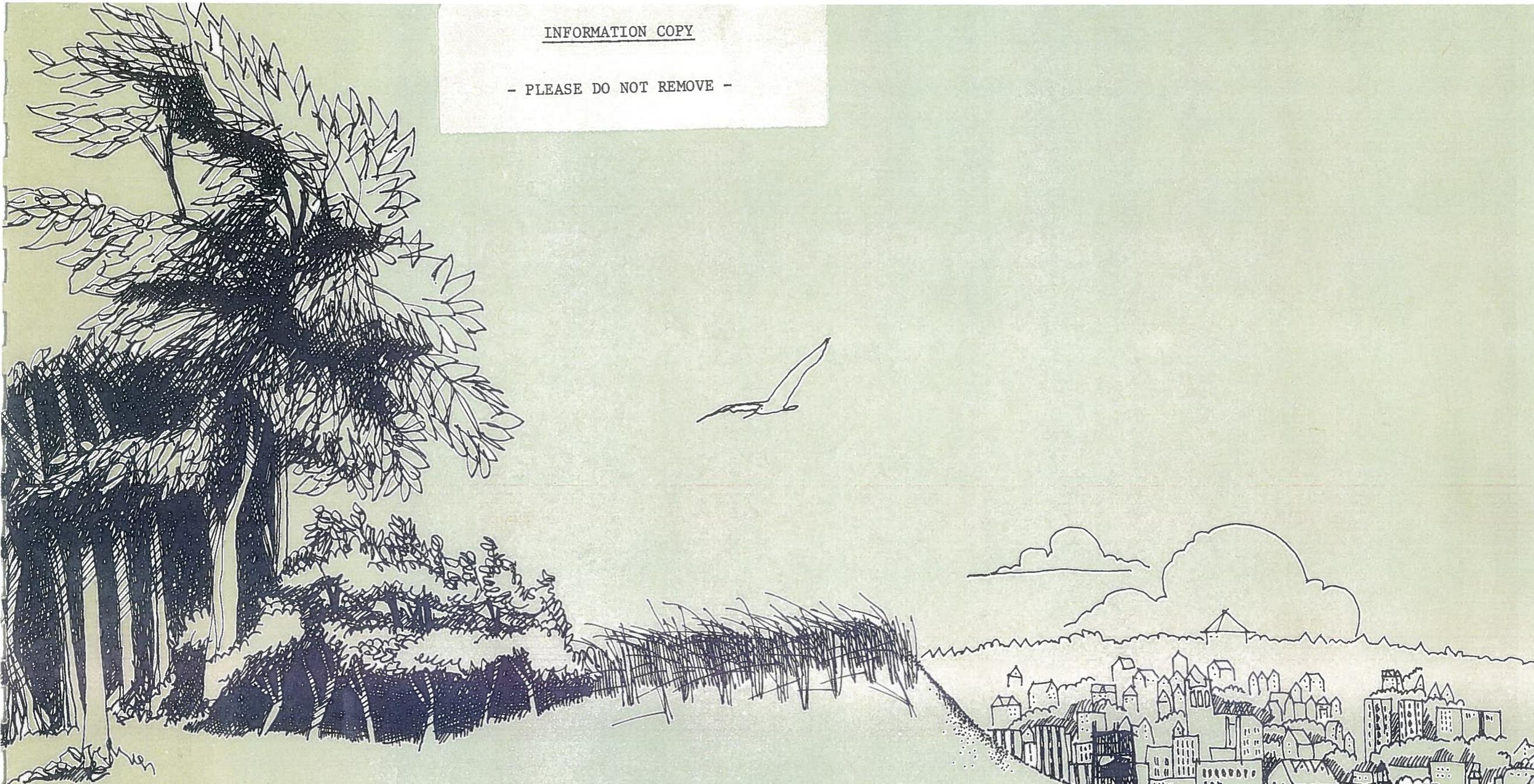


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Park Point Sketch Plan

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1972

Department of Research and Planning

Park Point Sketch Plan

October 1973

City Planning Commission

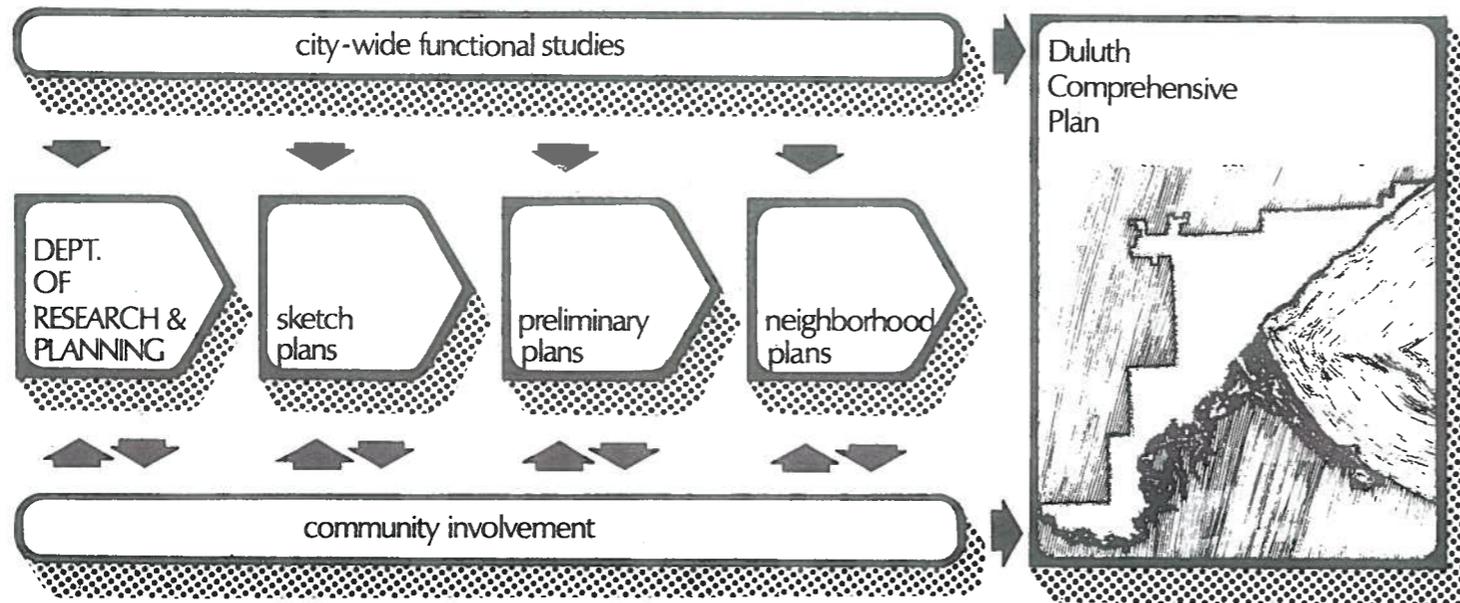
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The Planning Process



Development of a sketch plan is an early stage in the total planning process which summarizes the problems and assets of a neighborhood and of the area. The purpose of these reports is to generate thoughts and comments from residents, businessmen, civic organizations, and governmental agencies about how they can solve the neighborhood's problems and capitalize on its assets. Some of the recommendations are suggestions for immediate change, and others are for long-range action.

More detailed work with interested parties, to develop goals and policies which will result in an actual neighborhood plan, will follow.

It must be kept in mind that all of the individual neighborhood sketch plans are part of arriving at a citywide comprehensive plan; therefore, all recommendations for each neighborhood are done in the context of the entire City.

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preamble

Background

About 3,200 years ago, which is only yesterday in terms of the age of the Earth, the level of Lake Superior dropped to about 596 feet above sea level. A sand spit began to form from the south, advancing about 15 or 20 feet per year, until it reached the Minnesota shore only a few hundred years ago. This now is called Minnesota Point, which, along with Wisconsin Point, forms the largest sand bar in fresh water in the world.¹ What is "Minnesota Point" in the atlas, colloquially known as "Park Point" or simply "the Point", a skinny bar six miles long with less than a square mile of dry land, has figured prominently in the history of the City of Duluth.

The Point was the location of some of the earliest settlement in the area, but the present development form is the result of a survey for platting in 1861. In a letter dated June 15 of that year, George G. Meade sent W. H. Hearding to "proceed as soon as practicable in the steamer 'Search' to Superior Bay, Wisconsin, with your party, stores, and camp equipage" to "execute a topographical and hydrographical survey."² Nine years later Park Point became part of the City of Duluth, but when the City reverted to village status in 1875, Park Point was excluded. In 1889 it was returned

to the City, and the existing plats were completed in 1891.

The Point became a seasonal community with many summer residents. However, in spite of occasional heavy weather, it was discovered that year-around living there had its advantages, with relatively warm air currents off the Lake in the fall and early winter (until freeze-up). The presently-developed areas of the Point are predominantly single-family residences, and the undeveloped and open areas of the Point have become increasingly popular, since the Point provides one of the best opportunities in the City for people to have contact with the Lake and the harbor.

In light of the unique history of the Point, it having been home for pirates and tourists alike, the future of the area raises the difficult question of how to preserve and reinforce its uniqueness and diversity of landscape, structures, and people.

The thoughts of Park Point residents on the present and future of their area are tabulated in two questionnaires which will be referred to in this report. In January 1971, a questionnaire prepared by the City Planning Department was circulated by block chairmen of the Park Point Community Club. The response

(20 percent) was much greater than the average reply (7 percent) to most questionnaires. In September 1972, the Community Club circulated its own questionnaire. A tabulation of all the replies appears in the appendix of this report.

¹Davidson, Donald W., and Bernard, John M. "Mature Pine Forests in Duluth Harbor Area," *Journal of the Minnesota Academy of Science*, Vol. 35, Nos. 2 and 3, 1969.

²Meade, G. G., Letter to W. H. Hearding, June 15, 1861.

Natural Qualities

Because Park Point is such a unique area of the City, it is thought appropriate to include in this sketch plan a discussion of Park Point as a natural phenomenon; a consideration that should always be in mind when discussing Park Point.

Formation of the Point A shoreline represents the interaction of two elements--water and land. In the case of a sand bar, this is a much more dynamic, or changing, relationship than would be found in a rocky shore. For this reason, an understanding of sand dunes is essential to understanding Park Point. Although there are some differences in the theories on creation of the Lakehead sand bars, that of William G. Loy is presented here, since it is the most commonly accepted theory.

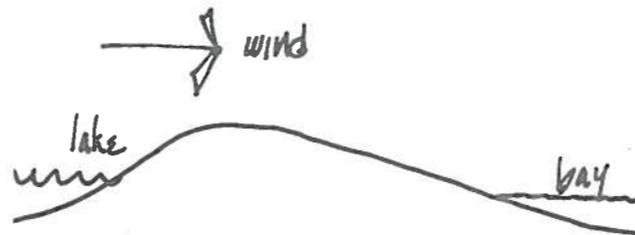
The forces that formed the land masses we are familiar with in the Duluth-Superior area have been at work for thousands of years. When the Lake level was at about 607 feet, the inner bars, Rice's and Conner's Points, were formed. The sand and silt carried down by the St. Louis River met head-on with the wave action in the Lake that carried with it tremendous quantities of sand and clay which were carved out of the banks on the South Shore. All of this material was dropped

where those points are now, with the St. Louis River flowing into the Lake where the Blatnik Bridge now stands.

The outer bars were formed by the same forces, but only after the Lake level had dropped about 11 feet, establishing a new equilibrium between the St. Louis River and the Lake. Once again, the waves would break in the shallow water and dig a trough and dump their load of sand. This developed a low, underwater bar that



finally rose above water level. Once the bar was above water level, the wind started to shape it into a cross-section of a high dune on the windward



side that tapers down on the lee. This new bar advanced from the south mainly because the South Shore is

where the sand originated; also, the bottom was more shallow there.

The Nemadji River prevented the bar from being continuous near that river's mouth, and as the bar moved to the north, this opening became the natural outlet for the St. Louis River as well. As the point advanced to the north, more gravel from the North Shore was mixed with the sand and trapped in the bar. This accounts for the coarser material and pockets of gravel found on the Duluth end of the Point.

This new outer bar was exactly parallel to the inner bar, which reflects how the wave action down the length of the Lake has been responsible for shaping these land forms. In more recent years, with the cutting of the Duluth Canal and the creation of the harbor and channels, the dredge spoils were dumped into the Lake in 40 to 50 feet of water, which is in the zone of wave action. This material was then also deposited on the bar by wave action.³

There is still another theory on the formation of Minnesota Point that has never been accepted by the scientific community. That theory is that Paul Bunyan felled a tree across the bay which later became covered with silt and sand.⁴

³Loy, William G. The Evolution of Bay Head Bars in Western Lake Superior, Publication No. 10, Great Lakes Division, University of Michigan, 1963.

⁴Loy, William G. "The Formation of the Duluth-Superior Harbor," Minnesota Academy of Science Proceedings, Vol. 31, No. 1, 1963.

Importance of Dunes The people of the Netherlands have been engaged with the sea for hundreds of years. With much of their land at or below sea level, their lives and livelihoods depend upon the containment of the sea. Their land is protected by two types of barriers--the natural dune, and the manmade dike. The dikes had to be constructed mainly in the North of Holland where there are no natural dunes. To duplicate the job of a single natural dune requires the construction of a set of three dikes.

Dunes themselves are nothing more than sand, piled up by water and wind, but where they are not stabilized they are very vulnerable to these same forces that created them. The dunes are stabilized by grasses and sedges, quite tolerant to their harsh living conditions, whose stems reach deep to form a dense mat of roots that entraps the sand. The Dutch depend so heavily on these dune grasses to protect their land that the public is forbidden access to the dunes in order to ensure that the grasses and plants are not trampled.

Where artificial dikes must be built, the Dutch have discovered that a flexible structure approximating a natural dune is the most successful. Their dikes are layers of bundled twigs mortared with clay, built course upon

course and then armored with masonry. This provides a structure that can absorb the forces of the water, contrasted with the concrete walls that stand in defiance of the sea and eventually are undercut and weakened.⁵

Obviously, Park Point does not serve the same function as a Dutch dike or dune, but there is a lesson to be learned from how much the Dutch respect their dunes. In light of increased beach and dune use on Park Point, and with periods of high water levels, it is important to understand how much traffic these areas can sustain. Once a blow hole develops where the dune is breached, the immediate problem is blowing and drifting sand; the later possibility is the Lake washing across the Point in heavy weather.

Vegetation The sand of the Point has provided a home for many types of vegetation not commonly found in Minnesota. The most prominent are the stands of virgin red and white pine south of the airport. This is known as a climax forest, which is a self-sustaining system. New seedlings, many of them white pine, are growing well on the forest floor. This area provides a unique opportunity for observing how a forest system more than 150 years old sustains itself.

In addition to the trees of the forest, about 400 species of ferns and flowering plants have been identified on the Point. The beach pea has a colorful blossom that covers the ground in June. Bearberry is another very common ground cover on the Point. The beach grass is not known to occur anywhere else in the state.

For those who look, the Point provides a vast array of plant life that is unique to a sand dune environment. It is also important to understand how fragile these sand-living plants are. They cannot withstand trampling from machine or foot, and the very existence of Park Point depends on these plants to hold the sand together against the wind and waves.

Birds Minnesota Point also is a very special place for the observation of birds. The Point is along the air lines of many migrating flocks, and the long, open shorelines are very attractive to weary birds, which come and go in waves during the migratory periods.

The variety of species represented is a result of the great variety of natural features on the Point that make up many kinds of bird habitats. The lake beach, the bay beach, the shallow bay flats, dense vegetation, bogs and

⁵McHarg, Ian L. Design with Nature,
Natural History Press, 1969.

Man Made Features

sedge meadows, dunes, thicket, and forest all have individual attractions for various birds. Many birds therefore spend summer and winter on Minnesota Point, along with transients that find it a convenient stopping place.⁶

The Point is a regular reference in field guides and other publications indicating good points of observation. There have been many sightings of birds on the Point that have not been observed elsewhere, as with the recent observation of an Arctic tern, the first one sighted in Minnesota. Hearing Island also is well known as a nesting spot for plovers and terns as well as many other small birds and ducks.

It is hoped that this description of Park Point as an unusual natural phenomenon will serve as a reference for consideration in any decision-making about the future of Park Point.

Urban design is a term used to describe the process of manipulating the form of a city. This differs from the more familiar land use planning in that the latter is two-dimensional, whereas urban design is three-dimensional. We must consider not only how a single building looks, but how a group of buildings looks and how they fit into, and relate with, the land around them. How the form of an urban area affects us can often be very subtle and difficult to identify, but our day-to-day surroundings play a big part in our attitudes and outlook on life in the city.

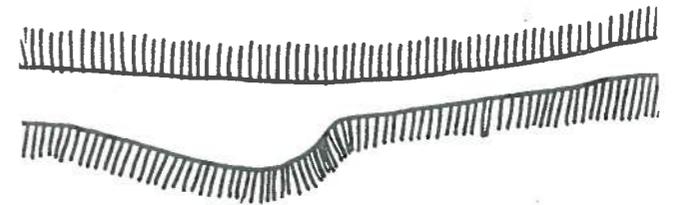
A vocabulary has grown out of urban design work, and many terms apply in a classical way to Park Point. The Point might be described in urban design terms as follows:⁷



A district is an area with a geographic identity. This feeling is very strong on the Point, since the ship canals make it an island and there is no question as to where the Point begins or ends.



A path describes a route along which an observer moves. This may be a street, rail line, canal, or sidewalk. On Park Point the strongest path is the normal traffic route of Lake - Minnesota Avenue. As you move down the street, the character of the buildings and the spaces around and between the buildings change. Since this route is the only way to get through the area, it results in a very strong path.



Edges are the boundaries found in an area. On the Point the shoreline of the Lake and bay form the edges. These edges are much stronger than railroad track or highway edges typically found in other neighborhoods.

⁶Lakela, Olga. The Birds of Minnesota Point, Duluth State Teachers' College, 1937.

⁷Lynch, Kevin. The Image of the City, MIT Press, 1960.



A node is an area of concentration of activity. Places like Franklin Park, the Bay Side Market, Lafayette Square, etc., are nodes that serve as landmarks. Locations are often described as "just beyond the store" or "on this side of Lafayette." Often-times these areas "open up" spacially.

The changing views as one moves down the Point are another ingredient to the Point's special character. Glimpses of ships anchored in the bay, a distant landmark like the highbridge, the expanse of the harbor that changes to a narrow channel behind Hearing Island, and the open vistas in the vicinity of the Rowing Club are examples of how the changing views create a rhythm of spaces that are experienced as one moves down the Point.

Trees can help to emphasize these views. A mass of trees opposite a view directs attention to the open space. The careful location of plant materials can screen unpleasant sights, provide privacy, temper the wind, and accent important views. The location of trees and plantings are as much a part of urban design as are the houses and other buildings.

The marine atmosphere of the Point is very strong. This is a result of many sights and sounds in the area. The bridge, greeting boats with its messages of long-, short-, short, the old boats stored in cradles, and anchors in the yards of homes, all in their own way contribute to a total feeling. The abandonment of the fog-horn took away an important contributor to this feeling.

