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EXECUTIVE SUMMARY

Vision

The vision for the small area plan is to promote Gary-New Duluth as a place to live, grow, and recreate.

The Comprehensive Land Use Plan, adopted in June of 2006, recognized that there were areas of the City where uncertainty about market conditions, ownership patterns or infrastructural capacity was particularly high, and that those areas would require additional study to guide possible modifications to the future land use map. Gary-New Duluth (Commonwealth Avenue) was one of the areas identified for additional study. However, during the initial planning stages for the Small Area Plan a much broader area of study was recommended due to the potential growth for business, residential development and pedestrian and bicycle amenities for the area. Additionally, future use of the U.S. Steel and Cement Plant sites will influence commercial, industrial and residential activity in the Gary-New Duluth area. Therefore it was determined that the area surrounding the neighborhood would be evaluated for future land use activity as well.

The purpose of the planning process was to identify and develop recommendations that will allow for development opportunities for both commercial and residential and improved transportation (motorized and non-motorized) options, while retaining but also enhancing the character of the Gary-New Duluth neighborhood. Each goal has specific recommendations. Many require ongoing partnerships between the City, non-profit organizations, businesses, and neighbors. The recom-

mendations continue the City's policy of strengthening neighborhoods through land use changes, neighborhood stabilization, and economic development.

The Minnesota Department of Health (MDH), in collaboration with City planning and economic development staff, conducted a health impact assessment (HIA) on the small area plan to explore how the plan will impact the neighborhood's health. HIA is a tool used to identify and address the potential health benefits and health risks of a decision made in a field outside the health sector; in this case, the adoption of a new long-range plan for the neighborhood of Gary/New Duluth.

Small area plans generally have a Steering Committee made up of stakeholders that provides overall guidance for the plan development. Additionally, there may be Technical Advisory Committees (TAC) that dive deeper into specific focus areas, such as economic development or transportation, and act more as a working group to provide content and guidance to the small area plan staff. For the Gary/New Duluth small area plan, there was a Health Impact Assessment TAC, which guided the assessment of potential health impacts of the plan. Through the HIA process, the HIA TAC made recommendations to promote health in the small area plan to the Steering Committee, Planning Commission and City Council.



ASSESSMENT

Neighborhood Overview

Although called *Gary-New Duluth* by most people in the area, and even identified by local traffic signs as being so named, they are two separate neighborhood communities.

Commonwealth Avenue (State Highway 23), Becks Road (County Road 3), and Gary Street are three of the main routes in the community. The neighborhood of Gary begins as one enters under the railroad bridge on Commonwealth Avenue and ends at Gary Builders Supply. Gary contains most of the business district of the two neighborhoods, such as the Little Store and Milk House areas.

The neighborhood of New Duluth begins just past Gary Builders Supply, where an old railroad line once crossed Commonwealth Avenue and continues to the Boy Scout Landing at the very end of Commonwealth Avenue. This railroad track is still visible under the sign for Gary Builders Supply. The major tenants of New Duluth are the Minneapolis Electric Company's steel foundry and Stowe Elementary School.

Both neighborhoods are historically linked to the once vast U.S. Steel plant of the Duluth Works which was once located outside of Gary and in between Morgan Park. Both neighborhoods experienced a major decline in business and population when the areas industries folded, although much of the ethnic heritage of the communities still thrives to this day.

Sargent Creek flows through at the western edge of the neighborhood. It serves as a boundary line between Gary-New Duluth and the Fond du Lac neighborhood.

The Oliver Bridge across the Saint Louis River and McCuen Street (MN 39) together connect the neighborhood of Gary-New Duluth with the nearby village of Oliver, Wisconsin.

Today the Gary-New Duluth Neighborhood is primarily low to medium density residential, lesser amount of multi-family residential, two mid-size education areas [Stow Elementary School and Gary-New Duluth Community Center], a mid-size institutional area [LSC Fire Training School]) one neighborhood parks and recreation area [Gary-New Duluth Community Rec Center], and two midsize manufacturing and light industrial areas.

Adjacent Neighborhoods

Smithville (north)

Morgan Park (north)

Fond du Lac (west)

Midway Township (north, west)

Village of Oliver, Wisc. (east)



Boy Scout Landing



Purpose of the Plan

The Comprehensive Plan, adopted in June of 2006, recognized that there were areas of the City where uncertainty about market conditions, ownership patterns or infrastructural capacity was particularly high, and that those areas would require additional study to guide possible modifications to the future land use map.

The Commonwealth Avenue (Gary-New Duluth) corridor is identified as a future study area. The Gary-New Duluth neighborhood is situated adjacent to a landfill and the US Steel Plant Duluth Works site, a federal Superfund site. Neighborhood and community concerns are based on past pollution as well as the redevelopment of other adjacent industrial property. These neighborhood concerns and the City's implementation of the Comprehensive Land Use Plan have prompted the City to complete a Small Area Plan. Future study areas are more likely to need site specific decisions on preferred form, design themes, and resolving transitions between the study area and adjacent land use areas and between existing land uses and the preferred land uses.

Therefore, it is necessary for the City to study the area in greater detail to develop and implement a long term plan that will maintain but also enhance the economic viability and the neighborhood character. The plan aims :

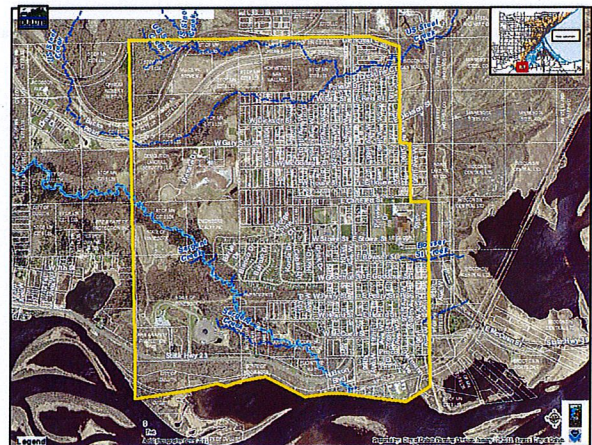
Small Area Plan

A small area plan is a plan that is developed for a clearly defined area and gives more detailed recommendations than would be provided in a comprehensive plan. A small area plan does not replace the comprehensive plan but rather serves to augment it. The small area plan builds on the goals, policies and implementation strategies in the comprehensive plan to provide a finer level of detail.

- To guide new development opportunities that complement existing development while minimizing potential negative impacts to surrounding residential neighborhoods.
- To determine the commercial function of the Commonwealth Avenue business district and plan for its future.
- To identify land resources for commercial/industrial development as identified in the Economic Development Strategic Plan.
- To improve and enhance the natural environment.
- To provide safe and convenient non-motorized transportation options throughout the study area.
- To enhance the appearance of the area.
- To facilitate a park planning process for park improvements.

Study Area

The study area is approximately 1,300 acres in size and includes the Gary/New Duluth neighborhoods, with the northern study border being Becks Road, to the south Highway 23, to the west by the Aircraft Rescue & Fire Fighting Training Center and Veit/Vonco Landfill, and the east by the Spirit Lake Transfer Ry. Company (see Map 1 on page 9).



Map 1: Study Area

Plan Process

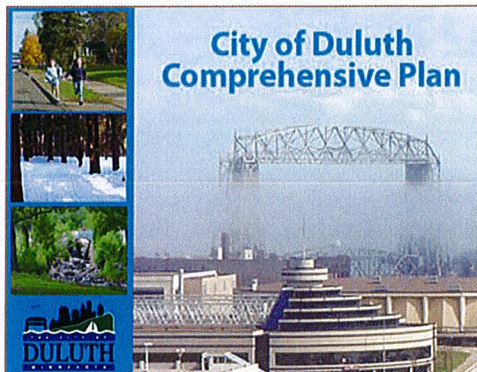
This plan followed a process similar to the ones used successfully in the City's previous small area plans. A Steering Committee representing a range of perspectives met monthly and served as the main advisory group to staff. The small area plan will detail and build on the goals, policies, and implementation strategies in the City's comprehensive plan. Technical advisors—agency and city contacts such as the City Engineering and Parks and Recreation Departments also provided input on the plan.

The Minnesota Department of Health, in collaboration with City planning and economic development staff, conducted a health impact assessment (HIA) on the small area plan to explore how the plan would impact the neighborhood's health.

Public meetings were held in November 6, 2013, (30 attendees) and January 29, 2014 (20 attendees). A plan web site was updated regularly with meeting presentations and project updates, and provided a place for people to submit comments and sign up for meeting notices. Comments were received via the web site, and 20 people signed up on the email list.

A Gary-New Duluth Community survey was conducted as part of a health impact and quality of life assessment being done by the MDH and the City of Duluth. The responses collected helped determine the health issues analyzed in a Health Impact Assessment of the community and the development of a Small Area Plan for the neighborhood. The survey was offered online and was distributed throughout the neighborhood and business community. Approximately 120 surveys completed.

See Appendix A for comments and survey results.



Previous Planning Efforts

2006 City of Duluth Comprehensive Land Use Plan

The Comprehensive Land Use Plan sets forth the vision, principles, policies, and recommended strategies to guide development and preservation of land over the next 20 years.

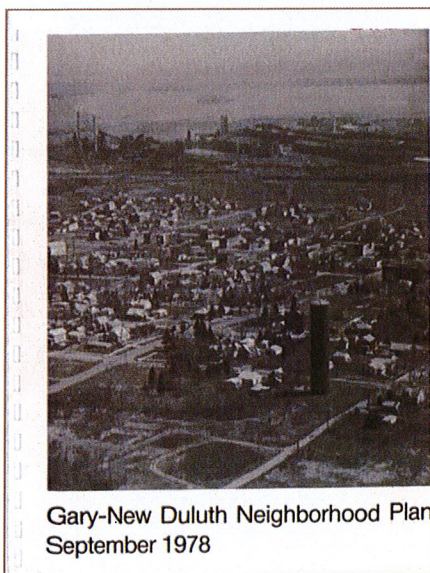
- Commonwealth Avenue (Gary-New Duluth) identified as a future study area.

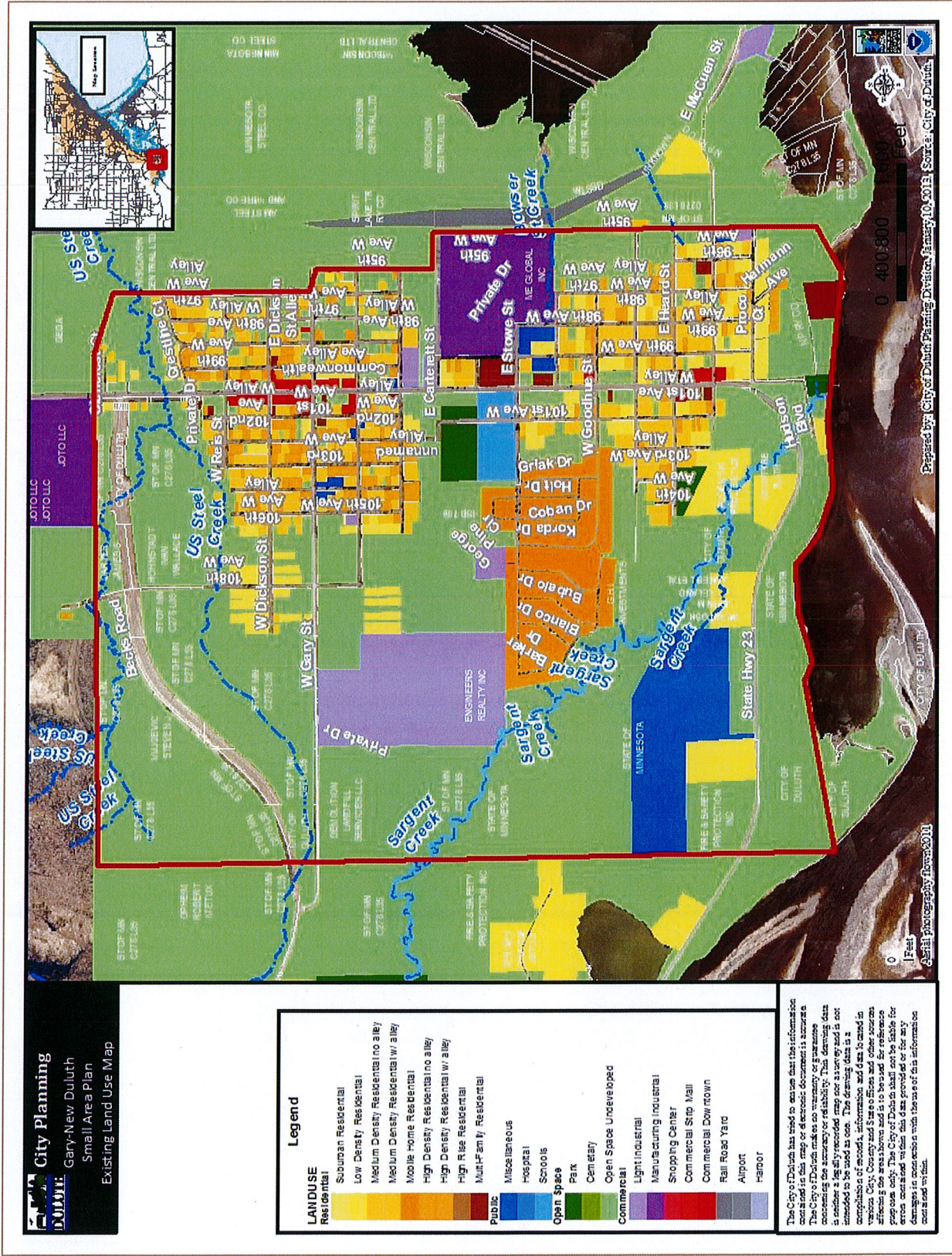
1992 Gary-New Duluth Revitalization Committee

- Committee formed to discuss zoning issues, street improvements, environment and housing.

