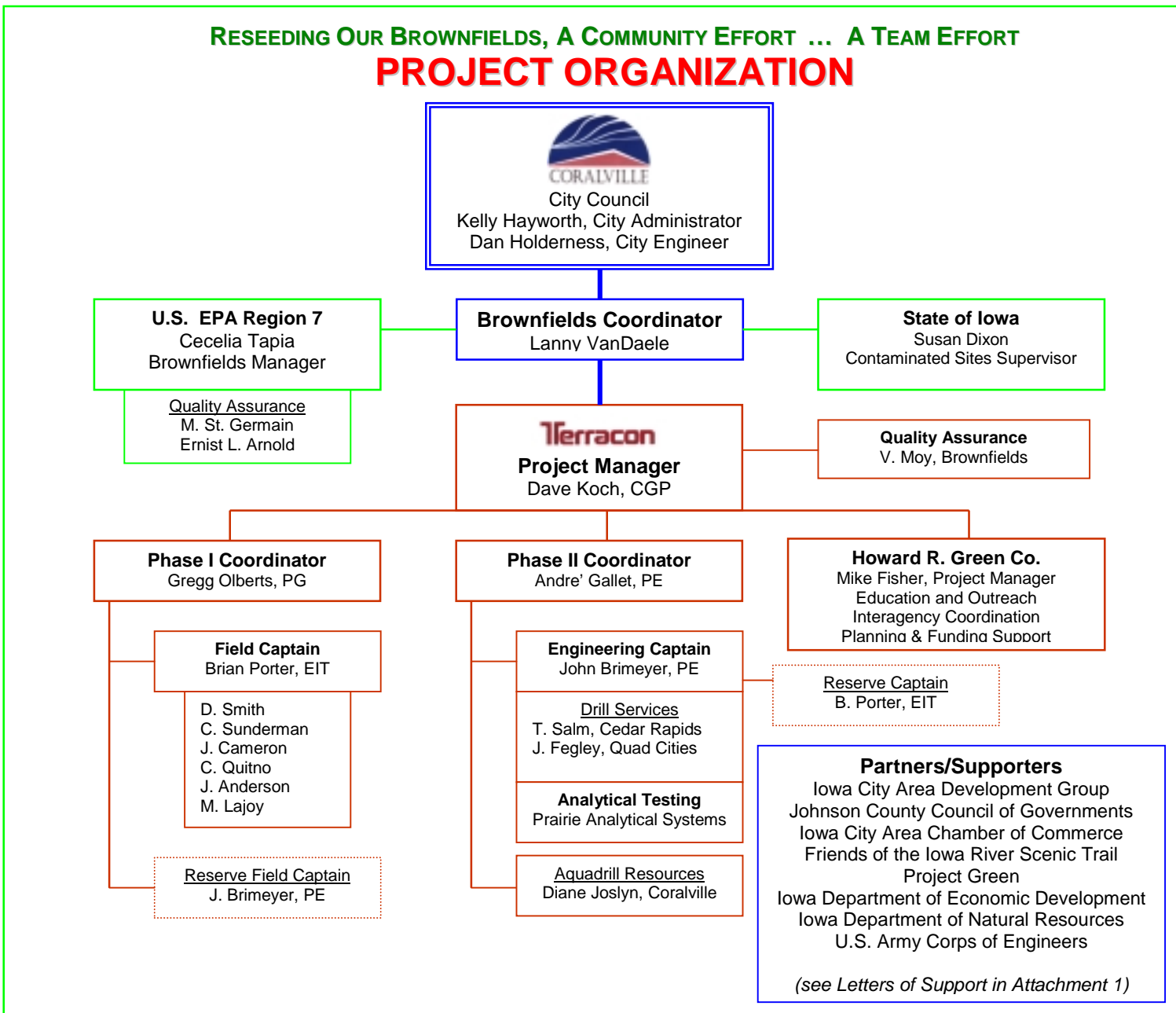
Activity	Deliverables	Submittal Date to EPA
Property Owner Meetings	Meeting Minutes	15 days after each scheduled meeting

Task 1c. Meetings with Partners, Developers, and Agencies

As the City attempts to leverage more resources to sustain this economic redevelopment effort more time is

RESEEDING OUR BROWNFIELDS, A COMMUNITY EFFORT ... A TEAM EFFORT

PROJECT ORGANIZATION



needed to communicate the communities needs and to progress from the point of communicating needs to the point of securing resources. Thus, the City and consultants anticipate numerous meetings to foster existing relationships and develop new interests in the project.