What good are all these terms? These ideas are quite familiar to anyone who knows an area, but the special terms were developed to describe a place that is unfamiliar. They are tools that help an urban designer understand why some areas are more successful than others and learn from the achievements and failures of other places. So when someone says an area has character, it is possible to sit down and come up with a pretty good idea of what adds up to give the place its character. Only when this is understood is it possible to be in a position to preserve or reinforce that character.

the present

Public Facilities

Park Point has a great number of public facilities, ranging from a neighborhood "tot lot" to the Coast Guard Station that serves all of Western Lake Superior. These facilities have been divided into two general categories: those that have a citywide or even regional influence, and those intended for community use.

REGIONAL FACILITIES

Military Branches The U. S. Coast Guard has the strongest influence of all the regional facilities. They supervise the operation of all craft in the area and govern the operation of the Aerial Bridge. Although the City of Duluth owns, operates, and maintains the bridge, federal regulations require supervision by the Coast Guard because maritime law and tradition stipulate the priority of waterborne vessels over land vehicles. The U. S. Army Corps of Engineers has the responsibility of maintaining the harbor through dredging and construction of harbor structures. The U. S. Army Reserve and the Naval Reserve both have facilities on the Point which are in use on weekends when the Reservists are drilling.

Sky Harbor Airport is a private facility for light aircraft, located on leased City land.

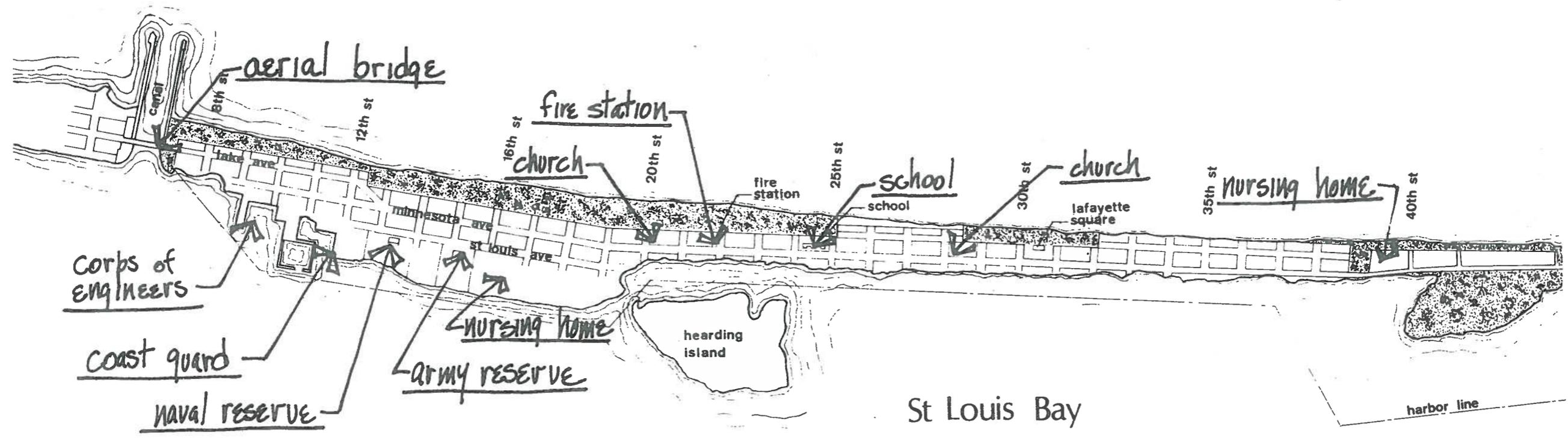
Nursing homes on the Point; Surf and Sand with 56 residents and Global Medicare with a total future capacity for 190 residents, are of regional importance.

The Aerial Lift Bridge is one of the most important public facilities in the City of Duluth and is vital to Park Point. The original span was built in 1905, patterned after a basket bridge in Rouen, France. In 1930, the towers were raised and it became the vertical lift span that it is today.

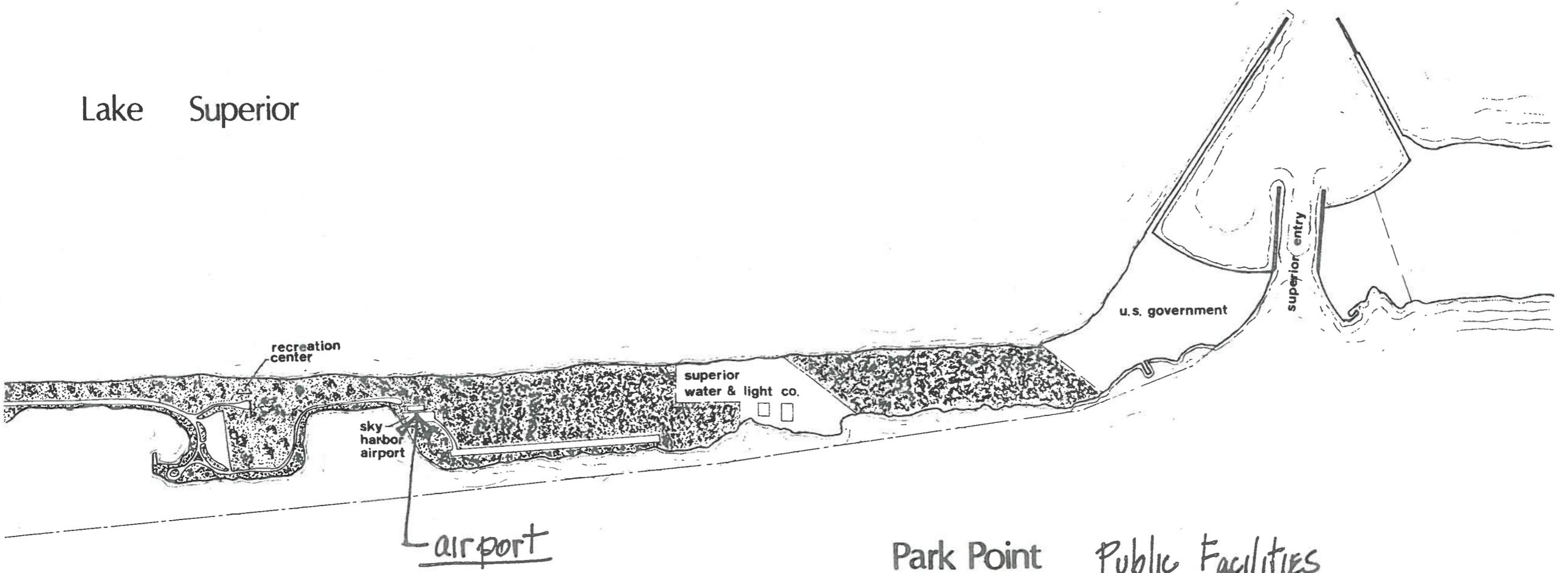
Over the years the equipment for the operation of the bridge has become much more sophisticated, with full radio communications and radar supplementing the familiar horn. There are several back-up systems, one of which is a new diesel power plant that recently replaced an aging gasoline engine, which can operate the bridge during power failures or other emergency situations.

The bridge has a crew of ten men headed by the Chief Operator Robert Brown. They have full responsibility for the operation and maintenance of the bridge.

During the shipping season, the bridge is manned by teams of two, 24 hours a day, with most of the maintenance work performed in the winter. New lighting and paint, and also rides for the public during bridge lifts, have made the bridge image even more vivid during recent years.

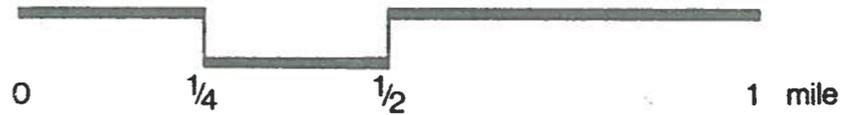


Lake Superior



Park Point
October 1973

Public Facilities



Schools

	constructed	acres	ENROLLMENT		capacity
			71-72	72-73	
FRANKLIN 411 E. 7th St.	1920	1.29	147	148	300
PARK POINT 24th and Minnesota	1919	1.80	138	148	300
WASHINGTON JR. HIGH 2nd St. and Lake Ave.	1911	2.75	1690	1630	1650
CENTRAL HIGH 800 Central Entrance	1971	77	1786	1699	1700

figures from Board of Education

COMMUNITY FACILITIES

Schools There are four schools that serve the Park Point neighborhood; however, only one is situated on the Point. The kindergarten population (eight during school year '73-'74) is not large enough for a full class, so these children go to Jefferson School. The Park Point School is used by the first- through sixth-graders (97 pupils), as well as by several special classes, and secondary education is provided at Washington Junior High and Central High Schools, which are, from the most distant residential development on the Point, five miles and six miles respectively.

Churches The two churches on Park Point are Our Lady of Mercy Catholic at 2002 Minnesota Avenue and St. Andrew's by the Lake Episcopal at 2802 Minnesota Avenue.

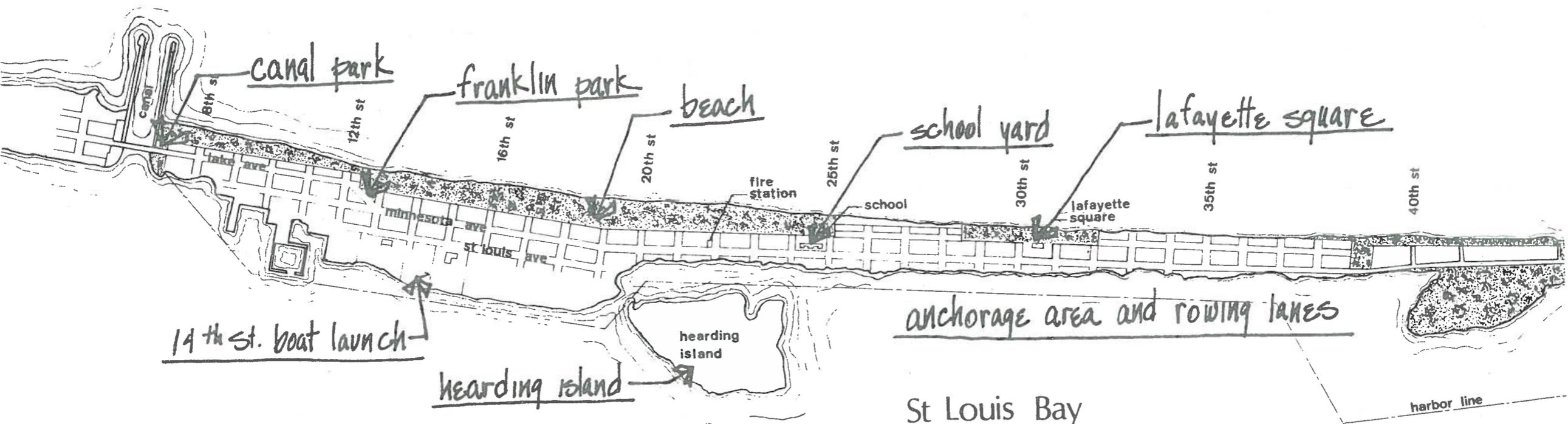
Public open spaces on Park Point are plentiful. There are nine specific areas which total 349.66 acres.

Franklin Park and Lafayette Park were originally designated as block parks by the first layout of the lot and street grid in 1856. However, since Lake Avenue was never constructed, and with the diagonal roadway through Franklin Park, neither one of these areas has a block park character. The Franklin Park Tot Lot, built two years ago by Park Pointers, is a welcome development and is well used. The opposite triangle with its beach access provides a great opportunity to balance the recreation facilities on the Point. A well-developed area here with proper parking, trash containers, toilets, signs, and picnic facilities would give a major beach access and would attract people who might otherwise travel to the recreation center, contributing to the traffic volume farther down the Point.

Lafayette Square is a focal point for the community. The most prominent facility is the Community Club building. The ball diamond, tennis courts, and hockey rink are all actively used. The distance of Lafayette from the end of the residential development makes access difficult for some of Park Point's younger or older residents who do not drive.

Recreation Facilities

AREA	USE	ACRES	COMMENT
Recreation Center 50th and Minnesota	major city park bath house & concession ball diamonds picnic grounds boat launch play area	59.00	new timber play structures
Lafayette Square 30th and Minnesota	community club bldg.	1.83	good condition
Franklin Park 12th and Lake	beach access tot lot	1.10	should have high priority for development
Park Point School 24th and Minnesota	play equipment	.53	minimal facility
Minnesota Point Forest and Federal Property at Superior Canal	hiking & observation	196.80	preserve
14th St. Boat Landing	boat launch and picnic area	4.20	being developed
Hartman Park	undeveloped	1.50	undeveloped
Canal Park	observation area	1.50	undeveloped
Lake Shore beach	swimming hiking	134.00	no trash receptacles limited access
Hearding Island	birdnesting	32.70	preserve



canal park

franklin park

beach

school yard

lafayette square

14th st. boat launch

hearding island

anchorage area and rowing lanes

St Louis Bay

harbor line

canal

lakes ave

minnesota ave

st louis ave

fire station

school

lafayette square

8th st

12th st

16th st

20th st

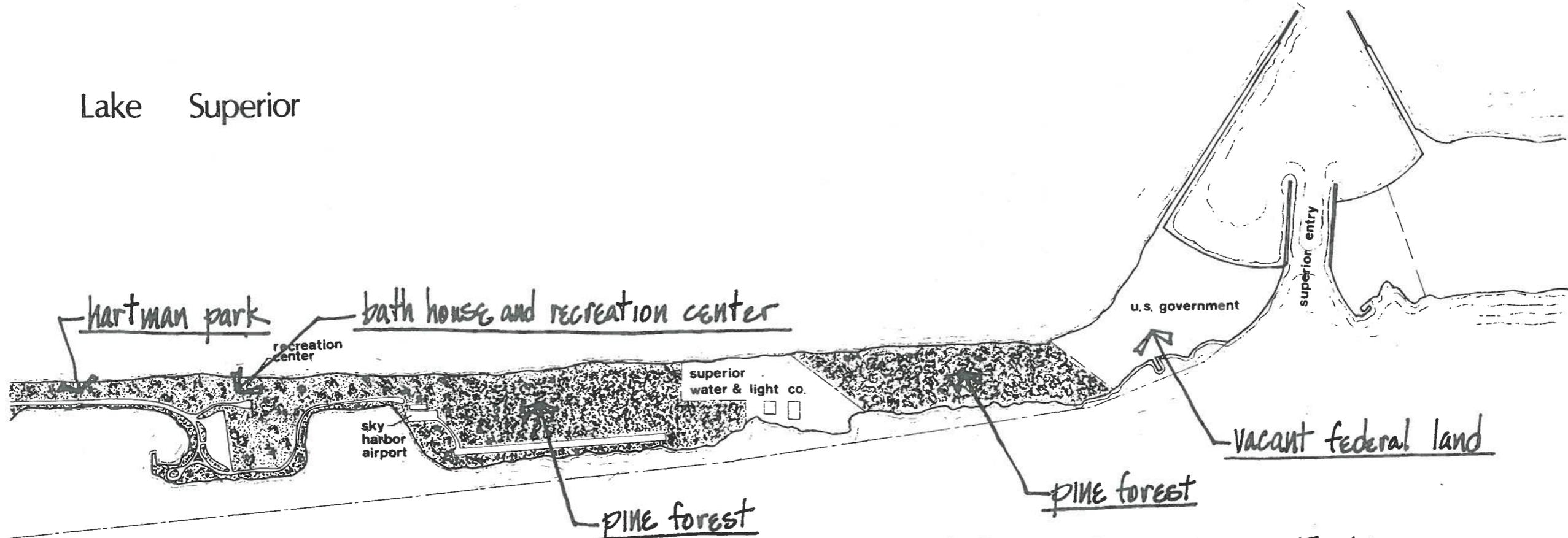
25th st

30th st

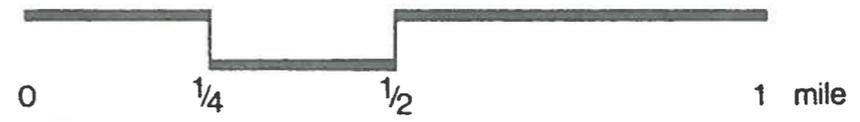
35th st

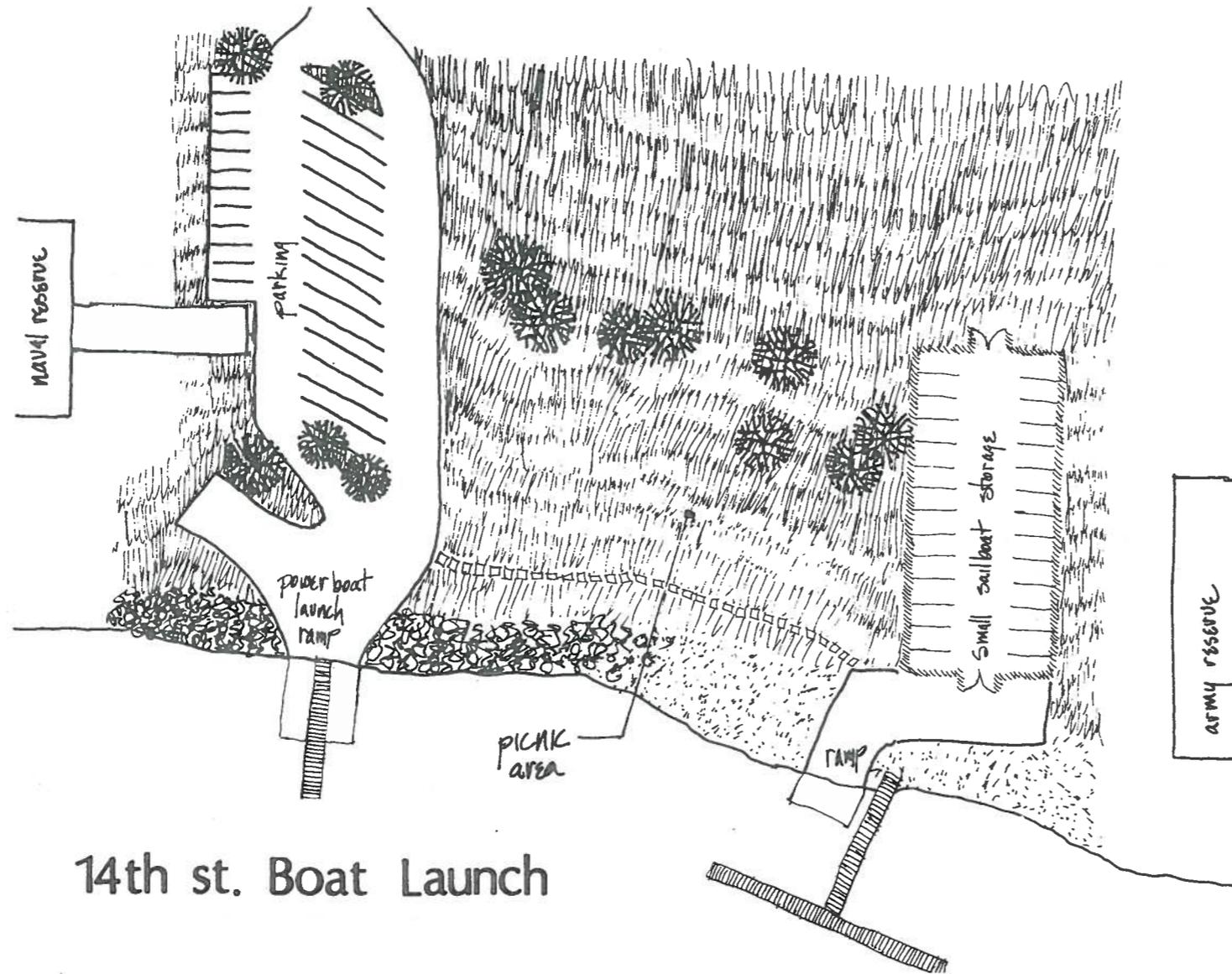
40th st

Lake Superior



Park Point Recreational Facilities
October 1973





14th st. Boat Launch

Park Point School has a small but fairly well-equipped play area. It is well maintained, and there is access to the beach behind the school. Distance, as with Lafayette Square, can be a problem here also.

