CITY OF DULUTH
Planning Division

411 W 1st St, Rm 208 * Duluth, Minnesota 55802-1197
Phone: 218/730.5580 Fax: 218/723-3559

STAFF REPORT

File Number	PL 15-050, Revised for June 9th PC Mtg		**Contact**	Steven Roberson, 218 730 5295	
Application Type	Special Use Permit, 8 Unit Townhome		**Planning Commission Date**	June 9 2015	
Deadline for Action	**Application Date**	April 16, 2015	**60 Days**	June 15, 2015	
	Date Extension Letter Mailed	April 22, 2015	**120 Days**	August 14, 2015	
Location of Subject	Northeast corner of Mississippi Avenue and Lyons Street				
Applicant	Green Capital, LLC.		**Contact**	Jason Ross	
Agent	Greg Strom, Architect		**Contact**	gps.foundations@gmail.com	
Legal Description	See attached				
Site Visit Date	April 18, 2015		**Sign Notice Date**	April 28, 2015	
Neighbor Letter Date	April 24, 2015		**Number of Letters Sent**	38	

Proposal

The applicant is proposing to construct an 8 unit townhome development in a R-1 zone district. There will be 2 two-bedroom units, 5 three-unit bedroom units, and 1 four-unit bedroom units, for a total of 23 bedrooms.

This item was tabled and the public hearing continued from the May 12, 2015, Planning Commission.

	Current Zoning	Existing Land Use	Future Land Use Map Designation
Subject	R-1	Vacant	Traditional Neighborhood
North	R-1	Residential	Traditional Neighborhood
South	R-1	Residential	Traditional Neighborhood
East	R-1/R-2	Residential/Higher Education	Traditional Neighborhood/Instituional
West	R-1	Residential	Traditional Neighborhood

Summary of Code Requirements (reference section with a brief description):

The construction of a townhome (3 to 8 units) requires a Special Use Permit in the R-1 zone district.

Lyons street is considered to be the front yard for the purposes of determining setbacks. Definition of Lot, Front: "...For corner lots, the shortest side fronting upon a street shall be considered the front of the lot unless structures exist on the lot...."

UDC Section 50-37.10. Special Use Permits. The Planning Commission shall approve the application or approve it with modifications if the commission determines that the application meets the following criteria: 1. The application is consistent with the Comprehensive Land Use Plan; 2. The application complies with all applicable provisions of this Chapter, including without limitation any use-specific standards applicable to the proposed use, development or redevelopment, and is consistent with any approved district plan for the area; 3. Without limiting the previous criteria, the commission may deny any application that would result in a random pattern of development with little contiguity to existing or programmed development or would cause anticipated negative fiscal or environmental impacts on the community.

Note: Special Use Permits are approved, approved with recommendations, or denied by the Planning Commission. Special Use Permits expire if the project or activity authorized by the permit is not begun within 1 year.

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Comprehensive Plan Findings (Governing Principle and/or Policies) and Current History (if applicable):

-Future Land Use Traditional Neighborhood: Characterized by grid or connected street pattern, houses oriented with shorter dimension to the street and detached garages, some with alleys. Limited commercial, schools, churches, and home-businesses. Parks and open space areas are scattered through or adjacent to the neighborhood. Includes many of Duluth's older neighborhoods, infill projects and neighborhood extensions, and new traditional neighborhood areas.

-According to the Comprehensive Plan, the future land use for traditional neighborhood suggests a typical density of 4-8 units/ acre, and a mix of housing types (i.e. town homes and 4-plexes) at corners. The neighborhood character (based on the surrounding 4 blocks) consists of many single family homes with a few other uses and some large tracts of open space (undeveloped property), averaging about 45 structures over 15 acres, excluding right of way. There are larger non-residential uses to the south and east (Northwoods Children's Home and UMD, within 500 and 250 feet of the project site, respectively).

-Application initially submitted on March 24, but was rejected as incomplete; it was resubmitted on April 16. The applicant had submitted for a SUP application for similar project on this site last year (6 unit townhome, 3 to 4 bedrooms each with a 2 unit duplex, 3 to 4 bedrooms each), but withdraw it from consideration.

-A 1/2 half block portion of Lyons Street was vacated in 1983 (83-0764), effectively dead-ending this street near the development.

Discussion (use numbered or bullet points; summarize and attach department, agency and citizen comments):

1) The applicant is proposing to construct an 8 unit townhome development in a R-1 zone district. These item was tabled and the public hearing continued from the May 12, 2015, Planning Commission. The applicant has submitted slightly revised site plans (changes include small screening fence on top of the retaining wall, interior sidewalks leading up to Mississippi Avenue, and a 3 cubic yard dumpster with enclosure).

2) 50-18 (Overlay Districts). This property is within the Higher Education Overlay. It requires a build-to-zone (similar to form districts) of 5 to 20 feet along "primary streets", where appropriate. Neither Mississippi nor Lyons are defined as primary streets in this overlay, so this specific requirement is not relevant. The overlay requires 0.7 parking spaces per bedroom, and visitor parking at the rate of 15 percent of required resident parking spaces, and at least one bicycle or motorized scooter parking space per five parking spaces shall be provided.

3) 50-20.1 (Use Specific Standards). In the R-1 district, each dwelling shall exhibit the characteristics of a series of one-family dwellings that are arranged in an attached side by side fashion and shall be designed to protect the character of one family residences. No more than two adjacent townhouse units may have front facades in the same vertical plane. Prior to the occupancy, coniferous or evergreen trees shall be planted in required front and back yard areas on an average spacing of 20 feet.

4) 50-24 (Parking and Loading). Per Higher Ed Overlay requirements, 23 bedrooms require 16 parking spaces, plus 2.4 (2) parking spaces for visitors, plus 3 bicycle/scooter parking spaces. UDC requires 18 total vehicle parking spaces; applicant is providing 12 parking spaces in garages and 9 parking spaces in the parking lot (1 for handicap use only). Note that signs are posted indicating no on-street parking on Mississippi or Lyons; Mississippi is about 24 feet wide, curb to curb, and Lyons is 22 feet wide, no curb.

5) 50-25 (Landscaping and Tree Preservation). Street Frontage Landscaping is required (over 20,000 sq ft, also includes 15 foot front yard buffer and 10 foot side yard buffer). 1 tree per 35 ft, and 1 bush per 25 ft of frontage; required trees must be at least 2 1/2 inch caliper. Landscaping islands not required, but 30% tree canopy coverage required. Landscaping between differing land uses not required, as a townhome is not considered a multifamily dwelling in the zoning code.

6) 50-26 (Screening, Walls and Fences). Project will a dumpster, with screening. No exterior equipment is being proposed for this development, but the requirement is that this type of equipment be screened from view.

7) 50-29 (Sustainability Standards). Residential development between 3 and 29 units need to meet 3 points on the sustainability checklist. This information needs to be provided at the time of the building permit submission.

8) 50-30 (Building Design Standards). Required for multi-family dwellings, not townhomes .

9) 50-31 (Exterior Lighting). A lighting/photometric plan needs to be provided at the time of the building permit submission.

Staff Recommendation (include Planning Commission findings, i.e., recommend to approve):

Staff recommends that the Planning Commission votes to approve the Special Use Permit, staff recommend following conditions:

1) The project area be amended to the limit shown in plans labeled May 27, 2015 Special Use Permit Application Site Plan,

2) Screening on top of the retaining wall be wood, or have the appearance of a wooden fence.

3) Two visitor parking to be signed for visitors only. Site plan revised to show bike/scooter parking.

4) Lighting plan and sustainability checklist required with building permit application.

5) Landscaping plan be revised to show compliance with UDC, including one tree per 20 feet on rear property line per 50-20.1, and required trees must be at least 2 1/2 inch caliper.

6) As an additional optional condition of the SUP, staff recommend number of parking spaces on the property equal the number of bedrooms, not including parking spaces required for visitors, or bikes/scooters.

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Attachments (aerial photo with zoning; future land use map; site plan; copies of correspondence)

Additional Staff Comments for June 9th PC Meeting

Zoning

This project needs to meet the general setback standards in R-1, as well as the additional development standards in the Higher Education Overlay District and the use-specific standards required for all new townhomes.

-As far as R-1 zone district requirements, this project complies with minimum lot area (2,500 square feet per family), lot frontage (40 feet), sideyard (25 feet if adjacent to plated street), and rear yard (25 feet).

-As far as the Higher Education Overlay, the application is meeting the additional parking requirements of .7 space per bedroom and additional 15% visitor parking. Staff are recommending additional parking spaces (enough to equal one space per bedroom), but other than not showing a space for bikes/scooters and needing additional variation in the front façade (the front porches are not sufficient to meet this requirement), the application is complying with these standards.

-As far as the use specific standards for townhomes, each townhome unit has the minimum 15 feet of street frontage, variation of exterior walls, the site has the additional required landscaping, and there will be screening of the dumpster. The application is complying with these standards.

Comprehensive Plan

The guiding principles set the foundation for the entire framework for the comprehensive plan by providing the fundamental concepts by which physical planning needs to take place. The principles can provide direction when the details of the plan are insufficient to clearly resolve issues or make decisions. Staff believe that guiding principle #8, encourage mix of activities, uses, and densities, is relevant to this issue. "Cities have evolved as a mix of land uses, building types, housing types, and activities. Accommodating choice while protecting investment is a balance to strike in land use regulation. Mixed uses provide opportunity for a diversity of activity that segregated, uniform uses do not provide". In addition to the guiding principle, the future land use designation of this site is "Traditional Neighborhood", which is typically translated into zoning with a designation of R-1, Residential-Traditional. The comp plan suggests a typical density of around 4-8 units an acre, and suggests a mix of housing types (townhomes and 4-plexes) at corners.

The density on this specific block, excluding the applicant's property, is currently a little over 3 single family homes per acre (10 homes on 3 acres); if this structure was built, it would increase the density to about 5 single family homes per acre (18 homes on about 3 ½ acres) . Staff believe that this project generally complies with the comprehensive plan future land use designation and guiding principles.

Special Use Permit Criteria

Per the UDC Section 50-37, The planning commission shall approve the application or approve it with modifications if the commission determines that the application meets the following criteria:

1. The application is consistent with the comprehensive land use plan;

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2. The application complies with all applicable provisions of this Chapter, including without limitation any use-specific standards applicable to the proposed use, development or redevelopment, and is consistent with any approved district plan for the area;

Without limiting the previous criteria, the commission may deny any application that would result in a random pattern of development with little contiguity to existing or programmed development or would cause anticipated negative fiscal or environmental impacts on the community.

Staff do not believe that this project will cause negative fiscal or environmental impacts to the community, or result in a random pattern of development with little contiguity (the state of being contiguous; contact or proximity; a continuous mass or extent). This project does is not "sprawl" development nor is it spot rezoning.

Traffic and Road Condition

As far as traffic studies, the city's standard is to require a traffic study if the development is believed to create 100 trips per hour, or 1,000 per day. Based on engineering standards for traffic generation, the City will not require a traffic study for the 8 unit townhome project.

According to Cari Pederson, Chief Engineer of Transportation, Engineering currently has no plans to reconstruct any residential streets; they are focusing their funds on reconditioning the driving surface of the Cities higher volume roads. The developer could, however, pay to bring the portion of Lyons up to a curb and gutter street with sidewalks on one or both sides. Or, the abutting properties could petition to have the street brought up to curb and gutter, and pay the cost (in order to assess, they need to have greater than 50% of the properties agreeing to the assessment).

Infrastructure

According to Tom Johnson, Project Engineer, the preliminary plan for the proposed development at Mississippi and Lyons demonstrates that the project can be built meeting the UDC/Engineering Guidelines for the City of Duluth in regard to permanent stormwater management. The utility extensions required for the project must meet the Engineering Guidelines for the City.

A final drainage report will be prepared by a professional engineer showing that the site will reduce the peak discharge rate from the site by 75% from the existing condition for the 10 and 100 year storm events and 90% reduction for the 2 year event. The proposed grade stormwater detention system will provide temperature controls to reduce temperature prior to discharge to the Chester Creek. All stormwater BMPs require annual maintenance to clean out sediment and debris that they are designed to collect.

Plans the utility extensions within the public ROW will be submitted for review and approval by City engineering. These plans will require full time inspection to make sure they are built per City specification.

Engineering is not aware of any issues with the sanitary sewer lines or capacity for the sanitary sewer trunk line at College and 19th Ave East.

City of Duluth Comprehensive Land Use Plan 2006 Governing Principles

The Plan is the foundation upon which Duluth's regulatory tools (zoning, subdivision, shoreland, floodplain and other ordinances) and Duluth's capital improvement programs rest. The Plan's content, including the principles, policies, future land use map, and strategies, define how development, redevelopment, and preservation decisions are made.

Principle #1 - **Reuse previously developed lands**
Reuse of previously developed lands, including adaptive reuse of existing building stock and historic resources, directs new investment to sites which have the potential to perform at a higher level than their current state. This strengthens neighborhoods and is preferred to a dispersed development pattern with attendant alteration of natural landscapes and extensions of public services. Site preparation or building modification costs are offset by savings in existing public infrastructure such as streets, utilities, and transit, fire and police services.

Principle #2 - **Declare the necessity and secure the future of undeveloped places**
Undeveloped areas are an essential part of Duluth's municipal fabric - urban plazas, neighborhood parks, large tracts of public ownership and private lands zoned for minimal development. These minimally or undeveloped areas collectively create an open space system. These areas contribute to Duluth's cultural, health, recreational, and economic value and community identity. This open space system provides vistas, encourages active recreation, provides natural infrastructure as storm water retention, plant and animal habitat and water quality, and is the strongest visual element defining Duluth's sense of place.

Principle #3 - **Support traditional economic base**
Supporting Duluth's traditional economic foundation maintains jobs, tax base, and opportunity. Economic activity with specific location requirements may be subject to displacement or site competition with changes in real estate values. This traditional economic activity faces change as result of global economic patterns, changing markets, new regulation and aging of extensive infrastructure. Nevertheless, fundamentals remain and the economic contribution, sometimes taken for granted, is significant.

Principle #4 - **Support emerging economic growth sectors**
Emerging economic sectors add economic, cultural and social diversity. These include higher education, medical, value-added manufacturing, commercial outdoor recreation, historic resources interpretation, arts and music, information technology and visitor services.

Principle #5 - **Strengthen neighborhoods**
The present city is an historical amalgam of villages and other independent units of government, contributing to the present condition of Duluth being strongly defined by its neighborhoods. This condition should be reinforced through land use, transportation and public service delivery patterns which strengthen neighborhood identity. New institutional expansions, major public infrastructure or large commercial or industrial uses should not divide historic neighborhood patterns.

Principle #6 - **Reinforce the place-specific**
Public and private actions should reinforce cultural, physical and economic features which have traditionally defined Duluth, its open space and its neighborhoods. This includes commercial areas providing neighborhood goods and services, ravine parks and other natural features that define neighborhood edges and view corridors to the Lake or River which serve to provide location and context.

