

Duluth's Bayfront: Slips 2, 3 and 4

Part I: Historic Background

Pre-development Period (before 1860s)

Prior to the development and settlement of Duluth, the Bayfront area was primarily wetland and swamp as well as a portaging area between the Superior Bay and Lake Superior. Wetland (or the original shoreline) extended up to what is now Michigan Street.

Early Development and Shipping Period (1870s to 1920s)

This historical period was initiated by the cutting of the Minnesota channel in 1872. As a result of the opening of the channel, the waterfront area at the north end of Superior Bay developed quickly. Early dockage was built over wooden piers with little or no fill added. Businesses in the area included a coal dock, the Duluth Boat Club, an Armour Packing facility, Northern Pacific Railroad Freight House and a variety of warehouses. Slips were platted starting in 1886.

Height of Shipping and Waterfront Use Period (1920s to 1970s)

By the 1920s, Duluth had a very busy waterfront. The protected Bayfront housed freight depots, warehouses, cement storage, passenger docks, railroad depots and manufacturing—making it an ideal port resource for shipping, transport, loading and unloading. Wooden pilings were used to build above the wetland areas and were then filled in as use increased.

Diversification of Waterfront Use (post 1970s)

After approximately 1970, the types of businesses and uses at and around the Bayfront continued to change to include commercial, entertainment and recreational uses. By the 1950s, rail and boat shipping was supplemented by trucking. Buildings located at the Bayfront included freight warehouses, a freight depot and a wholesale food distributor warehouse and operation facility. The adjacent property to the west was used by the Northern Pacific Railroad for siding tracks and an access road (now referred to as Railroad Street) which served the ship loading facilities on the piers between Slips 2, 3 and 4. Waterfront property began to include more public uses, such development of the DECC, small boat dockage, the Great Lakes Aquarium, Playfront and Bayfront Park. During this period the Bayfront became vacant and structures were demolished and removed.

General Ownership and Use Time Line:

- 1888 Slip 2 : Bowen & Bartlett Storage and Commission; planked dock on piles; Duluth Roller Mill; Chicago, St. Paul, Mississippi and Omaha Railroad (CSPM&O RR). Slip 3: Warehouse; Kelly Island Lime and Transport Company.
- 1908 Slip 2: Northern Pacific RR; CSPM&O RR; iron clad dock. Slip 3: City Dock Company; limestone mill. Slip 4: platted—no structures—water only.
- 1950 Slip 2: Northern Pacific RR; CSPM&O RR; iron clad dock and planked dock. Slip 3: Cutler-Magner Warehouse (on wood posts); cement storage and shipping; lime kilns; Western Electric Company. Slip 4: National Carloading Corp; oil warehouse.

(continued, next page)

- 1955 Slip 2: Northern Cold Storage Warehouse; Northern Pacific RR; CSPM&O RR; Fish Warehouse. Slip 3: Huron Portland Cement; Cutler-Magner Co.; warehouse; stone yard; lime kilns; Western Electric Company. Slip 4: National Car Loading Corp.; Duluth Terminal and Cold Storage; oil warehouse.
- 1963 Slip 2: Northern Pacific RR; CSPM&O RR; Northern Cold Storage Warehouse. Slip 3: Huron Portland Cement; Cutler-Magner Co.. Slip 4: Duluth Terminal and Cold Storage; National Carloading Corp.
- 1969 Slip 2: Northern Pacific RR; CSPM&O RR, Slip 3: Huron Portland Cement; Cutler-Magner Co. Slip 4: 1963 structure remain; head of slip filled in and a structure is present at the northwest end of slip.
- 1972 Slip 3: Huron Portland Cement. Slip 4: Approximately one-third of slip has been filled; multi-story building parallel with Railroad Street is built to accommodate Gamble Robinson Wholesale Food and Jenos
- 1975 Slip 4: entire slip is filled; Gamble Robinson/Jenos building remains the same as in 1972 but car loading and cold storage warehouses are no longer present.
- 1991 Foundation slab remains from Gamble Robinson/Jenos bulding; no buildings remain.