Areas of the Point south of the airport, including the pine forests, the Superior Water, Light and Power Co. facility, and the federally-owned property at the Superior Harbor entrance, are used by hikers and snowmobilers. This is an undeveloped area which should remain undeveloped, and controls will be necessary to preserve its present character.

A new facility being developed is a boat launch site on the bay side at 14th Street between the Naval Reserve and the Army Reserve. This is City-owned land, and there are plans for a launching ramp and a fenced-in area with a blacktop apron for the storage of small sailing boats.

Hartman Park is a length of natural shoreline on the Lake side in the area of 42nd to 45th Streets. The area is about an acre and a half and is undeveloped.

Although most non-natives do not know it, Canal Park also has a Park Point side. It is an observation area of about an acre and a half. Parking is

limited, so this area is most convenient to those traveling by bicycle or on foot.

The Minnesota Point Recreation Area is perhaps the most widely known of the open spaces on the Point. It is used as a citywide facility and has more recreational facilities than any other area on the Point. The existing bath house currently is a tremendous waste of an architectural resource, with its boarded-over windows. Its heavy timber construction is indigenuous to this area, and the building deserves renovation and a regular maintenance and surveillance program.

The public beach area extending from 7th Street to 45th Street on the Lake side is undeveloped. Access to the beach is from street ends, which is a difficult situation because of limited parking on the deadend streets.

Hearding Island, a 32-acre state-owned island, was created by dredge spoils in 1934 and is a nesting place for ducks and other waterfowl as well as a resting spot for smaller migratory birds.

The harbor waters are considered a recreational facility. The Rowing Club has its home there, and recreational boating use of the harbor waters is

growing rapidly. An anchorage area for recreational boats in the bay has been used for years, although it has no official status.

CITY SERVICES

Fire protection on Park Point is provided by Fire Station No. 5 which is centrally located at 22nd and Minnesota; however, this equipment is reinforced by the main fire station near the Civic Center. The design of the station on the Point is a wonderful example of how a public service facility can blend with a residential area.

The condition of utilities and streets on Park Point is generally good. The sanitary sewer from the recreation center to 20th was rebuilt in 1959; from 20th to 7th was rebuilt in 1961; and the section between 12th and 9th was upgraded again in 1970. Five pumping stations push the sewage along the Point and over the Aerial Bridge to the main sewage treatment plant. Inspection and maintenance of these pumping stations is required every day of the year.

Park Point is the only neighborhood where the City allows foundation draining systems (footing drains) to be

pumped into the sanitary sewer. This is a result of the Lake level rising and lifting the water table above the level of many basement floors. As a result, the City pumping stations pump more water than sewage. This pumping is a futile effort, since the water pumped goes back into the water table and again enters the building.

Because of all this water in the sanitary sewer, the future capacity of the sewer is doubtful unless some other method of handling the footing drains is developed. The continual pumping is the primary reason that the costs for public services to Park Point are comparatively high.

A steel high-pressure gas line recently was installed the entire length of the Point. This went into operation in June 1973.

Resurfacing of Lake and Minnesota Avenues in the late 1950s and early 60s⁸ has provided Park Point with one of the best collector streets in Duluth, but the side streets are unique to Park Point. Most of them are short and unimproved, and they dead end at clumps of trees or sand dunes.

⁸STREET RESURFACING
Aerial bridge to 12th 1958-1959
Diagonal at Franklin Park 1959
13th to 20th 1960
20th to 28th 1961
28th to 36th 1962
36th to 43rd 1963

Land Use

	ACRES		PERCENT OF TOTAL AREA		PERCENT OF DEVELOPED AREA	
	P. Point	City	P. Point	City	P. Point	City
RESIDENTIAL	54.8	5181.9	8.4	11.8	33.8	37.7
474 single-family	44.1					
35 duplex	3.6					
7 multiple	.5					
2 nursing homes	6.6					
	<u>54.8</u>					
COMMERCIAL	3.2	420.1	.5	1.0	1.9	3.1
INDUSTRIAL	3.2	1024.4	.5	2.3	1.9	7.4
TRANSPORTATION & UTILITIES	50.8	2001.6	7.8	4.6	31.3	14.5
PUBLIC & QUASI-PUBLIC BUILDINGS	6.5	736.2	.9	1.7	4.0	5.4
STREETS	<u>44.0</u>	<u>4394.5</u>	<u>6.8</u>	<u>10.0</u>	<u>27.1</u>	<u>31.9</u>
TOTAL DEVELOPED LAND	162.5	13758.7	24.8	31.3	100.0	100.0
OPEN SPACE	397.8	9950.9	60.6	22.6		
VACANT	<u>94.4</u>	<u>20272.8</u>	<u>14.4</u>	<u>46.1</u>		
TOTAL LAND	654.7	43982.4	100.0	100.0		

The present form of the Point is a result of platting completed in 1891. There are three plats on the Point. "Upper Duluth" extends from the aerial bridge to 19th Street. "Lower Duluth" is from 19th Street to 39th Street, and the "Oatka Beach Addition" is from 39th Street to about 43rd Street. Within these areas three parallel avenues, St. Louis, Minnesota, and Lake, were platted with lots 100' x 40' on both sides of each avenue. The fact that St. Louis Avenue is largely under water has presented problems with the use of these areas. This platting of water is probably a result of over-zealous land subdividers who had little knowledge of the area with which they were working.

The blocks are 10 lots long, or 400 feet. Lots are numbered down either side of the avenue in each plat rather than being identified by block numbers as in most areas of the City. Since the lot size is quite small, most newer homes have multiple lots. The zoning code does not allow building on less than a 50-foot lot, so new construction in most cases demands multiple lots.

The land use patterns on Minnesota Point are quite unique amongst Duluth neighborhoods. More than half the total 654.7 acres are in public open space. In comparing Park Point land use figures with citywide figures, it is helpful to

separate the vacant land and open space from the other categories. Although much open space and vacant land occurs in every neighborhood, Duluth has such vast areas of these categories outside of developed neighborhoods, a more meaningful comparison of land use can be made by first examining the "developed area" and then comparing open space and vacant land separately.

The percentage of developed area devoted to each land use gives a basis for comparison. Park Point is considerably lower than the rest of the City in both commercial and industrial uses. However, in transportation and utilities the Point is high because of the large areas of the Sky Harbor Airport and the Superior Water Light and Power Co. property.

The Point is much higher than the City as a whole in open space because of the pine forest, but vacant land (private ownership) is comparatively low.

CATEGORIES OF LAND USE

In the category of open space (60.8 percent), the length of beach and the forest areas make up tremendous assets to have close at hand. Some of the developed park areas, especially the Recreation Area, serve a citywide func-

tion, while others like Lafayette are for community use. There are 14 lots in private ownership east of Lake Avenue between 13th Street (Franklin Park) and 39th Street. All except two of these are in the area around 37th to 39th. The public ownership of the remaining lots is divided between the City and tax-forfeit lots held in conservation by the County.

The vacant land (14.4 percent) refers to unbuilt lots. Because the lots on the Point are only 40 feet wide, many residential sites consist of several lots. These groups of lots with one house are considered a residential use, but the scattered empty single lots and groups of empty lots are considered vacant.

Residential uses occupy 8.4 percent of the land. In this area there are 474 single family homes, 35 duplexes, 7 buildings for three or more families, and 2 nursing homes. Although the "R-2" zoning district is only between the lift bridge and 12th Street, many duplexes remain scattered down the Point because they were there before the present zoning went into effect. The land use table illustrates how much land is taken by each housing type.

The developed area of the Point from

the bridge to 43rd Street contains about 157.4 acres. This includes the actual residential land, the vacant land, and the community open space such as Lafayette Square, Franklin Park, and the school. There are 516 dwelling units which gives an overall density of 3.3 dwelling units per acre in this developed area. This low density reflects the predominance of single-family homes. The lack of other housing types, such as duplexes or multiple units, limits the housing available for those not in an income-producing period of their lives, such as young or retired people, or for those who would prefer to live where building and yard maintenance were not their responsibility. This also means that some people are forced to leave the Point as the area where they grew up or spent most of their lives for lack of suitable housing.

Residential growth on the Point is negligible. This reflects the cost and availability of buildable land. However, this has led to a very healthy recent trend of remodeling and rehabilitating the existing structures. What once were summer homes and cabins have been expanded and modified to be year-around residences. There has been a real awareness and concern for the appearances of the buildings, and the result is a greatly-upgraded community.

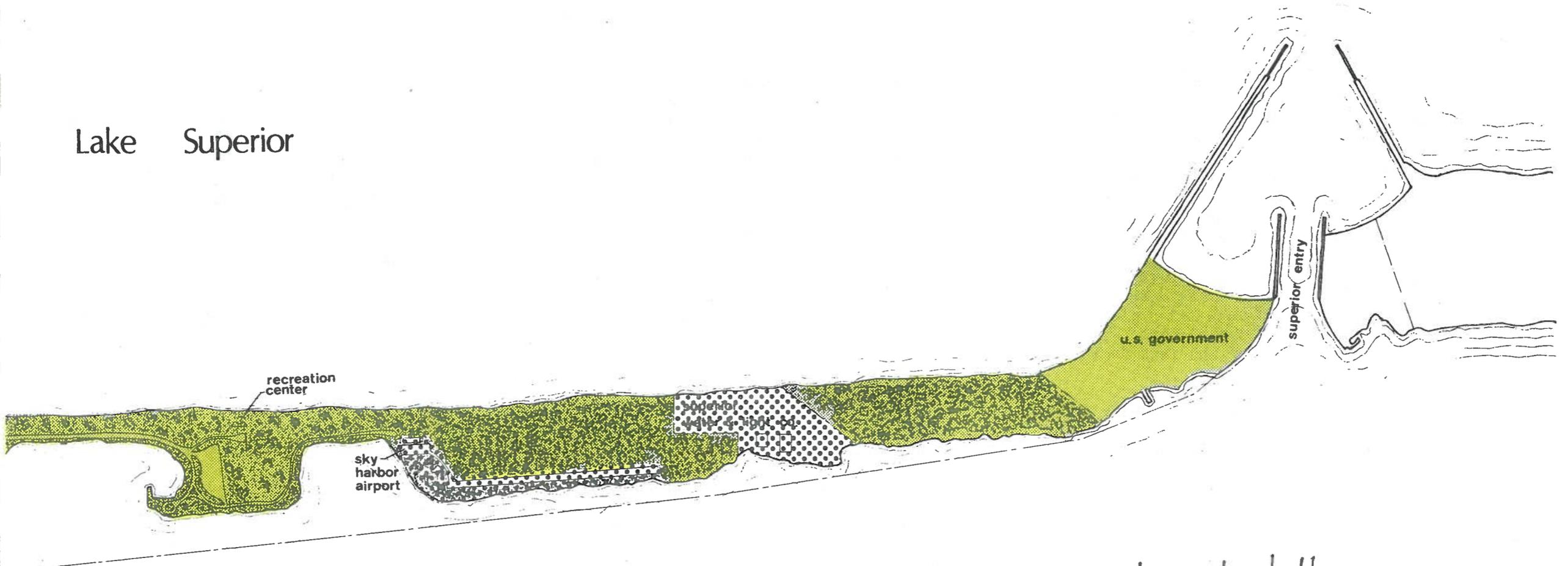


- open space
- vacant
- residential
- transportation & utilities
- public & quasi public buildings
- commercial
- industrial

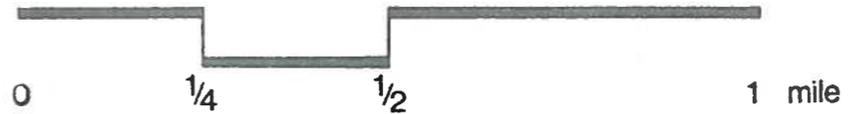
St Louis Bay

harbor line

Lake Superior



Park Point Existing Land Use
October 1973



DEPARTMENT OF RESEARCH AND PLANNING



Transportation and utilities include areas like the sewage pumping stations, the airport, and the Superior and Cloquet water facility. These amount to 7.7 percent of the land on Park Point.

Streets are listed as taking 6.8 percent of the land area. This includes only the active useable streets and not those that are platted but not in place.

Public and quasi-public buildings are such buildings as the Coast Guard Station, the Naval and Army Reserve buildings, fire station, school, etc. These take up 0.9 percent of the land on the Point.

The commercial acreage of the Point is extremely small--only 0.5 percent of the land area. Of the commercial services, only the Bay Side Market is neighborhood-oriented. The other services are primarily water-related boatyards and service facilities.

The question of providing more services for the neighborhood is a sensitive one. The Market is an amazingly well-stocked store, but it cannot serve all the neighborhood needs. The question becomes whether or not there would be enough trade to support other businesses, such as a small hardware store or a laundromat. The concept of a neighborhood service center is to provide

easy access to everyday items but also to provide the social function of a gathering place with an attraction such as a soda fountain. Also, a self-contained neighborhood helps greatly to reduce traffic volumes throughout the City.

The industrial land use is limited to the north end of the Point. Industrial welders is the most prominent industrial use. The total industrial land use is the same as the commercial use, 0.5 percent.

ZONING

Land use zoning is the most effective tool in regulating uses of land in the City, and the zoning on the Point over the years reflects how thinking has changed as to which uses are appropriate for which lands. The original zoning ordinance of 1925 designated Minnesota Point as an area for dockage and heavy industry. In the late 20s when alterations to the canal bridge were being discussed, there was pressure for a bridge that would carry a railroad as well as a roadway. At that time there also was a suggestion to cut a third canal in the center of Minnesota Point with tunnels underneath, and the permanent bridging of the two original

canals, all in the name of industrial growth.

Fortunately, it didn't happen that way. We have seen an awareness of the Point as a natural area, and zoning changes over the years have for the most part kept incompatible land uses away from the Point. It will indeed be interesting to see what changes the next 50 years will bring in the land use patterns of Minnesota Point.

The present zoning is predominantly "R-1-C", which is a single-family residential designation. The areas on the Point that are zoned otherwise are as follows:

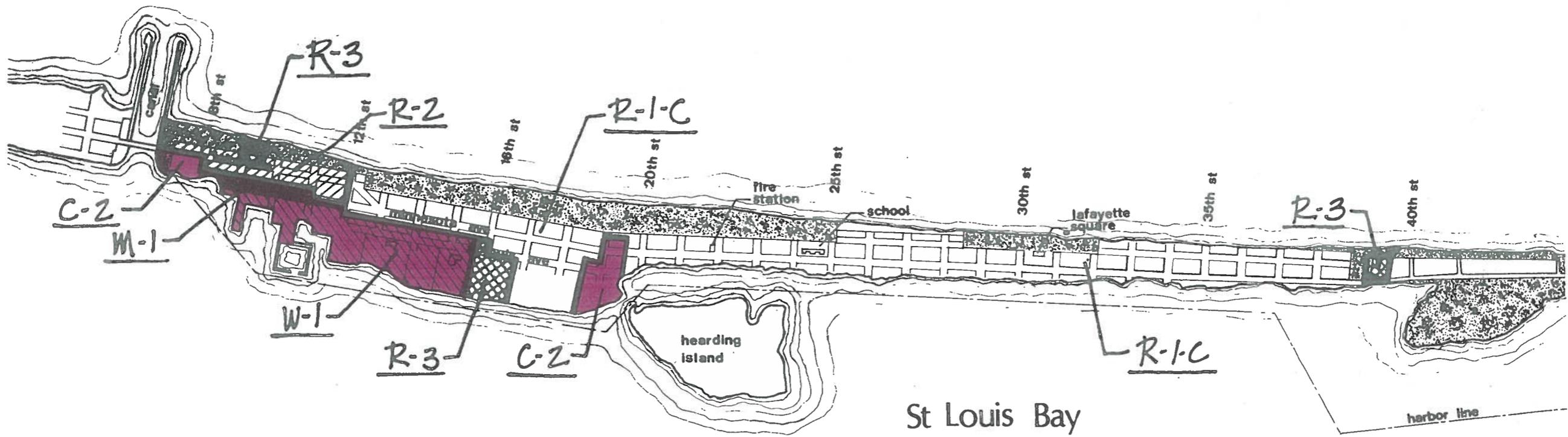
1. About five blocks near the Aerial Bridge are zoned R-2 for two-family residences.
2. There are three small sites zoned R-3 for multiple-family, and two of these sites are occupied by nursing homes.
3. There are two small commercial zones, one at 19th where the store is situated and the other adjacent to Canal Park at Duluth Marine Sales.
4. Three half-blocks on the east side of Minnesota Avenue between 8th and 11th are zoned for light manufacturing (M-1). There are a few

residences in this area, but most of this space is used for storage of boats or cradles.

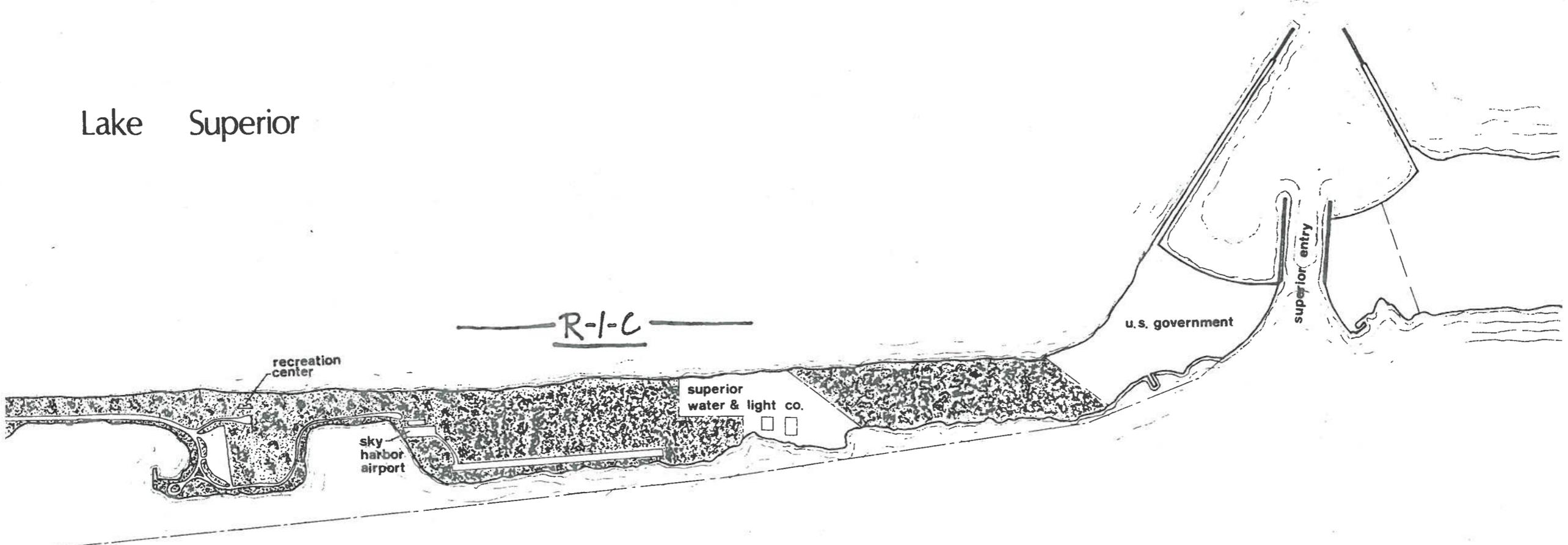
5. "W-1" or waterfront zoning includes the lots on St. Louis Avenue from the canal to the Global Nursing Home. This area includes the military branches, Industrial Welders, and Lakehead boat basin. The "W-1" designation allows only activities that have a need to be near water, such as boat basins, power plants, ship repair facilities, or other uses that need direct access to water transportation. The naval reserve, army reserve, and Industrial Welders have a questionable need to be in a "W-1" zone; and therefore should not be allowed to expand. The concept of limiting "W-1" zones to uses which have a real need to be near the water must be carefully applied in the future.