Principle #7 - **Create and maintain connectivity**
Connectivity is established through our streets and highways, transit system, sidewalks, bikeways and trails, (local and regional). The non-vehicular modes should be considered more than recreation. They are important components of an overall transportation system. Winter maintenance of sidewalks and other public ways is critical to creation of usable pedestrian systems.

Principle #8 - **Encourage mix of activities, uses and densities**
Cities have evolved as a mix of land uses, building types, housing types, and activities. Accommodating choice while protecting investment is a balance to strike in land use regulation. Mixed uses provide opportunity for a diversity of activity that segregated, uniform uses do not provide.

> Examples of mixed development include integration of housing, commercial, entertainment and recreational uses. Business and light industrial can blend with residential in larger complexes. Mix also refers to residential building types and income ranges, which can provide housing choices for persons who may wish to stay within a neighborhood throughout their lifetime. Neighborhood-oriented commercial uses reinforce local identity in ways that regional commercial or auto-oriented commercial centers do not.

Principle #9 - **Support private actions that contribute to the public realm**
Private building construction and site design influences activity in adjacent public areas. Building form, height, setbacks and detailing effect the adjacent areas. The uses and activity contained in the buildings directly impacts the surroundings. Public areas should benefit from adjacent private investment.

Principle #10 - **Take sustainable actions**
Initiate land use, site design, transportation, building design and materials policies which reduce consumption of finite resources, generation of solid waste and introduction of toxic materials to land, air or waters.

Principle #11 - **Include consideration for education systems in land use actions**
For K-12 and higher education both, there is a connection between land use patterns and educational facilities. School locations in neighborhoods and housing opportunities for higher education students require consideration of impacts on transportation systems, housing densities, parking and non-student uses.

Principle #12 - **Create efficiencies in delivery of public services**
The costs of public service must be considered in land use decisions. Street construction and maintenance, utilities, libraries, fire, police, snowplowing and recreation facilities are services directly related to the physical location of development. Infrastructure should help prescribe development location rather than react to it.

City Planning

PL15-050, SE Corner of Lyons and Mississippi

Legend

- Trout Stream (GPS)
- Other Stream (GPS)

Zoning Boundaries

- Zoning Boundaries
- Vacated ROW

Easement Type

- Utility Easement
- Other Easement

Floodplain Type

- General Flood Plain
- Flood Way
- Flood Fringe

Future Land Use

- Preservation
- Recreation
- Rural Residential
- Low-density Neighborhood
- Traditional Neighborhood
- Urban Residential
- Neighborhood Commercial
- Neighborhood Mixed Use
- General Mixed Use
- Central Business Secondary
- Central Business Primary
- Auto Oriented Commercial
- Large-scale Commercial
- Business Park
- Tourism/Entertainment District
- Medical District
- Institutional
- Commercial Waterfront
- Industrial Waterfront
- Light Industrial
- General Industrial
- Transportation and Utilities

The City of Duluth has tried to ensure that the information contained in this map or electronic document is accurate. The City of Duluth makes no warranty or guarantee concerning the accuracy or reliability. This drawing/data is neither a legally recorded map nor a survey and is not intended to be used as one. The drawing/data is a compilation of records, information and data located in various City, County and State offices and other sources affecting the area shown and is to be used for reference purposes only. The City of Duluth shall not be liable for errors contained within this data provided or for any damages in connection with the use of this information contained within.

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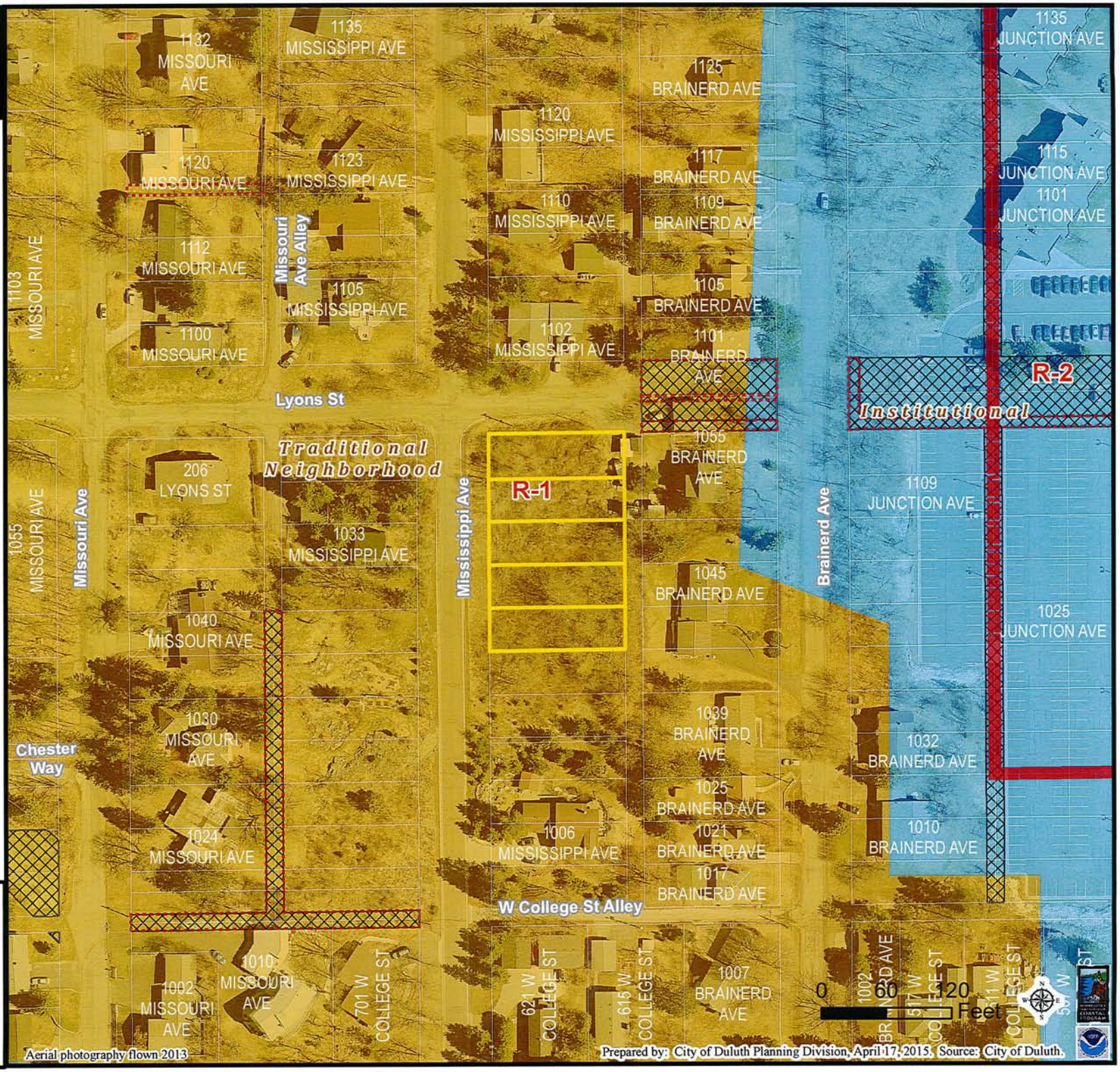

City Planning

PL15-050, SE Corner of Lyons and Mississippi

Legend

Contours 1 Ft

Index_

- Intermediate
- Index
- Trout Stream (GPS)
- Other Stream (GPS)
- Vacated ROW

Easement Type

- Utility Easement
- Other Easement

The City of Duluth has tried to ensure that the information contained in this map or electronic document is accurate. The City of Duluth makes no warranty or guarantee concerning the accuracy or reliability. This drawing/data is neither a legally recorded map nor a survey and is not intended to be used as one. The drawing/data is a compilation of records, information and data located in various City, County and State offices and other sources affecting the area shown and is to be used for reference purposes only. The City of Duluth shall not be liable for errors contained within this data provided or for any damages in connection with the use of this information contained within.

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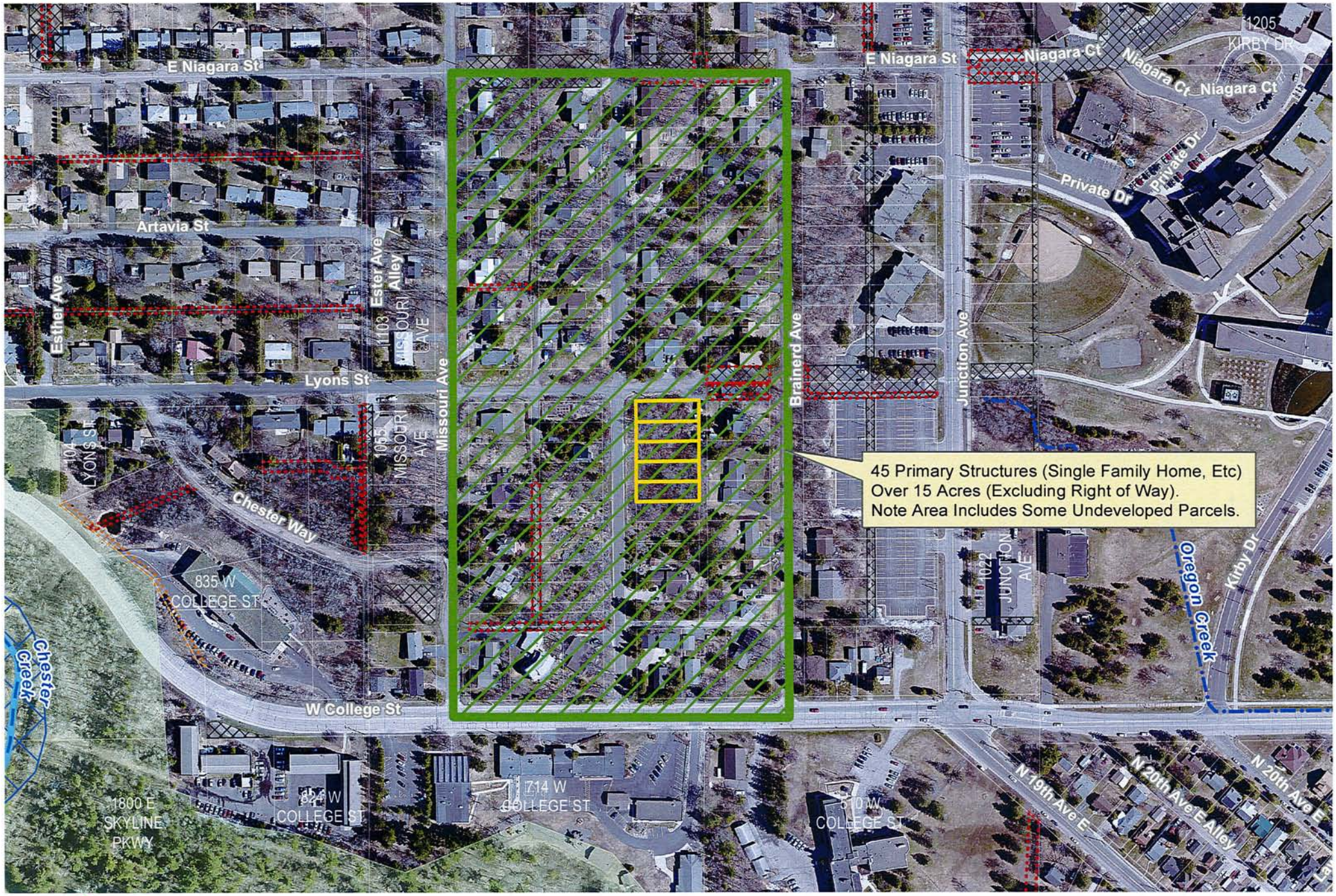
Aerial photography flown 2013

Prepared by: City of Duluth Planning Division, April 17, 2015. Source: City of Duluth.


E Niagara St
Niagara Ct
Niagara Ct
Niagara Ct
1205 KIRBY DR
Private Dr
Private Dr
Artavia St
Esther Ave
Ester Ave
Alley
1103 MISSOURI AVE
Lyons St
Missouri Ave
Brainerd Ave
Junction Ave
1104 LYONS ST
1055 MISSOURI AVE
Chester Way
835 W COLLEGE ST
1022 JUNCTION AVE
Oregon Creek
Kirby Dr
Chester Creek
W College St
1800 E SKYLINE PKWY
824 W COLLEGE ST
714 W COLLEGE ST
510 W COLLEGE ST
N 19th Ave E
N 20th Ave E Alley
N 20th Ave E
45 Primary Structures (Single Family Home, Etc)
Over 15 Acres (Excluding Right of Way).
Note Area Includes Some Undeveloped Parcels.

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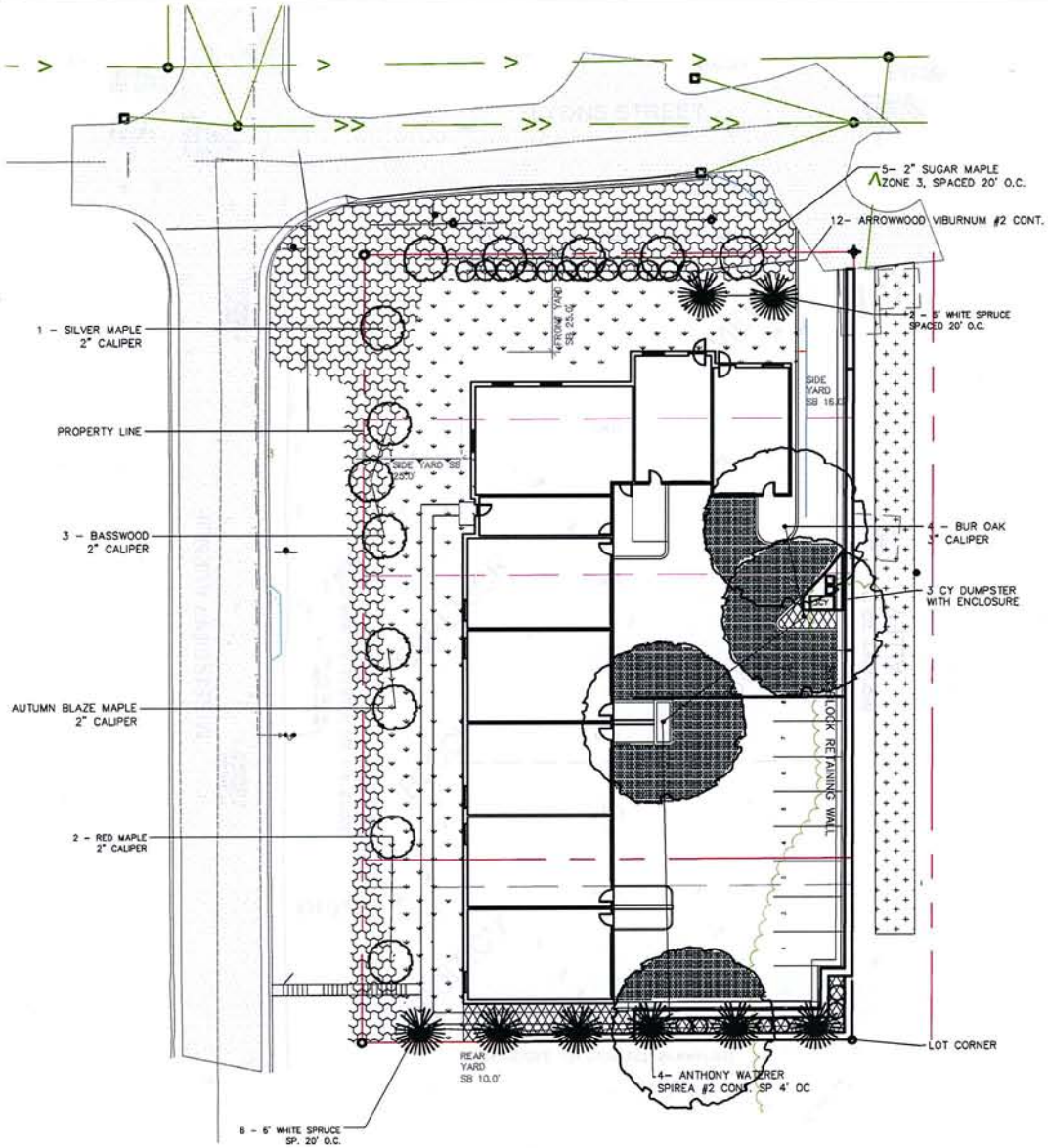
B-10