Activity	Deliverables	Submittal Date to EPA
Partner, Developer, Agency Meetings	Meeting Minutes	15 days after each scheduled meeting

Task 2a. Phase I ESAs, 2nd Round

Currently, 26 percent (46 enrolled parcels) of all owners are enrolled in the Pilot for Phase I ESAs. The City's goal is to double this enrollment figure and the acreage enrollment as well. With the enrollment of significant new properties or acreage, the City will proceed with a second round of Phase I ESAs.

Activity	Deliverables	Submittal Date to EPA
Phase I ESAs, 2 nd Round	10 Phase I ESA Reports	90 days following enrollment of up to 10 property owners

Task 2b. Amend Electronic Planning Portfolio (EPP) to include 2nd Round of Phase I ESAs

The City's EPP has proven to be a "user friendly," convenient, and resourceful tool for recording, accessing and regenerating data on the 1st Avenue Redevelopment Pilot. Data from additional ESA activity will be incorporated into the existing EPP structure to be stored on a single CD ROM disk.

Activity	Deliverables	Submittal Date to EPA
Amend EPP	Amended EPP on CD ROM	120 days following enrollment of up to 10 property owners

Task 2c: Prioritize 2nd Round Phase I ESA Properties for Phase II Activity

Following completion of the 2nd Round of Phase I ESAs, the properties will be ranked to establish prioritization for follow-on intrusive assessment activity.

Activity	Deliverables	Submittal Date to EPA
Ranking of 2 nd Round Phase I ESAs	Amended Enrollment Map including New Rankings	120 days following enrollment of up to 10 properties

Task 3a. Revise and Expand Project Plans Based On Original Pilot Screening Assessment

The original Pilot Phase II assessment activities are limited in quality and deliverables to screening level assessments as described in the final Project Plan – Part 2: Generic Data Quality Assurance Plan and Part 3: Site-Specific Generic Data Quality Assurance Plan. To sustain redevelopment and property acquisition beyond screening feasibility of the original Pilot, the Project Plan must be modified consistent with preliminary findings.

Activity	Deliverables	Submittal Date to EPA
Revise Project Plan	Draft Revised Part 2: Generic Quality Assurance Project Plan	60 days after Pilot Phase II Reporting or Award of Supplemental Assistance
	Final Revised Part 2: Generic Quality Assurance Project Plan	30 days after EPA review comments on Draft

Task 3b. Phase II Expanded Remedial Evaluation For Ranked Pilot Sites

The Pilot Phase II assessment activities were designed to and are providing screening-level assessment for enrolled properties ranked according to the project plan as the six (6) upper sites with recognized environmental conditions. 3 of these are known to be impacted and appear from Pilot information to be complex sites. They will require assessment beyond the screening level. Additional field work is needed to substantively expand the amount of data and evaluation beyond the screening stage to provide a definitive determination of remedy, impediments to construction and industry remedial costs.

Activity	Deliverables	Scheduled Completion
Phase II Remedial Assessments ^A - 210 East 10 th Street - 230 1 st Avenue - 216 East 9 th Street	Draft Site-specific QAPPs, 3 Sites	30 days after EPA approval of Revised Project Plan
	Update Site-Specific Health and Safety Plans, 3 Sites	Concurrent with above
	Final Site-specific QAPPs, 3 Sites	30 days after EPA approval of Site Specific QAPPs
	Field Assessment, 3 Sites	120 days after EPA approval of Site Specific QAPPs
	Expanded Phase II Remedial Assessment Reports, 3 Sites	60 days after completion of field assessments and receipt of chemistry
	Electronic Status Reports	Weekly from commencement of funding

A: Actual sites subject to final rankings and findings of Phase II Pilot screening assessment in progress and possible second round candidates from in-progress “second round” outreach to increase enrollment.