There are some examples of land use that do not agree with the present zoning. This situation could be the result of several factors. If, for example, before 1958 (when the present zoning was adopted) a house existed as a legal duplex, it would be allowed to continue as a duplex even though the new zoning for that area is for single-family. This concept of allowing the continuance of a use is called a legally non-conforming use or "grandfathered" use.

Also, nonconforming Governmental uses are often allowed on the basis of providing a necessary service in areas that would not allow other commercial or industrial uses. For example, the City of Cloquet was granted a variance in 1967 for the construction of its water pumping station, which is in an R-1-C zone. However, these actions need careful review so as not to set a precedent that vacant land or park lands are "fair game", regardless of their zoning, for Governmental uses.

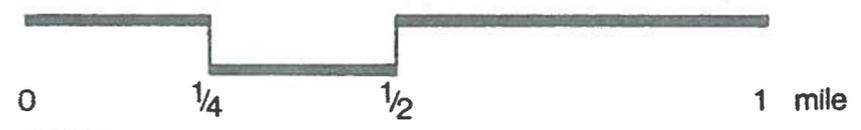


Lake Superior



Park Point
October 1973

Existing Zoning



Traffic and Circulation

Within each neighborhood and across the entire City, a functional circulation system guides the design and use of streets. Such a system assigns each street one of the following classifications:

Local streets serve individual dwellings and should provide safe, quiet access to collector streets but should not serve through traffic.

Collector streets gather traffic from local streets and transfer the traffic to arterial streets. They also connect high activity areas within a neighborhood.

Arterial streets should carry high-speed traffic into and out of a neighborhood (inter-neighborhood trips or between neighborhoods). Because of their high traffic volumes, they should be at the edge of neighborhoods, instead of through them, and should maintain higher operating speeds.

On Park Point, Lake and Minnesota Avenues must provide all three of these functions and must compromise on the definition of each of these classifications. Houses front on these avenues, as do driveways, which is a characteristic of a local street. Yet since these avenues obviously also carry high-speed traffic into and out of the neigh-

borhood, as evidenced by the frequent complaints of high speed traffic past homes, a single route to carry all of the traffic is not a desirable situation.

Traffic volume is measured on the basis of Average Annual Daily Traffic (AADT). In 1972 at 15th and Minnesota there were 3142 vehicles, and at 43rd and Minnesota 1610 vehicles. Unfortunately, no seasonal figures are available. Weekend and seasonal variation in traffic volumes is much more pronounced on the Point than in other neighborhoods. There are several traffic trouble spots on the Point. One is the diagonal connection between Lake and Minnesota Avenues at 13th Street. Drivers unfamiliar with this jog in the road have ended up in various parts of Franklin Park. Also, a storm sewer that cannot handle heavy runoff often forms a small lake there on the turn and creates a slippery surface, especially in times of alternate freezing and thawing.

Another problem is that of drivers coming onto the Point who really don't intend to be there. On the Mainland side of the canal, vehicles that go south of Morse Street on Lake Avenue for any reason are committed to cross the bridge. Also, it is not uncommon to find someone unfamiliar with the Duluth-Superior area on Park Point, be-

lieving he is on his way to Superior. Rather than instructing him to go down to the recreation center and turn right, perhaps signs should be erected at Morse Street indicating that traffic beyond this street is for Park Point only.

The greatest single traffic problem, however, is speed. Many drivers feel that south of the Aerial Bridge, the wide smooth street is open territory for speeding. This again is a problem caused by the multiple functioning of a single street.

Transit The Park Point bus route shares the dubious honor with three other routes in the City as being the least productive. The 1970 census⁹ figures indicate that only 74 Park Point residents of a work force of 579 ride the bus. The Duluth Transit Authority Line Data Survey of May 1973 showed that this route produced \$5 per hour, with the cost of operation \$11 per hour. Ridership averages about 15 riders per hour or about 195 riders per day. The time between busses (headway time) ranges from 30 minutes during peak hour to 45 minutes on the off hours. The headways and hours of service are shown on the accompanying chart. Compare these figures with the transit service of 1927. There were 56 trips each way during the day with 20-minute headways. They carried about 560 passengers into town and

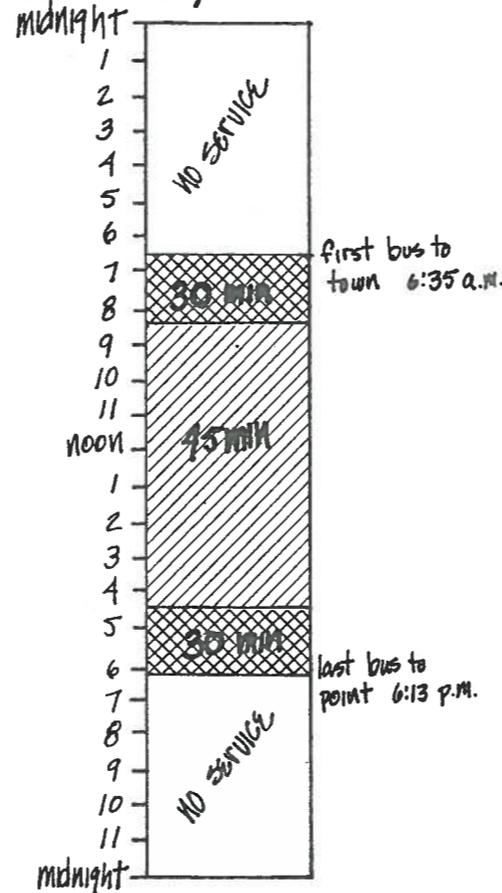
⁹Social Characteristics of the Population, 1970 U. S. Census.

out again each day--well over a thousand riders daily.

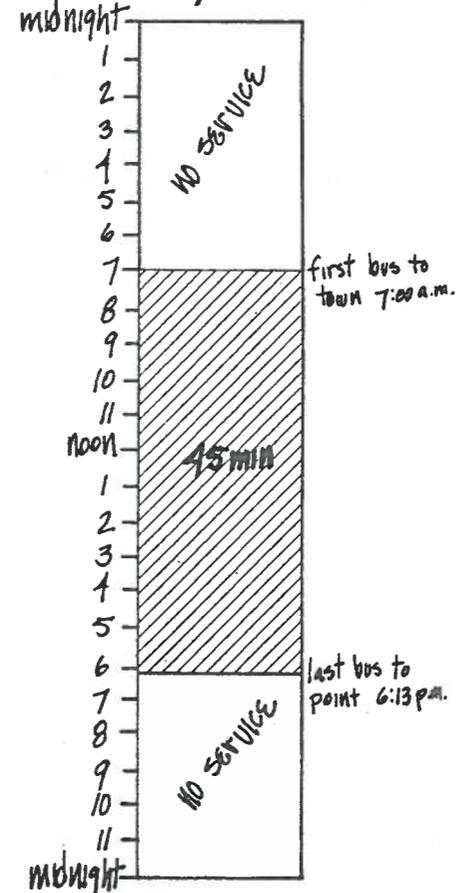
Declining transit ridership is a nationwide phenomenon, and the 46 years that separate the two sets of data cited here have seen the rise of the automobile to a position of dominance. It is especially puzzling, however, that Park Point, with its linear form--pure delight to a transit planner with every house so very close to a bus stop--cannot support decent bus service. Nevertheless, the downward spiral of bus service continues as more and more drivers, alone in their cars, line up and wait and complain while the bridge is up during a rush hour, whereas all those people on one bus more than likely could have passed over the bridge without delay.

BUS HEADWAYS (no service sundays or holidays)

Weekday



Saturday



Socio-Economic Factors

POPULATION PROFILE

The socio-economic patterns of Park Point are shown in the following table. This compares 1960 and 1970 figures of Park Point with those of the City over-all.

The index of aging is a ratio representing the relationship between the age groups of under 15 years and over 64 years. A high index of aging indicates a high proportion of those over 64 compared to those under 15. The two nursing homes on the Point, which have a total population of 240 people (July 1973), contribute greatly to the high index of aging on Park Point. Compare the dramatic increase in the aging index from 1960 to 1970. The growth of the nursing homes is primarily responsible.

The dependency index tabulates persons under 15 years or over 64 years. This indicates what portion of the population is not in the active work force. This is less than the City average. Note how from 1960 to 1970 the dependency index has remained quite constant, but the index of aging in that same time took such a big upward jump. This means that the under-15 group has dropped considerably in the last 10 years. Re-

Population Profile

Community Renewal Program Report, Duluth Department of Research and Planning, October 1969 and U.S. Census 1970

	1970 city average	Park Point	1960 city average	Park Point
population	100,578	1376	106,884	1496
median income	\$9,313	\$9,615	\$4,935	\$5,360
rental dwelling units	32%	27%	33%	22%
persons per dwelling unit	2.9	2.7	2.9	2.8
dependency index	65.9	58.3	72.4	66.4
stability index	58.8	59.8	53.3	57.1
index of aging*	50.6	87.8	42.2	49.6
index of aging	$\left(\frac{65 \text{ and over}}{0-14} \right)$		100	
dependency index	$\left(\frac{(0-14) + (65 \text{ and over})}{15-64} \right)$		100	
stability index	$\left(\frac{\text{persons 5 yrs and older--residence in 1 dwelling unit 5 yrs or more}}{\text{persons 5 yrs and older}} \right)$		100	

*240 persons in nursing homes, 1973

call in the section on schools that the kindergarten enrollment for 1973-74 will be only eight children. These figures indicate that the Point is not a place of young, growing families.

The stability index is a measure of people five years old and older who have been living in one place for five years or longer. This is a good measure of movement into and out of a neighborhood. The stability index for Park Point has remained slightly higher than the City average over this ten-year period. Also note that as rental units in the City as a whole decreased slightly, on Park Point the percentage grew a bit, although remaining below the City average.

Another factor that does not make an entry in the census figures is that of diversity. It is often said that the "Pointers" are a "special lot of people." This is debatable, of course. But it is interesting to note that there is a greater cross-section of people, economically and socially, on the Point than in many other neighborhoods in the City with far greater population. This contributes to the broad range of shapes and sizes of the houses and reinforces the separateness, or village character, of Park Point.

LAW ENFORCEMENT

Law enforcement is a problem on Park Point. Speeding, snowmobiling on the dunes, and dumping of bottles and trash by visitors to the Point are particular problems. The smelt patrol concept has worked well in the spring and perhaps could be expanded to regulation of beach and dune use in winter and summer. With other neighborhoods in the City having populations of more than 10,000 people, higher traffic volumes, more commercial establishments and higher crime rates, it is easy to understand why Park Point is not high on the list of priorities with the Police Department. However, as Park Point receives more and more visitors, this pattern will have to change.

thinking ahead

The Future

So far, this sketch plan has discussed Park Point as it has been and is today. No one can say what will happen to the Point in the future. It could wash away tomorrow in a storm the likes of which have never been experienced before. We can only guess. But we hope to make educated guesses, based on experiences of this City and other cities, using the tools of planning that include statistical analysis, geology, sociology, engineering, and history. The future of Park Point must be considered not only as a neighborhood but as part of the City of Duluth, in long-range terms as well as the immediate future. An inventory of the problems and assets of the area provides a base for suggestions from the Department of Research and Planning as to what the strong features of the neighborhood are that need to be preserved and what problem areas need attention.

PROBLEMS

The most basic problem on the Point is that of retaining its natural character while also utilizing the natural features for the enjoyment of residents and visitors. This problem manifests itself in several ways.

P There is a real threat to the unique natural area south of the airport, for example. The Army Corps of Engineers and the National Guard bulldozed a road through to the old concrete building near the Superior entry to install the experimental bubbler equipment for the winter open water project. Carving out this road from a narrow walking trail was done on City land with no permit or permission granted. Why this equipment was not carried over on a barge is unknown. Also, the increased use of trail bikes, four-wheel drive vehicles, and other "all terrain" machinery of a variety of designs, poses a real danger to the plant life and the enjoyment of this unique natural area in the City.

P In the more developed sections of Park Point, the inadequate beach and bay access with no signs and few litter receptacles makes it difficult to accommodate the great numbers of visitors who come down to the Point on pleasant days. The dunes, particularly between the Recreation Area and the airport, show the abuses caused by trail bikes and the proliferation of other "tear-up-the-land" type machines.

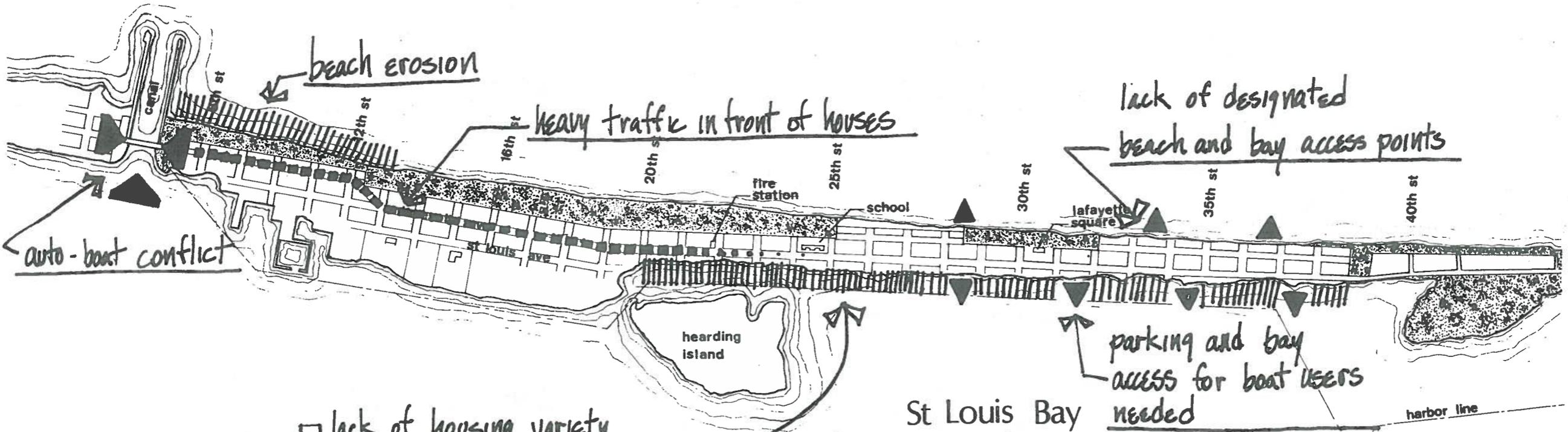
P The existing recreation facilities need upgrading. The tremendous maintenance loads of these areas is caused mainly by thoughtless

persons who treat a park like so many other things in our "disposable" world: use it and leave it.

P A major everyday problem is the speed and volume of traffic. With only the single route through the neighborhood, this situation will continue to be a problem.

P Another related problem is automobile parking and traffic generated by the proliferation of backyard marinas on the bay side. As the popularity of recreational boating continues to increase, this haphazard way of dealing with dockage could bring on real problems from the standpoints of traffic and parking, the destruction of the residential character of the bay side, and increased conflicts between late-night boaters and residents along the whole length of the Point.

P A related consideration is the whole question of the lots platted on underwater St. Louis Avenue. We are beginning to see problems develop with access to the bay shore, and as the pressure for bay side uses increases, a plan must be ready that ensures water access rights and free travel over these areas.