B-11



EROSION CONTROL AND PLANTING KEY

5-6' WHITE SPRUCE TO BE ADDED

2" CALIPER DECIDUOUS TREE
SEE LANDSCAPE PLAN FOR SPECIES SELECTION

2-6" CLEAN RIP-RAP
GEOTEXTILE SEPARATOR FABRIC
APPLY ENOUGH RIP-RAP TO COVER
THE SEPARATOR FABRIC

SPECIALTY TURF AND AG "WATER WAY" MIX
SEED AT 50 LBS PER ACRE. OVERSEED WITH
SEED OATS AT 100 LBS PER ACRE. FERTILIZE WITH
15-0-7 AT 200 LBS PER ACRE. TOPSOIL MUST
BE IMPORTED AND APPLIED AT 4" THICK MEETING
MNDOT 3877-3 SANDY CLAY LOAM TOPSOIL BORROW
COVER WITH GRASS-MAT WITH NET ANCHORED WITH
6" STAPLES AT 1 PER SY

BWSR 36-311 WOODLAND EDGE NORTHEAST
7 LBS/ACRE ON GRASS MIX PORTION
1.5 LBS/ACRE ON FORBS
50 LBS/ACRE ON SEED OATS (SPRING) OR
WINTER WHEAT (FALL). ALL AREAS TO BE
SEEDED MUST BE SPRAYED WITH ROUNDUP TWO
WEEKS PRIOR TO SEEDING. USE EXISTING SOIL. COVER
WITH DOUBLE NET STRAW BLANKET. SECURE WITH 6"
STAPLE AT 1 PER SY

6" 3/4" CRUSHED ROCK OR RECYCLED ASPHALT/CONRETE
PRODUCT. COMPACTED FOR CITY ACCESS

RESIDENTIAL PARKING LOT COVERAGES
TOTAL PARKING LOT AREA 6860SF
TOTAL TREE CANOPY AREA COVERING LOT 2533SF
TOTAL PERCENTAGE OF LOT COVERED BY CANOPY 37%

TREE PRESERVATION 6-20" 25% DBH / 1.5" X 1"

#	SIZE DBH"	SPECIES	PRESERVE	REPLACE	COMMENTS
1	10.5	BOXELDER	NO	N/A	ROW
2	10.6	QUAKING ASPEN	NO	N/A	ROW
3	3.3	RED OAK	NO	N/A	
4	12.6	QUAKING ASPEN	NO	N/A	ROW
5	11.5	BOXELDER	NO	1.92"	
6	10	BOXELDER	NO	1.67"	
7	13.6	BOXELDER	NO	2.27"	
8	11.1	BOXELDER	NO		ALLEY

DBH REQUIRED TO BE REPLACED 5.86 DBH"
DBH SPECIFIED 40" CAL (40*.75) = 30 DBH" EQUIVALENT NIC EVERGREENS

STREET FRONTAGE PLANTING - LYONS
124.1 LF

TREES REQ	TREES SPEC	SHRUBS REQ	SHRUBS SPEC
1/35LF=4	7	1/25LF=5	12

BLACKHOOF

0 7.5' 15' 30'

CLIENT:
JASON ROSS

NO	DATE	REVISION
1	03-23-15	DRAFT
2	04-16-15	DRAFT
3	04-28-15	DRAFT
4	05-11-15	DRAFT
5	05-27-15	DRAFT

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the state of Minnesota.

Signature: _____

Typed or Printed Name: DAVID M. CONELLYMOE

Date 03-23-15 Reg. No. 40639

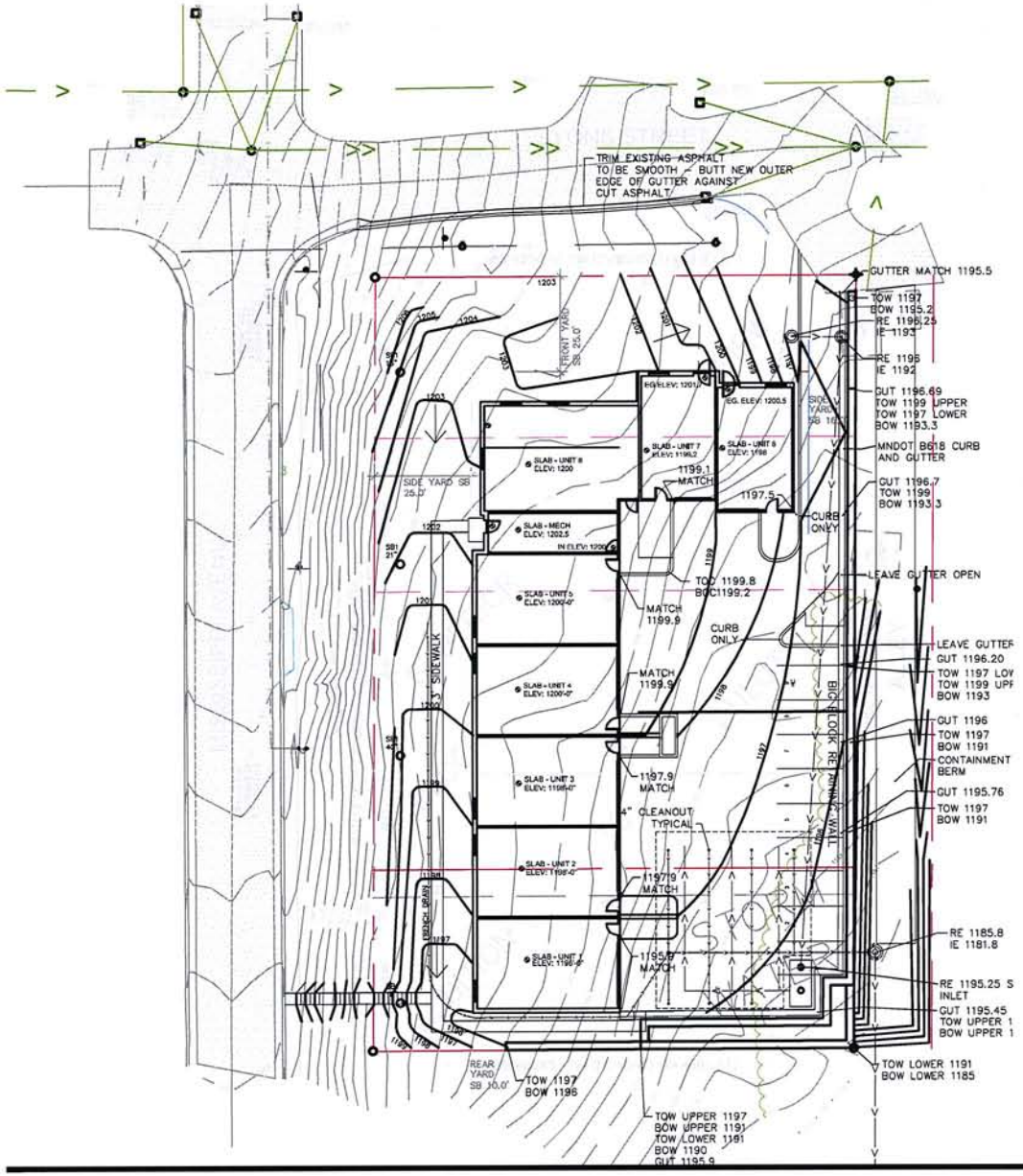
PROJECT NAME:
MISS AND LYONS

DRAWING TITLE:
LANDSCAPE PLAN

FILE:
DRAWN BY: DMC
CHECKED BY: DMC
PROJ. NO: -
DRAWING NO:

LS.1

B-12



GRADING AND DRAINAGE PLAN KEY

PROPOSED SPOT ELEVATION	1283.0
EXISTING SPOT ELEVATION	1193.4
EXISTING CULVERT	
PROPSED STORM SEWER	
PROPOSED 1' CONTOUR	1197
EXISTING 1' CONTOUR	1197
EXISTING WOODY VEGETATION	
PROPOSED DIRECTION OF FLOW	

NOTES:

16,770 SF OF ROOFTOP AND PARKING LOT
0.55' RAINFALL EVENT
0.55' X 16770 = 9223 CF
TDA 50% VOID SPACE AT COMPRESSION
MINIMUM COVER 1.5'
TOTAL TDA AREA REQUIRED 18447CF
TDA DIMENSIONS 40X45X3'
NON-WOVEN COVER SEPARATOR

A 42" VEHICULAR/PEDESTRIAN BARRIER WILL BE AFFIXED ATOP THE BIG BLOCK RETAINING WALL WHERE THE HEIGHT FROM THE BOTTOM OF WALL TO THE TOP OF WALL EXCEEDS 42"

BLACKHOOF

0 7.5' 15' 30'

CLIENT:
JASON ROSS

NO	DATE	REVISION
1	03-23-15	CITY SUBMITTAL
2	04-16-15	CITY SUBMITTAL
3	04-28-15	CITY COMMENT
4	05-11-15	CITY COMMENT
5	05-27-15	CITY COMMENT

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the state of Minnesota.

Signature: _____

Typed or Printed Name: CHARLES M. CHMIELEWSKI

Date: 05-27-15 Reg. No. 40639

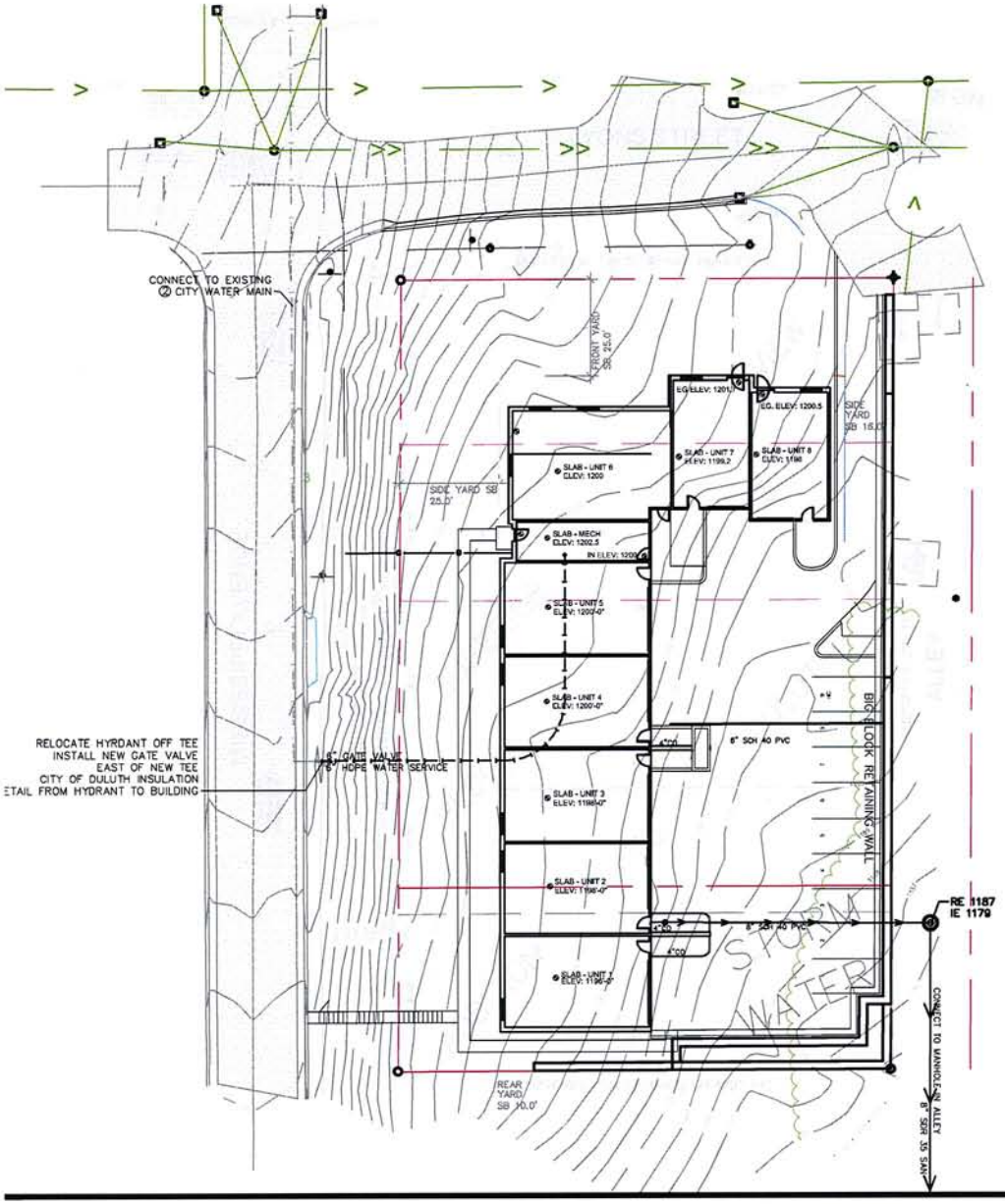
PROJECT NAME:
MISS AND LYONS

DRAWING TITLE:
GRADING AND DRAINAGE PLAN

FILE:
DRAWN BY: DMC
CHECKED BY: DMC
PROJ. NO: -
DRAWING NO:

DG.1

B-13



UTITLITY PLAN KEY

EXISTING HYDRANT AND WATER MAIN

EXISTING SANITARY MAIN AND MANHOLE

EXISTING CULVERT

EXISTING VALVE

PROPOSED WATER VALVE

PROPOSED PRIVATE WATER MAIN

PROPOSED WATER SERVICE

PROPOSED SANITARY SERVICE

PROPOSED NATURAL GAS SERVICE

PROPOSED SANITARY SEWER MANHOLE

EXISTING WOODY VEGETATION

① CONNECT PROPOSED SEWER SERVICE TO CITY MANHOLE LOCATED IN THE ALLEY BETWEEN MISSISSIPPI AND BRAINERD.

② CONNECT TO CITY WATER MAIN IN MISSISSIPPI AVENUE. INSTALL GATE VALVE WITHIN CITY ROW.