(Sources: Phase I Environmental Property Assessment, Barr Engineering, 2004; MPCA Remediation Division, 2009)

DEDA BAYFRONT PROPERTY SCHEDULE

(refer to color-coded map, attached)

	Purchased From	Size (acres)	Original Source of Funds	Date of Purchase	\$ Amount	Today's Value Adj. by CPI
Property A (yellow)	ETOR	~ 14	PRI *	10/15/1993	\$1,310,300	\$ 1,941,025
Property B (orange)	Food Services of America	1.44	TIF	9/19/1994	\$334,430	\$ 483,142
Property C (blue)	No. Star Marine/ Amatuzio	2.35	PRI *	7/11/1994	\$262,843	\$ 382,281
Property D (pink)	Holmgren	~ 3.75	TIF	1/5/1993	\$398,640	\$ 603,367
TOTALS		21.54			\$2,306,213	\$ 3,409,815
						(\$158,302/acre)

* PRI: Project Re-Investment (earnings on TIF accounts prior to 7-1-1997)

Note: DEDA purchased the Amatuzio property in 1994, and in 1999 the parcel was split, with the southerly portion conveyed to the City.

Part II: Recent Past, Current and Future Activities

- 1993 – 1994: DEDA acquired all Bayfront properties in support of the “Sam Brown Outlet Mall” project; project did not move forward.
- 1999: DEDA conveys a portion of this property to the City for the Bayfront Park project
- 2004: EPA environmental assessment funding provided to the City, a portion of which is used for baseline environmental data on properties at Slips 2,3 and 4 of the Bayfront
- Q3 2008: DEDA passes resolution (08D-57) directing DEDA Executive Director to work with DNR and others to assess potential uses to include a transient boat facility at the Bayfront
- Q4 2008: LaFarge Company announces the consolidation of their Duluth and Superior operations to Superior; property put on the market
- Q3 2009: DEDA passes resolution (09D-35), “Resolution of Intent to Give Consideration To a Future Private-Driven Economic Development Project That Requires the Combined LaFarge/DEDA Lot C Properties” at the request of LaFarge real estate agent.
- Q3 2009: DNR secures MN Coastal grant for a feasibility study of the Bayfront property for a transient boat facility. DEDA passes resolution (09D-36) authorizing a Cooperative Agreement with the DNR to perform technical assessment and conceptual design at the Bayfront for the proposed boat facility
- Q3 2009: City Planning Division launches the Bayfront District Small Area Plan process, the purpose of which is to identify and develop recommendations that will allow for the most desirable and appropriate mix of land uses for the district.
- Q4 2009: DEDA staff submit, and are subsequently awarded, a DEED grant for Supplemental Phase II contamination investigation and Response Action Plan (RAP) for Lot D—the targeted location for the DNR facility
- Q4 2009: LaFarge site purchased by Pier B Holding LLC on December 31.
- Q1 2010: Bayfront District Small Area Plan recommends change under the upcoming Unified Development Code to Mixed Use-Waterfront (MU-W); unanimously approved by Planning Commission on 2-16-10.
- Q1 2010: DEDA staff to issue RFP for technical assessment work on Lot D for the DNR project, to include further environmental investigation/RAP development; seawall evaluation; underwater side scan; bathymetry; foundation/excavation and geotechnical evaluation; topographic/land survey; and an updated Phase I (“technical work”).

Q2 &3 2010: Technical work performed to be on Lot D. Pending satisfactory results, DNR to submit an application to the federal Boat Infrastructure Grant program on October 1, 2010.

Q2 2010: Request by Pier B Holding LLC to DEDA for an Option on Lot C is anticipated.