- lack of housing variety
- poor bus service
- need for organized marina
- bay pollution

St Louis Bay
need for easement to
protect water access rights

lack of designated
beach and bay access points

parking and bay
access for boat users
needed

auto-boat conflict

beach erosion

heavy traffic in front of houses

hearing island

fire station

school

lafayette square

harbor line

st louis ave

12th st

16th st

20th st

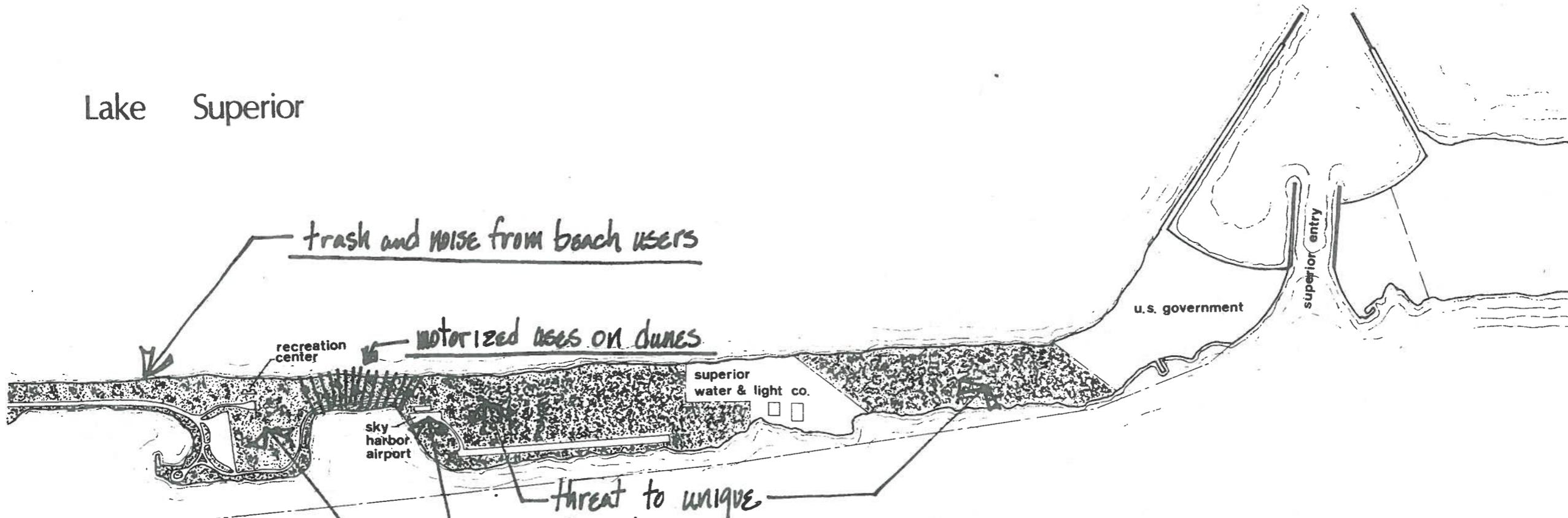
25th st

30th st

35th st

40th st

Lake Superior



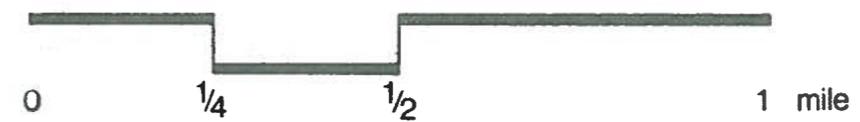
recreation center needs upgrading

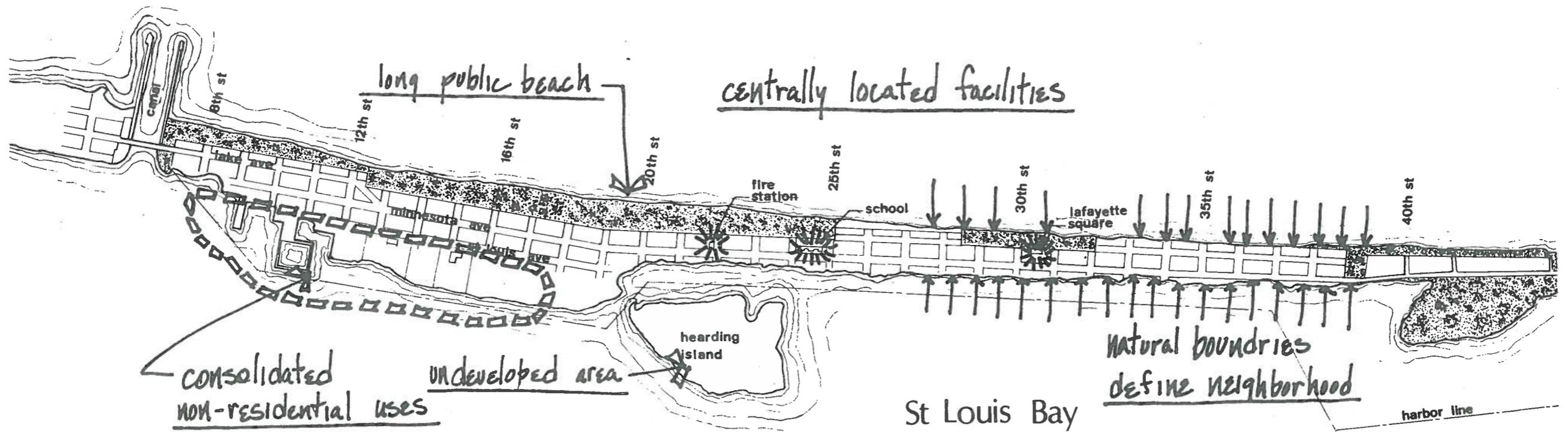
threat to unique forest areas

airport

Park Point
October 1973

Problems

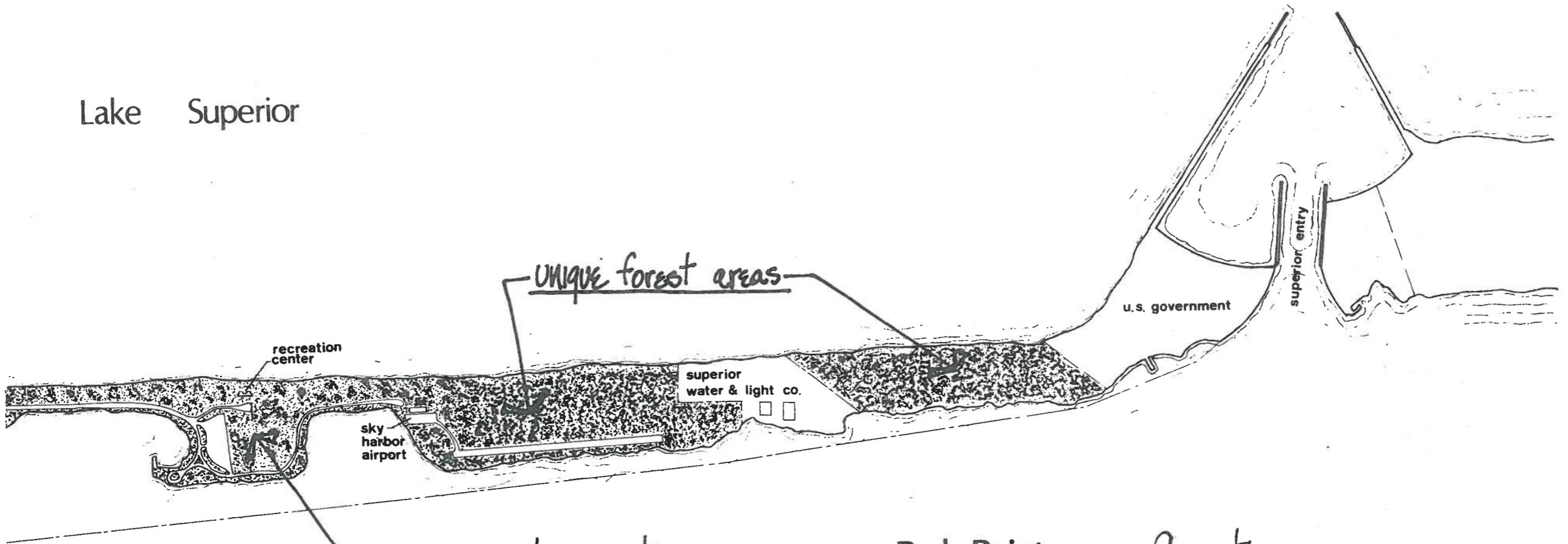




- strong community organization
- unique visual character

- close to city yet physically removed
- open spaces, fresh air and views

Lake Superior

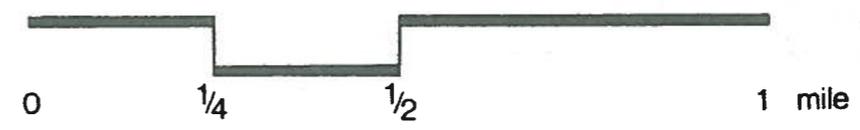


large recreation center

unique forest areas

Park Point
October 1973

Assets



P The present high water level causes great problems to individual home owners as well as creating a burden to the City services. Lake Superior is being used as a containment basin to try to lessen the damages being done by high water levels in the Lower Great Lakes.

P Other problems include increasing conflict between boat and auto traffic at the aerial lift bridge, the declining ridership and quality of bus service, and the lack of variety of housing types available.

ASSETS

A The assets of Park Point include many things besides just the natural assets. However, the fresh air, open space, and magnificent views are the strongest attractions of living on the Point. The active community organization is an often-under-rated asset. The public services such as the fire station, school, churches, and Community Club are centrally located.

A The great amounts of open space and recreation areas available to the neighborhood, plus the access to the Lake and the bay, are all very much a part of the Point. These

features also serve as natural boundaries that define and contain the neighborhood. There are very few neighborhoods where one can live so close to the City center, yet be physically removed.

Recommendations

It should be repeated here that the recommendations that follow are not established projects or policies, but only initial suggestions that require further thought and discussion. Some of these are recommendations for the immediate future, while others are part of the long-range planning process--guidelines for ten or twenty years in the future.

LAND USE RECOMMENDATIONS

R Preserve pine forest One of the top priorities of the future actions on Park Point is the preservation of the pine forest south of the airport. This area is currently threatened by the possible installation of more public utility facilities, and heavy mechanized use. Historically, each time a threat has occurred, cries to develop reliable protective measures have been heard. Yet, no such measures have been adopted.

There are several possible alternatives for the control of this area, as well as Harding Island. One is a new designation developed by the State Department of Natural Resources called "Scientific and Natural Area. This is quite a restrictive designation and should be carefully reviewed. Other state designations should also be investigated to

see what protection they would provide.

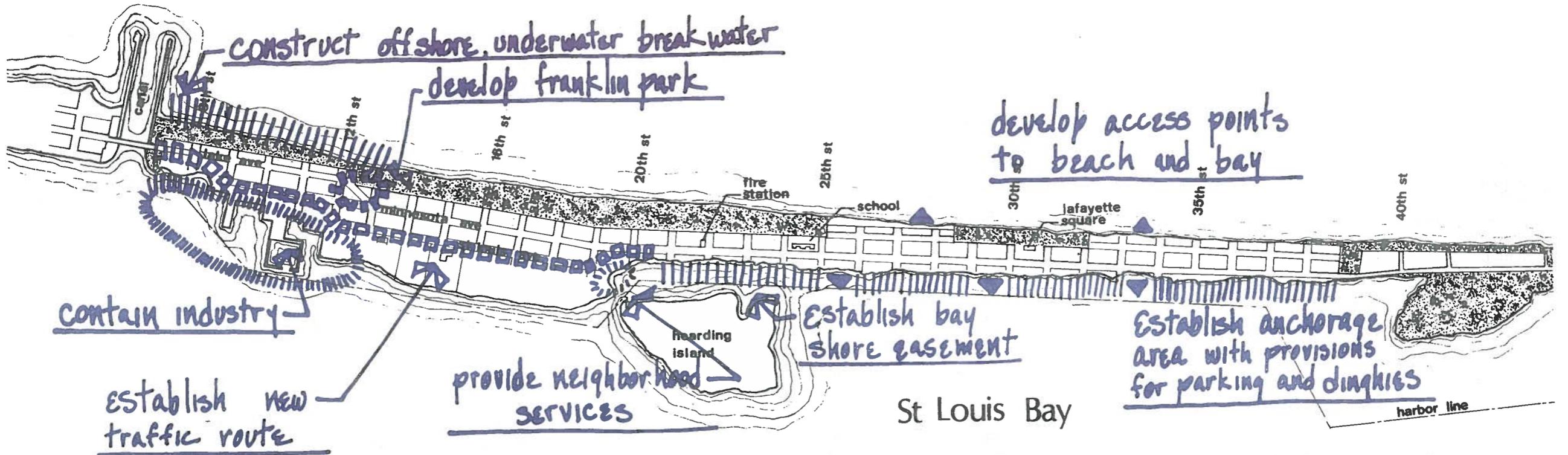
Another means of securing that area would be by creating a new City zoning designation such as "P" for preserve. This zoning category could be written to be applied to the pine forests on the Point and to other sensitive areas of the City to protect their uniqueness. The road to the water pumping stations must be firmly controlled and a barricade to vehicles constructed from the Lake to the bay at the airport.

R Rezone South End The entire Point south of 43rd Street should be rezoned. If a new "P" preserve district is established, the other areas remaining outside this new district south of 43rd Street should be "S" (suburban). However, if the forest areas are protected by a State designation, then the entire area should be "S". The present R-1-C zoning of these areas is totally inconsistent with the present use and future plans for the area.

R Protect dunes and beach Somewhat related to the preservation of the pine forest is the use of the dunes and beach. The City ordinance that currently prohibits motorized vehicles on the dunes does not work. Perhaps a major reason is that it is not well known. An occasional article in the

newspaper stating the ordinance does not help the out-of-towner who finds himself on the Point, eager to try out his new dune destroyer. Signs in prominent places, explaining the existing regulations and even giving a brief explanation of why the dune grass is important, would leave no excuse for an offender when confronted by authorities. Such signs also would aid individuals who take it upon themselves to chastise those who persist in this activity.

The beach itself is physically quite tolerant to a variety of uses; however, the social desirability of motorized travel on the beach has been criticized. Trail bikes and dune vehicles are not compatible with the sunbathing, hiking, and other more passive uses of the beach. Of course, it also is necessary to cross the dune at some point to get to the beach. It therefore is recommended that the prohibition of motorized vehicles be extended to include the beach as well. The long-range implications of setting a precedent for motorized beach use are critical. There is little evidence of harm over a period of only a few years, but if motorized use continues over the years, it would be very difficult to reverse the destructive trend. The Community Club questionnaires in the appendix shows how some residents react to various recreational uses in the forest and beach area.

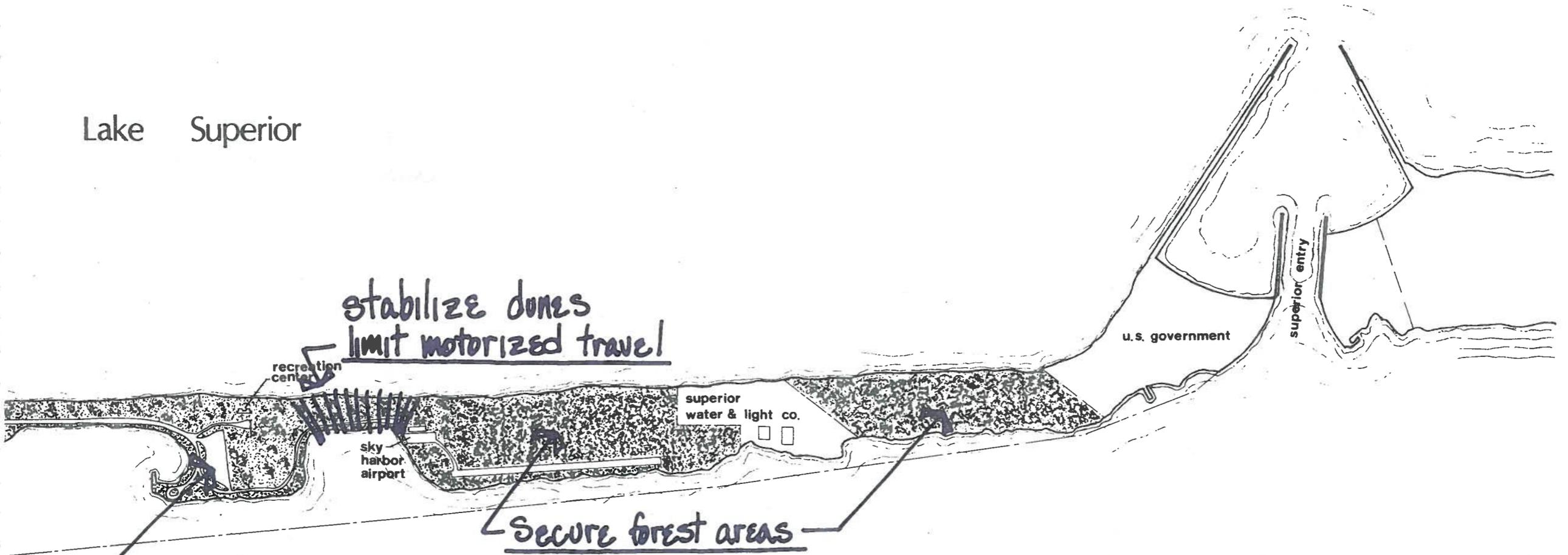


St Louis Bay

- establish marina
- preserve visual image
- open up views over water

- diversify housing types
- establish signing program

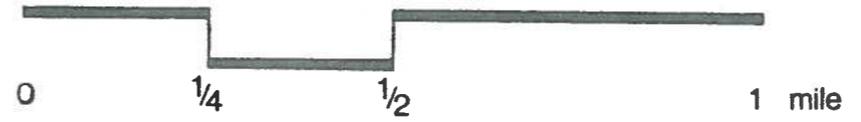
Lake Superior



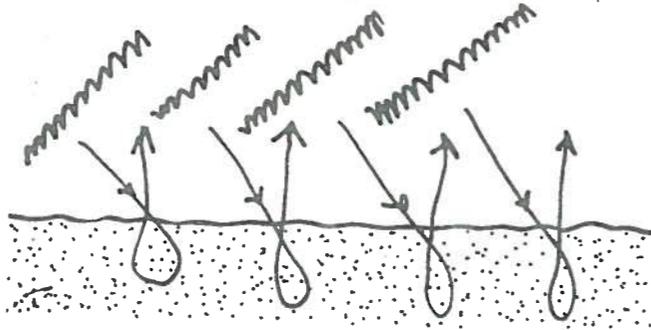
Park Point
October 1973

Recommendations

□ REZONE south of 14th st.



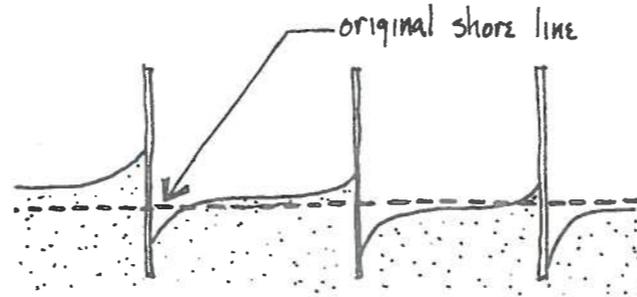
Several proposals have been offered for reducing the beach erosion, which is particularly heavy just south of the Aerial Bridge. Groins have been discussed in the past, but they would not be a proper solution for several reasons. First, the action of a groin is dependent on what is known as littoral drift. This is the movement of sand or other beach materials down the shoreline. However, the littoral drift in the area of Park Point is minimal. Littoral drift is established by waves approaching a long shore at an angle with the resultant transport of sand down the shore.



The waves hit the beach at an angle, but the water runs back down perpendicularly to the shore. As the wave runs back into the Lake, it drops its load of sand.

The predominant wave action on the Point is almost head-on. There is a generalized counter-clockwise current in the Lake, but the rocky North Shore does

not provide a source of material that would be washed away and redeposited farther downdrift.



Even if a littoral drift were present on the beach, the groins would only serve to trap sand on the upstream side of the current, while the downstream side would be eroded away, resulting in a pattern of steps down the shore.

For the area immediately south of the ship canal, the Army Corps of Engineers is studying several possible structures to protect the beach from wave action. There are two general types of designs --an onshore breakwater and an offshore breakwater. The onshore variety would be either a riprapped slope or rocked-in bulkheads. The offshore designs are for underwater breakwaters extending 3,200 feet south from the south pier of the ship canal out about 750 feet from the beach. The top of the breakwater would be about two feet below the Lake level and would be marked with lights to protect small craft. These

alternatives are still being reviewed and will be presented by the Army Corps soon.

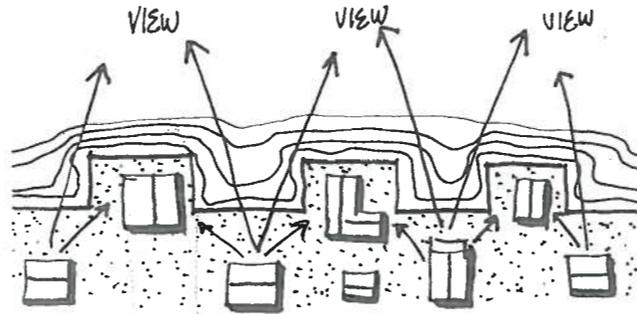
R Develop more variety in Housing types The Census data indicate that the Point is losing young family populations. One factor in this trend is the lack of variety in housing types. Of the many modern types of multiple-family housing, perhaps duplexes and townhouses would be best suited to the Point. It is impossible to over-emphasize the proper design of any new construction. Open spaces, landscaping, materials, finishes, and compatibility with other buildings are too often compromised in favor of maximizing profit. Any new building must be an asset to the occupant and to the community. A variety of housing types would help to ensure the continuance of one of the Point's strongest assets--that of a wide social and economic mix of people.

