

March 25, 2013

From: Burke & Laurie Edgerton
809 South Lake Ave
Duluth, MN 55802

Re: Small Area Plan for Park Point - Public Comment Meeting, March 27th, 5:30 Lafayette Community Center, Park Point Duluth, MN: Transportation and Roadway change from South Lake Av to Minnesota Avenue

First, I would like to thank the committee for their hard work and ideas on planning for the future of Park Point. My comments are regarding the proposed "new S" curve on 8th street and rerouting traffic from South Lake Avenue, to Minnesota Avenue to 13th street. I am confident you were told of the benefits that this option would bring. At this time I would like to list some of the drawbacks and the impact on the residents that live between 8th street and 13th street.

Minnesota Avenue is a state aid road. This means that for improvements to be made to Minnesota Avenue they need to follow the state specifications for road construction in order for it to be funded. After attending the last five small area plan meetings we have learned what this means. A state aid road has to have sidewalks on both sides of the street including bike lanes and driving lanes. This road will be 66 feet wide from sidewalk to sidewalk. Since Minnesota Avenue is only 23 feet in its widest spot this means that 43 feet of everyone on the East side of Minnesota Avenue's property will have to be acquired.

There are currently 14 homes, garages and commercial real estate structures that are within 43 feet which means they would have to be acquired and destroyed. For those residents whose homes or garages will not be destroyed, they will still be adversely affected. These individuals will still be losing 43 feet of property.

The residents who's houses would remain would be sandwiched in between traffic on both sides of their property; severely impacting the resale of their property in the future.

Not only will people lose their homes and significant pieces of their property; the accessibility to the beach on the bayside between 8th & 9th street will be compromised. The beach next to the corps of engineers is a very popular spot for kayakers to park and launch their boats, children to play in the sand and swim, and people to hunt for beach glass. This will be next to impossible due to the amount of traffic that will be rerouted. All of these "ideas and concepts" are being proposed because of potential traffic concerns due to two hotels that may or may not ever be built. Even if the hotels are built the impact to the residents and property from 8th street to 13th street is devastating and this impact should be considered.

Listed below are the addresses of the properties that are inside of the 66 feet proposed for the new S curve and road improvement. The addresses are from 8th street to 12th street. The current proposal is to 13th street. What that impact entails is unknown at this time. These measurements do not include the set back needed for the entire project. The park would also lose an estimated 30 feet.

Homes and or properties that would need to be destroyed in order for the proposed project to be completed:

801 South Lake Avenue

809-811 South Lake Avenue

824 MN Avenue

826 MN Avenue

840 MN Avenue

1028 MN Avenue

1040 MN Avenue

1102 MN Avenue

1106 MN Avenue

1114 MN Avenue

1122 MN Avenue

1132 MN Avenue

1140 MN Avenue

Thank you for your time and serious consideration,

Burke & Laurie Edgerton



City of Duluth
Planning Division

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Date: March 29, 2013

Burke & Laurie Edgerton
809 South Lake Avenue
Duluth, MN 55802

RE: Par Point Small Area Plan

Mr. and Mrs. Edgerton,

I would like to thank you for your attendance and participation in the Small Area Plan Committee meetings. I would also like to thank you for your comments regarding the planning process.

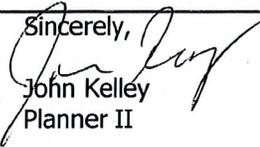
The letter dated March 25, 2013 that you submitted for comment references Minnesota Avenue and its existing condition. I would first like to point out that you are correct with the State Aid Road classification for Minnesota Avenue. However the letter contains several inaccuracies regarding existing street right-of-way (ROW) and the "idea" of street improvements.

A Street is defined in the Unified Development Chapter as a public dedicated right-of-way other than an alley, which affords the principle means of access to abutting property. Minnesota Avenue is a street with a dedicated 60-foot wide ROW. Existing pavement width varies within the dedicated 60-feet but generally is 24-feet, which accommodates two 12-foot wide drive lanes, and sidewalks where constructed. The ROW also contains underground utilities such as water and sewer lines within the 60-feet. The remaining land area not improved remains as dedicated space. A majority of the properties that front Minnesota Avenue utilize portions of the ROW for private parking, driveways and, lawn and garden area.

As stated above, Minnesota Avenue is a State Aid Road with specific design standards for its classification. These standards do not mandate sidewalks or bike lanes. The City of Duluth adopted a Complete Street Policy in March of 2010 that recognizes the need to have streets that are planned to be safe and accessible for pedestrians, transit riders, bicyclists, and drivers of all users, regardless of age or ability. Complete Streets integrate sidewalks, bike facilities, transit amenities, and appropriate crossings into the initial design of street projects, which avoids the expense of retrofits later.

The "idea" of a re-routing of traffic from South Lake Avenue onto Minnesota Avenue was the result of discussion by the Plan Committee and no design for the re-route idea was developed. The letter has listed a number of addresses at properties along Minnesota Avenue that would be destroyed and is conjecture with no merit. It is obvious from your letter that you did not have a clear understanding of the discussions by the Plan Committee on Streets and design standards. If you would like to, Staff would be happy to meet with you to clarify any and all issues.

Sincerely,


John Kelley
Planner II

cc: Keith Hamre, Director of Planning and Construction Services
Sharla Gardner, City Councillor