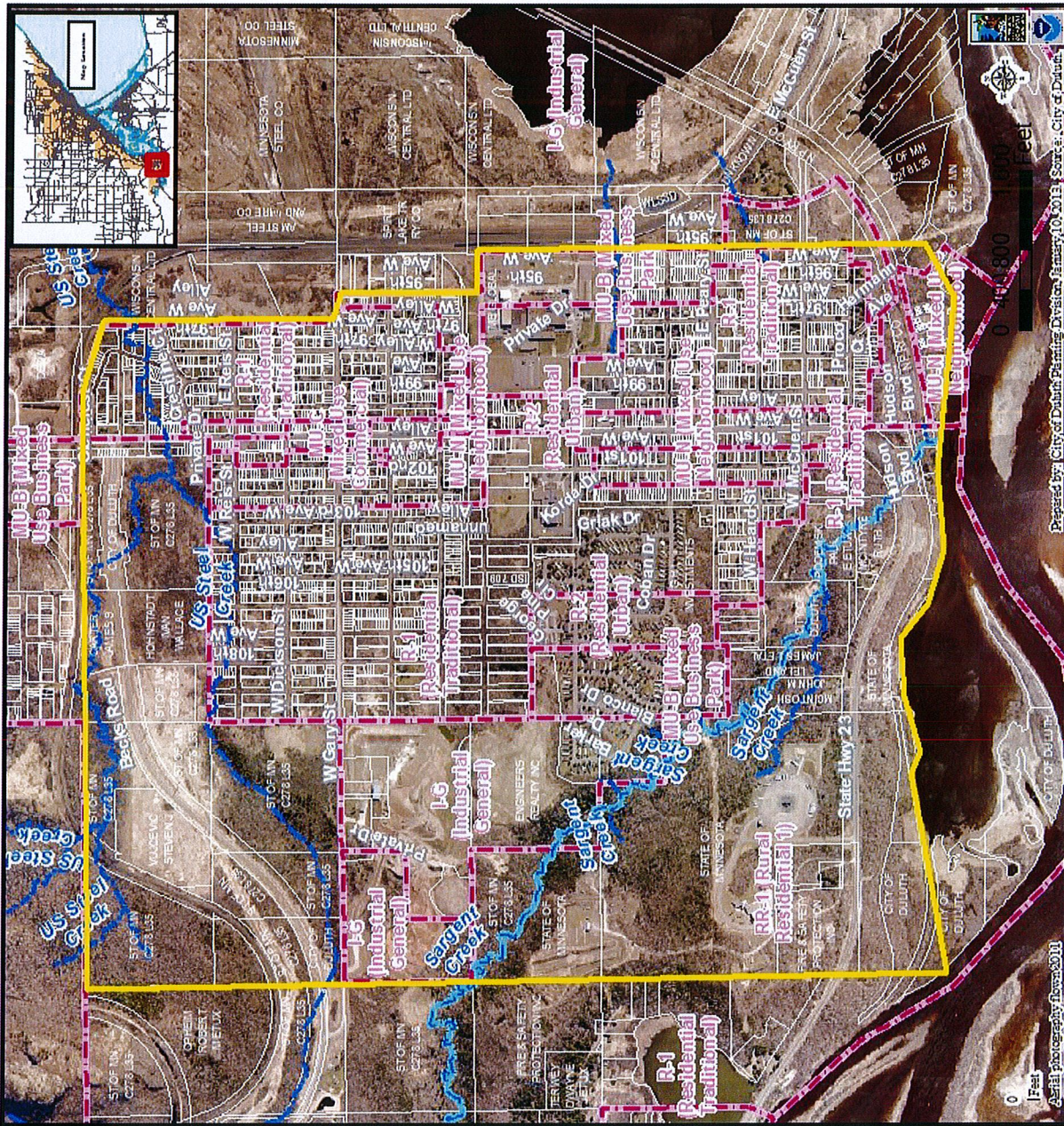
1978 Gary-New Duluth Neighborhood Plan

- The neighborhood plan documents the existing economic and physical conditions in 1978. The plan incorporates issues identified during the planning process, goal and policy statements and general planning principles applicable to the neighborhood effort.





Map 2: Existing Land Use



Legend
 Zoning (Final)

The City of Duluth has used its best efforts to ensure that the information contained in this map or document is accurate. The City of Duluth makes no warranty or guarantee concerning the accuracy or reliability of this information. It is intended to be used as a guide only. The City of Duluth shall not be liable for any damages or losses resulting from the use of this information or from any reliance on it.

Prepared by: City of Duluth Planning Division, January 10, 2013. Source: City of Duluth.



Map 3: Zoning

Demographics

Population & Persons Per Household

The Gary-New Duluth neighborhoods are located in the southwestern portion of Duluth in Census Tract 38, which also is inclusive of the Fond du Lac neighborhood. The

1978 Gary-New Duluth Neighborhood Plan noted a population of 2,695. Census data from 1980 to 2010 shows a growth rate of about 4.5%. From 1980 to 1990 there was an approximate 11% decrease in population. The closing of the US Steel and Atlas Cement Plants in the mid-1970's contributed largely to the decrease in population (see Figure 1).

According to the 2010 Census data, the total population of Gary-New Duluth and Tract 38 was 3,025. Statistics from the 2000 census show the population at 2,948. The Gary-New Duluth area experienced an approximate 3% growth in population from 2000 to 2010 (see Figure 2). This is a nominal growth rate for the area. This correlates to the small increase in total households from 1,256 to 1,290. Additionally, the number of owner-occupied units increased from 1,002 to 1,010. The average household size in 2000 was 2.34 and in 2010 was 2.31 (See Figure 3).

Age

The average age for both male and female in the Gary-New Duluth neighborhood area in 2010 is 41 compared to 38 in 2000. This is an indicator that the population is aging and correlates to the smaller household and family size. Statistically the population has been stable in age categories with the most notable change in the 45-54 year olds, which increased by 15% from 2000 to 2010. This is another indicator of the aging population in Gary-New Duluth and is consistent with other areas of the City.

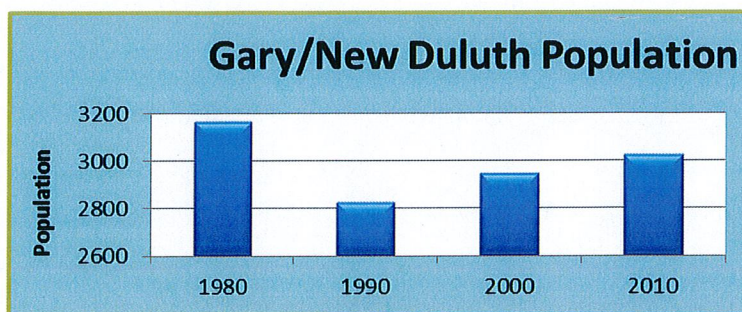


Figure 1

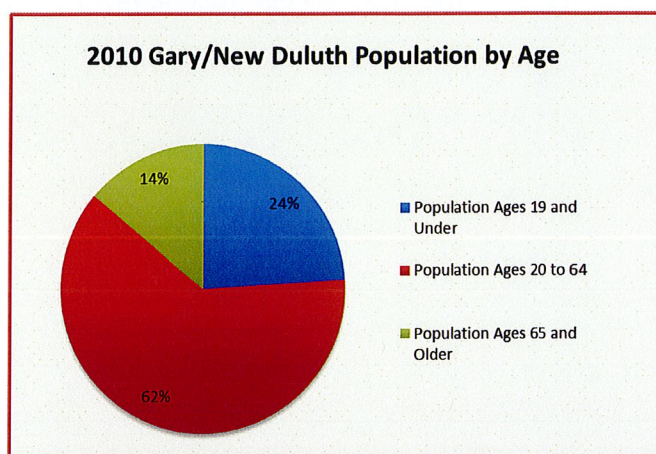


Figure 2

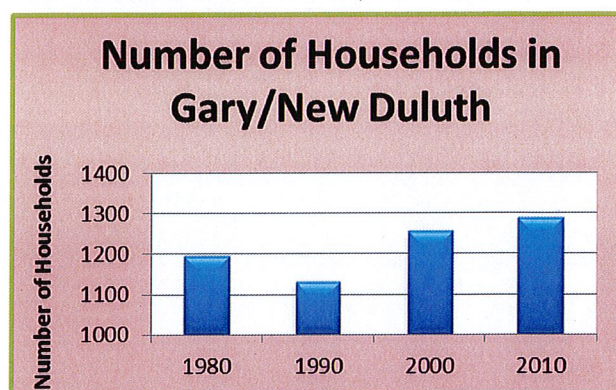


Figure 3

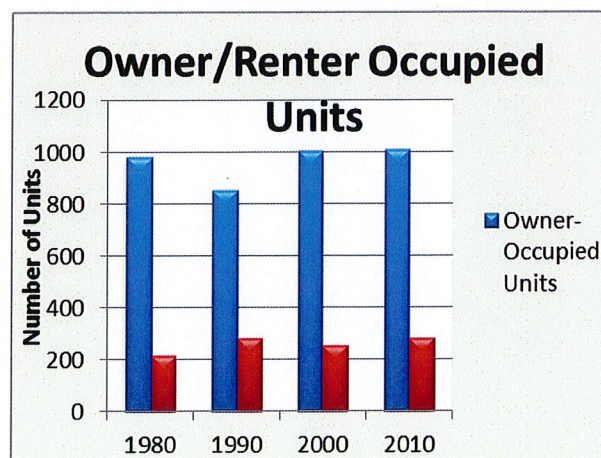
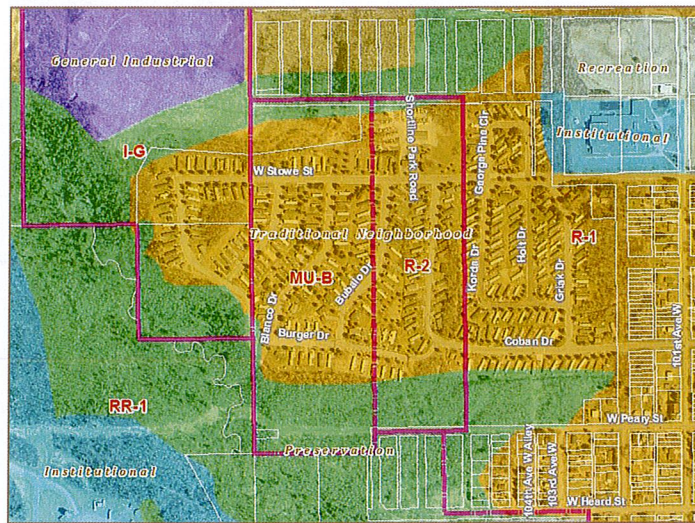


Figure 4





Vintage Acres Zoning

Housing

The total number of housing units in Census Tract 38, which includes the Gary-New Duluth neighborhoods, in the 2012 U.S. Census data is 1,377 units. This is an increase of 60 units from the 2000 Census. The number of owner occupied units increased by 8 units from 2000 to 2010 (see Figure 4).

Land Use & Zoning

Existing Land Use

The study area includes approximately 1,300 acres and is inclusive of the Gary-New Duluth neighborhood. The map on page 14 shows existing land use in the study area. An analysis of these land uses can be seen in Figure 5. It shows that the greatest amount of land is currently residential (33%). The second-largest land use is undeveloped lands, primarily made up of state owned tax forfeited lands and lands owned by the City (31%), Institutional, including the Fire Training Center and

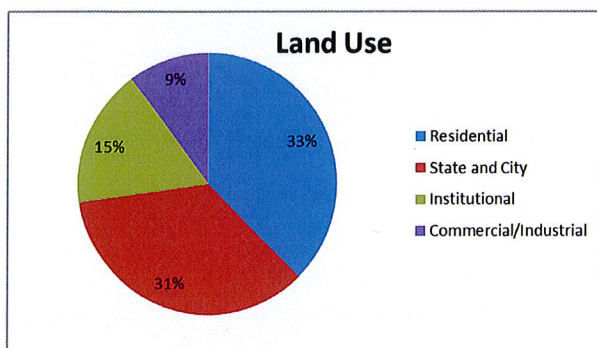
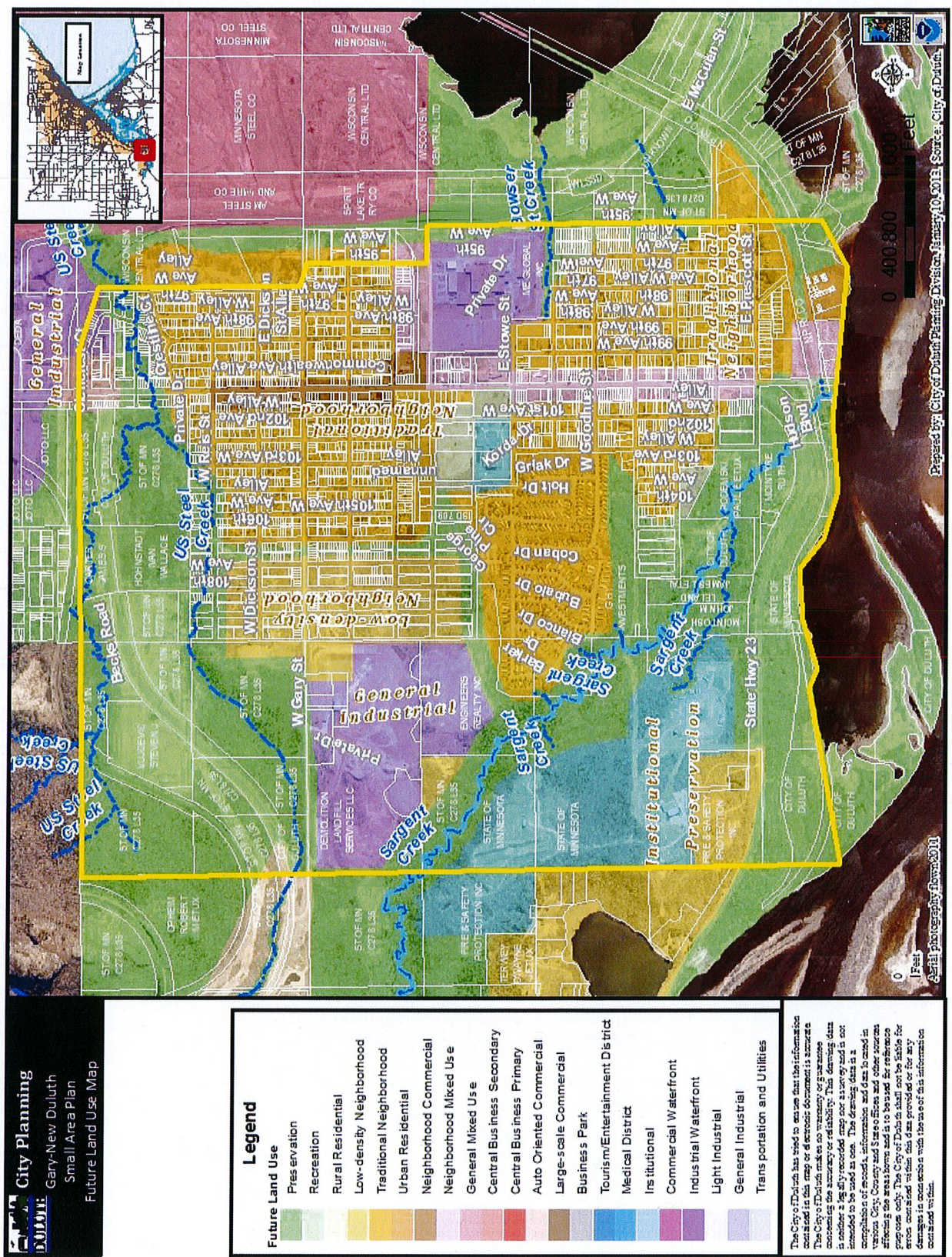


Figure 5

Stowe Elementary School (15%), Commercial and Industrial, including Commonwealth Avenue Business's, Veit Land Fill and MEI Int. (12%) and roadways/other (9%) (Approximate % of land use in study area).