The location of any multiple units to be built would be very important. The general area from the Aerial Bridge to 20th Street would be most acceptable. Good design cannot be regulated except through height, density, and setback requirements, but good design can be encouraged by cooperation among various groups.

R Improve Neighborhood Services Although both questionnaires indicated that the residents thought that downtown was close enough to serve their shopping needs, the development of neighborhood facilities that would reinforce a community center should be considered. As was discussed before, a self-sufficient neighborhood that does not require the residents to make trips to other areas for everyday shopping needs contributes greatly to the overall traffic system in the city. The benefits to the Point of a few additional "local" convenience goods services such as a general store or laundromat would be significant not only from the standpoint of reducing the traffic on the north end of the Point, but also by creating a neighborhood center where residents could have regular contact with each other.

R Ensure water rights The use of underwater platted land requires regulation. It is essential that water access be maintained for those who have lots on Minnesota Avenue. The past policy of releasing tax-forfeited land being held in conservation only to the owner of adjacent lots on Minnesota Avenue has worked in the past. However, recently there have been a few instances where there have been attempts to buy a lot behind someone else's property, and in one case the potential buyer was successful. A much more formal plan should

be adopted. One possible solution would be the establishment by St. Louis County of public water access easements over all the remaining underwater tax-forfeited lots with a procedure whereby the County could grant leases to adjacent property owners for construction of small docks.



This action would also insure a uniform bay shore line by preventing the filling of these underwater lots which, if not regulated, could easily result in a bayside shore that was substantially built out, blocking views of the City and the harbor from established homes and seriously crowding the bayside shore. The Community Club questionnaire indicates that the respondents were generally in favor of owners being allowed to dredge their adjacent bay shore lots; however, the question of filling them is more evenly divided.

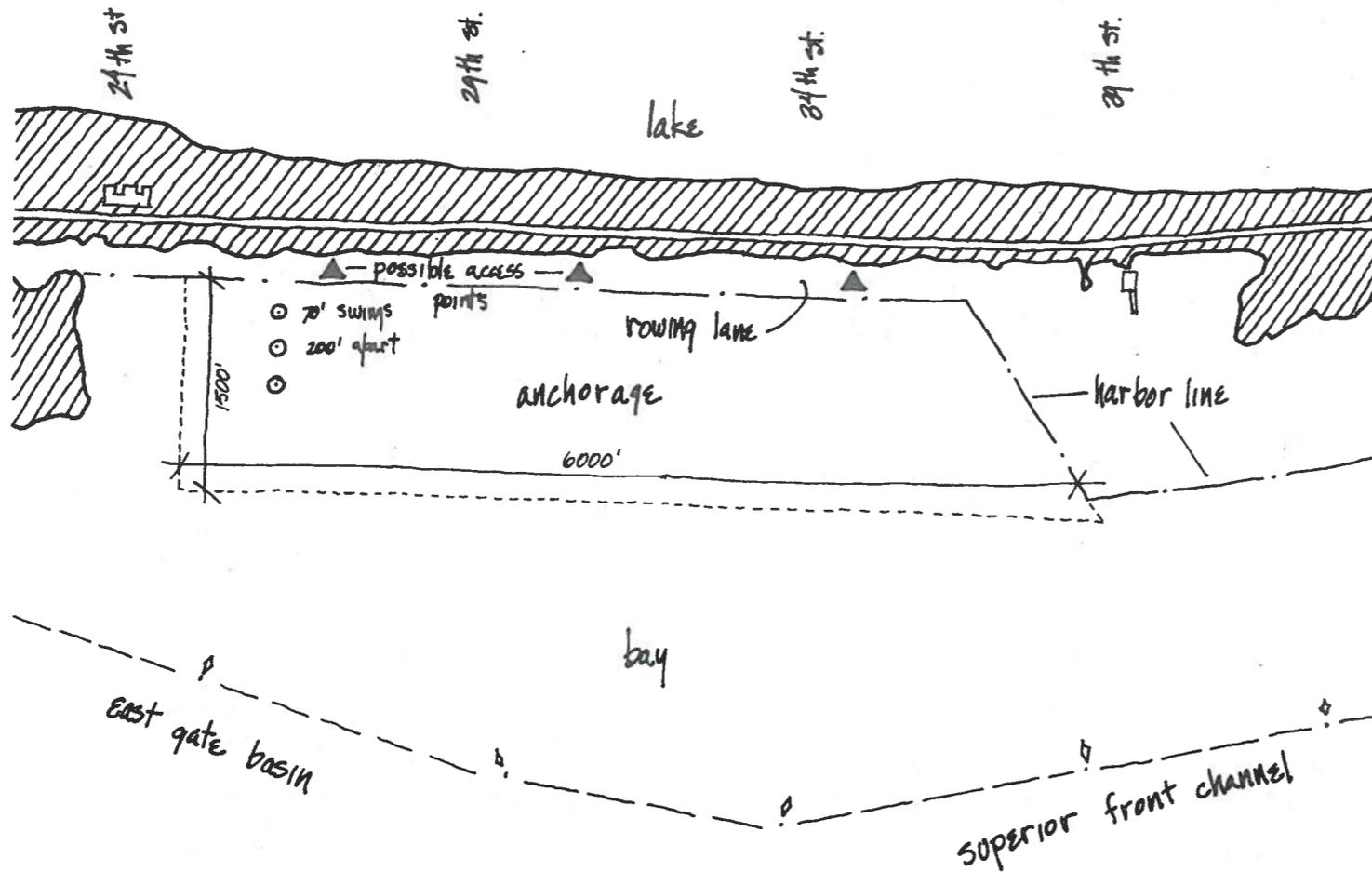
R Provide marina space A 1969 study for marina and recreation facilities¹⁰ indicated that of the 253 mooring spaces available at eight

commercial docking areas, all were operating at 100 percent capacity except Drill's Marina (in Riverside), which suffers from its distance to the Lake and harbor. Services available at these areas are minimal, and many of these areas have no services at all.

Park Point is the logical place to answer the need for marina space. There is a distinction between a marina and backyard dockage, in that a major marina would provide a full range of services including fuel, water, and electrical power and also a shop that would sell boating supplies and hardware. The continued expansion of backyard docks will result in traffic down the length of the Point, over-commercialization, and degradation of the residential character of the bayside. This commercial use of residential property is presently illegal, and a change in the zoning code is being prepared to clarify this situation. This would continue to allow the dockage of a limited number of boats but would not allow for any services to be provided. This arrangement would be similar to renting out a garage, and would encourage the consolidation of boats into a major marina to minimize the impact on the neighborhood, the natural shoreline, and traffic on the Point.

There are several possible marina sites. A proposal has been prepared for a mar-

¹⁰Recreation Site Study of Duluth-Superior Harbor, prepared for Economic Development Administration by Aguilar, Jyring, Whiteman and Moser, Inc., Duluth, September 1969.



PROPOSED ANCHORAGE AREA

ina around 18th Street. Another possibility is in the Industrial Welders - Lakehead Boat Basin area. This facility would be a major traffic generator and therefore ought to be located near the north end of the Point.

R Formalize anchorage area The area in the bay that is used for anchorage could benefit from an official designation from the Coast Guard. A defined area would eliminate the liability problems of anchoring without mooring lights; draft requirements and the swings at the buoy could be coordinated, and travel lanes could be defined for rowing shells. Also needed are storage for tenders and dinghies, and organized parking areas. Two or three street ends in this area, or bay-side lots, could be developed for this storage and parking.

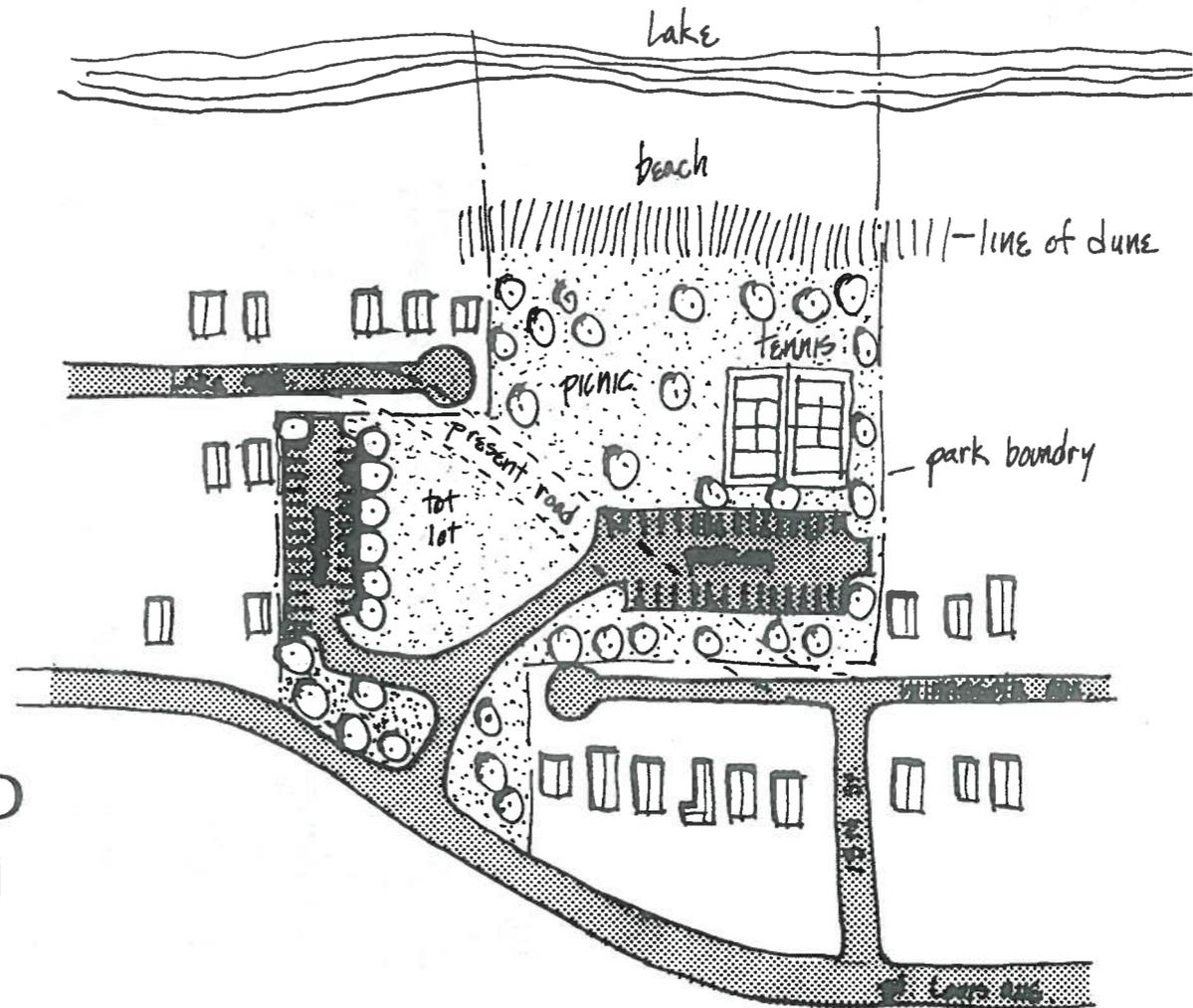
R Continue residential rehabilitation Park Point has experienced a very healthy trend in rehabilitation of the aging cottages into year-round homes. This trend should be encouraged. The rebuilding of older homes has helped preserve the character of the area, a consideration that is not often given enough thought in new construction. Park Point has made real gains since the days when banks would not give a mortgage for property on the Point.

R Contain industry The containment of industrial land uses in the north end of the Point is important. No expansion of these uses should be allowed. As it becomes possible, a phasing out of these industrial and manufacturing zones in favor of more compatible waterfront uses should be encouraged. Changes in the zoning code and a strict interpretation of the "W-1" or waterfront zone will insure that the industrial uses on the Point are contained or phased out. Also, billboards on the bay side, to be seen from downtown, are a potential eyesore that must be prevented.

RECOMMENDATIONS FOR RECREATIONAL AREAS

R Develop Franklin Park One of the most positive improvements to the Point would be the expanded development of Franklin Park. A major parking area with easy beach access could be developed that would attract many people who would otherwise add to traffic congestion by driving the full length of the Point to the Recreation Area. The existing driveway entrance to the area is hazardous and would require realignment.

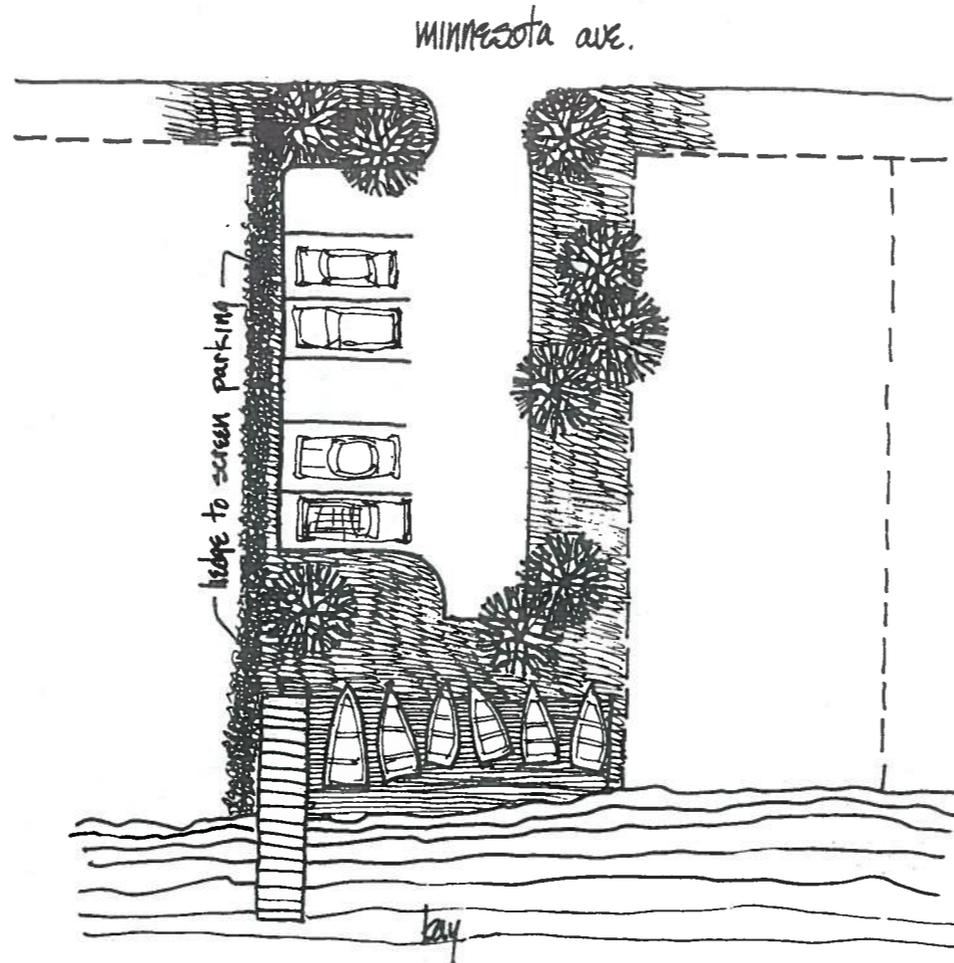
EXPANDED FRANKLIN PARK



DEVELOPED STREET END

a bay side street end used for parking and dinghy storage.

1" = 30'



R Provide beach and bay access. The use of street ends for beach and bay access needs clarification. Several street ends down the length of the Point should be chosen as access points. A system should be established that would provide selective improved access points at regular intervals down the Point, with the exact choice of street end determined by the dunes, trees, and buildings in the area. However, vacation of street ends generally should not be permitted to protect future possibilities of access to the beach or bay. Present law allows the property owner adjacent to a platted, undeveloped street to use the land out to the center line of the right of way. This is in direct conflict with the intent of using street ends for access to the beach and bay. For this reason, access points must be formalized by official designation to prevent conflict between the adjacent property owner and those who need to use the platted street for access to the water. Signs and designated developed pathways and parking areas would help secure public use of these public lands.

R Upgrade Recreation Area The improvement of the recreation center by the restoration of the bath house, addition of tennis courts, and general maintenance work would be welcome. The Duluth Jaycees and the Minnesota Teen Corps have constructed a replica of an ore carrier, the ship canal, and the Aerial Lift Bridge out of timbers and railroad ties. This should prove to be a real attraction at the Recreation Area.

R Establish signing program All of the parks, open spaces, and recreational facilities on the Point would benefit greatly from a program of signing. Visitors are unaware of where they can do what. Low keyed, uniform signs could indicate proper beach access points, regulate parking, show points of interest, post times of activities or meetings, and advertise special events. The City is presently working on a Citywide graphics program for City parks, the Tour du Lhut scenic loops, City vehicles, and City stationery. Any signing program for the Point would share this basic format which will be used in other parts of the City.

City Graphics Program

The Graphics Program provides a unified identity for City departments and services.



The logo or symbol is an abstract form of the natural qualities of lake waves, gulls in flight, cascades and steep terrain.

The symbols below are a few of the "pictograms" used to quickly identify city areas and their functions. Words and/or arrows would supplement them when appropriate.



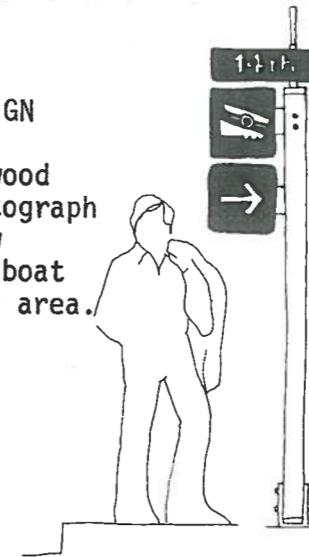
PARK SIGN

Natural wood column with Park Dept. symbol and park name on painted panels.