Task 3c. Phase II Screening Evaluation For Unassessed Sites Identified In Pilot

In addition to the top 6 ranked sites identified and screened in the original Pilot, 6 additional sites with recognized environmental conditions were identified. Actual environmental impairment qualified for Additional field work is needed to substantively expand the amount of data and evaluation beyond the screening stage to provide a definitive determination of remedy, impediments to construction and industry remedial costs.

Activity	Deliverables	Scheduled Completion
Phase II Screening Assessments ^A - 910 Quarry Road - 800 Quarry Road - 207 East 9 th Street - 211 East 10 th Street - 103 East 7 th Street - 701 1 st Avenue	Draft Site-specific Quality Assurance Plans, 6 Sites	30 days after EPA approval of Revised Final Project Plan
	Site-Specific Health and Safety Plans, 6 Sites	Concurrent with above
	Final Site-specific Quality Assurance Plans, 6 Sites	30 days after EPA approval of Site Specific Quality Assurance Plans
	Field Assessment, 6 Sites	120 days after EPA approval of Site Specific Quality Assurance Plans
	Phase II Screening Assessment Reports, 6 Sites	60 days after completion of field assessments and receipt of chemistry
	Electronic Status Reports	Weekly from commencement of funding

A: Actual sites subject to final rankings and findings of Phase II Pilot screening assessment in progress and possible second round candidates from in-progress “second round” outreach to increase enrollment.

Budget

Budget Category	Project Tasks								
	1a	1b	1c	2a	2b	2c	3a	3b	3c
Administration	\$1,000	\$1,000	\$1,000	\$1,200	\$200	\$300	\$300	\$2,000	\$2,000
Project Management	\$500	\$500	\$500	\$3,000	\$300	\$500	\$300	\$6,500	\$6,800
Professional Labor	\$6,000	\$4,000	\$5,000	\$11,500	\$1,300	\$800	\$4,100	\$15,000	\$11,400
Analytical Services								\$23,000	\$19,400
Subcontract Services							\$200	\$4,400	\$4,800
Equipment								\$3,500	\$3,000
Other	\$500	\$200	\$300	\$300	\$200	\$100	\$100	\$1,500	\$1,500
Total	\$8,000	\$5,700	\$6,800	\$16,000	\$2,000	\$1,700	\$5,000	\$55,900	\$48,900

Based on the above budget, over 82 percent of the supplemental assistance funds would be expended directly toward achieving Phase I ESA, Phase II ESA, and expanded Phase II (Phase III) ESA results. These estimates of probable costs are based on the Coralville Brownfields Team's knowledge of conditions from information gained and anticipated under the original assessment agreement. The estimates are also based on projected realistic enrollment of additional properties within the next year to allow for a 2nd round of Phase I ESAs. The City's outreach and coordination activities have paid significant dividends under the original cooperative agreement; thus, the City has budgeted an adequate percentage of the supplemental assistance funds to continue this activity.

Measures of Success

The City of Coralville and its partners have achieved remarkable short-term successes with this initiative as evidenced in Section 2 of this Application. Funding under this Supplemental Assistance Program will increase the probability that the City will achieve some of those long-term successes presented in the 1st Avenue Revitalization original Pilot application. The measures the City Brownfields Team uses and will continue use to gauge success include the following:

- Number of acres, parcels, and property owners formally enrolled in the Pilot Program through consent via legal access agreements;
- Number of acres, parcels, or properties cleared of the perception of environmental concerns (i.e., do not require follow-on investigation or cleanup);
- Number of properties with brownfields assessments started;
- Number of properties with brownfields assessments completed with pilot funding;
- Number of properties with brownfields assessments completed with other funding;
- Increase in development interests in the Pilot area;
- Increase in property and sales tax revenue;
- Documented and electronic Phase I, Phase II, and Phase III ESA results;
- Enrollment of environmentally impaired sites into Iowa's Land Recycling Program (LRP);
- No further action letters attached to deeds on property as a result of LRP enrollment;
- Positive changes to employment (including construction/cleanup jobs), poverty, and housing statistics in the community;
- Amount of cleanup dollars leveraged;
- Amount of money leveraged through state and federal partnering agencies to address other variables crucial to redevelopment;
- Community time and financing commitments; and
- Number of properties with brownfields redevelopment activities underway.