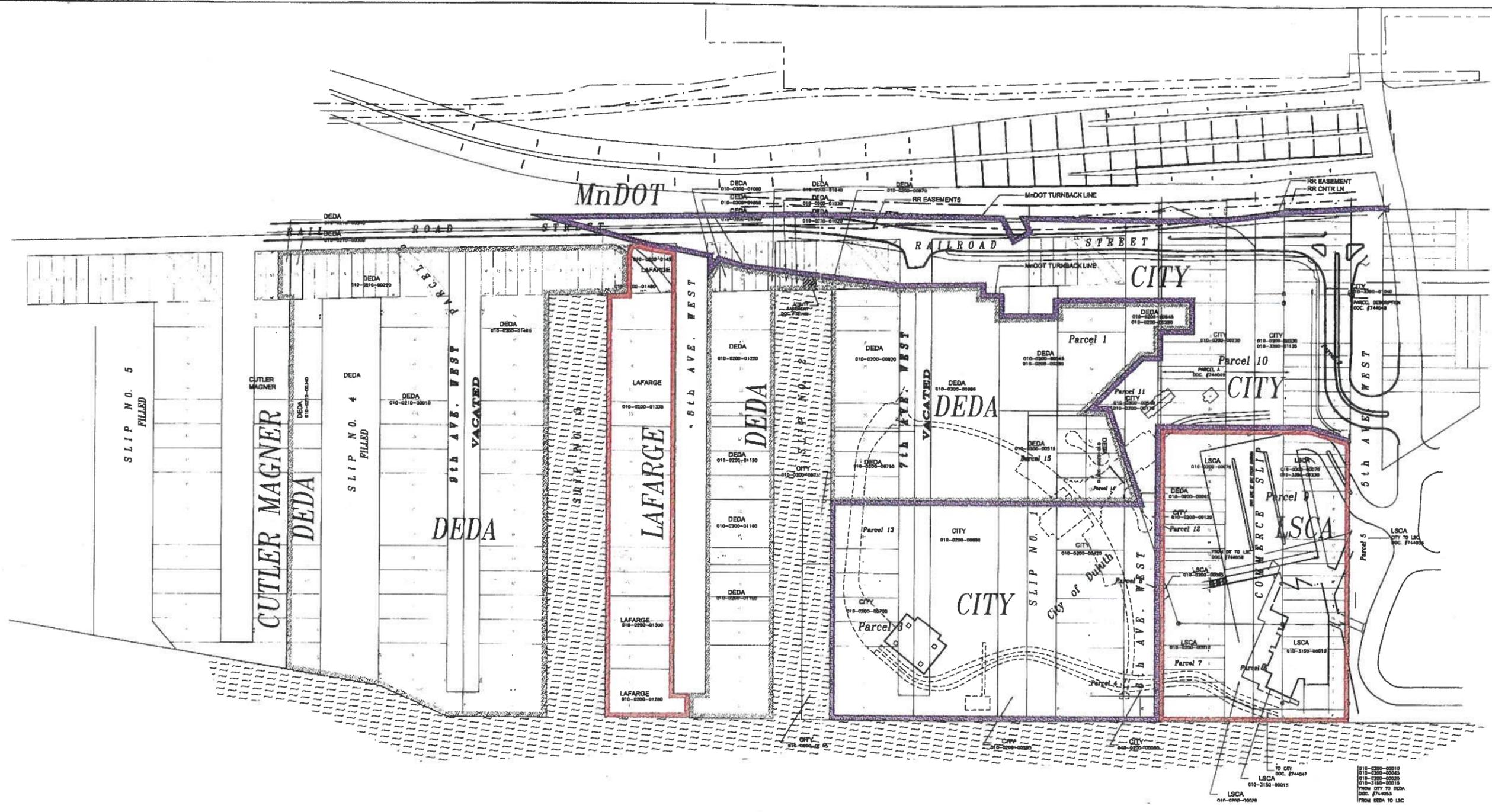
Q2 2010: An application for Supplemental Phase II/RAP funding for the former LaFarge/Lot C properties is anticipated to be prepared and submitted to DEED. If awarded, work performed Q3 & 4,

Other activities underway that have potential impact upon the Bayfront District:

- St. Louis County Union Deport Area Master Plan
- DTA Multi-Modal Facility
- Extension of the Cross-City Trail
- MPCA sediment sampling/potential remediation in Slips 2 & 3
- Homeland Security/Cruise Ship Customs Facility
- St. Louis River Corridor Initiative

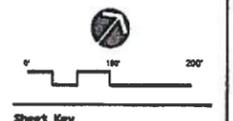
htb 02/17/2010

Issue Record/Revision	Date
Purpose L-30 Turnback	June 8, 2005
Labeling, Color Print	July 21, 2005



BAYFRONT BASE MAP
 DULUTH, MINNESOTA

NOTE: THIS IS NOT A SURVEY. This document is a compilation of information gathered from many sources including the City of Duluth, the Minnesota Department of Transportation and private engineering firms including URS, Minneapolis, MN, SALO Engineering, Duluth, MN, and MSA, Duluth, MN. SAS+Associates is not responsible for the accuracy of the information gathered from these sources. This map is intended to be used as a planning tool, and not as a base for construction documents. All information is to be field verified prior to any design or construction work.



Sheet Key

Sheet Title	Date
PARCEL DESCRIPTION	5-13-05
Drawn By	MSD
Checked By	LWS
Project Number	05280
Sheet Number	