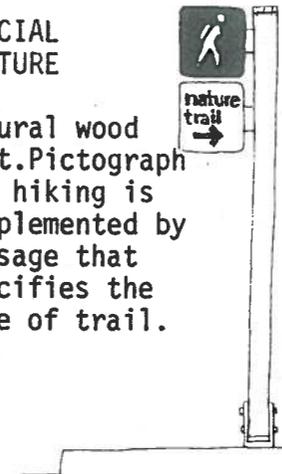
STREET SIGN

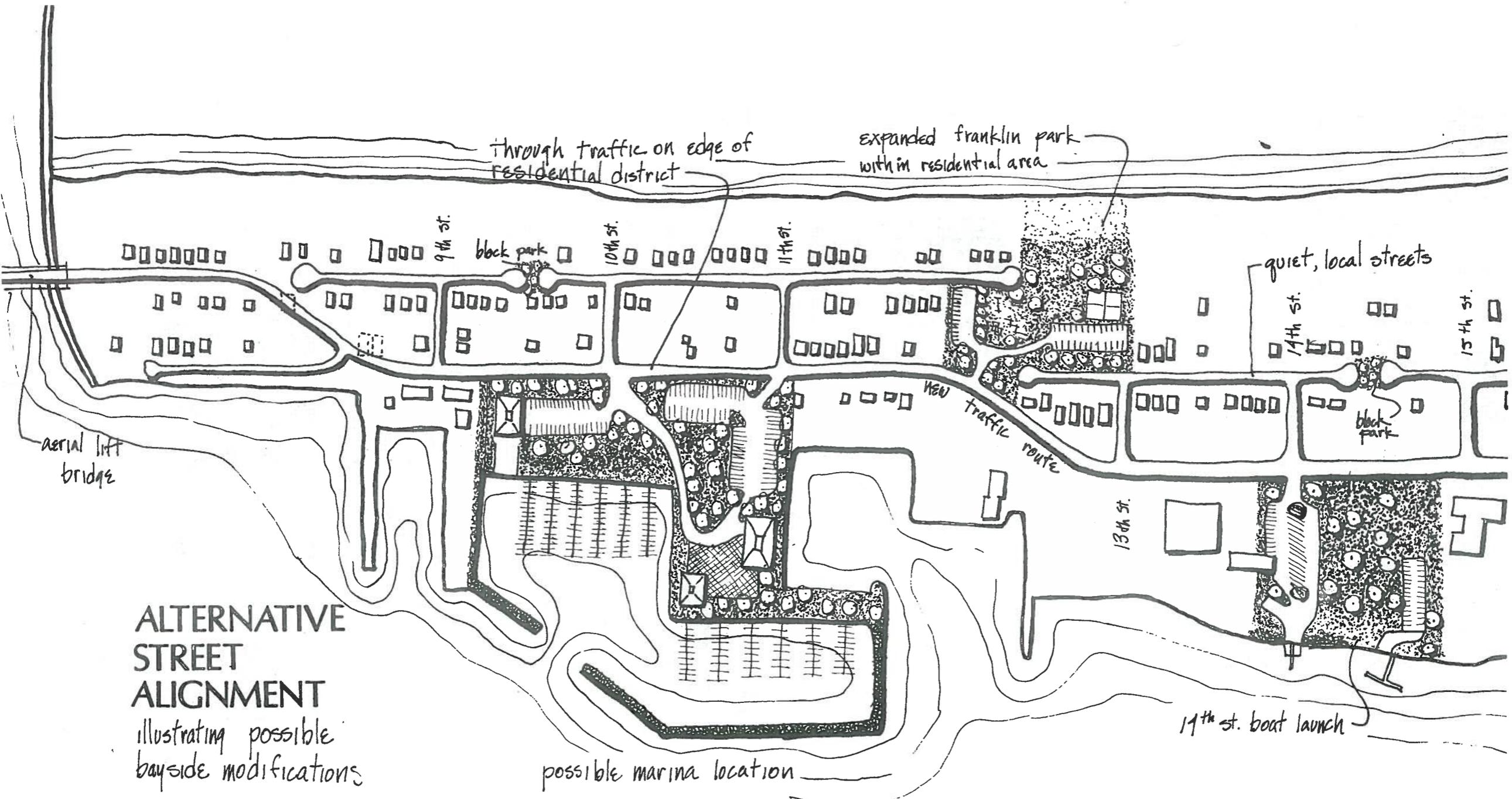
Natural wood post. Pictograph and arrow identify boat launching area.



SPECIAL FEATURE

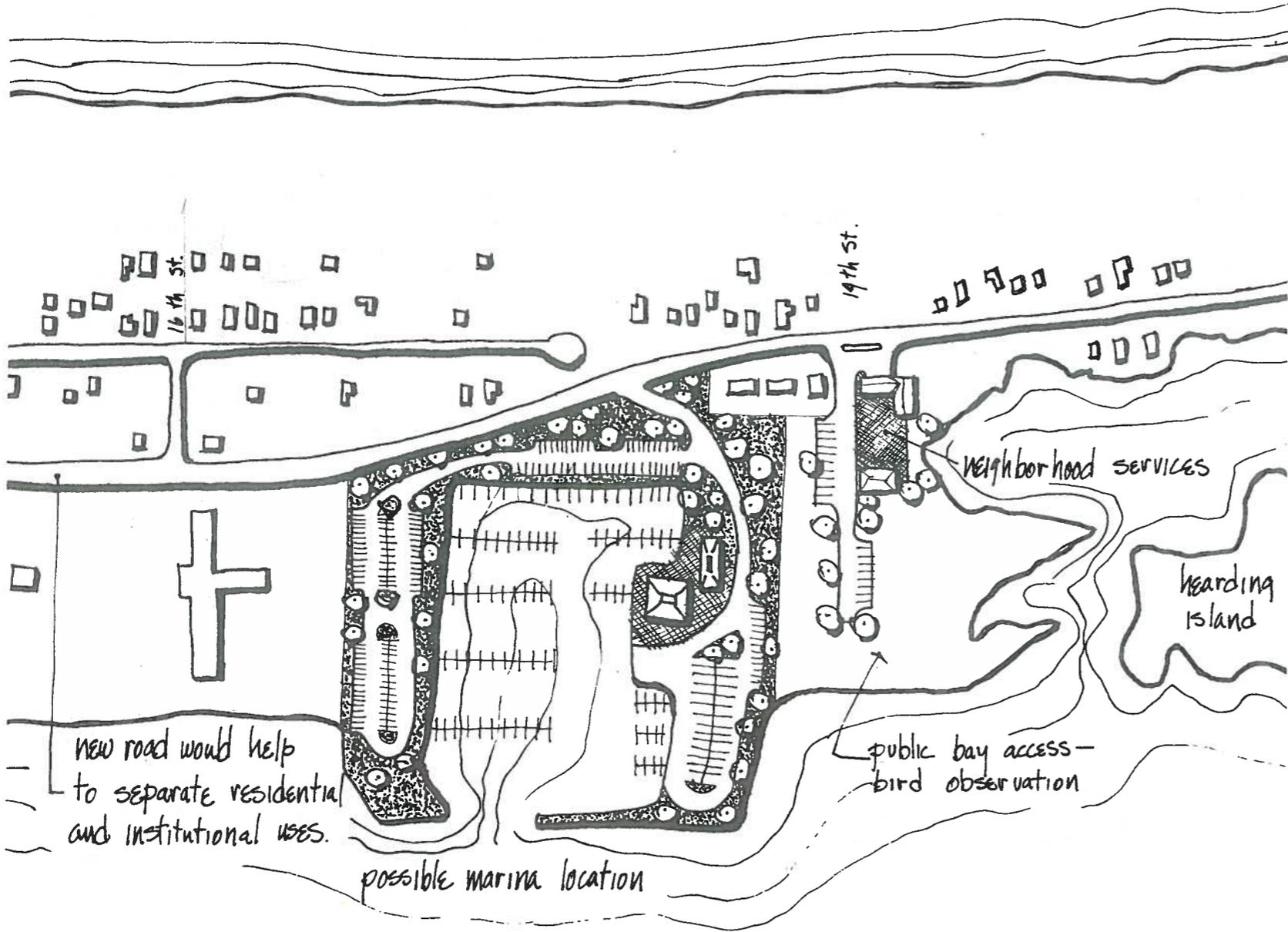
Natural wood post. Pictograph for hiking is supplemented by message that specifies the type of trail.





ALTERNATIVE STREET ALIGNMENT

illustrating possible bayside modifications



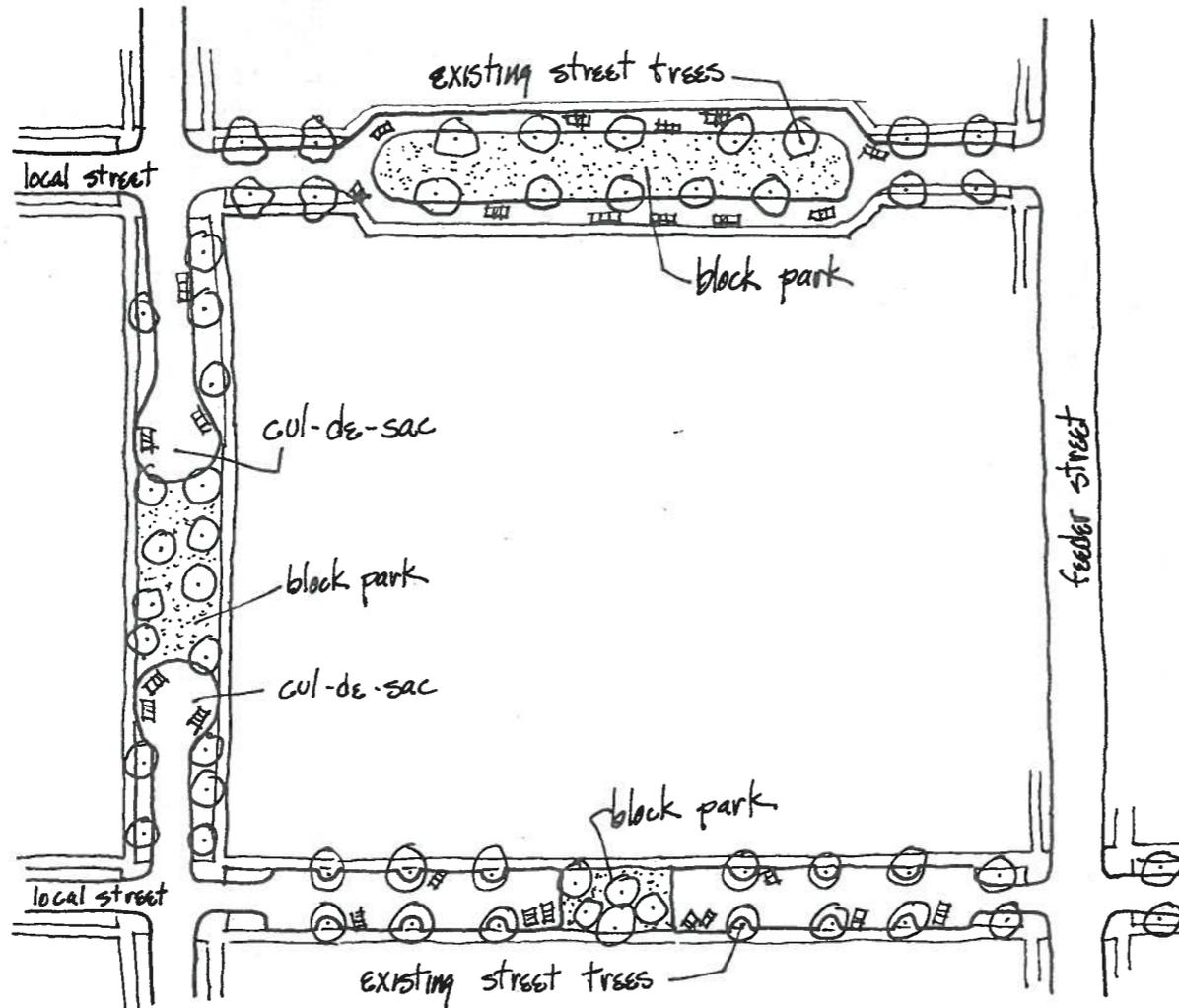
TRAFFIC AND CIRCULATION RECOMMENDATIONS

R Develop new traffic route The unique one-route situation on Park Point is responsible for the high volume of traffic in front of the residences. This is especially critical on the north end, where there is a greater volume of traffic. A drastic improvement in this situation would not be difficult. This would require a new route to 19th Street which would take the highest volume of traffic away from the concentration of homes. A new diagonal could be cut between Eighth and Ninth Streets to take traffic onto Minnesota Avenue down to 12th Street, where another diagonal would connect to St. Louis Avenue.

Benefits of this route would be many. The houses between Eighth and 19th Streets, which have the most traffic now, would be free of arterial traffic. The old route would become a quiet local street. Cul-de-sacs and block parks could be built to further cut down the traffic in the residential area. The new route would help define and separate the residential uses from the industrial and institutional uses. This would help to contain and separate the industrial area and provide easy access for traffic to the institutional uses on the bay side without penetrating the residential neighborhood. Franklin Park could be

LOCAL STREETS

Several methods of preventing through traffic on local streets



rejoined and developed into a major community park--something the north end needs. Where the new route joins the old street at 19th, neighborhood services could be expanded and new housing could be introduced with minimal impact to the existing neighborhood. Another factor in favor of this new route is that it is a very pleasant scenic drive with a good view of the City and bay activity. Try driving it. This road change, which is more a long-range suggestion than an immediate proposal, would help greatly in accommodating the future growth of traffic, new housing, neighborhood services, and increased boating facilities that the Point will experience in the coming years.

Regulate bridge lifts Another major factor of traffic on the Point is the Aerial Bridge. In the spring of 1971 a report on "Aerial Bridge Lifts and Vehicular Traffic" was submitted by the City to the Ninth District Coast Guard Chief of Bridges. This report, along with photographs and charts of traffic over a one-week period, was to investigate the possibility of regulating bridge lifts for pleasure and excursion craft during rush hour. The Coast Guard response was that at the present time the traffic delay did not justify restrictions on navigation. Copies of this report and the

Coast Guard reply are in the appendix. Although the average time for traffic delay is only eight minutes, both questionnaires reported a desire to regulate the bridge lifts for pleasure craft and excursion boats during rush hours. Once again, increased use of the bus would reduce the inconvenience of the bridge, as one bus can get across much more quickly than ten or twenty cars.

So this is the Park Point Sketch Plan--an inventory of existing character and facilities, a summation of problems and assets, and some recommendations as to how pressures for neighborhood changes can be managed and fit into a long-range plan for Park Point. It's difficult for anyone to think in terms of the "long-range" future. Yet Park Point must, in order to properly deal with inevitable pressures. It must act instead of being required to react.

The uniqueness of Park Point as a geological phenomenon cannot be overemphasized. It provides intimate contact with one of the greatest bodies of water in the world and is a strong attraction for Duluthians, Minnesotans, and out-of-state visitors. On the other hand, it is a neighborhood--one of the oldest and most established in the City. It is understandable that many long-term residents of the Point feel that it belongs to them alone. Conflict is inevitable. The goal, however, is to minimize the conflict and to make the Point as pleasant as it can be for a maximum number of people, for years to come.

One of the strongest positive features of the Point is its unique personality--a marine, old village atmosphere. This personality should be nourished. Retention and opening of views of the harbor and Lake from the road; or containment of non-water-related industrial uses; or encouragement of local craftsman activities; or preservation of Pine Forest and Hearing Island; or control of man's recreational machines; or expansion of properly located marina facilities each might help. But public or private decisions affecting this personality are being made every day. And they must have the benefit of a framework.

A sketch plan is a beginning, a device to stimulate thought and to promote discussion towards such a framework. We hope to have accomplished this purpose.

resources

REPTILES

_____in closing

REPORT ON AERIAL BRIDGE LIFTS AND VEHICULAR TRAFFIC
CITY PLANNING DEPARTMENT

I. EXISTING CONDITIONS

Three major factors have resulted in a proposal to establish new regulations regarding aerial bridge lifts for small boats and excursion craft:

- A. The increasing vehicular traffic over the bridge,
- B. The increasing number of bridge lifts for small boats,
- C. The increasing wear and maintenance of the bridge.

A brief examination of each factor follows:

A. Increased Vehicular Traffic Over the Bridge

The average daily vehicular traffic has increased from 3,578 vehicles in 1964 to 4,770 in 1966, and to 6,200 in 1970. City Traffic Engineers estimate that during July and August the count may be as high as 9,000 daily. These months are also the peak of boating activity.

In 1970 there were 1,458 people and 513 dwelling units on Park Point. Although there has been no significant population increase over the last ten years, three other factors have affected increased traffic:

- 1) Larger numbers of people utilizing recreation facilities during summer months, and
- 2) A general increase in number of auto trips per household, and greater overall mobility.
- 3) Recent increase in nursing home patients from 42 in 1969 to 147 in 1970, and 186 in 1971 with expected capacity of 245 in 1972,¹ resulting in a greater number of ambulance (emergency) trips.

B. Increased Number of Bridge Lifts for Small Boats

As evidenced by the following table, the number of bridge lifts caused by excursion boats and small pleasure boats has steadily increased during the last five years. The number of commercial vessels passing through the canal is essentially constant from week to week throughout the navigation season, and has decreased over this five year time period.

1. Under the existing system, police and ambulance emergencies are relayed by the central dispatcher by telephone, and fire emergencies are relayed by radio, direct from the Fire Department to the bridge operators. In addition to the bridge operator having radio contact with foreign and domestic ships, the local power squadron has also donated a radio for contact with small boats similarly equipped.

VESSEL PASSAGES REQUIRING BRIDGE LIFTS, BY TYPE - 1966 - 1970*

Year	Lake Carriers		Foreign Vessels		Tugs, Harbor & Fishing Craft		Excursion Boats		Sailboats & Small Craft		Total Boats	Total Bridge Lifts
	No.	%	No.	%	No.	%	No.	%	No.	%		
1970	3250	43.8	347	4.8	495	6.6	1761	23.7	1559	21.1	7412	6100
1969	3278	45.6	324	4.6	462	7.5	1774	24.8	1312	17.4	7150	5892
1968	3177	45.9	394	5.7	512	7.4	1577	22.8	1259	18.2	6919	5928
1967	2873	45.7	449	7.1	386	7.1	1484	23.6	1098	16.5	6290	5351
1966	2886	45.1	597	9.3	379	5.9	1457	22.8	1078	16.9	6397	5387
Five Year Averages	3093	45.3	422	6.2	447	6.5	1611	23.6	1261	18.4	6834	5732
July '70	420	26.9	40	2.6	142	9.1	552	35.4	404	25.9	1558	1445

*Note: No breakdown of figures, by types of boats, are available earlier than 1966.

Eighty percent of excursion and pleasure boat traffic occurs during July and August, which is also the peak period of vehicular traffic. With growing numbers of people using recreational facilities on Park Point and increased boating activity between the Harbor and the Lake, the resulting conflict is creating serious delays in traffic circulation. It is generally accepted that large commercial vessels will continue to create unavoidable delays. However, delays caused by pleasure craft could be avoided through judicious regulations.

C. Increased Wear and Maintenance of the Bridge

The bridge is 41 years old and has required considerable repairs during recent years. The City of Duluth is responsible for its maintenance and operation. Unnecessary bridge lifts should, therefore, be kept to a minimum.

II. RECOMMENDATIONS

In order to reduce the number of lifts resulting from passage of pleasure or excursion boats, the following suggestions should be considered:

- A. Small boats with hinged masts and demountable radio antennas could be instructed to pass under the bridge without a bridge lift.
- B. Boats under a given length could be required to wait and pass through with larger vessels or in small boat groups of three or four.
- C. Regulations prohibiting passage of all pleasure boats and excursions boats could be imposed during traffic rush hours between 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m. with exceptions for pre-arranged groups or joint passage with large vessels. (Such regulations are not uncommon and are in effect in many port cities).
- D. Sailboats with auxiliary engines could be required to pass through the canal under power, with or without sails, which would reduce travel time in the canal and minimize required maneuvering space.
- E. Large signs could be constructed at the Harbor entrances to the canal posting the above restrictions.