Zoning

Zoning is a form of land use regulation that specifies how land may be used and developed. Map 3 on page 15 shows zoning currently in place. The majority of the study area is zoned R-1, Residential-Traditional and is consistent with the existing land use in those area. Areas of denser housing, such as apartment buildings along Commonwealth Avenue and Vintage Acres manufactured housing community on W. Stowe Street are zoned R-2, Residential Urban. Commercial activity is mainly along Commonwealth Avenue and is zoned Mixed-Use Neighborhood (MU-N) with a more intense commercial classification to the east in proximity to E. Stowe Street zoned Mixed-Use Business (MU-B). The existing Veit/Vonco landfill and a former landfill located in the northwest section of the study area are zoned Industrial-General (I-G) for their landfill use. In general the current zoning in the study area is consistent with the Comprehensive Land Use Plan-Future Land Use Map, with the exception of the Vintage Acres manufactured housing community being zoned I-G, Mixed-Use Business (MU-B), R-1, and R-2 with a future land use classification of Traditional Neighborhood. The manufactured housing community should be rezoned to a residential zoning classification such as R-1 or R-2 to be consistent with the future land use plan (see Map 4).



Transportation

Roadways

The study area is serviced by a variety of public streets and highways. Roads serve a variety of functions and are classified by how they are used - their functions. The functional classification system is used nation-wide to provide consistency in transportation planning. The functional classifications assist state, county and local jurisdictions in setting maintenance and management priorities. The functional classifications are based on anticipated traffic volume, access, and service area, they are: interstate highways, other freeways and expressways, principal arterials, minor arterials, major collectors, and minor collectors. The roads carrying the largest traffic volumes in urban areas make up the arterial system. The arterial system includes the interstate and freeway system, principal arterials, major arterials, and minor arterials. Roads serving localized areas and carrying lesser traffic volumes make up the collector system which feeds into the arterial system. The collector system includes major and minor collectors. This classification system is also a factor in distributing state and federal funds to local jurisdictions. The Metropolitan Interstate Council (MIC) reviews the functional classification of roadways in the Duluth-Superior metro area.

Principal arterials are part of the Federal/State Trunk Highway System. Principal arterials provide mobility for traffic with limited or restricted access to adjacent properties. Principal arterials typically have an average daily traffic count (ADT) greater than 10,000; serve truck traffic; connect to other principal arterials; and have design speeds of 30 to 55 miles per hour (mph). Commonwealth Avenue is constructed as a three lane urban arterial through the study area with a posted speed of 30 MPH from Becks Road to Prescott St. It is situated in a right-of-way that is 80 feet in width.

Minor arterials offer motorists more access, but have reduced levels of traffic mobility when compared to principal arterials. Minor arterials have a design speed of 30 to 40 mph; typically have traffic volumes over 3000 ADT; and are part of the designated truck and bus routes. Becks Road is classified as a minor arterial within the

study area. Roadways classified as "minor arterials" linking to Commonwealth Avenue include Becks Road, which is located in a 200 foot right-of-way.

The collector system routes traffic between local streets and the arterial system. Collectors typically carry from 5 to 10 percent of total traffic volume and make up 5 to 10 percent of the roadway network. Major collectors move traffic between local streets, often within residential neighborhoods, serving schools, light industry and neighborhood shopping centers. Major collectors carry traffic volumes over 500 ADT and have a design speed over 40 mph. Minor collectors are roadways located outside of the urbanized area. Minor collectors connect residential areas with higher classified roadways. Most of the streets within the study area service the residential neighborhoods. An example of a minor collector system route within the study area would be W. Stowe St. This street collects traffic from the manufactured housing community and Stowe Elementary School out to Commonwealth Avenue.

Local streets make connections to the higher classified roads and permit direct access to adjacent land. Local roads provide the highest level of access but offer the lowest levels of mobility of all roads. Local roads typically account for 60 to 65 percent of the roadway network mileage yet carry only 10 to 30 percent of the vehicular traffic. The majority of the roads in the study area are classified as local streets that service the surrounding neighborhoods.

Vehicle traffic volumes in the study area are relatively less than other areas of the City. The most recent counts were taken in 2011. Locations include McCuen St. near Commonwealth Avenue with 2,007 ADT and Becks Road and Commonwealth with 4,350 ADT. Traffic volumes on Commonwealth Avenue and other adjacent roadways today are acceptable.

According to the City of Duluth Police Department crash rates are very low within the study area. Most of the vehicular crashes occur along Commonwealth Avenue with the highest rate of incident occurring during the winter months (see Figures 6 and 7 on next page).



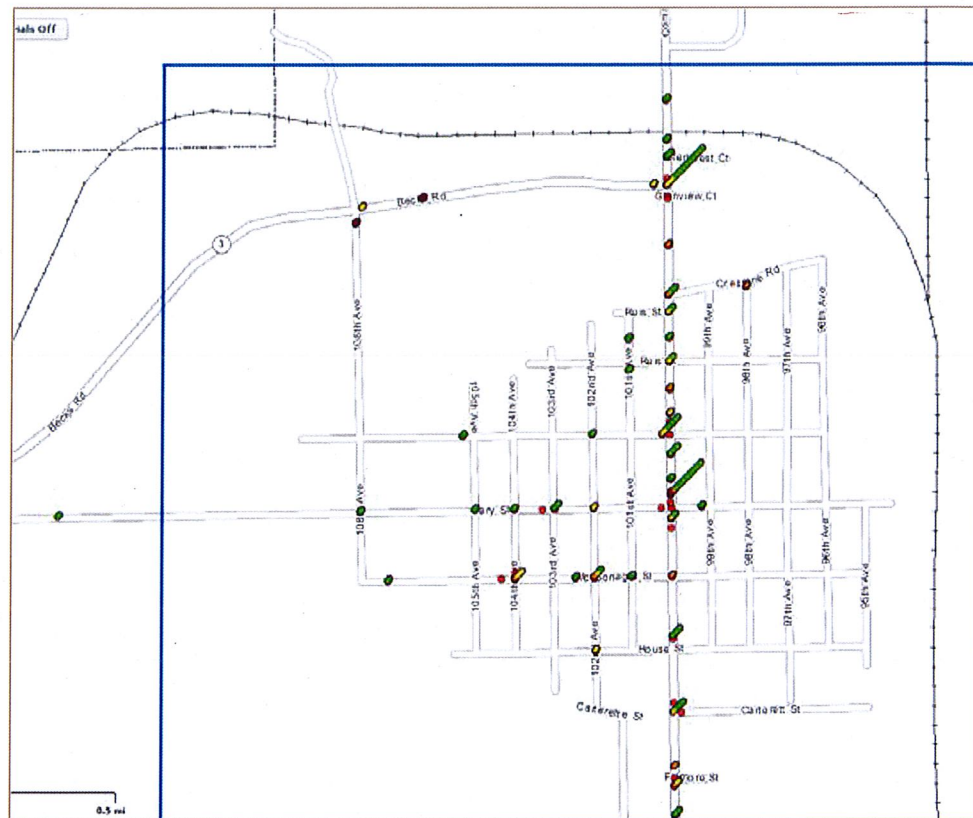


Figure 6: All Crashes—Gary (2003—2012). Source: MnDOT's Crash Database.

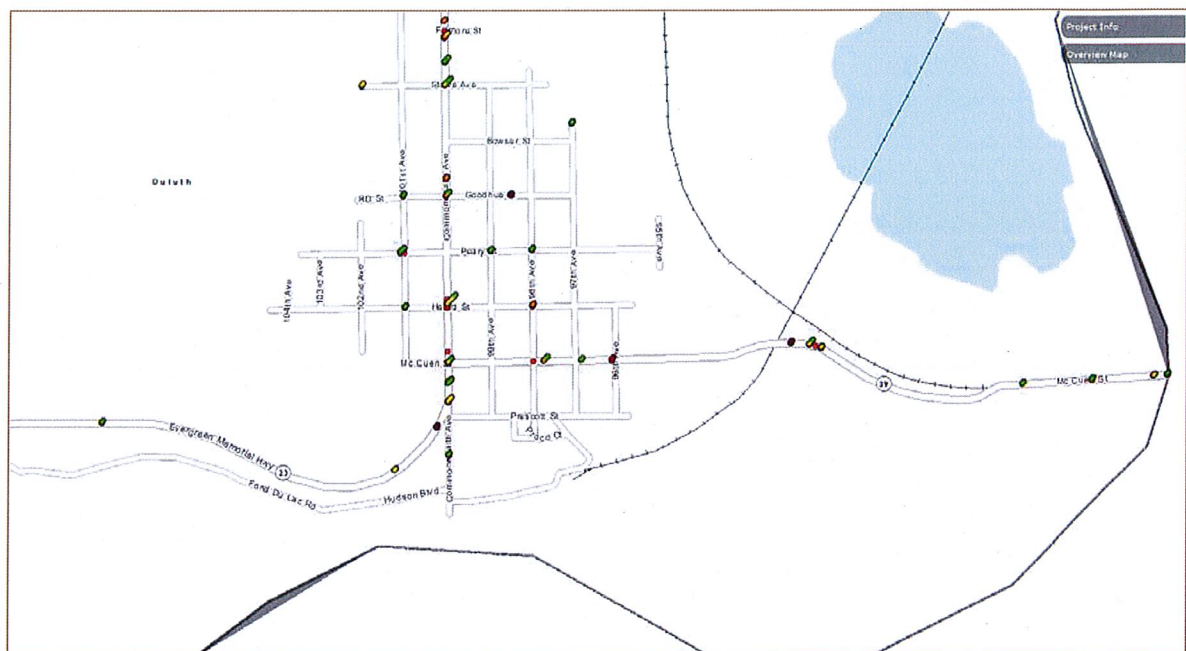


Figure 7: All Crashes—New Duluth (2003—2012). Source: MnDOT's Crash Database

Transit Service

The Duluth Transit Authority provides bus service in the city, operating Route 2 which is part of the "west main-line" and is in the study area. The bus route begins at the Holiday Centre in Downtown and runs west along W. Superior Street, Grand Avenue, through Morgan Park and along Commonwealth Avenue. Most Gary-New Duluth Route 2 trips end at Commonwealth Avenue and McCuen Street. Inbound from Gary-New Duluth would be the reverse of outbound from downtown Duluth.

The DTA does have trips that have variations from the above routing. Route 2X is an express bus that uses the Freeway between Downtown and Central Avenue, connecting to Grand at 57th Avenue West. There are outbound and inbound 2X Express buses. Route 2F is a trip that continues past Commonwealth Avenue and McCuen to Fond Du Lac, which also have outbound and inbound 2F trips. In addition, two trips provide service to Vintage Acres (manufactured home community) in New Duluth (see Figure 8).

Bicycle & Pedestrian Facilities

Trail

Non-motorized transportation options are an important plan objective. Pedestrian and bicycle travel can be enhanced by improving the existing sidewalk conditions,

Up and Down Trail Routes

Trail connections up and down would provide crucial links between the ridge top and lakeshore. The goal is to better connect people to existing and planned cross city trails and to connect neighborhoods.

providing safe and well signed bike routes, and creating a neighborhood recreational trail system to facilitate multi-use pedestrian and bike pathways. Trail systems create vital connectivity, sustain property values

and enhance tourism business. Additionally, trails provide common space for social interactions, improve overall community safety, and encourage healthy lifestyles.

The Duluth Trail and Bikeway Plans vision includes; across the city trails, up and down trail connections (lakeshore to ridge top), signature trail parks (clusters of multi-use natural surface trails) and trail centers (regional and local trailheads). The western portion of Duluth including the Gary-New Duluth neighborhood is an area currently underserved by trails.

