



PLANNING & ZONING COMMISSION

Agenda
May 19, 2026
7:00 PM

- 1. ROLL CALL**
- 2. APPROVAL OF AGENDA**
- 3. APPROVAL OF MINUTES**
 - 3A. April 21, 2026 regular meeting.
- 4. PUBLIC DISCUSSION** – Public comment on any item not otherwise listed on the agenda.
- 5. PUBLIC HEARINGS**
 - 5A. An application for a Special Use Permit by Kyle Kloss for grading and filling in a General Development Environment Shoreland Area for the purpose of building a new residential structure and driveway. The property is located at 56xx Hwy 194.
 - 5B. An application by Levi Stauber/Cottage Life Investments LLC for a Subdivision to create a 136-foot-wide parcel of 0.65 acres and a 4.18-acre lot accessed by way of a flag lot of 30-foot width at 5245 Maple Grove Road. The property is located in an R-3 zoning district.
 - 5C. An application by JLG Enterprises of Hermantown LLP for a Wetland Replacement Plan for 13,503 square feet of wetland impacts in the 63 acre Peyton Acres residential development located at the formerly addressed 3956 Stebner Road and is located in an R-3 zoning district.
 - 5D. An application by Scannell Properties for a Wetland Replacement Plan for 2.31 acres of wetland impacts associated with the 231,000 square foot office/freight distribution facility located at 531x Miller Trunk Highway and is located in a BP – Hermantown Business Park zoning district.
 - 5E. An application by 1 LLC for a Special Use Permit for a 103 unit, 4 story apartment building on a 5.8 -acre site located at 4818 Maple Grove Road. The property is located in an HM – Hermantown Marketplace zoning district.
 - 5F. A public hearing for an amendment to the City of Hermantown’s Comprehensive Plan’s transportation and utilities chapter pertaining to the expansion of the urban services area.

PLANNING & ZONING COMMISSION

May 19, 2026

6. CONTINUING BUSINESS

7. NEW BUSINESS

8. COMMUNICATIONS

Correspondence 2026-037 – 026-123; 2026-125 – 2026-135; 2026-140 – 2026-149; 2026-152 – 2026-155; 2026-167 – 2026-206; 2026-211 – 2026-235; 2026-239 – 2026-314; 2026-316 – 2026-324.

9. COMMISSION MEMBER REPORTS

Joe Peterson

Corey Kolquist

Beth Wentzlaff

Kevin Hagen

Matthew Fournier

John Stauber

Amanda Radzak

Ryan Johnson

ADJOURN



PLANNING & ZONING COMMISSION

April 21, 2026 Meeting Summary

7:00 PM

1. ROLL CALL

Members Present: Joe Peterson; Beth Wentzlaff; Kevin Hagen; Amanda Radzak; and Ryan Johnson

Members Absent: Corey Kolquist; John Stauber; and Matthew Fournier

Others Present: Eric Johnson, Community Development Director; David & Dianne Kuiti, 4315 Sugar Maple Dr.; Jerid & Diana Prah, 4311 Sugar Maple Dr.; Walt Praut, Fredenburg; M Barton & family, 4336 Sugar Maple Dr.; Derek Misiewicz, 4329 Sugar Maple Dr.; Robert Carlson, 4393 Sugar Maple Dr.; Daniele Villa, 4341 Sugar Maple Dr.; Dawn LaPointe, 4731 Portland Rd.; Kathryn Sarnecki, Stautec, Jackie Dolentz, 5842 Old Hwy. 2.

2. APPROVAL OF AGENDA

Motion made by Ryan Johnson to approve the April 21, 2026 agenda as presented. Seconded by Beth Wentzlaff. Motion carried 4-0.

3. APPROVAL OF MINUTES

Motion made by Ryan Johnson to approve the March 17, 2026 minutes as presented. Seconded by Amanda Radzak. Motion carried 4-0.

4. PUBLIC DISCUSSION

The following people spoke:

Jackie Dolentz, 5842 Old Hwy. 2. Spoke regarding a pause or moratorium of the Data Center.