III. IMPLEMENTATION

- A. Legislative Authority - Because the U. S. Coast Guard governs regulation of the bridge and all water borne traffic, additional regulations should be instituted by that agency of the federal government. The City Council might also require an ordinance delegating authority to bridge operators as required for enforcement.
- B. Enforcement - Joint efforts between the U. S. Coast Guard and local agencies may be required because of multiple jurisdictions of cities and states. (e.g. Violators may be licensed in either Minnesota or Wisconsin).
- C. Penalties - Recommendations for consideration as a misdemeanor offense
 - 1. Revocation of boat license
 - 2. Fines consistent with other comparable misdemeanors
 - 3. Both of the above.
- D. Public Hearings - Regarding Adaption of Regulations - The U. S. Coast Guard will require a hearing of all interested parties before final consideration of legislative enactment.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Ninth Coast Guard District
1240 East 9th St.
Cleveland, Ohio 44199
Phone: 216-522-3993

3273
Ser B-568
29 November 1972

Mr. Carl A. Lund
Director of Public Service
201 City Hall
Duluth, Minnesota 55802

Dear Mr. Lund:

The City's request for establishment of bridge hours for the Aerial bridge across the entrance to Duluth Harbor has been thoroughly reviewed. It is the considered opinion of this office that the data submitted does not justify imposing restrictions on navigation.

The hours proposed for closure are from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 5:30 p.m. In analyzing the traffic data it is noted that the mid-day counts frequently surpass the morning rush hour figures. The traffic volume then generally builds to a 14 week-day average hourly count of about 275 vehicles in the two hour period 3-5 p.m., tapers off during the dinner hour then peaks again at 282 vehicles between 8 and 9 p.m. Based on traffic volume there is no justification for morning hours since the hourly volume of traffic between 11 a.m. and 10 p.m. usually is greater than during the morning rush period. The traffic figures actually corroborate the observations of Mr. Gasior of this office when during the morning rush of 8 and 9 August 1972 there were several times when there were no cars at all in the $\frac{1}{2}$ mile between the bridge and the intersection of Lake and Minnesota Avenues.

The volume of afternoon traffic while greater than in the morning is not actually great enough to cause significant traffic problems to the city in the event of a bridge opening. Except for a drop-off around 6 and 7, the afternoon and evening volumes are comparable and in fact the evening traffic is often heavier than during the afternoon rush.

The heaviest amount of traffic to cross the bridge in a 15 minute period was 159 vehicles. Average bridge opening time for vessel traffic is about eight minutes. Assuming a vehicular storage space of 25 feet and that all the vehicles were travelling in the same direction (in reality this would be unlikely) an average opening would result in a delay to about 85 cars with a backup about 2,100 feet long. This would not extend into the business district on the north side and thereby disrupt east-west traffic in the downtown area. There is no problem involving cross street traffic at all on Park Point.

The figures do not indicate any serious and continuing traffic problems caused by the operation of the bridges unless there is insufficient time between vessel passages to close the draw and allow the accumulated traffic to clear. As you were advised by Mr. Gasior earlier, we do not consider it unreasonable to delay reopening the draw long enough to clear this traffic so long as the safety of the vessel and bridge are not jeopardized. The bridge operator has a radiotelephone and radar at his disposal and communications between him and the vessel masters is excellent so they should have little difficulty in coordinating their actions. Captain Rico, President, Upper Great Lakes Pilots, Inc., has already indicated that his group will cooperate fully in this matter. We have also briefly discussed this with the Lake Carriers' Association and will discuss it further at the annual meeting of their Navigation Committee to be held here in the near future.

If you can provide additional data which clearly establishes that the operation of the bridge is adversely affecting the community in general, we shall give further consideration to your request. Please do not hesitate to contact this office should you wish to discuss this matter.

Sincerely,

H. E. LINDEMANN
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the Commander,
Ninth Coast Guard District

PARK POINT COMMUNITY CLUB
 September 20, 1972
 (130 respondents)

As part of the continuing effort to improve the life style and maintain the natural resources of Park Point, the Park Point Community Club (PPCC) is providing each home with this questionnaire, the results of which will be used to help guide the elected officials and the appointed committees.

YOUR BLOCK CHAIRMAN ON HIS ANNUAL MEMBERSHIP DRIVE will pick up the form a few days after it is delivered to you. Please have it filled out and ready for him. If you have any questions, feel free to ask him.

QUESTIONNAIRE: Please indicate your preference and feel free to offer any solutions or observations.

1. Shoreline erosion is a problem in some places along both sides of the Point, especially near the bridge and up to 12th Street on the lake side. ANY IDEAS WHAT TO DO ABOUT THIS?
 Groins,

2. Should the PPCC seek a reasonable restriction of the lifting of the Aerial Bridge during the two heavy traffic periods of the day? Yes 108 No 16
3. How do you feel about the vacating of street ends for building purposes?
 Generally opposed 101 Generally approve 21
 (6 conditional)
4. Do you favor changes in our present single dwelling zoning to increase areas for industrial or multiple housing? Yes 18 No 105
5. Do you favor the sale of underwater lots along St. Louis Avenue to adjoining land owners? Yes 97 No 25
6. Do you generally support the filling in of underwater lots along St. Louis Avenue adjacent to Minnesota Avenue lots? Yes 65 No 55
7. Do you think individual homeowners should be allowed to dredge underwater lots adjacent to Minnesota Avenue lots if they own them? Yes 94 No 28
8. Should the PPCC support the construction of additional small privately owned marinas along the Point? Yes 62 No 65
9. Should the PPCC support a city-owned marina between Global and L9th Street? Yes 57 No 70

10. In view of the decreasing school population, some schools may close in the next few years. PPCC should:

- | | | |
|--|----------------|-------------|
| a. strongly support small community schools and try to keep the Point school open | Yes <u>107</u> | No <u>8</u> |
| b. work toward a larger school, centrally located to which we will transport our children, where they will not have split grades and more subjects from which to choose? | _____ | _____ |
| c. If the school closes, do we have a use for it? | | |
| d. Remarks | | |

11. Recreational vehicles are very much a part of our community. Should:

a. Snowmobiles be restricted from:

	Yes	No		Yes	No
Sand dunes	<u>73</u>	<u>54</u>	St. Louis Bay	<u>24</u>	<u>96</u>
Beach property	<u>70</u>	<u>56</u>	Hearding Island generally	<u>79</u>	<u>34</u>
Pine forest generally	<u>91</u>	<u>31</u>	Hearding Island mark trails	<u>63</u>	<u>56</u>
Pine forest marked trails only	<u>48</u>	<u>60</u>	Other		

b. Wheeled vehicles be restricted from:

	Yes	No		Yes	No
Sand dunes	<u>115</u>	<u>15</u>	Pine forest Generally	<u>110</u>	<u>11</u>
Beach	<u>111</u>	<u>15</u>	Pine forest marked trails	<u>41</u>	<u>65</u>

c. Horses be restricted from:

	Yes	No		Yes	No
Sand dunes	<u>91</u>	<u>39</u>	Pine Forest generally	<u>67</u>	<u>75</u>
Beach	<u>81</u>	<u>46</u>	Pine Forest marked trails	<u>41</u>	<u>65</u>

d. The present situation be maintained as is by Park Department? Yes 77 No 19

e. The present City curfew on snowmobiles be extended to all vehicles, such as motorcycles and jeeps? Yes 107 No 17

12. How do you feel the end of the Point, from the airport hangers to the Superior entry should be developed?

	Yes	No		Yes	No		Yes	No
Housing	<u>14</u>	<u>84</u>	Bicycle trails	<u>98</u>	<u>22</u>	Boating	<u>91</u>	<u>24</u>
Camping	<u>47</u>	<u>65</u>	Snowmobile trails	<u>72</u>	<u>36</u>	Other picnics, biking		

a. Do you favor providing a walking and bicycling path down to the entry on the old road and return on the high ground along the lake to the park? Yes 99 No 18

b. Do you feel it should remain essentially as it is? Yes 71 No 21

13. Should the Recreation Area at the end of the Point, from 43rd to the airport, be further improved for recreational activities? With:

	Yes	No		Yes	No
Swimming pool	<u>53</u>	<u>48</u>	Camping facilities	<u>59</u>	<u>64</u>
Tennis courts	<u>67</u>	<u>31</u>	Boat fueling station	<u>54</u>	<u>67</u>
Other					

14. What recreational opportunities mainly for the use of Park Point residents would you like to see here?

	Yes	No		Yes	No
Tennis courts & lessons	<u>102</u>	<u>15</u>	Softball	<u>73</u>	<u>7</u>
Skating lessons	<u>90</u>	<u>12</u>	Pocket parks	<u>44</u>	<u>23</u>
Other					

Where? At Lafayette X At School X At end of Point X
Other

15. Should Harding Island be included in the recreational development of Park Point?
Yes 21 No 95

In what way:

16. Should the city be encouraged to provide public access to the Lake at various locations between the Bridge and the Recreation area at the end? Yes 44 No 72

17. Should the city extend Lake Avenue to provide parking? Yes 45 No 69

18. What should the City be required to provide in these locations?

	Yes	No		Yes	No
Garbage pickup	<u>96</u>	<u>5</u>	Natural screening of area	<u>58</u>	<u>17</u>
Hard surface parking	<u>55</u>	<u>28</u>	Developmental costs	<u>51</u>	<u>10</u>

19. The Smelt Patrol does an excellent job during the season. Should this be a year round patrol to protect our environment by enforcing litter laws, recreational vehicle movement, etc. Yes 80 No 33

20. Should we support a curfew in the Recreation and Beach areas? Yes 91 No 31

21. Do you feel there is a need of a Community Paper covering churches, schools, PTA, Garden Club, Community Club? Yes 62 No 47

22. What is the biggest problem in your block or area of the Point?

23. What do you feel is the biggest problem facing Park Point?

Lack of trash removal	<u>?</u>	Overdevelopment	<u>31</u>
Too much traffic	<u>13</u>	Erosion	<u>11</u>
Loss of school	<u>10</u>		

Now that you have filled in the questionnaire, you are aware of some of the things which are considered problems and you are also aware of some of the suggested solutions. A part of the solution is HARD WORK. We would hope it would not be limited to a few but would include everyone, either as individuals or as groups. HOW CAN YOU HELP?

Heavy labor	_____	Know somebody in high places	_____
Cement finisher	_____	Baby sitter	_____
Garden worker	_____	Planner	_____
Pick-up and clean-up	_____	Have truck, will haul	_____

Please Sign _____

SOUND-OFF!

ON MATTERS OF IMPORTANCE ON PARK POINT
SUMMARY OF 70 QUESTIONNAIRES
DECEMBER 1970

Distributed by P.P. Community Club and returned by self-addressed prestamped envelope
Please indicate your rating of the following:

Percentage of major response, of those who answered question.

No Comment
CITY SERVICES

- | | | | | | | | | | |
|---------|---|---|-----|------|---|------|----|------|----|
| 10 (60) | 1. | Fire Protection | 51% | Good | 31 | Fair | 21 | Poor | 8 |
| 6 (64) | 2. | Condition of Streets | 75% | Good | 48 | Fair | 9 | Poor | 7 |
| 13 (57) | 3. | Law Enforcement | 38% | Good | 20 | Fair | 22 | Poor | 15 |
| 19 (51) | 4. | Library Services | 50% | Good | 25 | Fair | 8 | Poor | 9 |
| 2 (68) | 5. | Should regulations be imposed on pleasure craft regarding aerial bridge lifts to eliminate some traffic congestion? | | | | | | | |
| 84% | YES | 57 | NO | 11 | COMMENT Regulate excursion boats-26 (46%) Use Superior Entry-6 (11%) Reg. during rush hours only-6 (11%) Regulate only to lower antennas & small masts-8 (14%) Misc. single comments. . . "Allow first 15 min. of each hour"/"Try schedules for ore carriers"/"Encourage group passage of small boats." | | | | |
| 6. | Would a new circulation route along the Bayside (St. Louis Avenue?) between 8th and 19th Streets be helpful in removing traffic in residential areas? | | | | | | | | |
| 10 (60) | YES | 24 | NO | 36 | COMMENT "Would make traffic worse"/"The bridge is the problem" "Don't assess residents"/"Would create more cross traffic"/"There are other priorities"/"Let traffic engrs. decide what's needed"/"Too much cost in relation to benefit." | | | | |

RECREATION

- | | | | | | | | | | |
|---------|-----|--|-----|------|--|------|----|------|----|
| 22 (48) | 7. | Recreation for boys (12 years or under) | 56% | Good | 27 | Fair | 12 | Poor | 9 |
| 23 (47) | 8. | Recreation for girls (12 years or under) | | Good | 15 | Fair | 13 | Poor | 19 |
| 23 (47) | 9. | Recreation for Teenagers (13-19 years) | | Good | 13 | Fair | 12 | Poor | 22 |
| 20 (50) | 10. | Recreation for Adults | | Good | 10 | Fair | 12 | Poor | 28 |
| 17 (53) | 11. | Recreation and Attractions for Visitors | | Good | 10 | Fair | 14 | Poor | 29 |
| 15 (55) | 12. | What improvements should be made in existing recreation areas? | | | | | | | |
| | | | | | Restore rides again-6 (11%) Provide boat launching facilities-7 (13%) Build swimming pool-2 (4%) More supervision-10 (18%) Misc. comments - Clean up & collect trash more often/ Use Lafayette Sq. for teens at small fee/Provide croquet for elderly/Plant more flowers/Paint trash cans/Provide more toilets/Repair bath house/Provide better equipment/Make no improvements/Keep P.P. residential only (one). | | | | |

SCHOOLS AND EDUCATION

- | | | | | | | | | | |
|---------|-----|------------------------------|-----|------|---|------|----|------|---|
| 14 (56) | 13. | Adequacy of school buildings | 71% | Good | 40 | Fair | 14 | Poor | 2 |
| 19 (51) | 14. | Quality of education program | 67% | Good | 34 | Fair | 13 | Poor | 5 |
| | | | | | "School busing is undesirable"-5 / "Maintain full elementary school" -3 | | | | |

No Comment
BUSINESS AND SERVICES

- | | | | | | | | | | |
|---------|-----|---|-----|------|--|------|----|------|----|
| 13 (57) | 15. | Choice of goods, merchandise and services | 42% | Good | 24 | Fair | 19 | Poor | 14 |
| 8 (62) | 16. | Trash and garbage removal | 89% | Good | 55 | Fair | 6 | Poor | 1 |
| 12 (58) | 17. | Should the community develop a better neighborhood center for daily use? (Medical Clinic, stores, etc.) | | | | | | | |
| | | | | | CBD is close enough-14 (24%) | | | | |
| 69% | YES | 17 | NO | 40 | COMMENT Not enough population to support-11 (19%) Misc. comments - Need laundromat or restaurant/Need some medical services/Need more convenience goods/Utilize Lafayette Sq. better/"Keep P.P. residential" | | | | |

PHYSICAL APPEARANCE UPKEEP

- | | | | | | | | | | |
|---------|--|--|-----|------|----|--|----|------|----|
| 8 (62) | 18. | Residential Areas | 58% | Good | 36 | Fair | 22 | Poor | 4 |
| 15 (55) | 19. | Industrial Areas Lakehead Boat storage are eyesore." | 47% | Good | 19 | Fair | 26 | Poor | 10 |
| 8 (62) | 20. | Beach and Park Areas | 47% | Good | 6 | Fair | 27 | Poor | 29 |
| 21. | Do you consider existing points of access to the beach as adequate, or could improvements be made regarding number of access points, parking, trash receptacles, etc.? | | | | | | | | |
| 13 (57) | 67% | YES | 38 | NO | 19 | COMMENT Provide more trash barrels-9 (16%) Collect trash more often-8 (14%) Create better approaches to beach-6 (11%) Better law enforcement at existing access points-6 (11%) How will pay for improvements?/Don't allow vehicles on beach/Let residents (or non-residents) pay for improvements. | | | |
| 22. | Should steps be taken by appropriate Government Agencies to stop beach erosion, drifting sand, etc.? (Only scattered comments - no consensus) | | | | | | | | |
| 9 (61) | 89% | YES | 54 | NO | 8 | COMMENT Create breakwater/Spend less money cleaning up sand and keep snowmobiles from killing dune grass/Don't spend so much time studying problem!/Plant more grass & trees/Put in sand, not silt/"Greatest erosion problem is civic pride" | | | |

GENERAL CONSIDERATIONS

23. Do you consider existing marina or boat launching facilities adequate?
(Scattered comments - no consensus)
- 7 (63) 54% YES 34 NO 29 COMMENTS Launching only/Enough marinas already/ More docking facilities/More rest rooms/Provide more parking/Don't commercialize P.P./-----
Put marina by airport/Locate elsewhere in Duluth.
24. Would you be willing to join other residents in an effort to persuade the County to grant easement rights for water travel over tax forfeit land along the Bayside?
- 18 (52) YES 16 NO 34 COMMENTS Question was not understood.
- No Comments
25. If we assume that there is a demand for apartment housing, which areas in Park Point would you consider suitable locations for modern, well designed apartments: None-12 (21%) Between Bridge & 12th St.-14 (25%)
- 13 (57) (PLEASE LIST) Beyond (south of) 43rd/Near Global Nursing/False assumption/Don't overpopulate/Sewers, etc. inadequate/Anywhere/Apts. should replace industrial/None over 3 stories/Use clearance to provide land.
26. What do you consider as being strong assets of Park Point? Natural beauty-16 (30%) Country living in heart of city-20 (37%) Beach & water-13 (24%) Flat topography-9 (17%) Variety of recreation-10 (17%) Lack of congestion/Lack of commercial/ Residential character/Boating access/Weather/Unique community/Single entrance/Good housing mix/View or vistas.
- 13 (57)
27. What do you consider to be problems in the neighborhood?
- 7 (63) Too much traffic-19 (30%) Speeding, race track-7 (11%) Lack of law enforcement/ Motorcycles & snowmobiles after midnight/Harbor pollution/Noise & trash of beach parties, smelters/Drifting sand/No real community feeling/Lack of & late bus service/ Messy industrial area/Lack of proper lighting/Non-sufficient plowing/Poor rec. for children/Bridge delays.
28. General Comments Lived here whole life (4) No better place to live (6-14%)
- 26 (44) ASSET - tight knit community
- PROBLEM - lack of pride in appearance
- Parking of cars on one side only unfair; should be both sides
- G.N. 3420
Too much congestion from industry between bridge & Superior Street
- Make vacant portion of Lake Ave. snowmobile trail
- "If we help youth (with recreation facil.) we'll have better adults"
- Make non-residents pay for upkeep
- Put in traffic lights for pedestrians (push button)

Too many holes in street

"If we help youth (with recreation facil.) we'll have better adults."

"Too many worthless little huts relative to value of property."

"Land developers now value property, but for years couldn't get a penny for home loans."

"Hands off Hearing Island." "Leave us alone."

"Our problem is outsiders who feel qualified to plan for us."

"Thanks for letting us express our opinions." (four replies)

"Make excursion boats pay for raising the Aerial Bridge." - 1

"Improve Franklin Park." - 1

"There is no neighborhood; There are many neighborhoods."

"We're willing to share P.P. with those who respect it."

"Incredible location of Army Reserve facility on an island."

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