



Addendum No. 3
Solicitation 26-AA14
RFP for Duluth-Winnipeg-Pacific Redevelopment Site

This addendum serves to notify all bidders of the following changes to the solicitation documents:

The following are questions asked by potential developers and the subsequent answers (in italics):

1. Will curbs, sidewalks, storm drains, and gutters be required? Nicollet is not developed beyond N 66th Ave W, so that adds to the cost of roadwork beyond the DWP site boundaries.
 - a. *If you are looking to build public roads, full engineering standards will apply. This includes curb and gutters. However, because the property is within an R-P zone district, the developer does have the option to build private roads on this site, which have fewer requirements than public roads but must be maintained by the private developer.*
2. Nicollet St. is not developed beyond N 66th Ave W, will that street need to be built?
 - a. *If the developer is looking to create a road connection via Nicollet St, the Nicollet St. connection will need to be improved to full private or public road standards (depending on the developer's choice). Please note that the Nicollet St. Right of Way (ROW) that extends into the site is very narrow at only 25 feet wide. This existing ROW width will likely not accommodate sidewalks. The developer can opt to replat the site to create desired ROW widths and road alignments.*
3. Would a public road require street lighting and boulevard trees?
 - a. *For public roads, engineering guidelines require boulevards planted with street trees on both sides of the roadway. Engineering recommends one streetlight per intersection or block length.*
4. Does electricity need to be run underground?
 - a. *Underground electric is preferred for any development on the site.*
5. Any notes on future utilities on the site? Does existing infrastructure have enough capacity for 75 units to be developed?
 - a. *Engineering would prefer that future water lines enter the development site via Nicollet St. and tie into one of the dead-end lines that terminate at Main St. via S 68th Ave W or S 67th Ave W. Looping the water through the site instead of creating another dead-end line will improve the water quality and flow through the future development.*
 - b. *There is plenty of water and sewer capacity in the area.*
 - c. *Stormwater management will be required for future development. Since water generally flows southeast through this site, Engineering recommends preserving space along the property's southern boundary, especially the southeast portion of the site, for stormwater infrastructure.*
6. Do stormwater facilities remain private?

- a. *If the roads in the development are public, the City will take over ownership of the stormwater facilities, including catchment basins.*
- 7. Does the natural trail (snowmobile trail) that runs parallel to and just to the south of DWP trail need to be preserved? Does the 50' trail buffer requirement apply to the natural trail?
 - a. *The lower natural surface (snowmobile) trail was abandoned when Parks rerouted it up the hill closer to the interstate. The 50' buffer applies to the DWP paved trail only.*
- 8. Is a traffic study required?
 - a. *Although dependent on the specific development proposal, a traffic study is likely not needed for this site. Generally, a traffic study is triggered if a development generates over 1,000 vehicle trips a day or over 100 vehicle trips per hour.*
- 9. On Question 4, Addendum No. 2 regarding EV chargers for townhomes: the code does not seem clear, are EV charging stations required specifically for townhomes?
 - a. *There was previously an error in 50-24.8 of the UDC, this has now been corrected. Townhomes do not require EV charging stations. They are only required in new parking lots servicing multi-family, hotel, or motel uses.*

Please acknowledge receipt of this Addendum by initialing and dating Addendum #3 on Appendix A – Proposal Cover Sheet.

Posted: May 21, 2026