



OVERVIEW

At the American Creosote Works (ACW) site in Louisville, Mississippi, EPA has completed cleanup activities creating opportunities for light industrial, commercial and recreational reuse. The EPA Region 4 Superfund Redevelopment Initiative sponsored a reuse assessment to update reuse plans developed for the site in 2005. This handout outlines potential redevelopment concepts to support local economic development based on site assets, remedial considerations and local reuse priorities.

SITE CONTEXT

The ACW site occupies 120 acres located in Louisville, MS. From the 1930s through the 1970s, American Creosote Works operated a wood treating facility at the site. During wood treating operations, disposal of processing materials in two uncontrolled waste lagoons at the site led to soil and sediment contamination. EPA initiated site investigations in 1984 and placed the site on the National Priorities List in 2001. The Agency selected a cleanup plan in 2007 and completed the required cleanup activities in 2015.

REUSE PRIORITIES

The City of Louisville and community stakeholders developed a reuse plan for the ACW site in 2005. Future uses identified in the plan include: economic development, cultural heritage, ecological uses and recreation.

Now that cleanup is complete, EPA Region 4 sponsored a process to update the reuse plan. During discussions in 2014-2015, the City of Louisville and Winston County Economic Development identified the following current reuse priorities.

- Leverage access to rail trans-loading facility.
- Identify additional economic sectors that can benefit from rail and power.
- Maintain open space areas and related amenities for new businesses and local residents.
- Expand parcel acquisition to create a 150-acre rail-accessible industrial park.

The following pages outline potential reuse concepts based on the selected remedy and current priorities.

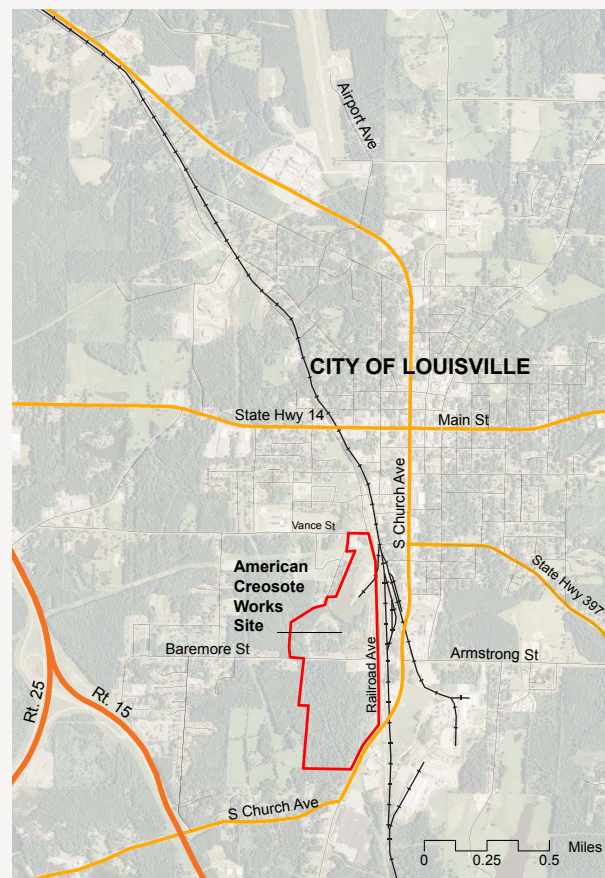


Figure 1. ACW Site Location Map

SITE ASSETS

The ACW site offers unique utility and transportation infrastructure to support future commercial and light industrial uses, including:

- Over 60 acres of available land;
- Rail trans-loading facility on-site with access to freight service via the Kansas City Southern rail line;
- On-site electric substation operated by Tennessee Valley Authority (TVA); and
- Potential for dedicated truck access.

Reuse Suitability

REMEDIAL CONSIDERATIONS

As of summer 2015, remedial activities at the site have been completed and include: targeted excavation of surface and subsurface soils; consolidation of excavated materials in on-site capped containment cell; construction of subsurface barrier wall; capping containment cell with low permeability cap; and backfilling, regrading and seeding excavated areas.