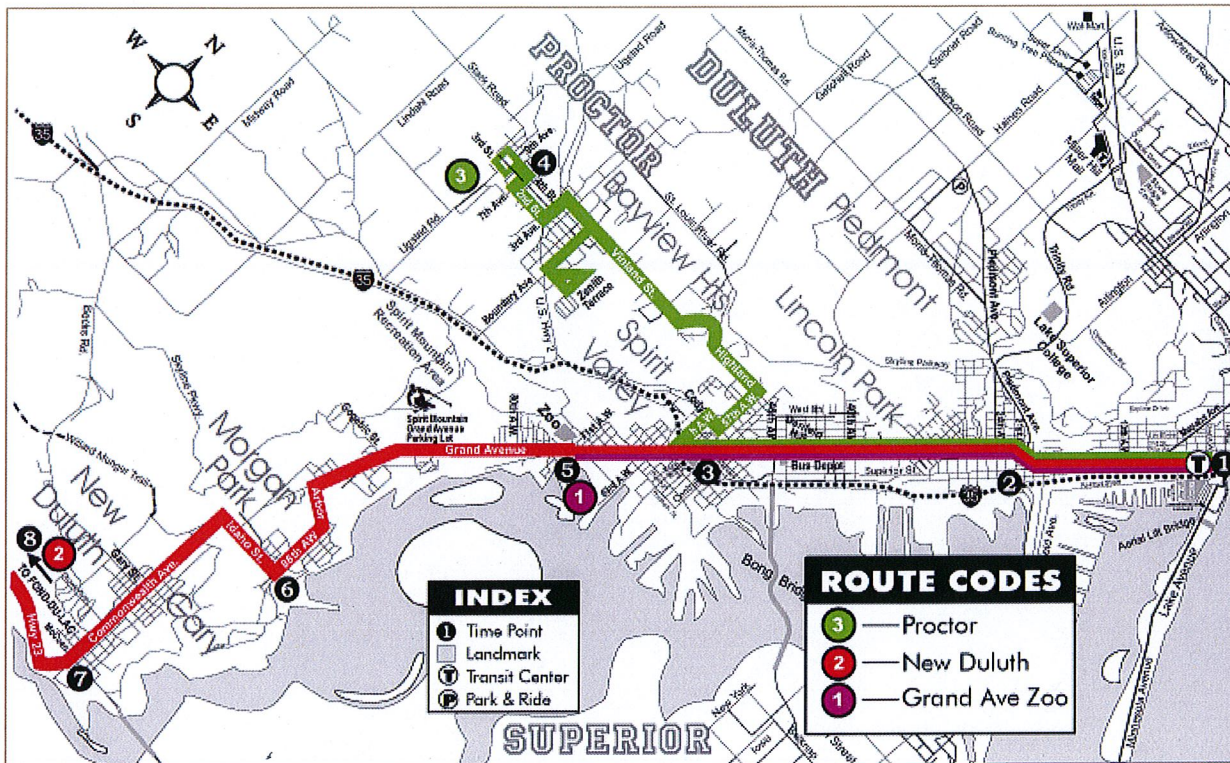


Figure 8

Trails in close proximity to the study area include the Superior Hiking Trail located northwest of the area and the Munger Trail that runs north of area. The City of Duluth's Trail and Bikeway Master Plan recommends that the existing Western Waterfront Trail (WWFT) be extended along the old rail bed of the St. Paul & Mississippi Railroad running along the St. Louis River from east of Riverside through to Fond du Lac Park. It is also possible that the WWFT could be groomed for classical cross country ski-ing in winter.

The Trail and Bikeway Master Plan identifies the US Steel Creek and Sargent Creek stream corridors as potential up and down trail routes. These potential trail routes would add new multi-use trails from Gary-

New Duluth and Morgan Park to the Munger Trail, utilizing the DWP Corridor for the Duluth Traverse Trail. The Trail Plan Detail Map also identifies a potential up and down trail route from the proposed WWFT extension into the Gary-New Duluth neighborhood. This potential trail would provide a direct route to the St. Louis River from the center of the neighborhood and provide connectivity to other potential neighborhood trails (see Figure 11).

Bikeway

The Metropolitan Interstate Council (MIC) published the updated Duluth-Superior Metropolitan Bike Route Map in 2011. The map identifies three primary bike routes found



Figure 9: Duluth Trails Master Plan, Gary/New Duluth Underserved by Trails

Figure 10



in the study area. All are on-street signed bike routes. There is a signed on-street route that follows Commonwealth Avenue to Highway 23 and heads west and McCuen St, Highway 39, and heads east (see map below). There are no dedicated bike lanes or off-street bike trails in the study area. Future Plans for bicycle routes/trails within proximity of the study area include the extension of the WWFT and network of mountain bike trails is also proposed in the Fond Du Lac area. However, the potential for off street bike trails including single track and paved, is substantial within the study area and

would provide connectivity to existing trails such as the Munger Trail and mountain bike trails in the Fond Du Lac neighborhood area.

The Small Area Plan is recommending that a network of recreational trails within the neighborhood be established to facilitate pedestrian and bicycle travel, link trails to adjacent neighborhoods, community facilities such as community centers, parks, schools, and the commercial and retail activity along Commonwealth Avenue, and improve pedestrian and bicycle access to St. Louis River.

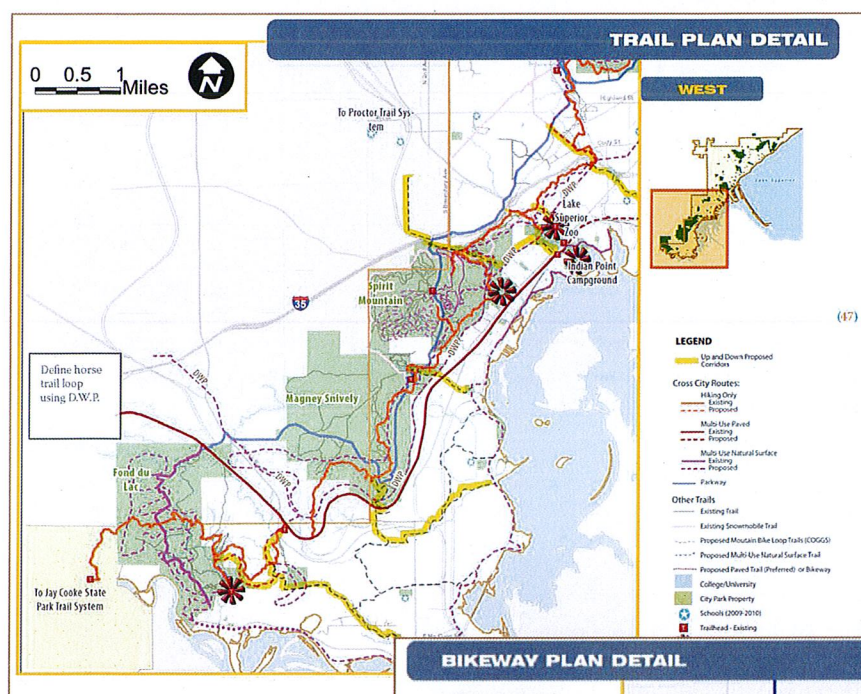
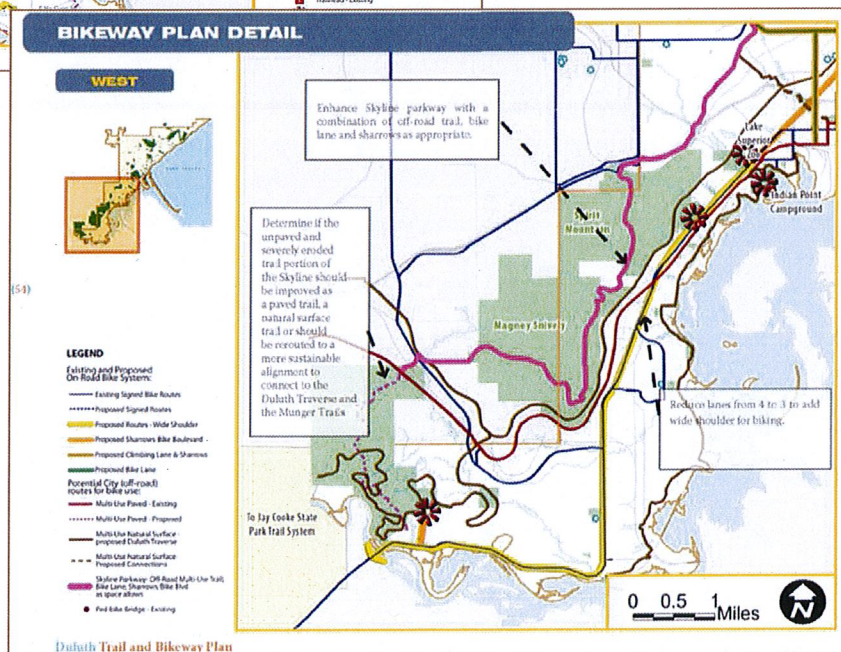


Figure 11: Duluth Trail Plan Detail—West. Possible Up & Down Routes

Figure 12: Duluth Bikeway Plan Detail—West



Sidewalk

The MIC also completed the Duluth Sidewalk Inventory in 2002. The report noted that the Gary-New Duluth neighborhood is well served with sidewalk infrastructure however, a significant portion is in poor condition. Several segments of sidewalk inventoried that are in poor condition were found abutting or within two blocks of multiple pedestrian generators. Additionally, there are still missing segments that hinder the connectivity of the sidewalk system.

Figure 15 below shows the correlation between sidewalk condition and sidewalk usage. Poor sidewalks within or adjacent to the dark green areas are considered high priority sidewalks.

A recommendation of the Small Area Plan is to improve existing sidewalk conditions and construct new sections of sidewalk to create a comprehensive safe and convenient network throughout the neighborhood. The plan is also recommending that a sidewalk repair program be established to fix damaged and old sections of sidewalk in advance of a complete road repair/reconstruction.

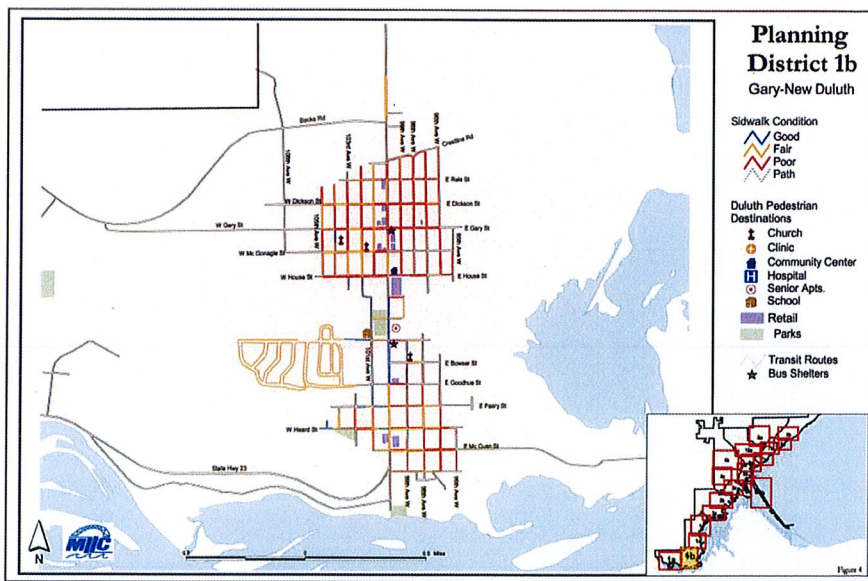
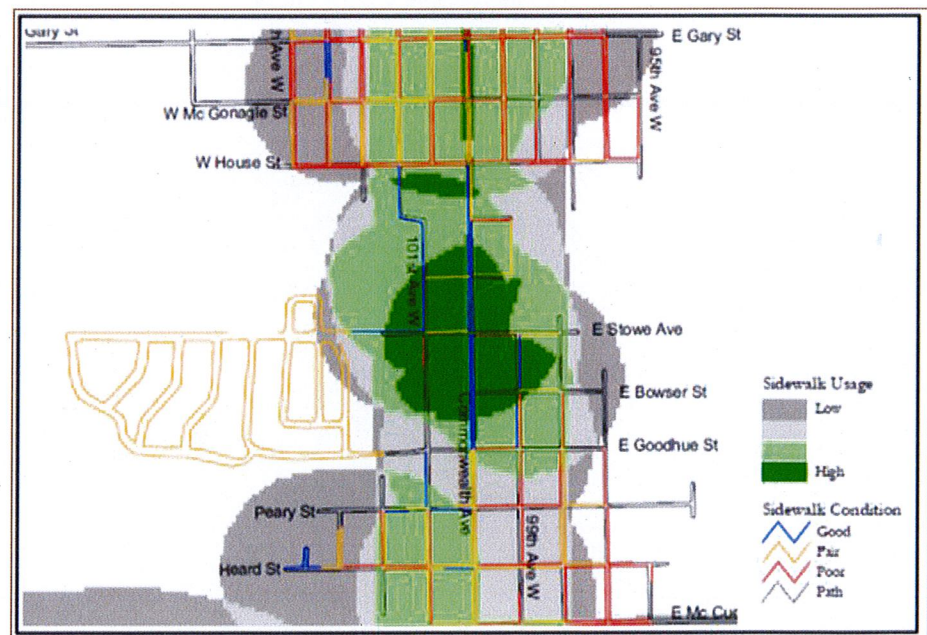


Figure 14: Duluth Sidewalk Inventory 2002—Existing Condition

Figure 15: Duluth Sidewalk Inventory 2002



Utilities

Municipal potable water, sanitary sewer, and natural gas utilities are available throughout the study area with the exception of the west central portion of the area west of House St. in the undeveloped platted section, and in proximity of the Veit/Vonco landfill.

According to the City Engineering Division, water is supplied to this neighborhood through two water mains, a 12 inch and a 20 inch. Both are located in the Commonwealth Avenue Right-Of-Way. The dual feed provides a reliable supply. Upgrades to these mains are anticipated within the next 10 years to replace portions which break fairly frequently.

Sanitary sewer within the area all flows by gravity to the Western Lake Superior Sanitation District (WLSSD) pump station located at 95th avenue west and Peary Street. This station was recently upgraded by WLSSD and has ample capacity for future growth. WLSSD also owns a one million gallon storage basin east of the pump station across the railroad tracks. This basin provides infiltration and inflow storage for clear water that gets into the sewer system during large rain events.