SUPPLY BUILDING WITH 6" HDPE WATER LINE. INSTALL 90 DEGREE FITTING AND DUCTILE IRON STANDPIPE IN BUILDING PER ARCHITECTURAL DRAWINGS. CAP WITH FLANGE AND 2" NPT WITH PLUG

SLEEVE BOTH WATER AND SEWER LINE UNDER RETAINING WALL WITH 12" DUAL WALL CPP. BED WITH CRUSHED ROCK. SLEEVE MUST EXTEND BEYOND THE BASE OF RETAINING WALL AT LEAST 2'

BLACKHOOF

0 7.5' 15' 30'

CLIENT:
JASON ROSS

NO	DATE	REVISION
1	03-23-15	DRAFT
2	04-16-15	DRAFT
3	05-11-15	DRAFT
4	05-27-15	DRAFT

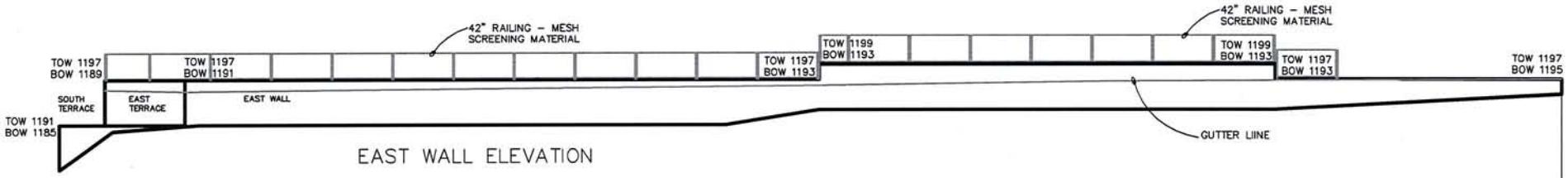
PROJECT NAME:
MISS AND LYONS

DRAWING TITLE:
UTILITY CONCEPT PLAN

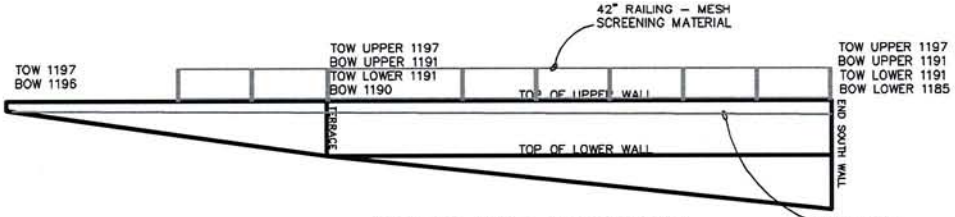
FILE:
DRAWN BY: DMC
CHECKED BY: DMC
PROJ. NO: –
DRAWING NO:

UP.1

B-14



EAST WALL ELEVATION



SOUTH WALL ELEVATION

B-15

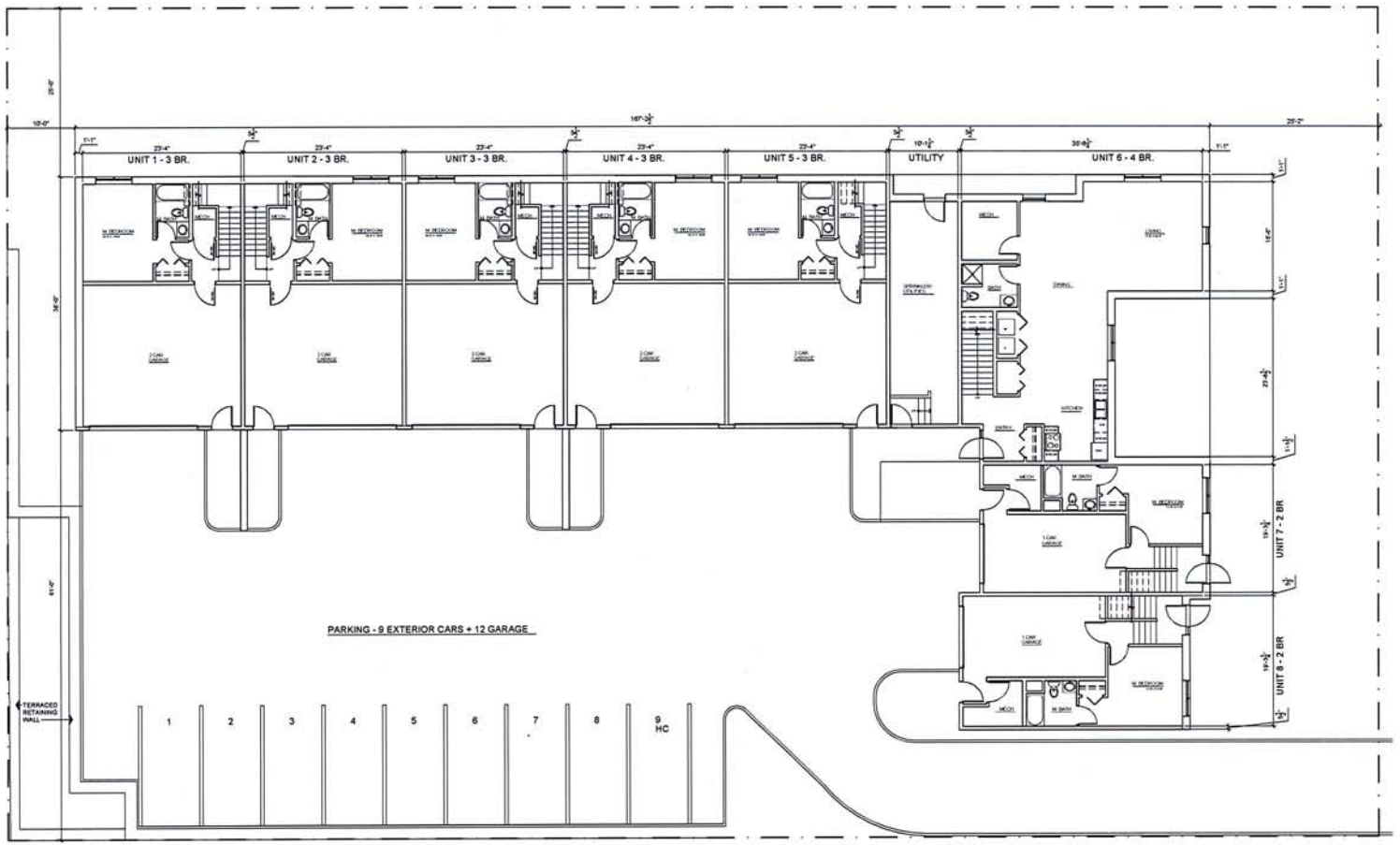
MISSISSIPPI ELEVATION

SCALE: 1/8" = 1'-0"

LYONS ELEVATION

SCALE: 1/8" = 1'-0"

B-16



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

B-17

FOUNDATIONS ARCHITECTURE

PROPOSED NINE PLEX:

COBALT DEVELOPMENT

MISSISSIPPI & LYONS

DULUTH, MINNESOTA

SHEET TITLE:

PRELIMINARY LOWER FLOOR PLAN

DATE: 4-13-15

JOB NO.: 1426

DRAWN BY: GPS

REVISED: 5-4-15

APPROVED BY: GPS

SHEET:

A-100

1 OF 3

Mississippi & Lyons Townhome Development – Green Capital, LLC

Storm Water Management Summary

The current City of Duluth storm water MS4 standards require the developer to match pre-development flow rates, up to a 100 year storm event.

This means that during modeling, the pre-development flow is modeled and then the proposed development flows are modeled. The new development, with all of its paved surfaces, must not put off storm water runoff at a faster rate, than what the site puts off today. Using the NOAA rainfall event tables, a 100 year event will produce 5.2" of rainfall in a 24 hour period.

The storm water must also treat runoff for suspended solids (dirt) and other contaminants.

The runoff from the proposed site will enter a concrete chamber at the SE corner of the site, where the larger particles will be removed. From there, it enters a distribution manifold where it is stored in an underground chamber that is situated over a 1' thick bed of washed sand. The water soaks into the washed sand, where it is further cleaned, then it enters another collection system of drain tile that will discharge it into closed storm sewer system that is connected to the City storm sewer system.

Why is this better than the existing condition? Currently, a large amount of water from Lyons enters the site. In addition, the site itself is steep, rocky and covered with clay, so the water runs off quickly into neighbor's yards downhill. The new system will direct overflows into the City storm sewer system, versus across neighbor's yards, short circuiting much of the runoff neighbors are now receiving from the property.

The result should actually be neighbors' yards downhill that are drier than they are now.

-David M. Chmielewski
Blackhoof Development

B-8

Recommended Contents of Traffic Impact Studies

The purpose of this document is to provide guidance to developers and transportation consultants regarding the contents of traffic impact studies submitted in conjunction with development applications in Duluth.

In general, a traffic impact study is required for any development generating approximately 1,000 or more vehicle trips per day, or 100 or more vehicle trips in any one hour period. The trip rates in the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation should be used in determining the amount of traffic a particular development will generate. If no ITE rates exist for a particular type of development or there is some uncertainty regarding the need to conduct a study, the city traffic engineer will determine if a traffic impact study is required.

The transportation consultant or project manager shall meet with the city traffic engineer to establish the study area, to discuss critical issues, and to determine the complexity of the report to be submitted. The traffic impact study report will usually include the following:

- Report Letter
  - Identify the persons to whom the report is addressed
  - Summarize the findings and recommendations

- Proposed Development and Study Area
  - Describe proposed development
  - Map of site and street network
  - Identify intersections/highway links to be analyzed

- Existing Traffic Conditions
  - Figures showing ADTs, peak hour turning movements and levels of service (for PM peak hour and peak hour of development unless otherwise directed by the city traffic engineer)
  - Indicate roadway/intersection geometrics, street right-of-way, type of traffic control at intersections, traffic regulations (i.e. no parking zones posted speed limit), and bus stops
  - Determine queue lengths at controlled intersections that may affect project

- Future Projected Traffic Conditions Without Development (city staff may provide base data)
  - Figures showing future projected ADTs, peak hour turning movements and level of service
  - Identify changes in road network and land use expected under full development conditions
  - Determine queue lengths at controlled intersections that may affect project

- Proposed Site Traffic
  - Site-generated traffic – ADT and peak hours (If development is to be completed in phases, show cumulative traffic for each phase added.)
  - Figure showing distribution by direction of approach
  - Figure showing assignment (volumes and turning movements) to each link in the network analyzed
  - "Pass-by" trip assumptions, distribution and assignment

- Traffic Impact of Proposed Development
  - Figures showing ADTs, peak hour turning movements and level of service for present conditions with proposed development
  - Figures showing ADTs, peak hour turning movements and level of service for future projected conditions with proposed development
  - Determine queue lengths at controlled intersections that may affect the project

B-19

- Review ingress/egress sight distance, capacity and safety
- Review on-site circulation for vehicles and pedestrians
- Review driveway and parking lot design for compliance with city standards and codes

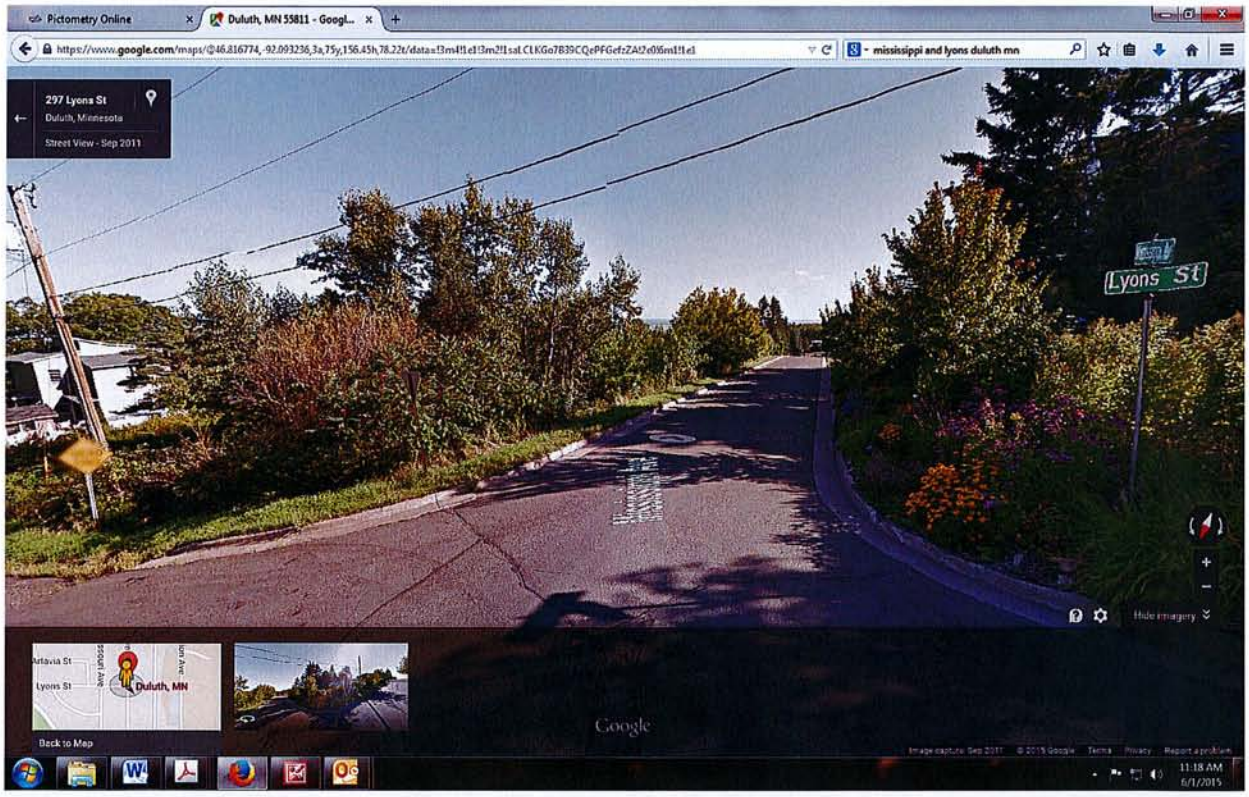
- Problem Areas
  - Identify congestion or safety problems for present conditions with proposed development
  - Identify congestion or safety problems under full development conditions with proposed development

- Recommended Improvements and Solutions
  - Identify possible short-term improvements and solutions
  - Identify possible long-term improvements and solutions
  - Recommended improvements and solutions

- Appendices
  - Capacity analysis calculations, data and assumptions (Provide sufficient information for reviewer to follow analysis and to be able to spot check results.)
  - Queue length analysis calculations, data and assumptions
  - Provide other pertinent information that may be needed to explain or justify data used in the report (i.e., if data from an actual field study of sites in the metro area is used in place of ITE trip generation rates, then a report of the field study results should be included in the appendix.)

The traffic impact study should be submitted with the development application. However, the developer may find it advantageous to have the traffic impact study completed several weeks prior to the submittal of the development application in order to incorporate recommendations from the traffic report on the development plan.