REUSE ZONES

The implemented remedy creates 60 acres suitable for light industrial use located north and south of Baremore Road on the eastern half of the site. 70 acres are suitable for open space, ecological or recreational uses along Hughes Creek, and an additional 24 acres are potentially suitable for open space uses in the capped containment cell area. Figure 2 below identifies five zones at the site and clarifies remedial considerations and suitable uses for each zone.

- A Industrial Use (60 acres)**
 - Former log storage and landfill areas.
 - No remedy components.
 - Suitable for light industrial use with potential for structural development (buildings, infrastructure, supporting uses).
- B Industrial use with Limitations (2 acres)**
 - Former landfill and process area
 - Suitable for light industrial uses
 - Excavation limitations below 5 feet and soil handling requirements.
- C Open Space with Flood Zone Restrictions (70 acres)**
 - 100-Year flood zone (Hughes Creek) and riparian areas along tributary stream.
 - Land use regulations prevent development within flood zones and floodway.
- D Open Space with Remedial Considerations (24 acres)**
 - Capped containment cell and barrier wall.
 - Limitations prevent disturbance of cap and subsurface remedy components (barrier walls).
 - Level surface on top of cap approximately 20' above surrounding grade with 6% side slopes.
 - Potentially suitable for publicly accessible open space and trails.
- E Utilities and Supporting Uses (2 acres)**
 - No remedial features.
 - Active electric substation and rail yard.
 - Rail infrastructure and substation offer potential to support light industrial uses.

EPA anticipates the following institutional controls to ensure the protectiveness of the site's remedy: Industrial, light industrial and recreational uses; Sitewide residential and groundwater use limitations; Excavation limitations to prevent disturbance of remedial features at capped containment cell; Excavation limitations below 5' at former process area; No disturbance of culvert at Hughes Creek and Baremore Street,

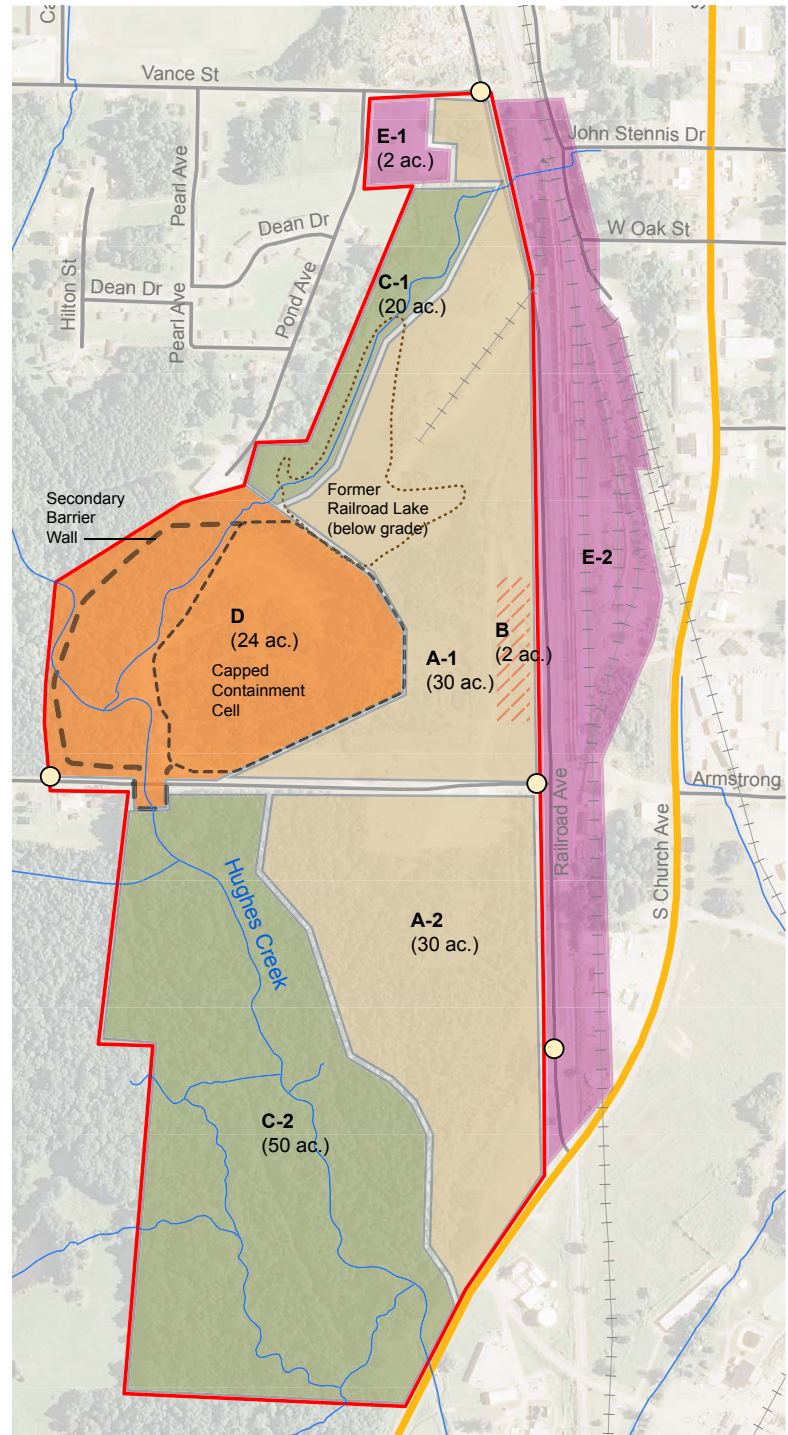
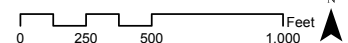