The city of Duluth sump pump program will be implemented within these neighborhoods within the next few years.

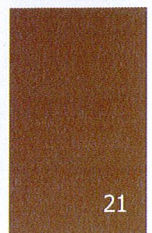
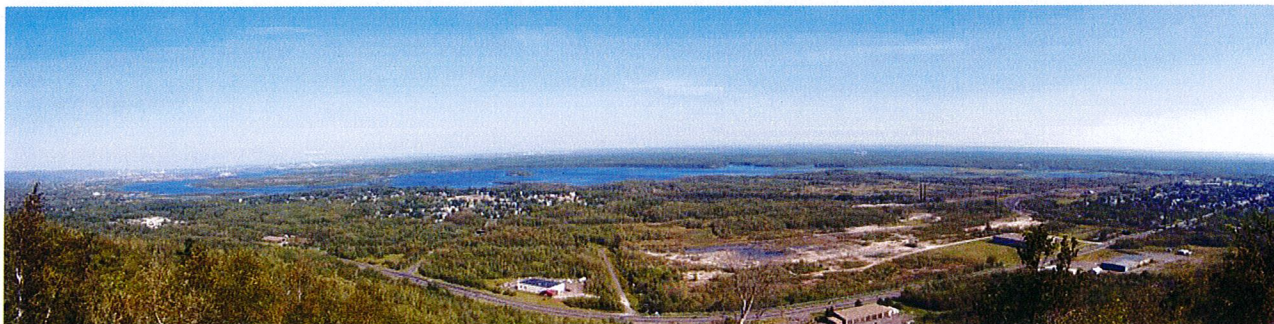
Only portions of the neighborhood have storm water collection. Most storm water flows along curbs, roadway ditches and other natural waterways to the St. Louis River. On many streets where there are no curbs, sidewalks have intentionally been lowered to provide a path for storm water flows. This non-traditional method of storm water conveyance works if sidewalks remain clear and unobstructed.

Environmental Characteristics

The Gary-New Duluth neighborhood is located on the southerly edge of the City of Duluth on a flat plain between two prominent peaks named Ely and Bardon. The flat topography in the developed area is in direct contrast to other parts of the City. The neighborhood is located in a former river bottom and is at the present level of the St. Louis River.

In addition to the physical land characteristics outlined above, the study area also contains important natural features (see Natural Features map). The study area includes four watersheds; Bowser St. Creek, U.S. Steel Creek, Sargent's Creek, and the St. Louis River. Sargent's Creek is a designated "trout stream" by the Minnesota Department of Natural Resources. This means that the stream is, or has been in the past, able to support populations of trout. A watershed is the entire geographical area drained by a creek and its tributaries. The upper section of the U.S. Steel Creek, which runs along the northern portion of the study area, is a healthy stream.

Undeveloped sections of the central portion of the study area are generally flat with very few natural feature constraints for development. The Comprehensive Land Use Plan uses overlay districts that identify special considerations for development or preservation activities that relate to Duluth's physical form and physical assets. Undeveloped areas to the northwest are adjacent to Becks Road and the U.S. Steel Creek stream corridor, and are within the sensitive lands overlay area. Areas undeveloped in the southwest portion of the study area contain wetlands; many associated with the Sargent Creek watershed and also are within the sensitive lands overlay area. The sensitive lands overlay does indicate a preference for a development pattern that clusters buildings and imper-



vious surfaces away from sensitive natural resources, preserves vegetation and tree cover and uses more innovative storm water management while allowing development. Each stream has an area prone to flooding, called a flood plain. All new developments must be designed to stay out of flood plains.

Comprehensive Land Use Plan Principles

Duluth's Comprehensive Land Use Plan is the foundation for all sub-city scale efforts. Its governing principles are the structure around which neighborhood level plans are built. The following table lists the city plan's governing principles and how they are applied in the Gary-New Duluth Small Area Plan.

Governing Principle	Relationship to Gary-New Duluth Small Area Plan
#1 / Reuse previously developed lands.	This principle is fundamental to the plans objectives for development opportunities and to enhance the appearance of the area.
#2 / Declare the necessity and secure the future of undeveloped places.	The Gary-New Duluth plan features concepts that preserve and enhance existing open spaces to provide recreational amenities such as parks and trails.
#3 / Support traditional economic base.	Economic development is a key component of the plan and encourages the retention of the existing commercial activity and to recruit new business and industry to the area.
#4 / Support emerging economic growth sectors.	The Gary-New Duluth plan supports economic growth along the commercial corridor (Commonwealth Avenue) and the connection to and use of the St. Louis River as an economic generator.
#5 / Strengthen neighborhoods.	This is the key element of the small area plan objectives combined.
#6 / Reinforce the place-specific.	The Gary-New Duluth neighborhood's traditional commercial corridor and location-specific character supports the plan.
#7 / Create and maintain connectivity.	The plan seeks to improve sidewalk connections, promote recreational trail construction and use and to enhance city-wide connectivity efforts.
#8 / Encourage mix of activities, uses and densities.	The Small Area Plan promotes guiding new development opportunities, which complements existing commercial and residential development while minimizing potential negative impacts.
#9 / Support private actions that contribute to the public realm.	The plan emphasizes creating opportunities for private actions that work in concert with community needs and desires such as sustaining Gary-New Duluth traditional commercial corridor along Commonwealth Avenue.
#10 / Take sustainable actions.	Sustainable actions including using existing utilities, residential infill, economic development, and providing non-motorized transportation options are goals of the implementation efforts.
#11 / Include consideration for education systems in land use decisions.	The plan encourages economic development to support the Lake Superior College Fire Training Facility and promotes safe non-motorized transportation options for the neighborhood's elementary school.
#12 / Create efficiencies in delivery of public services.	This policy is integral to the plan, especially regarding revitalizing blighted properties and/or removal of blighted buildings and preparing the site for new development. The plan also encourages residential infill.



RECOMMENDATIONS

Goal 1.

Guide new development opportunities that complement existing development while minimizing potential negative impacts.

Rationale

The Gary-New Duluth neighborhood area has been in a state of transition for a number of years since the closure of the US Steel and the Cement Plant. The facilities were two of the largest employers of the study area and the region. Commercial and residential development activity has been slow over the years to return to the area. The commercial corridor along Commonwealth Avenue contains existing businesses that are long standing in the community but the corridor is lacking in shopping and services that will promote and foster a vibrant neighborhood. The former cement and steel plant sites have available development area that is currently being marketed for new industry.

The surrounding residential neighborhoods are stable with well-maintained homes and the potential for infill housing. The anticipated commercial and industrial development will prompt the need for additional residential workforce housing. A mix of housing types will be needed to meet the income level and living needs of residents.

Recommendations

Commercial

- A. Local Businesses should establish an Association and evolve into a business improvement district.
- B. Establish a working relationship with economic development groups such as Duluth Economic Development Authority (DEDA) to recruit business and industry to the area.
- C. Compile available land inventory for commercially zoned property.

- D. Revitalize blighted properties including renovation of existing structures and/or removal of blighted buildings, and the site prepared for new development.
- E. Establish entry monument features at entry points into the neighborhood:

North end features should be located at Becks Road and Commonwealth Avenue and designed to face Becks Road and Grand Avenue.

1. South end features should be located at Commonwealth Avenue and State Highway 23 and East McCuen Street and Commonwealth Avenue.

- F. Encourage building designs and storefronts to be consistent with the existing building character of the commercial corridor along Commonwealth Avenue.

Residential

- A. Encourage residential infill on vacant lots within the developed portions of the neighborhood and available lands for housing within the study area.
- B. Identify housing needs for current population and for future workforce.
- C. Encourage a mix of housing types to meet the needs of all citizens' incomes, ages and family groups, including single-family and multi-family market rate housing stock and transitional housing, such as single-level housing for seniors and persons with disabilities.
- D. Tax forfeited properties to be sold at fair market value.

Goal 2.

Change zoning map designation to better reflect existing land use while minimizing potential negative impacts to surrounding area.



Rationale

The Gary-New Duluth neighborhood contains one of two manufactured housing communities in Duluth. The site currently has split zoning with four zoning districts Residential Traditional (R-1), Urban-Residential (R-2), Mixed-Use Business (MU-B) and Industrial-General (I-G). The use as a manufactured housing community is not a permitted use in any of the current zone districts and is considered to be a legal non-conforming use. The use can continue but not be expanded.

Recommendations

- A. A. Rezone that portion of the Vintage Acres manufactured housing community zoned MU-B and I-G to a zoning designation that is consistent with the Comprehensive Land Use Plan. The future land use for this area is traditional Residential which could support a rezoning to R-1 or R-2 zone districts.

Goal 3.

To improve and enhance the natural environment.

Rationale

The Gary-New Duluth neighborhood area has significant natural features including creeks, forested area and open space that make up its physical environment. These natural features are part of the fabric of the neighborhood and are what attracts people to the area. As new development occurs within the study area it will be important to preserve and protect these natural features.

Recommendations

- A. Minimize adverse impacts on the natural environment through leadership and policy, and address impacts of past practices where feasible.
- B. Motivate individuals, businesses, and community organizations to protect the environment, and provide opportunities for the community and visitors to practice stewardship and enjoy Gary-New Duluth's natural features.

- C. Require conservation design for any residential developments occurring in areas covered by the Sensitive Lands Overlay designation in the Comprehensive Land Use Plan.
- D. Encourage individuals, businesses and community organizations to work with the St. Louis River Alliance to protect, restore and enhance the health of the St. Louis River through public awareness and community action.
- E. Encourage redevelopment of Brownfields identified in the study area.
- F. Encourage new residential and commercial development to go above and beyond the sustainability standards in the Unified Development Chapter.

Goal 4.

Provide safe and convenient motorized and non-motorized transportation options throughout the study area.

Rationale (Motorized)

Vehicular, bicycle, pedestrian and other modes of travel utilize the existing streets and sidewalks in Gary-New Duluth. The primary routes for vehicular travel are on Neighborhood Streets and along Commonwealth Avenue. Future growth and development in the area will warrant the need for increased efforts to ensure safe vehicular transportation. Long term solutions require changing the behavior of motorists. This may be done by effectively reminding drivers to slow down, changing travel patterns, or instituting physical changes which limit the speed at which a motorist may comfortably drive.

Recommendations

- A. Promote safe and comfortable travel in the neighborhood.
 - 1. Establish a neighborhood traffic safety group to monitor traffic speeds and driving behavior.



2. Consider lowering posted speed limits in school zones and on local streets throughout the neighborhood area.
- B. Work with the Minnesota Department of Transportation to install warning signage for the narrowing of Grand Avenue onto Commonwealth Avenue at the CN railroad bridge.
1. Signs alerting drivers to the changing road ahead.
 2. Warn drivers to Slow Down and look around for other cars.
- C. Encourage the use of traffic calming treatments along Commonwealth Avenue and neighborhood streets including changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and improve street safety.
1. Evaluate bump-out configuration at the intersection of West Stowe Street and Commonwealth Avenue.
 2. Improve street design and install barriers to reduce traffic speed and turning movements from 101st Avenue West (in front of Stowe Elementary School), West Carterett Street and 102nd Avenue West to House Street.
 3. Consider the installation of a landscaped center median/boulevard along Commonwealth Avenue from Reis Street to McCuen Street.
- D. Encourage streetscape features, such as trees, landscaping, and street furniture that will contribute to the livability and unique character of Commonwealth Avenue and the entire neighborhood.
1. As discussed in Goal 1, the recommended Business Association should work with business owners and the City to install interpretive display boards along Commonwealth Avenue promoting the natural and cultural history of the area.
 2. Install flower planters, in conjunction with City planting program, in front of businesses along Commonwealth Avenue.
 3. Improve appearance of street frontage along Commonwealth Avenue with benches and street art.
- E. City Council adopted Resolution 13-0602R requesting City staff to review the feasibility of opening City trails for All-Terrain Vehicle Use.
- F. Where potential trail corridors are planned and not located on City property, work with adjacent property owners to secure appropriate easements.

Rationale (Non-motorized)

Pedestrian and bicycle travel can be enhanced by improving the existing sidewalk conditions, providing safe and well signed bike routes, and creating a neighborhood recreational trail system to facilitate multi-use pedestrian and bike pathways. Sidewalk installation and the linking of pedestrian routes to transportation stops and major corridors should always be a priority. Trail systems create vital connectivity, sustain property values and enhance tourism business. Additionally, trails provide common space for social interactions, improve overall community safety, and encourage healthy lifestyles.

Recommendations

- A. Encourage the City to establish a sidewalk repair program. Work with residents on cost share for sidewalk repair.
- B. Implement recommendations from the 2002 Duluth Sidewalk Inventory identified for the Gary-New Duluth neighborhoods, including updating the 2002 sidewalk inventory.
- C. Improve existing sidewalk conditions to create a comprehensive safe and convenient network.
 1. Work with City Engineering to allow for alternative walking surfaces/design in



problematic areas to preserve the integrity of a natural or cultural feature.

2. Focus sidewalk repair and reconstruction in priority areas: Stowe Elementary School, Neighborhood Streets, Commercial corridor along Commonwealth Avenue
 3. Work with MnDOT to clear sidewalks of snow along Commonwealth Avenue.
- D. Establish a network of recreational trails within the neighborhood to facilitate pedestrian and bicycle travel, while addressing lighting and vegetation along sidewalks and trails to enhance safety.
- E. Encourage Minnesota Department of Transportation to consider installing a designated bike lane along Commonwealth Avenue.
- F. Create opportunities for pedestrian and bicycle linkages to the St. Louis riverfront to provide greater access to this community amenity.
- G. Link trails to adjacent neighborhoods, community facilities such as community centers, parks, schools, and the commercial and retail activity along Commonwealth Avenue.
- H. Where potential trail corridors are planned and not located on City property, work with adjacent property owners to secure appropriate easements.
- I. Improve pedestrian and bicycle wayfinding and infrastructure throughout the study area.
1. Install directional signage for bike and pedestrian wayfinding throughout the study area as trail and bike routes are established. The directional signage will be part of a larger sign program that will be used throughout the City. Directional signage will be aligned with information provided city wide and on bicycle and pedestrian trail maps.
 2. Directional signage and pamphlets shall include information on community facilities such as the Gary-New Duluth Community

Center and Recreation Area and the Veterans Memorial, parks, schools, and the commercial and retail activity along Commonwealth Avenue.