Evaluation Criteria - Part II

5. Greenspace

Authority and Context

The local agency responsible for the planned greenspace is the City of Coralville Parks and Recreation Department. The City is also the lead office. A letter of support documenting the partnership between Coralville Parks and Recreation and the City Brownfields Redevelopment Team can be found in Attachment A.

Greenspace Plan

Development in most urban areas has treated riverfront as a “back door” to the development. The City of Coralville wants new development in the brownfields area to treat riverfront as the “front door” to the development. With that in mind, the City plans to enhance the riverfront experience in the Pilot area by making it accessible with trails and open space. Under the City’s plans, trails in the Pilot area would connect with the existing trail system at 1st Avenue and 5th Street. Additionally, trails in the Pilot area would cross the old Iowa River Power Dam and connect to Iowa City’s Peninsula Project. Coralville also plans on recreating wetlands where feasible, enhancing wildlife, and improving water quality. As part of the City’s Greenspace Plan, “green” buffer strips will be developed along the riverfront in the Pilot area to filter stormwater runoff and improve river water quality.

The City’s vision entails blending redevelopment with the Iowa River environment. This concept includes establishing some “green” areas such as wetlands, grass lands, and native prairie grass areas throughout Pilot Area. It entails bringing some development such as a “riverfront café” and “boardwalk” right up to the riverfront in the Pilot area. This blending concept means exploring the possibility of extending green corridors from the riverfront area towards 1st Avenue. This will also serve as an aesthetic enhancement to the Pilot area and help with stormwater drainage and/or detention.

The City’s greenspace plan for the Pilot area would enhance the visual image from I-80, 1st Avenue, and the River. This image would serve as a comforting message to travelers, visitors, and those passing through to Iowa City that Coralville is a community that cares about the environment, about its economy, and about its quality of life. With this image the City would extend an invitation for others to enjoy what has been created out of what was once an area wrought with economic and environmental challenges. But, to make this Greenspace Vision a reality, the City must investigate the environmental conditions throughout the Pilot area, especially along the river, prior to acquiring and redeveloping the land for green and open space. With EPA “greenspace” funding, these investigations on planned green and open space areas would be able to proceed along with other investigations funded with original Pilot and Supplemental Assistance funding.

The City’s and community commitment to this plan is evident in the development of a Iowa River Corridor Trail Plan (see map in Attachment 2) and the work of the Friends of the Iowa River Scenic Trail, a non-profit organization that promotes the development of trail systems through Iowa City, Coralville, and North Liberty. This Trail Plan focuses on the development and interconnection of a pedestrian/bike trail connecting several parks along the Iowa River utilizing the former power plant dam as a river crossing. The proposed trail runs along the riverside of the pilot area.

Community Involvement

The City will revisit the City Trails Plan and request input from the community on alternative ways this Plan could be implemented or be expanded within and beyond the Pilot area to benefit everyone in the community including low income and/or minorities. This community involvement would require educating the community on what land is available or has the potential to become available for acquisitions and some of the environmental challenges the City may face prior to or after acquisition available property. The City will directly challenge the community to help make the decisions regarding future use of available land and prospective land in the Pilot area for greenspace, open space, and trails development.

Site Identification, Site Assessment Plan, Flow of Ownership, and Reuse Planning

The sites the City plans to assess include properties south and east of Edgewater Drive, North of E. 11th Street, parcels along both sides of Clear Creek, and various other non-assessed sites within and around the existing pilot area, especially along existing roadways in the Pilot area, that become the target of the City’s and community’s

evolving greenspace, openspace, and trails development plans. The entire parcel known as Edgewater Park, one of the several target areas for greenspace development has already been assessed under the original Pilot program. The end use of the sites will be for public recreation and enjoyment. The trail, habitat enhancements, and “front door” river improvements will be for all to enjoy. Refer to the map in Attachment 2 for reference to the above mentioned areas in and around the Pilot area.