Three copies of the traffic impact study should be submitted with the development application. The report should be produced on standard 8 ½ inch x 11 inch letter size paper.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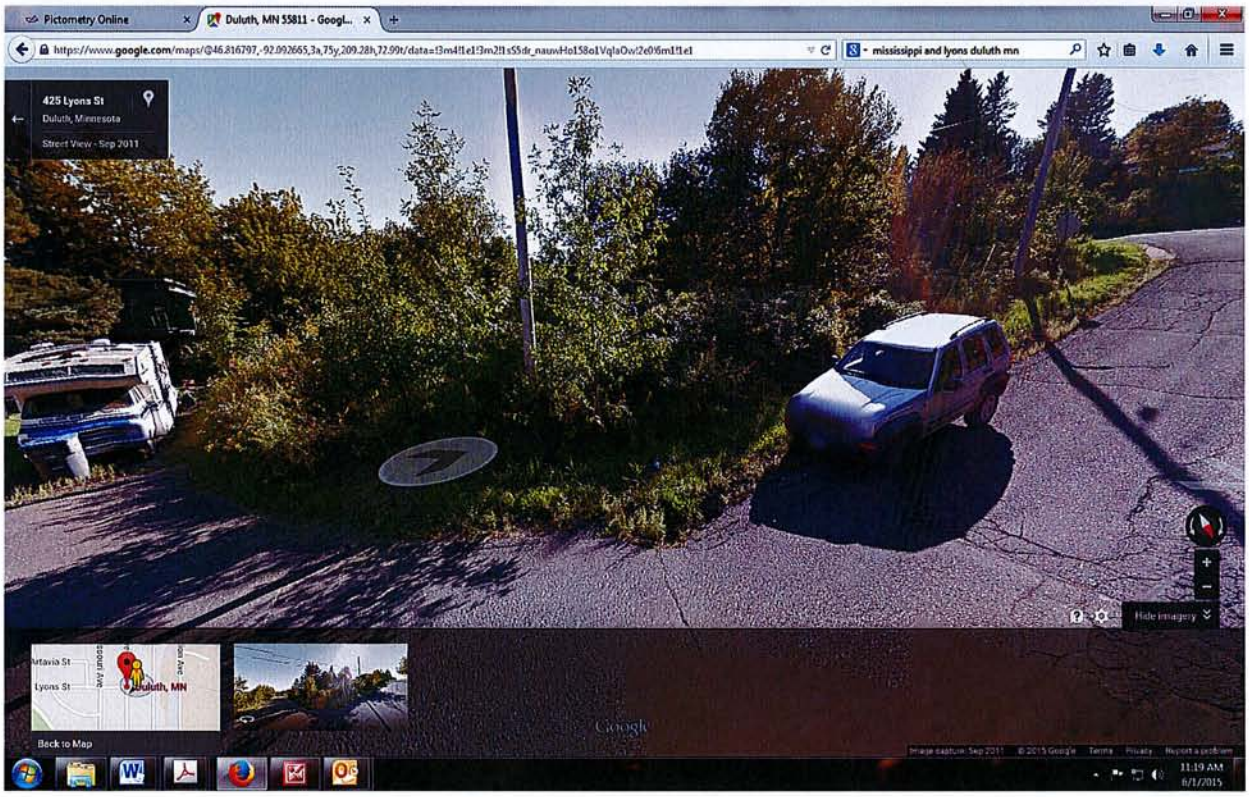
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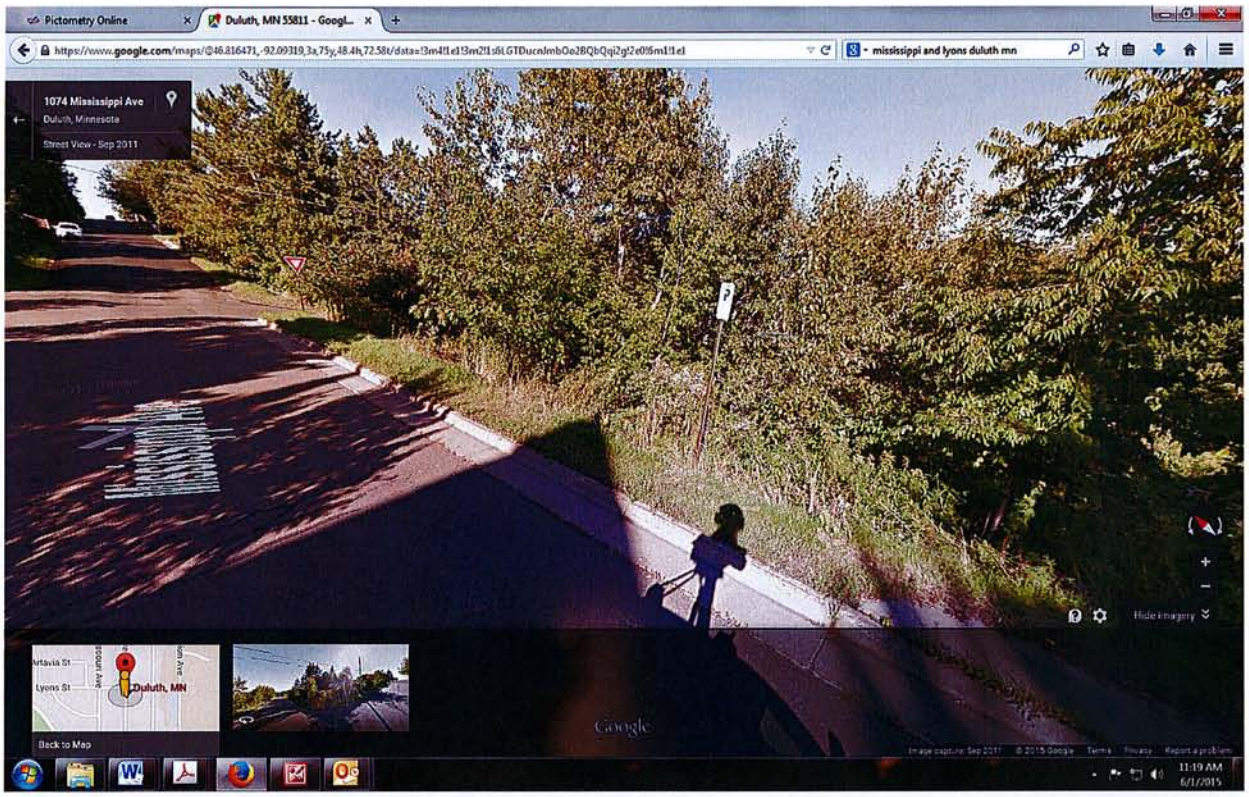
B-21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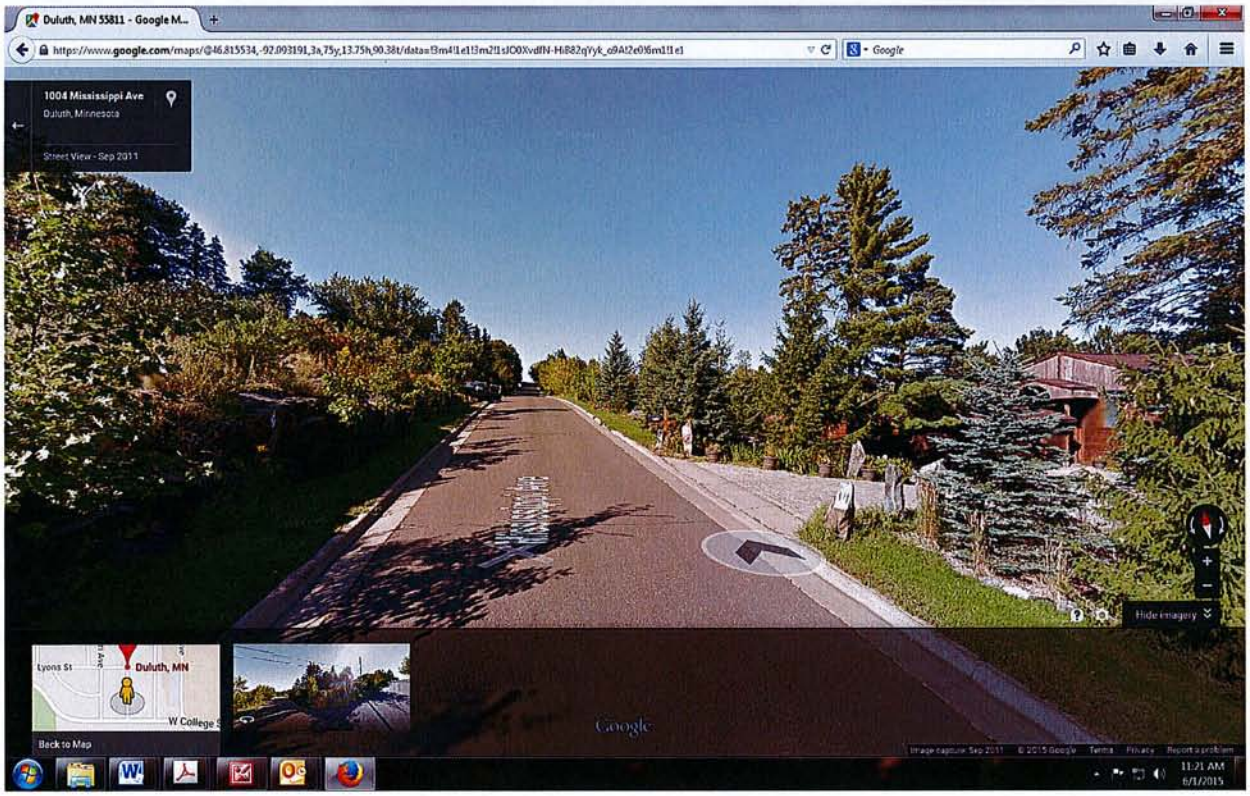
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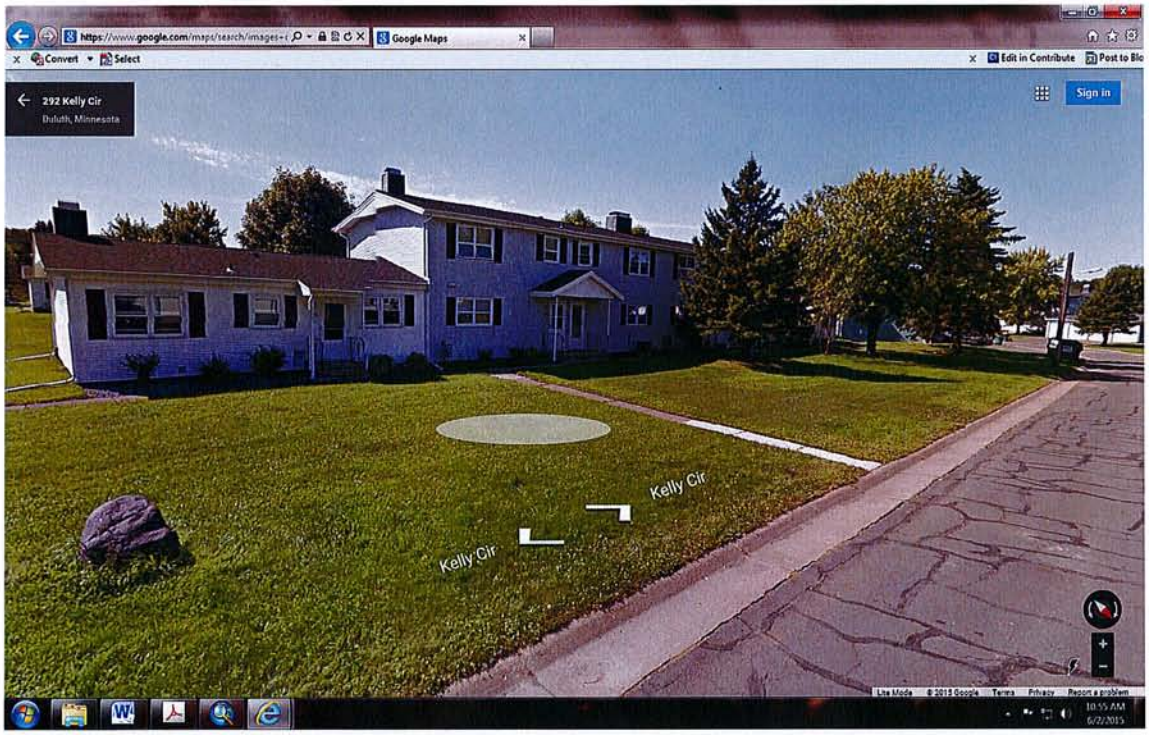
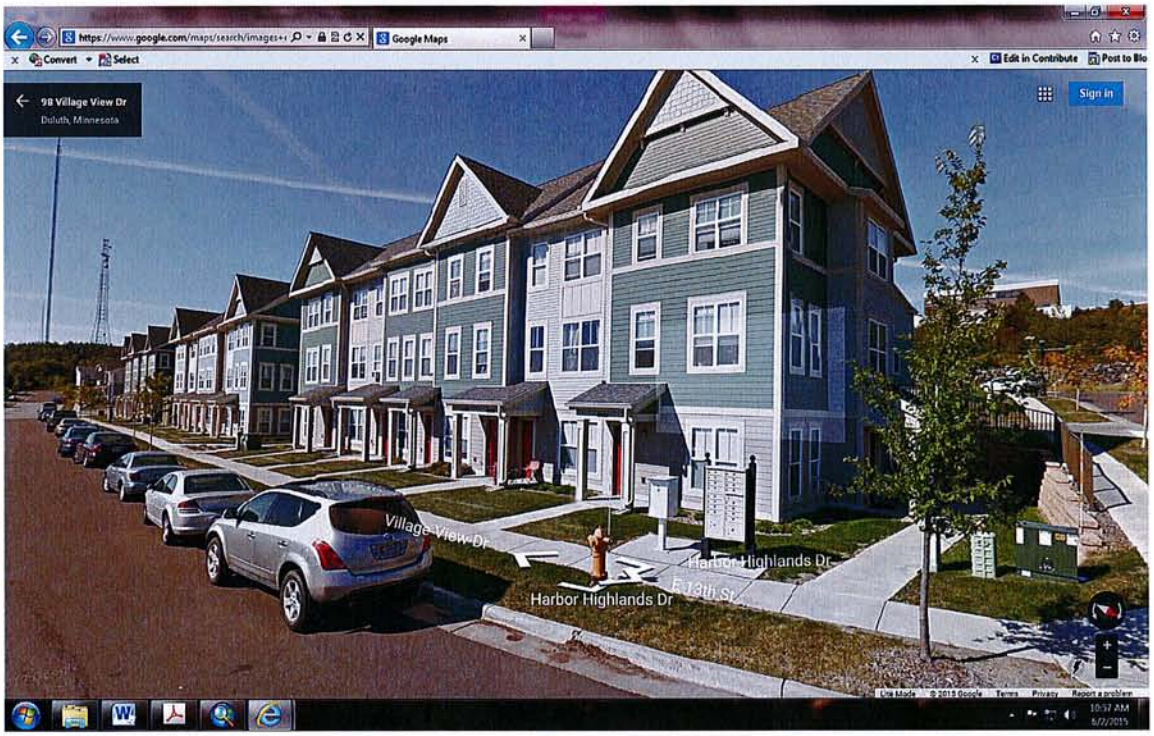
B-22