Goal 5.

Facilitate a park planning process for park improvements.

Rationale

The revitalization of the Gary New Duluth Recreation Area into a fully functioning Community Center and Recreation Area will provide a activity hub for people from "5 to 95". The revitalization is an integral component of the overall Small Area Plan. The values provided by a functioning park include, but are not limited to:

Strengthening the "sense of community"

Effective use of currently designated park property for the benefit of the community

Improvement in health

Reducing impacts of stormwater

Improvement in property values

Increased tourism

Recommendations

- A. City to develop an agreement with GND Development Alliance for park operations.
- B. GND Development Alliance to follow City sanctioned process for review of the proposed plan.
- C. City to support the GND Development Alliance on grant opportunities.
- D. City to provide guidance and expertise to the GND Development Alliance project team
- E. Promote the project on the City's website and by other appropriate means.

IMPLEMENTATION

	Plan Recommendation	Lead	Partners	Timeline
GOAL 1: Guide new development opportunities that complement existing development while minimizing potential negative impacts.				
COMMERCIAL				
1-A	Local Businesses should establish an Association and evolve into a business improvement district.	Gary-New Duluth Business Association	City Business Development, Duluth Economic Development Authority (DEDA)	2014-2017
1-B	Establish a working relationship with economic development groups such as Duluth Economic Development Authority (DEDA) to recruit business and industry to the area.	City Business Development	Gary-New Duluth Business Association, DEDA	2014-2017
1-C	Compile available land inventory for commercially zoned property.	City Planning and Business Development	St. Louis County	2014
1-D	Revitalize blighted properties including renovation of existing structures and/or removal of blighted buildings, and the site prepared for new development.	City Planning and Community Development	City Business Development, Vonco	2014-Ongoing
1-E	Tax forfeited properties to be sold at fair market value.	City Administration	St. Louis County	2014-Ongoing
1-F	Establish entry monument features at entry points into the neighborhood: <ul style="list-style-type: none"> North end features should be located at Becks Road and Commonwealth Avenue and designed to face Becks Road and Grand Avenue. South end features should be located at Commonwealth Avenue and State Highway 23 and East McCuen Street and Commonwealth Avenue. 	City Administration, City Planning	St. Louis County, State of Minnesota	2014-2017
1-G	Encourage building designs and storefronts to be consistent with the existing building character of the commercial corridor along Commonwealth Avenue.	City Planning	Business Development	2014-Ongoing
RESIDENTIAL				
1-H	Encourage residential infill on vacant lots within the developed portions of the neighborhood and available lands for housing within the study area.	City Administration	City Planning, HRA	2014-Ongoing
1-I	Identify housing needs for current population and for future workforce.	City Administration, Community Development	DEDA, Local Initiatives Support Corporation (LISC)	2014-2015
1-J	Encourage a mix of Market Rate housing stock including single-family and multi-family.	City Administration	Housing and Redevelopment Authority (HRA)	2014-Ongoing
1-K	Tax forfeited properties to be sold at fair market value.	City Administration	St. Louis County	Ongoing

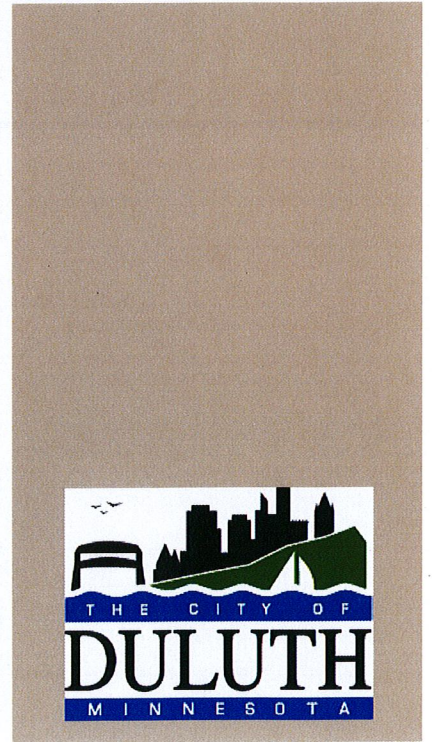
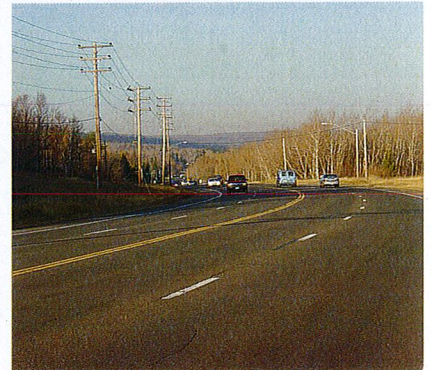
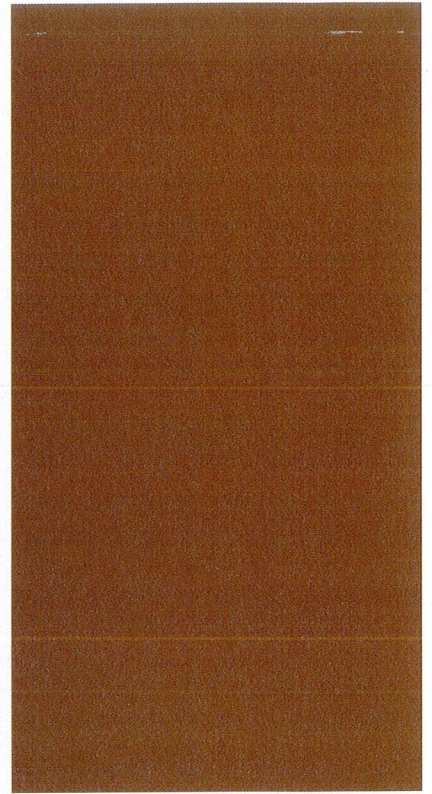
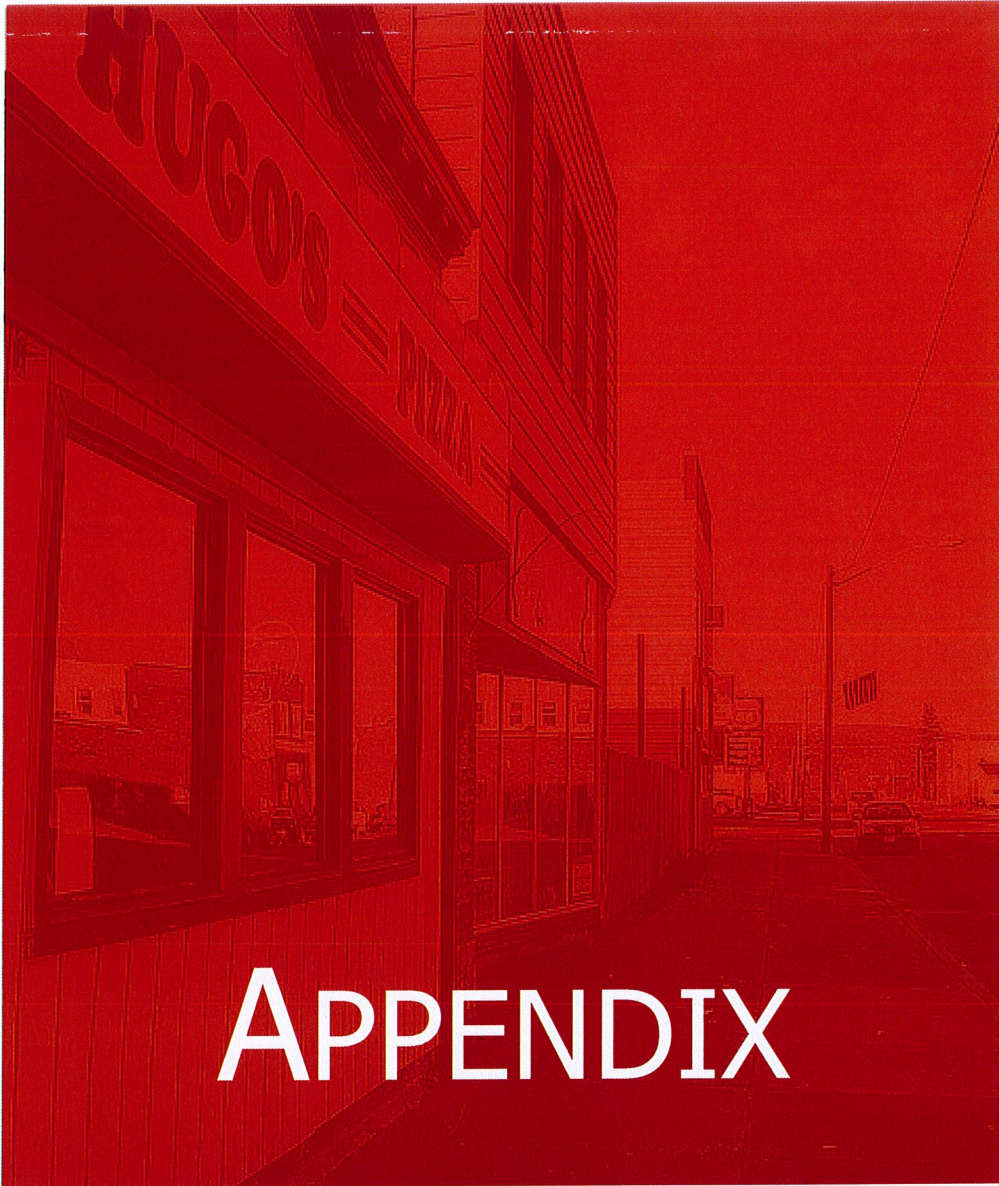
	Plan Recommendation	Lead	Partners	Timeline
GOAL 2: Change zoning map designation to better reflect existing land use while minimizing potential negative impacts to surrounding area.				
2-A	Rezone that portion of the Vintage Acres manufactured housing community zoned MU-B and I-G to a zoning designation that is consistent with the Comprehensive Land Use Plan. The future land use for this area is traditional Residential which could support a rezoning to R-1 or R-2 zone districts.	City Planning	Vintage Acres Manufactured Housing Community	2014-2015
GOAL 3: To improve and enhance the natural environment.				
3-A	Minimize adverse impacts on the natural environment through leadership and policy, and address impacts of past practices where feasible.	GND Community Club	DNR, St. Louis River Alliance, Stowe Elementary	2014-Ongoing
3-B	Motivate individuals, businesses, and community organizations to protect the environment; and provide opportunities for the community and visitors to practice stewardship, and enjoy Gary-New Duluth's natural features.	GND Community Club, Business Association	Stowe Elementary	2014-Ongoing
3-C	Require conservation design for any residential developments occurring in areas covered by the Sensitive Lands Overlay designation in the Comprehensive Land Use Plan.	City Planning		2014-Ongoing
3-D	Encourage individuals, businesses and community organizations to work with the St. Louis River Alliance to protect, restore and enhance the health of the St Louis River through public awareness and community action.	City Administration GND, Community Club, Business Association	St. Louis River Alliance	2014-Ongoing
3-E	Encourage redevelopment of Brownfields identified in the study area.	City Administration	City Planning	2014-Ongoing
GOAL 4: Provide safe and convenient motorized and non-motorized transportation options throughout the study area.				
MOTORIZED				
4-A	Promote safe and comfortable travel in the neighborhood. <ul style="list-style-type: none"> Establish a neighborhood traffic safety group to monitor traffic speeds and driving behavior. Consider lowering posted speed limits in school zones and on local streets throughout the neighborhood area. 	GND Community Club, City Engineering	Minnesota Department of Transportation	2014-2017
4-B	Work with the Minnesota Department of Transportation to install warning signage for the narrowing of Grand Avenue onto Commonwealth Avenue at the CN railroad bridge. <ul style="list-style-type: none"> Signs alerting drivers to the changing road ahead. Warn drivers to Slow Down and look around for other cars. 	Minnesota Department of transportation, City Engineering		2014-2017
4-C	Encourage the use of traffic calming treatments along Commonwealth Avenue and neighborhood streets including changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and improve street safety. <ul style="list-style-type: none"> Evaluate bump-out configuration at the intersection of West Stowe Street and Commonwealth Avenue. Improve street design and install barriers to reduce traffic speed and turning movements at the intersection of 101st Avenue West and West Carterett Street. Consider the installation of a landscaped center median/boulevard along Commonwealth Avenue from Reis Street to McCuen Street. 	City Engineering, Minnesota Department of Transportation	Metropolitan Interstate Council (MIC)	2014-2015 2014-2017 2014-2019