The Site Assessments would occur in similar manner as ESAs completed using the original Pilot cooperative agreement funds. The flow of ownership would be as depicted in Section 4 of this Application. The City will investigate and potentially solicit existing and new businesses in the Pilot area to form a self-supporting business improvement district (SSBID). With such a district, the businesses in the area voluntarily tax themselves and the tax supports improvements in the district such as greenspace, landscaping, streetscaping, openspace, and boardwalk concepts. From the retail or commercial business perspective, the idea of a SSBID is that the improvements will attract more people to the area and subsequently provide a return on investment to the businesses. The City will also work with Friends of the Iowa River Scenic Trail to raise funds and engage the community in support of the proposed community greenspace enhancements in and around the Pilot area.

Work to be Performed

Task 4a. Hold Community Meetings to Solicit Input on Greenspace Development

This community involvement may in part take place in conjunction with other PAS and Pilot planning meetings scheduled to be held as part of the Supplemental Assistance tasks. Individual meetings specifically focusing on Greenspace Development will also be held and some of these will be held in conjunction with supporting partners and outside agencies.

Activity	Deliverables	Submittal Date to EPA
Greenspace Planning Meetings	Presentation Materials, Meeting Minutes	15 days after each scheduled meeting

Task 4b. Develop List of Target Parcels for Acquisition in Areas with Planned Public Greenspace or Trails Development

Activity	Deliverables	Submittal Date to EPA
Target Property Inventory	Greenspace Concept Plans and Map Showing Target Properties	90 days after signed work plan with EPA

Task 4c. Initiate Enrollment of Target Properties and Complete Phase I ESAs

Activity	Deliverables	Submittal Date to EPA
Property Owner Meetings, Obtain Access Agreements, and Perform Phase I ESAs	Phase I ESA Reports	180 days after signed work plan with EPA

Task 4d. Complete Site Specific QAPPs and Proceed with Necessary Phase II ESA Activity

Activity	Deliverables	Submittal Date to EPA
Site Specific QAPPs, Phase II ESAs	Phase II ESA Reports	270 days after signed work plan with EPA

Task 4e. Develop and Implement Target Greenspace Property Acquisition Plan

Activity	Deliverables	Submittal Date to EPA
Develop Property Acquisition Plan	Property Acquisition Plan	360 days after signed work plan with EPA

Budget

Budget Category	Project Tasks				
	4a	4b	4c	4d	4e
Administration	\$500	\$300	\$1,000	\$1,000	\$200
Project Management	\$1,300	\$1,200	\$2,500	\$3,000	\$1,200
Professional Labor	\$2,500	\$1,800	\$10,500	\$8,000	\$1,800
Analytical Services				\$8,500	
Subcontract Services			\$200	\$1,500	
Equipment				\$1,500	
Other	\$200	\$200	\$300	\$500	\$300
Total	\$4,500	\$3,500	\$14,500	\$24,000	\$3,500

ATTACHMENTS INDEX

Attachment 1: Letters of Support

Attachment 2: Supporting Maps and Figures

Attachment 1: Letters of Support

David J. Lyons	Director	Iowa Department of Economic Development
Leo F. Foley, P.E.	Project Manager	U.S. Army Corps of Engineers
Susan Dixon	Section Supervisor	Iowa DNR – Contaminated Sites
Mike Funke	Director	Coralville Parks and Recreation Department
James A. Leach	Iowa Congressional Representative	U.S. Congress
Robert E. Dvorsky	State Senator	Iowa Senate
Jeff Davidson	Executive Director	Johnson County Council of Governments
Dale Helling	Assistant City Manager	City of Iowa City
Marty Kelly	Director	Iowa City Area Development Group
Cortney Daniels	Chairperson	Iowa City Riverfront & Natural Areas Commission
John Beckford	President	Iowa City Area Chamber of Commerce
Anne Hesse	Co-Chair	Project Green
Diane E. Joslyn	Vice President, COO	Aquadrill

Attachment 2: Maps

Map 1: Enrollment and Environmental Site Assessment Status

Map 2: Project Zones Based on Land Use

Map 3: City of Coralville Iowa, Existing and Future Trails