6 Unit Townhome on Kelly Circle



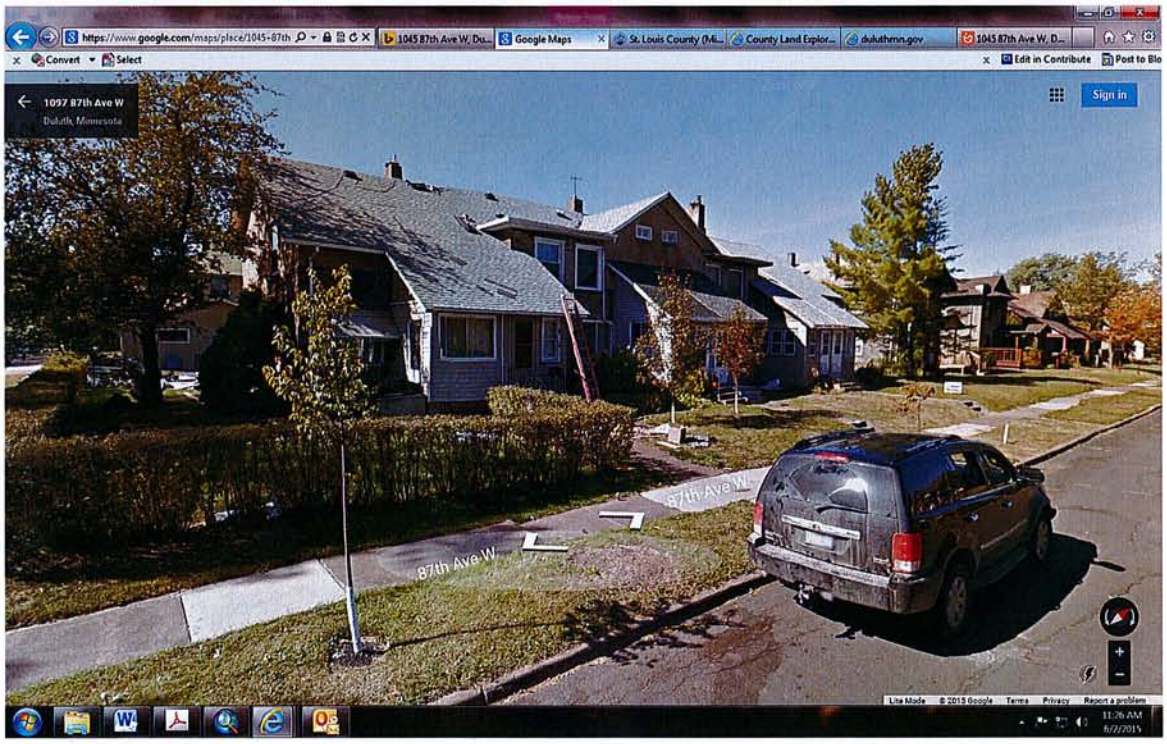
7 Unit Towhome on Village View Drive



B-23

7 Unit Towhome (Condon) on South Lake Avenue

4 Unit Townhome 87th Ave W (Morgan Park)



B-24

Citizen Comment PL 15-050

LYONS STREET DEVELOPMENT
PL 15-050 SPECIAL USE PERMIT APPLICATION
KENWOOD NEIGHBORHOOD OBJECTION

May 5, 2015

The Kenwood Neighborhood have concerns about the proposed high density development. Jason Ross, Green Capital LLC, proposes to construct eight townhomes representing a total of 24 bedrooms. Based upon conversation with, and the past practice of Mr. Ross, the developer, contractor, and building manager, individual leases by bedroom will be made available.

The proposed classification of units as townhomes is misleading. With individual leases for 24 bedrooms this project represents a multi-unit rental property which functions essentially as an apartment complex. From a conversation with Jason Ross, the townhomes will not be sold as individual units but rather managed as a group by Jason Ross.

This project is a high density multiple unit apartment complex proposed for a rustic, single family home neighborhood. To issue a special use permit for the construction of this project in this location would allow a random pattern of development. An example of spot zoning. Further the damage done to this rustic single family neighborhood represents an adverse impact on the City of Duluth.

IMPACT:

The density of the project is inconsistent with the rustic single family home fabric of the neighborhood. As a result of the project, the nature of the neighborhood will be lost. Those who are seeking a rustic single family neighborhood will be forced to seek it elsewhere. Elsewhere could include undeveloped areas near the outer reaches of Duluth. This type of development would require expanded infrastructure. Or, the alternative of relocating outside the city limits of Duluth, which is inconsistent with the City's stated goal of reaching a population of 90,000. Allowing a special use permit for a high density project will destroy this existing rustic, single family neighborhood and have an adverse impact on the Community. Specific observations include:

<u>Density and Public Safety</u>

The project density is too great with 24 bedrooms. This project makes less safe the existing roadways, traffic control and access to the neighborhood, and pedestrian access.

<u>Lyons Street Traffic</u>

Lyons is a step, narrow and dangerous street (even by Duluth Standards). The Avenue is a dead end. There have been multiple cases of city snow plows, garbage trucks, UDAC buses, and cars, getting stuck on Lyons Street below Mississippi Avenue (Where the entrance to the project is proposed). Due to the roadway blockage, other residents are unable to leave their homes, sometimes for hours. In addition steep conditions getting up Lyons, stopping at the intersection from two other directions is difficult due to steep conditions. The additional traffic from this high density project in this location will create a public safety issue.

B-25

15-050

Storm Water Run Off

This site with its topography and size is challenged to properly contain runoff onto adjoining properties. The increase in impervious surfaces due to the high density development from roof and parking surfaces will generate excess runoff. The current proposal provides for an underground containment system. This will require ongoing maintenance to remove sediment. The concern is that the outlet, even if piped to UMD Property or to the South will surcharge the existing City storm water system. Our understanding is the discharge volume is to be controlled. This development may be within one mile of a designated Trout Stream and under MPCA rules would require water temperature remediation.

Sewer System Design and Operation:

Information available indicates the sanitary sewer serving the site would progress southward towards College Avenue and tie into a line that progresses downhill at 19th Avenue East. This is a historically problematic system to homeowners in the areas (issues with changes in sanitary sewer pipe sizes). What is the cost of a correction to the sanitary system and who is the responsible party to pay for correction.

Access by Emergency Vehicles

The density of the proposed project is inappropriate, unsafe, and with additional cars limits access by service, emergency, and street maintenance vehicles. For this development to proceed with its entrance off of Lyons Street, the street should be developed to a standard width with curb and gutters installed.

Parking Spaces

21 regular and one handicapped off street parking spots are provided. 12 of these are in garages. With the project being advertised as rental with 24 bedrooms (each potentially with a separate tenant) there is not one parking lot per tenant. In addition with no parking on Mississippi and Lyons there is a challenge for both resident and guest parking, especially in winter with snow encroachment. Mississippi Avenue, in that block, is two driving lanes only, no parking is allowed on either side. Lyons Street is a dead end and currently cannot accommodate any parking, up or down from the location.

Retaining Wall, System for Light Control

It appears there will be a retaining wall above and along the platted alley. Not clear how high this retaining wall will be. What is the setback requirement for this structure and what provisions are proposed to block the lights from cars parking on this elevated parking lot?

B-26

PUBLIC POLICY:

The Planning Commission is required under prescribed guidelines to examine each project proposed for development to verify the project meets various dimensional and design requirements under the UDC. Further the Planning Commission when issuing a Special Use Permit, must examine the Project in terms of public policy regarding community needs and any adverse impacts. This high density project is inconsistent with the existing rustic single family home neighborhood. Because of its density at 24 units, allowing the project to proceed would represent a random pattern of development and have an adverse impact on the community. The Special Use Permit should be denied.

Pedestrian Access

There are no sidewalks in this neighborhood. This is a high density project that will put additional pedestrians on streets with limited sight line stopping distance. Due to Lyons being a dead end and the Brainerd Street alley being dead end or not developed will increase the pressure for pedestrians to trespass on private property

Additional High Density Projects (Planned)

With the recent construction and planned developments in and around the neighborhood, the argument that this type of high density project is needed to meet the City of Duluth population goals is no longer a factor to consider when reviewing this application.

Adverse Impact on the Community

This is a rustic neighborhood comprised of single family houses. In its deliberations to consider a Special Use Permit the Planning Commission is empowered to evaluate a project to determine if there are adverse effects on the community. When adverse impacts are shown to exist the Special Use Permit should be denied. The residents of the neighborhood have identified and documented multiple adverse effects. These adverse impacts are due to density and topography which cannot be effectively mitigated.

Technical Compliance to Codes, Regulations and Guidelines (Not Sufficient)

All of the parameters to be reviewed by City Staff on an application for a Special Use Permit are set at the minimum. Being "legal" or in compliance with each of the various regulations does not in the aggregate make the project "right". With some of the guidelines there is room for discretion. Because of density, project location, and adverse impacts, even with compliance with all codes regulations and guideless, some of which are subject to discretion by the Planning Staff, this project is not correct for this location and a Special Use Permit should not be issued.

Investment by a Developer vs Economic and Adverse Impact on Community

Investment within the city limits of Duluth is welcomed. However, the amount of investment by the Developer is a private financial consideration which should not influence the type of development allowed. It is possible that for this project to succeed, the plan requires the construction of high density rental type housing. A Special Use Permit should not be issued when the density in effect allows for a random pattern of development and creates adverse impact.

B-27

15-050

KENWOOD NEIGHBORHOOD REQUEST OF THE PLANNING COMMISSION

This high density multi-unit rental 24 bedroom project in this location is NOT APPROPRIATE.

In our opinion the highest and best use of this property is for the construction of single family homes or other projects of much lower density than the proposed multi-unit property.

The residents welcome reasonable development. We have seen the recent successful construction of homes in the neighborhood as infill projects so the City of Duluth can reach our goal of 90,000 residents. It makes sense to build on lots served by existing infrastructure. This neighborhood, including most of the rental units, are single family homes. That is what works best for access, parking, storm water management, and public safety.

The residents of the neighborhood request the Planning Commission NOT to issue a Special Use Permit.

This document is being submitted to the Planning Commission by the Concerned Citizens of the Kenwood Neighborhood.

Please see a separate document for the signatures, with printed names, addresses and phone numbers, of citizens in support of the positions described in this document.

Due to physical and time restraints, other concerned citizens who did not get a chance to place their names to this document, plan to attend the Planning Commission Meeting and request a Special Use Permit not be issued for this project.

Thank you for your consideration on this important matter.

B-28

15-050

LYONS STREET DEVELOPMENT
PL 15-050 SPECIAL USE PERMIT APPLICATION
KENWOOD NEIGHBORHOOD OBJECTION

May 5, 2015

This high density multi-unit rental 24 bedroom project in this location is NOT APPROPRIATE.

The residents of the neighborhood request the Planning Commission NOT to issue a Special Use Permit.

See below the signatures, with printed names, addresses and phone numbers, of citizens who are requesting the Planning Commission not issue a Special Use Permit for this project.

James Starr 1145 Mississippi

David Anderson 1055 Brainerd Ave (218) 343-5601

Timothy (Tim) Routs 1006 Mississippi Ave. 218-260-3032

Kathleen S. Routs 1006 Mississippi Ave. 218-310-5117

Joseph Martin 1146 Mississippi Ave 724-1876

Holly L. Brown 1206 Mississippi Ave (218) 590-9310

Fran Hoene 1110 Mississippi Ave. (218) 728-4535

Jenny B Walker 1123 Mississippi Av 218 724 1488

Therese Campbell 1111 Mississippi Ave 218-727-1966

Kevin A. Hoene
1110 Mississippi Ave
(218) 728-4535

Allen I. Makynen
1233 Mississippi Ave
(218) 343-2515

B-20

LYONS STREET DEVELOPMENT
PL 15-050 SPECIAL USE PERMIT APPLICATION
KENWOOD NEIGHBORHOOD OBJECTION

May 5, 2015

This high density multi-unit rental 24 bedroom project in this location is NOT APPROPRIATE.

The residents of the neighborhood request the Planning Commission NOT to issue a Special Use Permit.

See below the signatures, with printed names, addresses and phone numbers, of citizens who are requesting the Planning Commission not issue a Special Use Permit for this project.

Billy M Waters	BILLY M. WATERS	136 NORTHFIELD ST. DULUTH MN
Linda L Waters	LINDA L. WATERS	136 Northfield St. DULUTH, MN 218 390-0341
Lisa Starr	Lisa Starr	1145 Mississippi Ave DULUTH, MN 2187285877
Katie K	KATIE KRIKORIAN	1313 Missouri. Duluth. MN 55811

B-30

Lyons Street Development
PL 15-050 Special Use Permit Application
Kenwood Neighborhood Objection
May 12, 2015

This high density multi-unit rental 24 bedroom project in this location is **NOT APPROPRIATE.**

The residents of the neighborhood request the Planning Commission Not to issue a Special Use Permit.

Printed Name	Signature	Address
S. JEROME ELNESS	S. Jerome Elness	1237 Mississippi Ave Duluth, MN 55811
Elaine Elness	ELAINE ELNESS	1237 Mississippi Ave Duluth MN 55811
STEVEN A. LENT P.E.	Steven A. Lent	1234 MISSISSIPPI AVE Duluth, MN 55811
Joyce D. Lent	Joyce D. Lent	1234 Mississippi Ave Duluth, MN 55811
Robert E. Williams	Robert E. Williams	615 W. College St Duluth, MN 55811
Hiroko M. Williams	Hiroko M. Williams	615 W. College St. Duluth, MN 55811

B-31

LYONS STREET DEVELOPMENT
PL 15-050 SPECIAL USE PERMIT APPLICATION
KENWOOD NEIGHBORHOOD OBJECTION

May 5, 2015

This high density multi-unit rental 24 bedroom project in this location is NOT APPROPRIATE.

The residents of the neighborhood request the Planning Commission NOT to issue a Special Use Permit.

See below the signatures, with printed names, addresses and phone numbers, of citizens who are requesting the Planning Commission not issue a Special Use Permit for this project.

Madeline Brown
Madeline Brown
1206 Mississippi Ave
218-355-1618

Daniel M Sargent
Daniel M. SARGENT
1206 Mississippi Ave
Duluth MN 55811
218-464-1444

Ajit K. Das
Ajit K. Das
Kathleen Das
Kathleen DAS
1120 Mississippi Ave
Duluth, MN 55811

JOEL COOPER
1207 MISSISSIPPI AVE
DULUTH MN 55811

Deborah Cooper
1207 Mississippi Ave
Duluth 55811

GLENN KOTLAREK
Glen Kotlarek
1219 MISSISSIPPI AVE
Duluth, MN. 55811
218-724-5959

Jackie Kotlarek
Jackie Kotlarek
1219 Mississippi Ave
Duluth Minnesota 55811
218-724-5959

B-32

8

LYONS STREET DEVELOPMENT
PL 15-050 SPECIAL USE PERMIT APPLICATION
KENWOOD NEIGHBORHOOD OBJECTION

May 5, 2015

This high density multi-unit rental 24 bedroom project in this location is NOT APPROPRIATE.