	Plan Recommendation	Lead	Partners	Timeline
4-D	<p>Encourage streetscape features, such as trees, landscaping, and street furniture that will contribute to the livability and unique character of Commonwealth Avenue and the entire neighborhood.</p> <ul style="list-style-type: none"> As discussed in Goal 1, the recommended Business Association should work with business owners and the City to install interpretive display boards along Commonwealth Avenue promoting the natural and cultural history of the area. Install flower planters, in conjunction with City planting program, in front of businesses along Commonwealth Avenue. Improve appearance of street frontage along Commonwealth Avenue with benches and street art. 	City Engineering, Minnesota Department of Transportation	Business Association	2014-2015 2014-2019 2014-2019
4-F	City Council adopted Resolution 13-0602R requesting City staff to review the feasibility of opening City trails for All-Terrain Vehicle Use.	City Administration	ATV User Group	2014-2015
4-G	Where potential trail corridors are planned and not located on City property, work with adjacent property owners to secure appropriate easements.	City Parks and Recreation	City Planning, MIC	Ongoing
NON-MOTORIZED				
5-A	Encourage the City to establish a sidewalk repair program. Work with residents on cost share for sidewalk repair.	City Engineering	City Planning	2014-2015
5-B	<p>Improve existing sidewalk conditions to create a comprehensive safe and convenient network.</p> <ul style="list-style-type: none"> Work with City Engineering to allow for alternative walking surfaces/design in problematic areas to preserve the integrity of a natural or cultural feature. Focus sidewalk repair and reconstruction in priority areas: Stowe Elementary School, Neighborhood Streets, Commercial corridor along Commonwealth Avenue 	City Engineering	City Planning, MIC	2014-2015 2014-Ongoing
5-C	Establish a network of recreational trails within the neighborhood to facilitate pedestrian and bicycle travel.	City Parks and Recreation	City Planning, MIC	2014-2019
5-D	Encourage Minnesota Department of Transportation to consider installing a designated bike lane along Commonwealth Avenue.	City Engineering	City Planning, MIC	2014-2017
5-E	Create opportunities for pedestrian and bicycle linkages to the St. Louis riverfront to provide greater access to this community amenity.	City Administration and City parks and Recreation	City Planning, MIC	2014-2019
5-F	Link trails to adjacent neighborhoods, community facilities such community centers, parks, schools, and the commercial and retail activity along Commonwealth Avenue.	City Parks and Recreation	City Planning, MIC	2014-Ongoing
5-G	Where potential trail corridors are planned and not located on City property, work with adjacent property owners to secure appropriate easements.	City Parks and Recreation	City Planning, MIC	2014-Ongoing

	Plan Recommendation	Lead	Partners	Timeline
GOAL 5: To facilitate a park planning process for park improvements.				
5-A	City to develop an agreement with GND Development Alliance for park operations.	City Administration	City Parks and Recreation	2014
5-B	GND Development Alliance to follow City sanctioned process for review of the proposed plan.	City Parks and Recreation, City Administration		2014
5-C	City to support the GND Development Alliance on grant opportunities.	City Administration		Ongoing
5-D	City to provide guidance and expertise to the GND Development Alliance project team	City Administration		Ongoing
5-E	Promote the project on the City's website and by other appropriate means.	City Administration		Ongoing



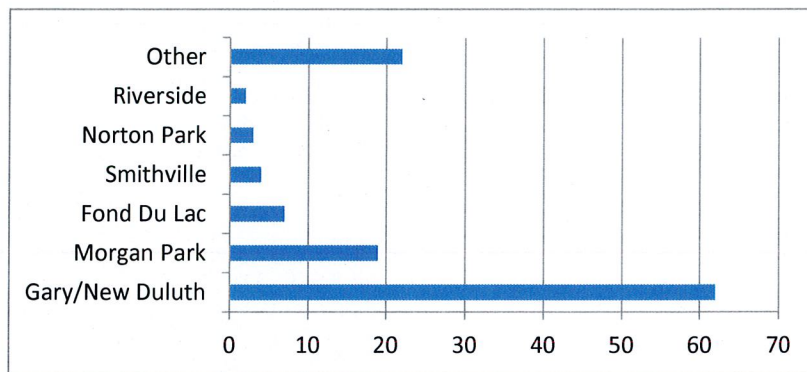


Appendix A

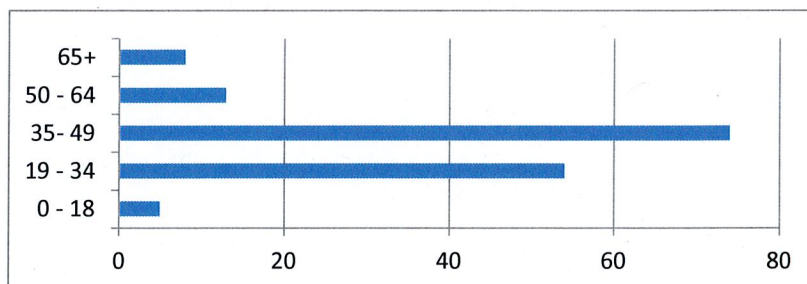
Community Survey Results

GARY/NEW DULUTH SAP HIA – COMMUNITY SURVEY RESULTS

1. I am a resident of _____ neighborhood.	
Gary/New Duluth	62
Morgan Park	19
Fond Du Lac	7
Smithville	4
Norton Park	3
Riverside	2
Other	22



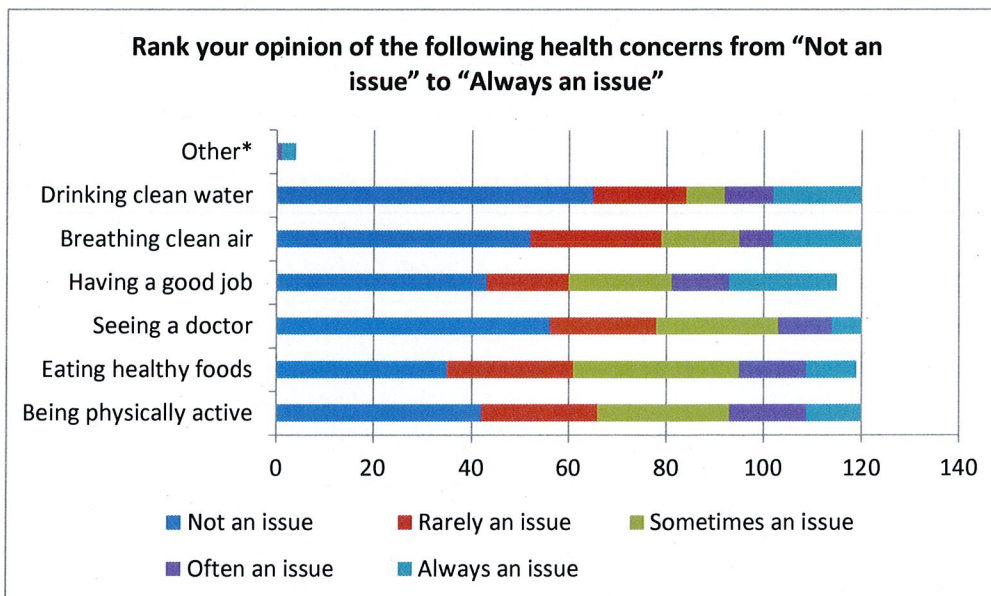
2. I am _____ years old	
0 - 18	5
19 - 34	54
35- 49	74
50 - 64	13
65+	8



3. Rank your opinion of the following health concerns from “Not an issue” to “Always an issue”:

	Not an issue	Rarely an issue	Sometimes an issue	Often an issue	Always an issue
Being physically active	42	24	27	16	11
Eating healthy foods	35	26	34	14	10
Seeing a doctor	56	22	25	11	6
Having a good job	43	17	21	12	22
Breathing clean air	52	27	16	7	18
Drinking clean water	65	19	8	10	18
Other*	0	0	0	1	3

* YMCA/Afterschool activities for kids; diversity; Activities for the children; Smells

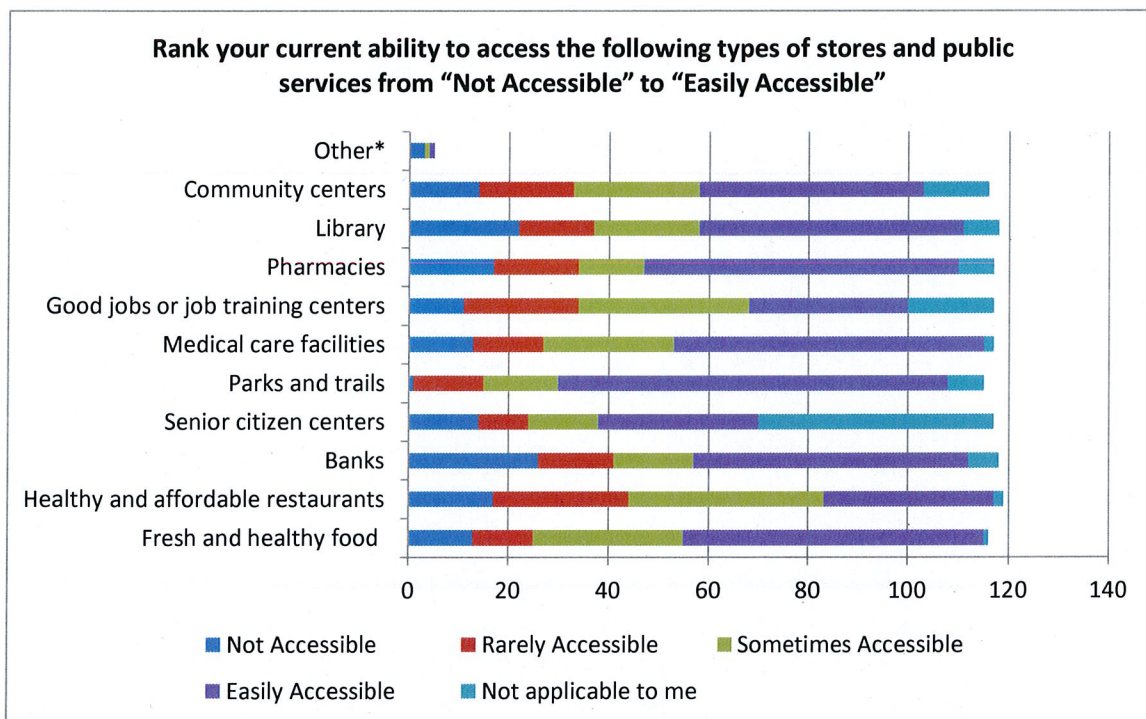


4. Rank your current ability to access the following types of stores and public services from “Not Accessible” to “Easily Accessible”:

	Not Accessible	Rarely Accessible	Sometimes Accessible	Easily Accessible	Not applicable to me
Fresh and healthy food	13	12	30	60	1
Healthy and affordable restaurants	17	27	39	34	2
Banks	26	15	16	55	6
Senior citizen	14	10	14	32	47

	Not Accessible	Rarely Accessible	Sometimes Accessible	Easily Accessible	Not applicable to me
centers					
Parks and trails	1	14	15	78	7
Medical care facilities	13	14	26	62	2
Good jobs or job training centers	11	23	34	32	17
Pharmacies	17	17	13	63	7
Library	22	15	21	53	7
Community centers	14	19	25	45	13
Other*	3	0	1	1	0

* Parks, no skating rink, no rec center; transportation costs; Trails like the snowmobile trail are very hard to get to from Gary

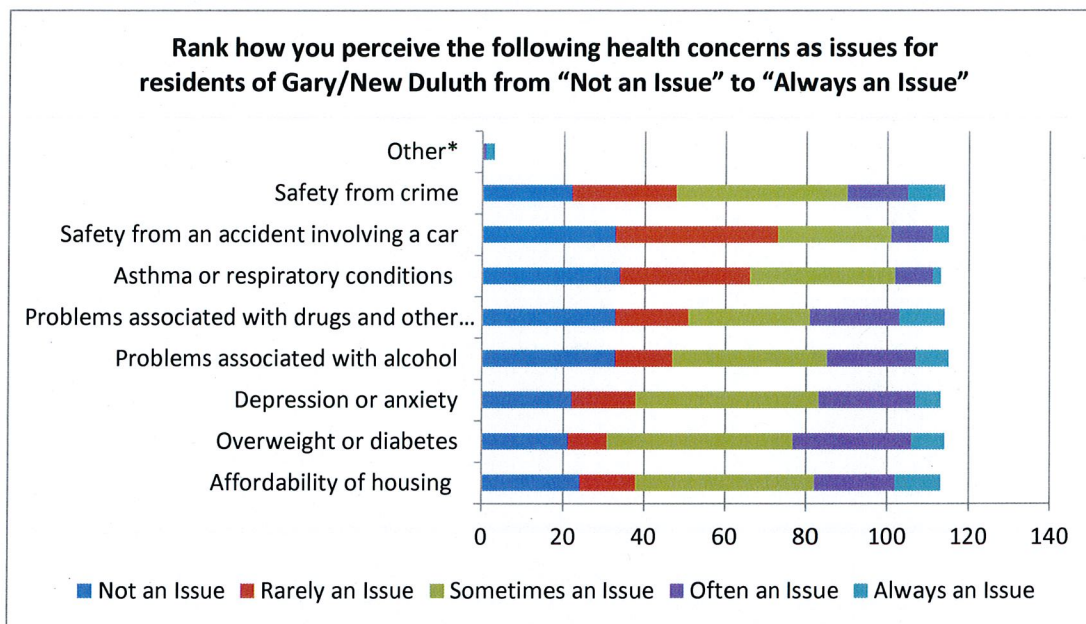


5. Rank how you perceive the following health concerns as issues for residents of Gary/New Duluth from "Not an Issue" to "Always an Issue":

	Not an Issue	Rarely an Issue	Sometimes an Issue	Often an Issue	Always an Issue
Affordability of housing	24	14	44	20	11
Overweight or diabetes	21	10	46	29	8

	Not an Issue	Rarely an Issue	Sometimes an Issue	Often an Issue	Always an Issue
Depression or anxiety	22	16	45	24	6
Problems associated with alcohol	33	14	38	22	8
Problems associated with drugs and other substances	33	18	30	22	11
Asthma or respiratory conditions	34	32	36	9	2
Safety from an accident involving a car	33	40	28	10	4
Safety from crime	22	26	42	15	9
Other*	0	0	0	1	2

* money for neighborhoods to improve; Finding housing (looking now)