Figure 2. Reuse Zones Map



Reuse Concepts

The two potential reuse concepts below show the ACW site's potential to accommodate local economic development priorities. Based on reuse suitability considerations, the site can support various configurations of transportation, light industrial and commercial uses.

RAIL PARK

Figure 3 shows an expanded rail trans-loading facility extending south into the ACW site's interior. This option could provide larger 80,000 - 200,000 square foot buildings for transportation, warehousing or manufacturing uses.

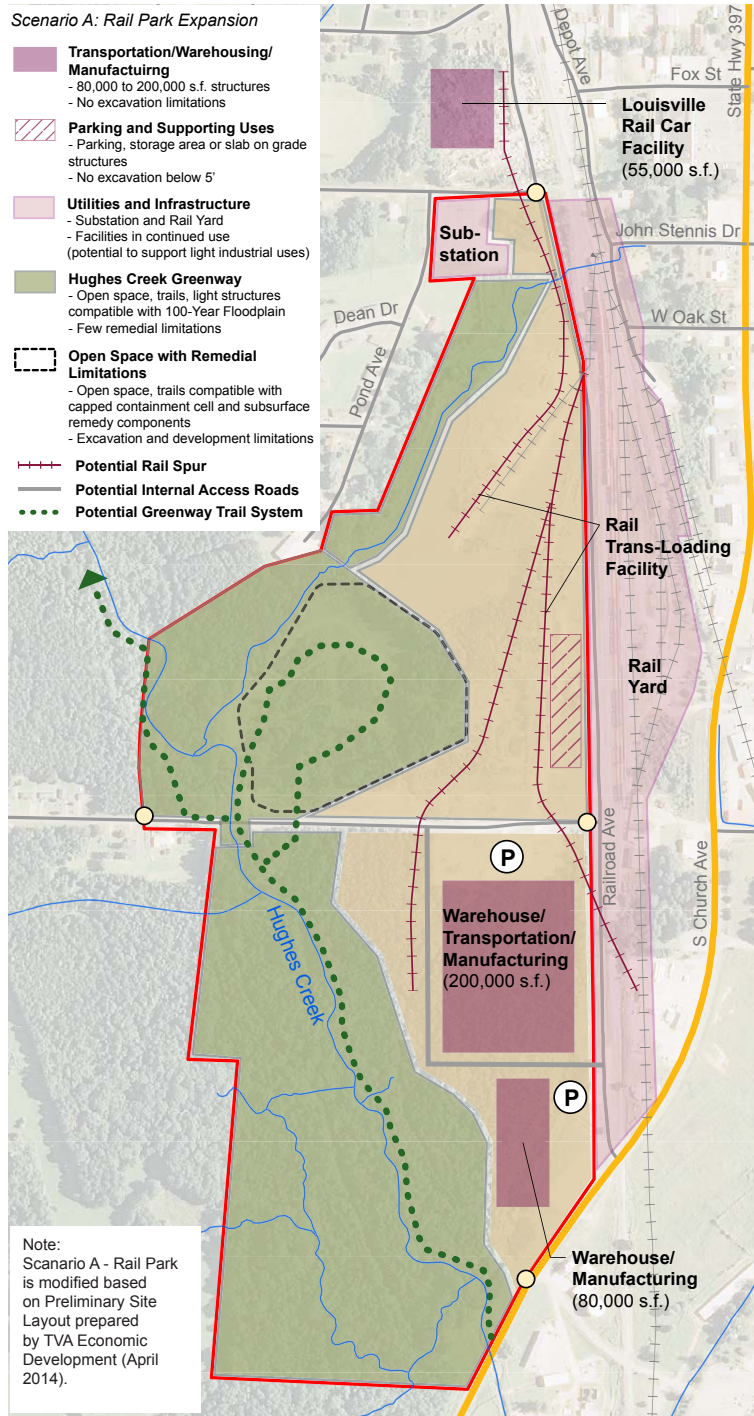


Figure 3. Scenario A - Rail Park

LIGHT INDUSTRIAL FLEX SPACE

Figure 4 is an alternative reuse concept that combines the existing rail trans-loading facility and smaller 10,000-60,000 square foot buildings with flexibility to support a range of transportation, light industrial, commercial, or community uses.