The residents of the neighborhood request the Planning Commission NOT to issue a Special Use Permit.

See below the signatures, with printed names, addresses and phone numbers, of citizens who are requesting the Planning Commission not issue a Special Use Permit for this project.

James Stafer 1145 Mississippi

David Anderson 1055 Brainerd Ave (218) 343-5601

Timothy (Tim) Routs 1006 Mississippi Ave. 218-260-3032

Kathleen S. Routs 1006 Mississippi Ave. 218-310-5117

Joseph Martin 1146 Mississippi Ave 724-1876

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Fran Hoene 1110 Mississippi Ave. (218) 728-4535

Jenny B Walker 1123 Mississippi Av 218 724 1488

Therese Campbell 1111 Mississippi Ave 218-727-1966

Kevin A. Hoene
1110 Mississippi Ave
(218) 728-4535

Allen I. Makynen
1233 Mississippi Ave
(218) 343-2515

B-33

11

LYONS STREET DEVELOPMENT
PL 15-050 SPECIAL USE PERMIT APPLICATION
KENWOOD NEIGHBORHOOD OBJECTION

May 5, 2015

This high density multi-unit rental 24 bedroom project in this location is NOT APPROPRIATE.

The residents of the neighborhood request the Planning Commission NOT to issue a Special Use Permit.

See below the signatures, with printed names, addresses and phone numbers, of citizens who are requesting the Planning Commission not issue a Special Use Permit for this project.

Caree Gordon		1201 Mississippi Ave
Randall A. Gordon		" " "
Robert J Jokela	Robert J Jokela	1208 Mississippi Ave
Gordon R. Fon	GORDON R. FON	1230 Missippi
Joyce Fon	JOYCE FON	" "
Helena Jackson	Helen E Jackson	1136 Mississippi Ave
Douglas Dunham	Douglas Dunham	" "
John Lawien	JOHN P. LAWIEN	1010 MISSOURI AVE.
Lizette A. Lawien	Lizette A. Lawien	1010 Missouri Ave
Jay Stoffel	Jay Stoffel	1101 Brainerd Ave
Loly Stoffel	Loly Stoffel	1101 Brainerd Ave
Ann Myers	Ann Myers	1109 Brainerd Ave
Maggie Myers	Maggie Myers	1109 Brainerd Ave
John Myers	John Myers	1109 Brainerd Ae

B-34

Rcvd after May's planning commission.

May 26, 2015

City of Duluth - Planning Commission
411 West First Street
Duluth, Minnesota 55802

OBJECTION TO LYONS STREET DEVELOPMENT: PL 15-050 SPECIAL USE PERMIT APPLICATION

We object to the proposed 8-unit, 24-bedroom apartment building and elevated parking structure for several reasons:

Density

- The total available land for the project is .57 acre. The Comprehensive Land Use Plan suggests a density of 4 to 8 units per acre. This project exceeds that density not by a small, marginal factor, but nearly doubles the density amount suggested in the comprehensive plan.
- The project is in the Higher Education Overlay. That plan calls for these type of structures to be constructed on primary streets. Lyons is a dead-end. Mississippi Ave is not a primary street.

Public Safety

- Lyons Street is narrow, steep, and tilted. Every winter vehicles become stuck on Lyons below Mississippi Ave. Most times, the result is that Lyons becomes completely blocked and unpassable for hours. In the last two years, the following vehicles caused complete or partial blockage on Lyons: city road grader plowing snow, school bus, UDAC bus, garbage truck, private vehicles. For five residences, Lyons provides the only ingress and egress. The project will dramatically increase the number of vehicles (20-30 additional) in this small area and all will use that same portion of Lyons Street below Mississippi for access. The risk that, in an emergency, something bad will happen greatly increases with this project.
- There are no sidewalks in this neighborhood. Pedestrian traffic will increase dramatically in an area that is not pedestrian friendly with very poor sight lines. What is the pedestrian traffic plan with this new project? Without a thoughtful and effective plan, the risk of harm to pedestrians will greatly increase. Trespass on private property will likely increase significantly.

Unfit for the Special Character of the Neighborhood

- The neighborhood is comprised of unique, customized single-family homes. An eight-unit, 24-bedroom apartment complex with an elevated parking structure amounts to a random pattern of development and clearly does not fit the character of the neighborhood.
- There is no street parking on either Lyons or Mississippi. As a result, this high density development is required to construct a large elevated parking lot, with a combined wall and fence some 10-12 feet high. Allowing this type of structure is inconsistent with the goal of minimizing impacts on single family neighborhoods from noise, light pollution, and visual impacts.

We welcome reasonable development in our neighborhood. However, because of the grave concerns expressed above regarding the intense density, public safety, and community adverse impacts, the application for a special use permit should be denied.

Jay Stoffel Loly Stoffel

Jay Stoffel
Loly Stoffel
1101 Brainerd Avenue
Duluth, Minnesota 55811
218/724-5596 • 218/349-7131
jaymicst@yahoo.com

B-35

rcvd after May's planning commission mtg.

Keith Hamre

Drew Digby

Marc Beeman

Timothy Meyer

Garner Moffat

Terry Guggenbuehl

Zandra Zwiebel

Michael Schraepfer

Luke Sydow

City of Duluth

411 West First Street

Duluth Mn. 55802

My name is Frank Wanner. My wife, Renee, and I live at 1135 Mississippi Avenue. We write to express our opposition to the issuing of a special use permit modifying the R1 zoning to allow Mr. Jason Ross to build a high density townhouse\apartment project within the existing single family neighborhood. We feel that this development would have a detrimental impact on the character of the neighborhood. The character of a neighborhood is recognized as having value and worth. The "Duluth News Tribune" quotes Mr. Garner Moffat stating in regard to a proposed development in Lakeside, "I hope that they can build any new houses in a way that reflects the existing character of the neighborhood". We would assume that his feelings are similar in regard to our neighborhood.

It is obvious that the character of the neighborhood is not the only consideration for residents. I am sure that you have received numerous comments and letters from our friends and neighbors stating concerns regarding increased traffic, access difficulties, negative impacts on water runoff, lack of parking, sewer questions and many others. I will only remind you of these concerns as others have addressed them at some length. We too, have these concerns.

It would seem that the weight of the argument for abandoning the existing code should rest with Mr. Ross. It is he who should demonstrate how the change will be of benefit to the city and existing neighborhood. Duluth does need infill housing for families and for individuals. We need new homes within our city. We do not need to alter existing code and plan to allow a high density project for transient renters. Mr. Ross stated at a neighborhood meeting that his intent is to have multiple tenants in each apartment. There is no intent to build "high end" townhouses to be sold to individuals. It is obvious that the only benefit in this development is to Mr. Ross.

Please deny the proposed change.

B-36

John and Lizette Lawien
1010 Missouri Avenue
Duluth, Minnesota 55811

May 27, 2015

Planning Commission
City of Duluth
411 West First Street
Duluth, Minnesota 55802

Regarding: Objection to Lyons Street Development (PL 15-050 Special Use Permit Application)

Dear Commissioners:

We constructed our home in 1985 on wooded raw land bordering College Street between Mississippi and Missouri Avenues. We were in our twenties at the time and have enjoyed every minute of our time spent in this neighborhood. We have raised our children, they were educated at the neighboring universities and we desire to continue living in this vibrant Kenwood neighborhood.

While living here, single family homes were built on both sides of us. This is exactly the type of structure needing to be built on the proposed parcel for development on the corner of Mississippi Avenue and Lyons Street. We strongly object to a 23 bedroom "townhome apartment building" being proposed for this site. The developer has no plans to rent these townhomes to single families so it is only fair to call it an apartment building in practical terms.

B-37

This type of structure in its proposed location can only be described as random development and will create an adverse impact to the homes within a six – eight block radius or more. As a couple, we endorse development and have supported proper development projects in the past in our area. Some were approved and some were denied. We have seen the Planning Commission deny two single family homes attempting to be built on Missouri Avenue and Chester Way in the past twenty years. Both of these were unfortunate when we see what has been developed since.

While this area continues to change and develop, we trust the Planning Commission will respect the residents who have lived here for many years and desire to continue living in a neighborhood of single family homes. **Allowing this proposed development to be built will create a hazard as it will only be a matter of time before car accidents occur and pedestrians are seriously injured. This would likely be a result of the extreme density, lack of sidewalks, and difficult streets to traverse in the winter months while schools are the busiest. This must be taken seriously by the Commission members.**

Based on the proposed project's obvious extreme density, safety concerns due to the site conditions, and the adverse community impact due to its random development in an area surrounded by single family homes, the application should be denied. Please do what is proper for this neighborhood and the residents who enjoy living and raising their families in Kenwood.

With best regards,

John Lawien Lizette A. Lawien

John and Lizette Lawien
218-341-7878

B-38

rcvd after May's pc meeting

May 26, 2015

Planning Commission
City of Duluth
411 West First Street
Duluth, Minnesota 55802

OBJECTION TO LYONS STREET DEVELOPMENT (PL 15-050 SPECIAL USE PERMIT APPLICATION)

The proposed 23 unit apartment building, (proposed on technical terms as townhomes) on a .57 acre parcel, is inconsistent with the Comprehensive Land Use Plan, the Higher Education Small Area Plan, and the existing traditional neighborhood.

The intense use of this parcel by a high density development within a diverse traditional neighborhood amounts to a random pattern of development. According to the Staff Report prepared for the May 12 Meeting, the Comprehensive plan would call for a density of from 4 to 8 units per acre. In that same report the surrounding neighborhood is 3 units per acre. This project represents a density more than five (5) times the surrounding neighborhood.

Lyons Street is a step, narrow, and dangerous street (even by Duluth standards). The Street is a dead end. We have a public safety issue. Neither Lyons nor Mississippi is a primary street. There is no pedestrian access to this project. There are no sidewalks in this neighborhood. There is no available street parking on either Lyons or Mississippi. As a result, this high density development is required to construct a large elevated parking lot, with a combined wall and fence some eleven feet high. Allowing this type of structure is inconsistent with the goal of minimizing impacts on single family neighborhoods from noise, light pollution, and visual impacts.

The residents welcome reasonable development. We have seen recent construction of homes, as infill projects, so that our City can reach the goal of 90,000 residents. There are also multiple projects being developed in proximity located on larger sites on primary streets which provide for additional affordable housing.

Due to the intense density (a random pattern of development), extreme site conditions, public safety, and community adverse impacts, the application for a Special Use Permit should be denied.

John Foucault
145 Artavia Street
Duluth MN 55811
218-393-0631
jfoucault@points-north.com

B-39

rcvd after May's pc meeting

May 26, 2015

Planning Commission
City of Duluth
411 West First Street
Duluth, Minnesota 55802

OBJECTION TO LYONS STREET DEVELOPMENT (PL 15-050 SPECIAL USE PERMIT APPLICATION)

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Julie Foucault
145 Artavia Street
Duluth MN 55811
218-393-0632
doublejf@@charter.net

B-40

Memorandum

Date: **May 27, 2015**

To; **Mr. Keith Hamre**
City of Duluth
411 West First Street
Duluth, MN 55802

From: **Therese Campbell**
1111 Mississippi Ave
Duluth, MN 55811

Therese Campbell

Re: Special Use Permit to Construct an Eight Unit Townhome in an R-1 district at the southeast corner of Mississippi Avenue and Lyons Street by Green Capital LLC

Dear Mr. Hamre:

This memo serves as a neighborhood petition regarding the impact of the proposed high density development of Green Capital LLC. You have been aware of the Kenwood neighborhood's objections to the special use permit since August 12 of 2014. The project was put on hold but subsequently, was resubmitted. Some of the objections were from the engineers who saw several problems with the plan for the property. Thus, the request was again put on hold at the May 12th 2015 meeting.

A document was provided to the Commission from the neighborhood and Councilman Joel Sipress spoke to the Commissioners at the May 12th meeting in our behalf. We will be meeting with the Planning Commission on June 9th, 2015 to again raise concerns.

I believe you have received updated information and know of the situation and the concerns of the neighborhood. I will not repeat the major issues, but will give examples of personal experience living in this neighborhood since 2010. Our driveway is the alley off Lyons Street. Lyons has a steep slope and intersects with Mississippi, also a steep slope. This makes the intersection somewhat perilous, as there are only yield signs on Mississippi. In the winter snow removal becomes a challenge. The winter poses more difficulties for cars on Lyons. Several times while exiting our alley drive we slid into a bank of snow on Lyons. If we were able to exit, we ended up sliding through the intersection and on to the dead end of Lyons. Other cars and a school bus as well as a snowplow were also in this predicament. My suggestion to the Commissioners is to physically view the proposed location and experience the impact of increased density in this area.

The project also does not FIT into the single-family neighborhood. A drive through the area will also highlight how a change in this zoning would deface the neighborhood personality. Mr. Garner Moffat expressed it well in a recent article. Mr. Moffat, Commission member, went on record in the

B-41

September 10, 2014 DNT as favoring projects consistent with the neighborhood. The article is at http://www.duluthnewstribune.com/content/city-owned-lakeside-block-may-be-developed "I hope "they (developers) can build new houses in a way that reflects the existing character of the neighborhood."

In my memo to the Commissioners, via Keith Hamre, August 20, 2014 I recorded some initial major concerns. It is incumbent on you, in your important positions, to research the consequences of your vote regarding the neighborhoods of Duluth. Thanks for your time and commitment to our city.

B-42

RCVD after May's PC meeting

1006 Mississippi Ave
Duluth, MN 55811

Mr. Keith Hamre
Drew Digby
Marc Beeman
Timothy Meyer
Garner Moffat
Terry Guggenbuehl
Zandra Zwiebel
Janey Kennedy
Michael Schraepfer
Luke Sydow
City of Duluth
411 West First Street
Duluth, Minnesota 55802

Mr. Hamre:

I understand that you will share this letter with each member of the Planning Commission. I also understand the Planning Commission is required, under prescribed guidelines, to examine each project proposed for development to verify the project meets various dimensional and design requirements under the UDC. Further, the Planning Commission, when issuing a Special Use Permit, must examine the Project in terms of public policy regarding community needs and any adverse impacts. This high-density project is inconsistent with the existing single-family home neighborhood. I am asking respectfully that you honor the R1 zoning on the Southeast corner of Mississippi Avenue and Lyons Street. I request that you deny Mr. Jason Ross, of Green Capital, LLC, the special use permit to build his townhouses/apartment complex on the lots for the following reasons:

1. The proposed development violates the code the City has developed by allowing random development in an area zoned for single-family homes, as designated in the Comprehensive Plan. To issue a special use permit for the construction of this project in this location allows a random pattern of development, an example of spot zoning.

2. The proposed classification of units as townhomes is misleading. Mr. Ross' past practice and current stated intent is to rent each bedroom individually. With individual leases for 24 bedrooms, this project represents a multi-unit rental property that functions essentially as an apartment complex. Under allowable individual room occupancy, this could further multiply an already unacceptable density. This project, as you know, is a high density multiple unit apartment complex proposed for a rustic, single-family home neighborhood. Further, the erosion to this rustic single-family neighborhood will have an adverse impact on the City of Duluth and current residents of the area.