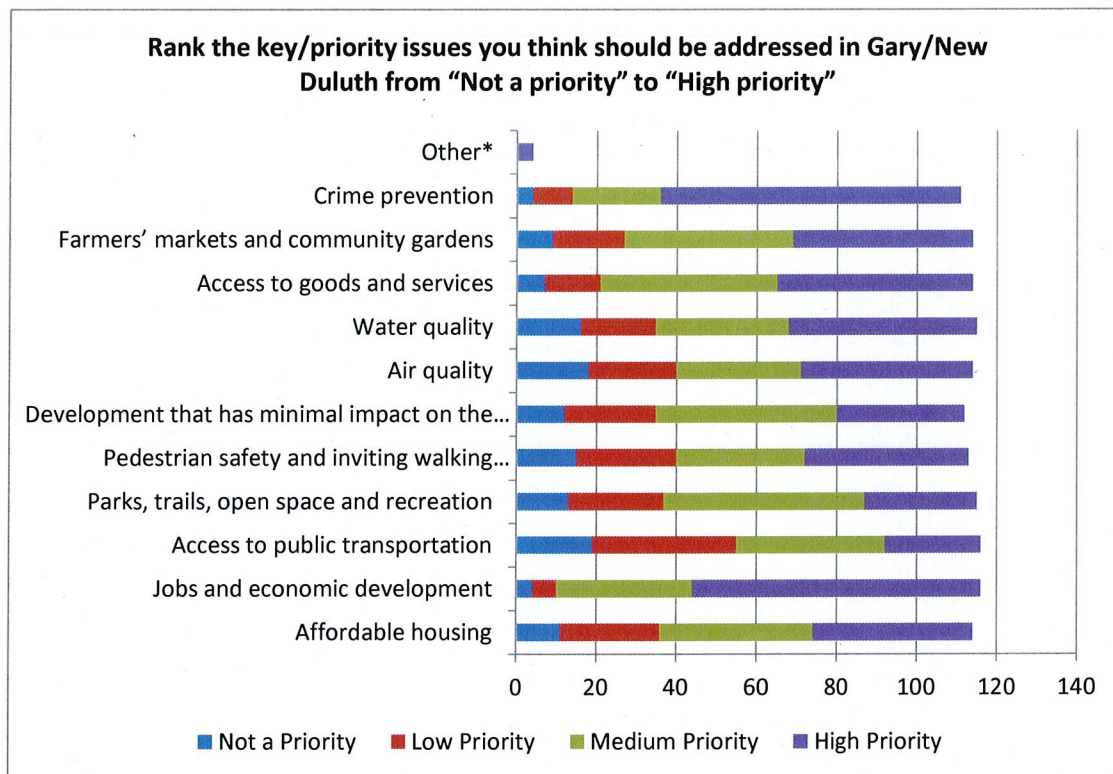


6. Rank the key/priority issues you think should be addressed in Gary/New Duluth from "Not a priority" to "High priority"?

	Not a Priority	Low Priority	Medium Priority	High Priority
Affordable housing	11	25	38	40
Jobs and economic development	4	6	34	72
Access to public transportation	19	36	37	24

	Not a Priority	Low Priority	Medium Priority	High Priority
Parks, trails, open space and recreation	13	24	50	28
Pedestrian safety and inviting walking environment	15	25	32	41
Development that has minimal impact on the environment	12	23	45	32
Air quality	18	22	31	43
Water quality	16	19	33	47
Access to goods and services	7	14	44	49
Farmers' markets and community gardens	9	18	42	45
Crime prevention	4	10	22	75
Other*	0	0	0	4

* More neighborhood involvement; More trails for snowmobile and ATV use would be nice in the Duluth area; Recreation for children/young adults; More places to eat



7. What is your favorite thing about Gary/New Duluth?

(Note: answers are separated by ";")

School in neighborhood; It's country living in the city; Families with many generations; The people being friendly and a sense of community with people & businesses; Community; Safe comfortable neighborhoods; Small town atmosphere; It's quieter, safer and greener place to be and raise children; Small community; Secluded from main Duluth; People and love the area; Small, close community; Nice community to live in; Quiet, good history of the area; close knit community/small town feel; Is in city limits but more of a rural feeling. Good community to raise a family; The people are so friendly; Fond du lac neighborhood park, church, chambers grove, Jay Cooke Park, Mont du car; School; People; The shack should be reopened skating & shack for ice skaing. Kids need a place! Free hot lunch in summer at shack or Stowe school; summer programs; The friendly atmosphere; Lots of greenspace; The school, small size community; The long term residents; The school; It's quiet and nice people; Close to trails and outdoor activity; The way everyone makes you feel welcome; It's quiet and peaceful; It's a quiet community; location; How friendly most everyone is. That it is a safe neighborhood to raise kids; Stowe Elementary is one of the best schools in Duluth; Has almost everything in one little area :); It is a small community with a great elementary school; Quiet, not lots of traffic; Quiet, not much traffic on side roads; The community, it's small, quiet and friendly; That it still has a community atmosphere, although many new residents don't understand how to be a member of a neighborhood; Quiet neighborhood. Been here forever; I love how most everybody knows each other. I work at the Gary Little Store and everyone is so friendly :); Great community; Stowe school location; I love the community. Parks, wish there was at least a restaurant here; Quiet - not as busy as West Duluth; Excellent school close to my neighborhood; Well, seeing as I don't necessarily live there, but frequent there, I love Stowe Elementary. The Gary Milkhouse has very friendly employees. Hugo's Pizza is phenomenal and the trails are fun!; Stowe is here; Friendly neighborhood, sense of community; The safe neighborhood; Local businesses; Beautiful people, scenery and less congestion; The way nature has been preserved. Lack of crime; The community feel; Living where City meets water and woods; Low crime, not a lot of low income housing (like it that way), good schools, and kind people and the Milkhouse. The veterans memorial - Terry Hinnenkamp is doing an amazing job maintaining it.; I like how quiet it is here. The people are very nice. More businesses around for more jobs in Gary; Quiet and my kids are away from the so-called gangs unless they go to town; The community commitment; Seems to be a calm safe area away from "town"; The school location; Everyone is very friendly; It's a small neighborhood; Nothing, I can't wait to move; Low crime rate, friendliness, crime watch with neighbors; Location; Nature; Small town living; Quiet; People, close community; Quiet, safe neighborhood; Family; Affordable housing, quiet, near munger trail; It's a small secluded area with lots of great parks and trails; It's not East Duluth; The community's design is intended for community mindset. That, and the trail systems; Friendly neighbors, space for home gardening, quiet area, great access to water activities, easy and safe walking areas, abundant wildlife in the area; The area; People are close, look out for each other and not afraid to report wrong doings; People are friendly and being near bus system; Good neighbors; The community structure and the people; I have good neighbors; The beauty; How everyone knows everyone, and when the whole community gets together to do things; ERTC Fire training center, mountain bike trails; LSC's fire school; I recently moved here from FL, I go to work, school, bank and groceries. I don't know

anything about here.; Nothing; Trails and easy access to I-35; It's not a big town; Hugo's restaurant - they only place really to eat unless you eat at the gas station; It's small; Hugo's; Hugo's and Fire station; Smaller community; Hugo's; Milkhouse; Hugo's; Easy access to the river for fishing & hunting; LSC ERTC or the Milkhouse; The Milkhouse gas station & Hugo's pizza; Everybody is friendly; Easy access to nature; Easy access to nature; Milkhouse

Word search summary:

- Community (with adjectives including: small, quiet, safe, close, nice, and good): 24
- Access to Parks, Trail(s), Nature, greenery: 18
- Quiet: 17
- School or Stowe: 15
- Friendly: 13
- Safe: 8
- Hugo's: 8
- Milkhouse: 7

8. What would you most like to see changed in Gary/New Duluth?

More things/programs for people of color!; Riffraff out - Animal control - ; More businesses/food options & activities; Restaurants, park, banking; Affordable housing - access to fresh food; Health food store; More businesses and more frequent bussing. Also more housing; More public playgrounds; Business need new and more; Few more businesses; Grocery store!; economic development, having a café, road improvement; more community involvement, more for kids to do; A grocery store - more affordable food - healthy foods. We currently only have gas stations and need to drive to West Duluth to get any good affordable foods; I would like to see some properties better maintained; YMCA/Boys and Girls Club or other programs for kids & families; Upgrade businesses and utilities, streets; Better/more jobs; A BMX track for kids & grownups! Tied to citywide trail system west to east and Lake walk; More commerce; Riverside/Morgan Park & Gary residents are very often low income, transportation is often an issue. The only stores from West Duluth to Fond du Lac are gas stations; Less congestion by both gas stations and Hugos and bars; A couple parks (besides the school one) maybe at each end of Gary; More businesses in the area; More apartments (low rent); Less crime/more business development/ more police presence; The sidewalks and roads need help; Housing and jobs; More small businesses like farmers markets; crime, drugs; Shopping and restaurants are limited; Need closer grocery stores. Too far away especially those who take the bus. Closer banks.; Better access to Munger Trail. More industry to help develop "Far West" Duluth; More for the children; There is NOTHING for kids to do, we need a community center (like the Valley Youth Center) in the summer. What about the ice rink at the school.; Open spaces set up in each quarter of GND to allow residents and kids a local place to get out and be active; Ride four wheelers on side roads; More parks for kids to play at. More trails for families to walk on.; A grocery store; Crime prevention; Crime - my daughter had her bike stolen this last summer and 3 bags of crushed cans; Children's year round community center; More business; Better accessibility to trails. More to do, explore, experience. Living quarters/buildings better taken care of.; More watch for crime and protect the safety of our children/neighborhoods; Availability of groceries and medicine; Crime rate (decrease); Grocery store, clinic, neighbors getting together; More ethnic groups of people, Boys and Girls club; Better walking from Morgan Park to Gary; Certain groups have limited park access

to promote a single cause; Farmers' market, put the playground back at Birchwood Park. Repair sidewalk and put in parking at the veterans memorial. (Contact Terry Hinnenkamp - he has great ideas); I would like to see more work done on the sidewalks and roads. People having to take care of their yards; Neighborhood people to be more accepting. More housing; Job/economic development; A place to shop like grocery store or dollar store; All the rentals; Less bars; More cops on Gary street to cut down on reckless speeding; Less bars. More child interaction; Clean up the trashy people. Enforce a curfew on the kids and patrol more on side streets; More jobs; Noise level; Recreation for our children; No changes; Viet moved out; Neighborhood crime watch, good restaurant; Access to better food!!!; Grocery store, better access to quality, affordable food; Would like to see more police in the area. Also getting a hockey rink for kids again.; Groceries and a safe environment; Better public transportation access (currently hourly), police department office, increase staffing at fire hall, build recreation area for children and young adults, employment opportunities within the Gary/New Duluth area; More stores, better sidewalks; Less traffic at times (slower). I like the job our police department is doing!; More restaurants and businesses; Fewer bars; Employment and a safe playground for children; Nothing; Activities for the kids; I would like to see crime reduced greatly, with more law enforcement around. I don't like not feeling safe when I'm out and about.; Gary seems to have higher crime rate in recent years. Also it seems to not be as 'nice' of a community; The long drive there; More trails, hunting trails, more dining locations and jobs; More restaurants; Cleaned up; More stores; Housing - more opportunities; Grocery; Stores; More economic development, housing and cultural development; More modern community things like grocery stores, etc.; A nicer looking area; Maybe a hardware and/or auto parts store; Nothing; More jobs; Nothing. There's no reason to come here. You can drive 20 minutes north on 35 and get to the mall or Target. Or you can even go to Canal Park or the Lake Walk

Word search summary:

- Food/Grocery: 17
- More parks/trails/playgrounds/recreation: 15
- More activities (in general), especially for kids: 12
- More businesses: 11
- Crime: 9 (lower, reduce, less)
- More housing (affordable): 7
- Restaurant/dining: 6
- Police/cops: 5 (more)

9. Is there anything else you would like to share about the Gary/New Duluth neighborhood?

Love the neighborhood - Do not like animals . . . Dogs running around loose & barking - ; Work in progress; Possibly - vandalism to the school or playground - sad to see; N/A; its awesome! :); Great school systems, nice community center w/ events; I would like to see goods and services closer than West Duluth or Superior; No; Need better patrols to lower crime; Seems to be turning into a high crime, high drug related activity area. We desperately need a grocery type store in area and much better job opportunities, within walking distance. We have limited public transportation; Our kids need a place to go when school is out like valley youth center; Not it's good!; Crime has grown in a big way. We own a business in GND and crime has affected us in many ways . . . Vandalism.; I like it when I see patrolling police cars; After school program for kids - like VYC; There has been a steady increase in petty crime

over the last few years, so a stronger community watch network and increased visibility of law enforcement; There has been a problem with vehicle break ins for about two years now. Need more police present in this community; I grew up in St. Paul so it is way different from what I am used to but I absolutely love it :); Everything is good to raise a family; Lots of history - tourism could be beneficial - more kayaks/canoe rentals to use!; Peaceful, quiet, and safe; ; I bought a house out here just for the small but pretty neighborhoods; Its racist out here, but we need more things for children to do.; n/a; Jim Shelton is amazing for what he does for our neighborhood. Gary has a strong sense of community and we want it to stay that way.; I would like to have access to the trails easier and maybe a walking path along the river so people can enjoy a walk; I love it here love Stowe school. I really hope to find a place here that's Section 8 and will allow my kids to keep their small dog. They have enough worries with their Dad sick; It is a peaceful and safe area to live in; n/a; Clean up some of the dilapidated buildings; N/a; I think too many poor people have moved here and they don't take care of their houses or yards. Kids run around at too early of an age. Drivers are awful, speeding, not stopping at stop signs; GND is Duluth's best kept secret; We could use a cop shop. Crime seems on the rise; Good neighborhood; Viet smells & they add bleach to try and hide it; Concerned about the dump in the area. I heard it violated some rules. Worried about pollution/contamination; I moved here 4 years ago and was surprised with how nice it actually was. I fear that a large part of that was the fact that there was the school. I am afraid that the school being closed, blight will set in; Thank you for caring!; Very proud of my neighborhood, we honor veterans and cherish the area. Born and raised in area and would like to see it return to better days for younger and older residents.; My family has been living in and around New Duluth since the 1920s; Would like more community gatherings; Bridgeman's is a good addition; Clean up the mess US Steel left us with; Clean up the mess Universal Atlas Cement left us with; Nothing - I was born and raised here and married my next door neighbor; Give tax break for a more well-kept home. More business needed; It needs a freeway; Good people; It just plain seems old and falling apart; N/A; It's calm and peaceful but I have to "go into town" for food and other services; no; N/a; No; No