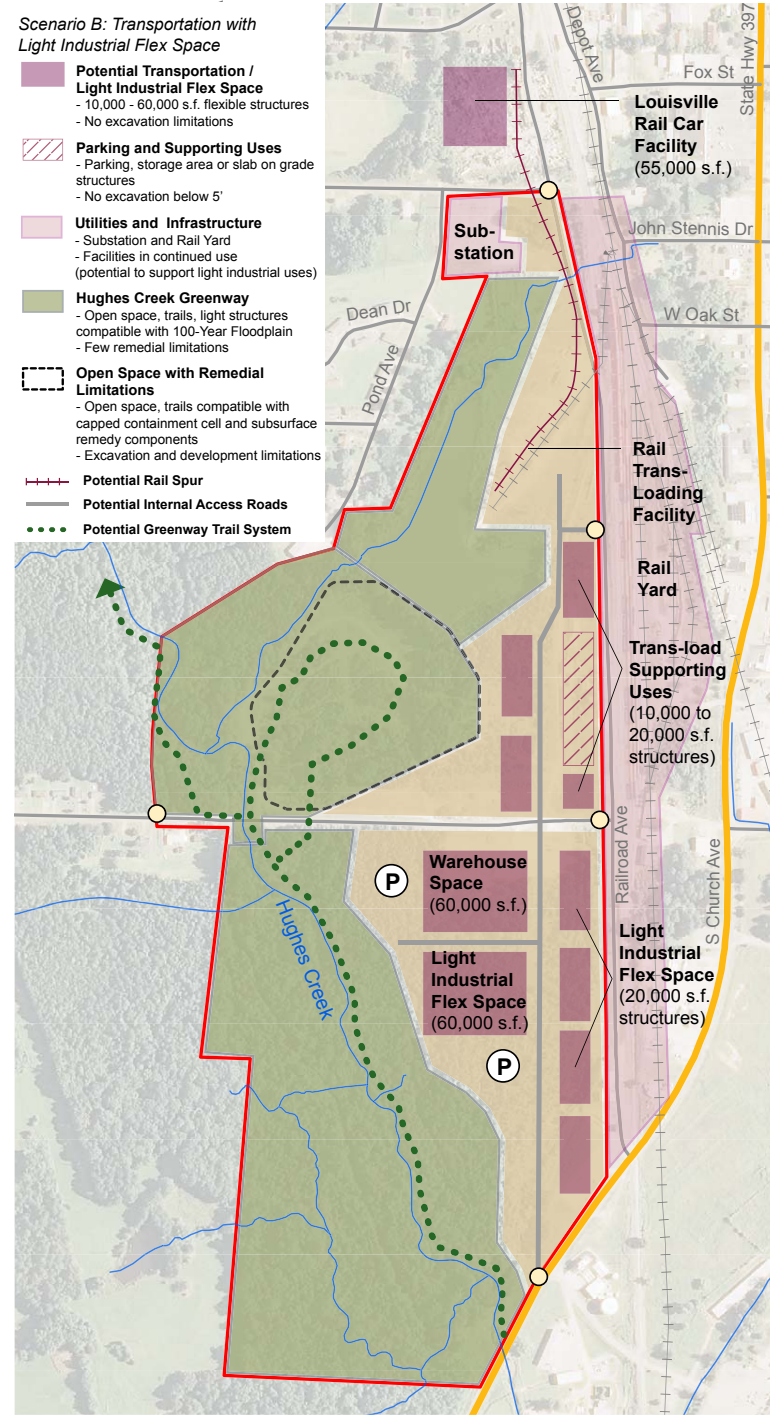


Figure 4. Scenario B - Light Industrial Flex Space

RECOMMENDATIONS

REUSE OPPORTUNITIES

Based on the reuse suitability map and reuse concepts highlighted on pages 2 and 3, preliminary future land use considerations are summarized below.

- **Rail, transportation and industrial uses:** Approximately 60 acres at the site are suitable for light industrial uses. Stakeholders have identified an opportunity to position the ACW site as a light industrial rail park with the potential to accommodate a range of transportation, warehousing, manufacturing, commercial or community uses. Scenarios A and B offer two potential site reuse configurations to support local economic development efforts.
- **Recreation and Open Space:** Approximately 94 acres at the site are suitable for recreation and open space, including trails and access to Hughes Creek. 70 acres are suitable for open space and recreational uses compatible with flood zone limitations and an additional 24 acres located on the capped consolidation area could support open space uses compatible with the site's remedy. Recreational or open space uses could offer valuable amenities for residents and employees of new businesses at the site.



Capped Consolidation Area



View of Hughes Creek from south



Kansas City Southern rail yard

KEY REUSE CONSIDERATIONS

- **Remedial Considerations** - EPA has completed the cleanup plans outlined in the 2007 Record of Decision for the site. As the site enters the operation and maintenance phase, EPA will continue to monitor the site and remedy, conducting site inspections and Five-Year Reviews.
- **Site Ownership and Stewardship Considerations** - Successful reuse of the site will rely on a viable and engaged owner that can help maintain the protectiveness of the site's remedy and facilitate site reuse. As a next step in the reuse process, discussions among the City of Louisville, Mississippi Secretary of State's Office and EPA are needed to initiate ownership transfer and ensure that appropriate use limitations are in place.
- **Infrastructure Investments** - Winston County Economic Development has identified an opportunity to use FEMA disaster relief funding to potentially fund infrastructure investments. Identifying a preferred infrastructure layout and configuration of rail, road and development footprints in the near-term could help to prioritize allocation of funds to support build-out of the proposed rail park.

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- City of Louisville
- Winston County Office of Economic Development
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