B-43

3. This project will have adverse impacts on the existing roadways, traffic control, access to the neighborhood, and pedestrian access. There are no sidewalks in the area, and no parking or restricted parking zones on the streets surrounding the developments.

4. Lyons Street is a steep, narrow, and dangerous street (even by Duluth Standards); it is a dead end. There have been multiple cases of city snowplows, garbage trucks, UDAC buses, and cars, stuck on Lyons Street below Mississippi Avenue (where the entrance to the project is proposed). Due to the roadway blockage, other residents are unable to leave their homes, sometimes for hours. In addition, getting up Lyons, and stopping at the intersection from two other directions is difficult due to steep conditions. The additional traffic from this high-density project in this location will create a public safety issue – it will affect access by emergency vehicles. The density of the proposed project is inappropriate, unsafe, and with additional cars, limits access by service, emergency, and street maintenance vehicles. Lyons Street will not support an adequate and safe entrance and exit to the parking area to any type of vehicle, especially emergency vehicles.

5. There are several engineering, water, and other logistical issues which have not been addressed, including, but not limited to:
    - The topography and size of this site delivers a challenge to contain runoff onto adjoining properties. The increase in impervious surfaces due to the high-density development from roof and parking surfaces will generate excess runoff. The current proposal provides for an underground containment system. This will require ongoing maintenance to remove sediment. The concern is that the outlet, even if piped to UMD property or to the South will stress the existing city storm water system. Our understanding is the discharge volume is to be controlled. This development may be within one mile of a designated Trout Stream and under MPCA rules requires water temperature remediation; there is no information about the application of the MPCA rules in the proposal.
    - Information available indicates the sanitary sewer serving the site will progress southward towards College Avenue and tie into a line that progresses downhill at 19th Avenue East. This is a historically problematic system to area homeowners; there are issues with changes in sanitary sewer pipe sizes. The neighborhood should not incur the cost of a correction to the sanitary system; this should be the responsibility of the developer.
    - The proposal suggests twenty-one regular and one handicapped off street parking spots. Twelve of these are in garages. With the project planned as rental with 24 bedrooms (each potentially with multiple tenants), there is not one parking lot per tenant. In addition with no parking on Mississippi and Lyons there is a challenge for both resident and guest parking, especially in winter with snow encroachment. Mississippi Avenue, in that block, is two driving lanes only, with no parking allowed on either side. Lyons Street is a dead end and currently cannot accommodate any parking, up or down from the location. The plans suggest there will be a retaining wall above and along the platted alley. There is not information presented on the specifics of this wall or the required setback for the structure. Nor are there provisions proposed to block lights from cars and the parking lots from adjacent residences.

B-44

- There are no sidewalks in this neighborhood. This high-density project will put additional pedestrians on streets with limited sight line stopping distances.

Transient populations cannot sustain a stable economic neighborhood model. In conclusion, in my opinion, and that of many neighbors, the best use of this property is for the construction of single-family homes or other projects of much lower density consistent with the current neighborhood norms developed by the Planning Department.

We welcome reasonable development. We have seen the recent successful construction of homes in the neighborhood as infill projects, so the City of Duluth can reach its goal of 90,000 residents. The neighborhood residences, including most of the rental units, are single-family homes owned by people interested in the long-term vitality of the neighborhood. That is what works best for access, parking, storm water management, and public safety in this area. Thank you for your time and attention to this matter.

Respectfully,

Kathleen S Roufs

B-45

1006 Mississippi Ave
Duluth, MN 55811
May 27, 2015

Mr. Keith Hamre
Drew Digby
Marc Beeman
Timothy Meyer
Garner Moffat
Terry Guggenbuehl
Zandra Zwiebel
Janey Kennedy
Michael Schraepfer
Luke Sydow

City of Duluth
411 West First Street
Duluth, Minnesota 55802

Mr. Hamre:

I understand that you will share this letter with each member of the Planning Commission. I also understand the Planning Commission is required, under prescribed guidelines, to examine each project proposed for development to verify the project meets various dimensional and design requirements under the UDC. Further, the Planning Commission, when issuing a Special Use Permit, must examine the Project in terms of public policy regarding community needs and any adverse impacts. This high-density project is inconsistent with the existing single-family home neighborhood. I am asking respectfully that you honor the R1 zoning on the Southeast corner of Mississippi Avenue and Lyons Street. I request that you deny Mr. Jason Ross, of Green Capital, LLC, the special use permit to build his townhouses/apartment complex on the lots for the following reasons:

1. The proposed development violates the code the City has developed by allowing random development in an area zoned for single-family homes, as designated in the Comprehensive Plan. To issue a special use permit for the construction of this project in this location allows a random pattern of development, an example of spot zoning.

2. The proposed classification of units as townhomes is misleading. Mr. Ross' past practice and current stated intent is to rent each bedroom individually. With individual leases for 24 bedrooms, this project represents a multi-unit rental property that functions essentially as an apartment complex. Under allowable individual room occupancy, this could further multiply an already unacceptable density. This project, as you know, is a high density multiple unit apartment

B-46

complex proposed for a rustic, single-family home neighborhood. Further, the erosion to this rustic single-family neighborhood will have an adverse impact on the City of Duluth and current residents of the area.

3. This project will have adverse impacts on the existing roadways, traffic control, access to the neighborhood, and pedestrian access. There are no sidewalks in the area, and no parking or restricted parking zones on the streets surrounding the developments.

4. Lyons Street is a steep, narrow, and dangerous street (even by Duluth Standards); it is a dead end. There have been multiple cases of city snowplows, garbage trucks, UDAC buses, and cars, stuck on Lyons Street below Mississippi Avenue (where the entrance to the project is proposed). Due to the roadway blockage, other residents are unable to leave their homes, sometimes for hours. In addition, getting up Lyons, and stopping at the intersection from two other directions is difficult due to steep conditions. The additional traffic from this high-density project in this location will create a public safety issue – it will affect access by emergency vehicles. The density of the proposed project is inappropriate, unsafe, and with additional cars, limits access by service, emergency, and street maintenance vehicles. Lyons Street will not support an adequate and safe entrance and exit to the parking area to any type of vehicle, especially emergency vehicles.

5. There are several engineering, water, and other logistical issues which have not been addressed, including, but not limited to:
    - The topography and size of this site delivers a challenge to contain runoff onto adjoining properties. The increase in impervious surfaces due to the high-density development from roof and parking surfaces will generate excess runoff. The current proposal provides for an underground containment system. This will require ongoing maintenance to remove sediment. The concern is that the outlet, even if piped to UMD property or to the South will stress the existing city storm water system. Our understanding is the discharge volume is to be controlled. This development may be within one mile of a designated Trout Stream and under MPCA rules requires water temperature remediation; there is no information about the application of the MPCA rules in the proposal.
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    - The proposal suggests twenty-one regular and one handicapped off street parking spots. Twelve of these are in garages. With the project planned as rental with 24 bedrooms (each potentially with multiple tenants), there is not one parking lot per tenant. In addition with no parking on Mississippi

B-47

and Lyons there is a challenge for both resident and guest parking, especially in winter with snow encroachment. Mississippi Avenue, in that block, is two driving lanes only, with no parking allowed on either side. Lyons Street is a dead end and currently cannot accommodate any parking, up or down from the location. The plans suggest there will be a retaining wall above and along the platted alley. There is not information presented on the specifics of this wall or the required setback for the structure. Nor are there provisions proposed to block lights from cars and the parking lots from adjacent residences.

- There are no sidewalks in this neighborhood. This high-density project will put additional pedestrians on streets with limited sight line stopping distances.

Transient populations cannot sustain a stable economic neighborhood model. In conclusion, in my opinion, and that of many neighbors, the best use of this property is for the construction of single-family homes or other projects of much lower density consistent with the current neighborhood norms developed by the Planning Department.

We welcome reasonable development. We have seen the recent successful construction of homes in the neighborhood as infill projects, so the City of Duluth can reach its goal of 90,000 residents. The neighborhood residences, including most of the rental units, are single-family homes owned by people interested in the long-term vitality of the neighborhood. That is what works best for access, parking, storm water management, and public safety in this area. Thank you for your time and attention to this matter.

Respectfully,

Timothy G Roufs

1006 Mississippi Ave

B-48

rcvd after May's PC meeting

Mr. Keith Hamre
~~Drew Digby~~
Marc Beeman
Timothy Meyer
Garner Moffat
Terry Guggenbuehl
Zandra Zwiebel
Janey Kennedy
Michael Schraepfer
Luke Sydow

City of Duluth
411 West First Street
Duluth, Minnesota 55802

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3. This project will have adverse impacts on the existing roadways, traffic control, access to the neighborhood, and pedestrian access. There are no sidewalks in the area, and no parking or restricted parking zones on the streets surrounding the developments.

B-49

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B-50

proposed to block lights from cars and the parking lots from adjacent residences.

- There are no sidewalks in this neighborhood. This high-density project will put additional pedestrians on streets with limited sight line stopping distances.

Transient populations cannot sustain a stable economic neighborhood model. In conclusion, in my opinion, and that of many neighbors, the best use of this property is for the construction of single-family homes or other projects of much lower density consistent with the current neighborhood norms developed by the Planning Department.

We welcome reasonable development. We have seen the recent successful construction of homes in the neighborhood as infill projects, so the City of Duluth can reach its goal of 90,000 residents. The neighborhood residences, including most of the rental units, are single-family homes owned by people interested in the long-term vitality of the neighborhood. That is what works best for access, parking, storm water management, and public safety in this area. Thank you for your time and attention to this matter.

Respectfully,

Judith McKeever
218-390-3051

B-51

Mr. Keith Hamre
Drew Digby
Marc Beeman
Timothy Meyer
Garner Moffat
Terry Guggenbuehl
Zandra Zwiebel
Janey Kennedy
Michael Schraepfer
Luke Sydow

5/27/15

City of Duluth
411 West First Street
Duluth, Minnesota 55802

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B-52

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B-53

proposed to block lights from cars and the parking lots from adjacent residences.

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Respectfully,

Veronica M. Olsen
152 E. Niagara St
Duluth, MN 55811

B-54

Mr. Keith Hamre
Drew Digby
Marc Beeman
Timothy Meyer
Garner Moffat
Terry Guggenbuehl
Zandra Zwiebel
Janey Kennedy
Michael Schraepfer
Luke Sydow

City of Duluth
411 West First Street
Duluth, Minnesota 55802

I also understand the Planning Commission is required, under prescribed guidelines, to examine each project proposed for development to verify the project meets various dimensional and design requirements under the UDC. Further, the Planning Commission, when issuing a Special Use Permit, must examine the Project in terms of public policy regarding community needs and any adverse impacts. This high-density project is inconsistent with the existing single-family home neighborhood. I am asking respectfully that you honor the R1 zoning on the Southeast corner of Mississippi Avenue and Lyons Street. I request that you deny Mr. Jason Ross, of Green Capital, LLC, the special use permit to build his townhouses/apartment complex on the lots for the following reasons:

1. The proposed development violates the code the City has developed by allowing random development in an area zoned for single-family homes, as designated in the Comprehensive Plan. To issue a special use permit for the construction of this project in this location allows a random pattern of development, an example of spot zoning.

2. The proposed classification of units as townhomes is misleading. Mr. Ross' past practice and current stated intent is to rent each bedroom individually. With individual leases for 24 bedrooms, this project represents a multi-unit rental property that functions essentially as an apartment complex. Under allowable individual room occupancy, this could further multiply an already unacceptable density. This project, as you know, is a high density multiple unit apartment complex proposed for a rustic, single-family home neighborhood. Further, the erosion to this rustic single-family neighborhood will have an adverse impact on the City of Duluth and current residents of the area.

3. This project will have adverse impacts on the existing roadways, traffic control, access to the neighborhood, and pedestrian access. There are no sidewalks in the area, and no parking or restricted parking zones on the streets surrounding the developments.

4. Lyons Street is a steep, narrow, and dangerous street (even by Duluth Standards); it is a dead end. There have been multiple cases of city snowplows, garbage trucks, UDAC buses, and cars, stuck on Lyons Street below Mississippi Avenue (where the entrance to the project is proposed). Due to the roadway blockage, other residents are unable to leave their homes, sometimes for hours. In addition, getting up Lyons, and stopping at the intersection from two other directions is difficult due to steep conditions. The additional traffic from this high-density project in this location will create a public safety issue – it will affect access by emergency vehicles. The density of the proposed project is inappropriate, unsafe, and with additional cars, limits access by service, emergency, and street maintenance vehicles. Lyons Street will not support an adequate and safe entrance and exit to the parking area to any type of vehicle, especially emergency vehicles.

5. There are several engineering, water, and other logistical issues which have not been addressed, including, but not limited to:
    - The topography and size of this site delivers a challenge to contain runoff onto adjoining properties. The increase in impervious surfaces due to the high-density development from roof and parking surfaces will generate excess runoff. The current proposal provides for an underground containment system. This will require ongoing maintenance to remove sediment. The concern is that the outlet, even if piped to UMD property or to the South will stress the existing city storm water system. Our understanding is the discharge volume is to be controlled. This development may be within one mile of a designated Trout Stream and under MPCA rules requires water temperature remediation; there is no information about the application of the MPCA rules in the proposal.
    - Information available indicates the sanitary sewer serving the site will progress southward towards College Avenue and tie into a line that progresses downhill at 19th Avenue East. This is a historically problematic system to area homeowners; there are issues with changes in sanitary sewer pipe sizes. The neighborhood should not incur the cost of a correction to the sanitary system; this should be the responsibility of the developer.
    - The proposal suggests twenty-one regular and one handicapped off street parking spots. Twelve of these are in garages. With the project planned as rental with 24 bedrooms (each potentially with multiple tenants), there is not one parking lot per tenant. In addition with no parking on Mississippi and Lyons there is a challenge for both resident and guest parking, especially in winter with snow encroachment. Mississippi Avenue, in that block, is two driving lanes only, with no parking allowed on either side. Lyons Street is a dead end and currently cannot accommodate any parking, up or down from the location. The plans suggest there will be a retaining wall above and along the platted alley. There is not information presented on the specifics of this wall or the required setback for the structure. Nor are there provisions

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proposed to block lights from cars and the parking lots from adjacent residences.

- There are no sidewalks in this neighborhood. This high-density project will put additional pedestrians on streets with limited sight line stopping distances.

Transient populations cannot sustain a stable economic neighborhood model. In conclusion, in my opinion, and that of many neighbors, the best use of this property is for the construction of single-family homes or other projects of much lower density consistent with the current neighborhood norms developed by the Planning Department.

We welcome reasonable development. We have seen the recent successful construction of homes in the neighborhood as infill projects, so the City of Duluth can reach its goal of 90,000 residents. The neighborhood residences, including most of the rental units, are single-family homes owned by people interested in the long-term vitality of the neighborhood. That is what works best for access, parking, storm water management, and public safety in this area. Thank you for your time and attention to this matter.

Respectfully,

Mrs Mrs Glenn Kottarek
1219 Mississippi Ave

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