5. PUBLIC HEARING

5A. An application by Jerid Prah for a Special Use Permit for the construction of a 2,400 square foot accessory structure located at 4311 Sugar Maple Drive and located in a R-3, Residential zoning district.

Eric Johnson, Community Development Director, presented that the Applicant, Jerid Prah, desires to build an 2,400 square foot accessory structure on a property at 4311 Sugar Maple Drive. Construction of an accessory structure over 1,200 square feet in size is permitted with a Special Use Permit per Section 535.06.5 of the Zoning Ordinance. The applicant is requesting approval for construction of a 2,400 square foot accessory structure.

Jarid Prah, 4311 Sugar Maple Dr., the Applicant, presented his plans and noted that he had obtained necessary permits and HOA approval. Several neighbors spoke, with some supporting the project due to the improved appearance of the lot and the quality of the proposed construction, while others opposed it citing concerns about size, potential commercial use, and previous legal

issues with the property. The commission heard testimony from multiple residents, including the HOA president who confirmed the architectural committee's approval of the project.

The following people spoke regarding the proposed project:

David Kuiti, 4316 Sugar Maple Dr.
Matthew Barton, 4336 Sugar Maple Dr.
Derek Misiewicz, 4329 Sugar Maple Dr.
Roger Carlson, 4353 Sugar Maple Dr.
Daniele Villa, 4341 Sugar Maple Dr.
Tony Vittorio, 4305 Sugar Maple Dr.
Dianne Kuiti, 4316 Sugar Maple Dr.
City Vittorio, 4305 Sugar Maple Dr.
Diana Prah, 4311 Sugar Maple Dr.

Motion made by Ryan Johnson to approve the application by Jerid Prah for a Special Use Permit for the construction of a 2,400 square foot accessory structure located at 4311 Sugar Maple Drive and located in a R-3, Residential zoning district. Seconded by Kevin Hagen. Motion carried. 4-0.

5B. An application by Scannell Properties for a Commercial Industrial Development Permit for the construction of a 231,000 square foot office/freight distribution building, 591 space and parking and associated site improvements on a 47 acre parcel. The property is located at 531x Miller Trunk Highway and is located in a BP – Hermantown Business Park zoning district.

Eric advised the commission that the Applicant, Scannell Properties #791, LLC, is requesting approval of a Commercial Industrial Development Permit (CIDP) for a 231,000 square foot warehouse/distribution facility, consisting of loading docks, trailer, van and auto parking along with stormwater management and site improvements. The proposed project is located in the northwest quadrant of State Highway 53 and Lavaque Bypass Road and is in a Hermantown Business Park (BP) zoning district.

Eric presented details about the development, including its location on a former Gopher Refinery site, the proposed site plan with 591 parking spaces, and infrastructure requirements including a new roundabout and utility extensions. The project, which would employ approximately 415 people, is currently under review by the Technical Evaluation Panel regarding wetland impacts, with a decision expected within the next couple weeks.

David Bolf, the City Engineer, explained the traffic design featuring a roundabout and cul-de-sac to accommodate large trucks, with funding coming from a \$2 million deed grant split between the city and county. The public improvements, including roads, utilities, and sewers, are scheduled for construction in 2027, while the private development aims to begin this year and complete by October 2027.

Motion made by Ryan Johnson to approve the application by Scannell Properties for a Commercial Industrial Development Permit for the construction of a 231,000 square foot office/freight distribution building, 591 space and parking and associated site improvements on a 47 acre parcel. The property is located at 531x Miller Trunk Highway and is located in a BP – Hermantown Business Park zoning district. Seconded by Kevin Hagen. Motion carried. 4-0.

5C. An application by Scannell Properties for a Preliminary and Final Plat associated with the construction of a 231,000 square foot office/freight distribution building, 591 space and parking

and associated site improvements on a 47 acre parcel. The property is located at 531x Miller Trunk Highway and is located in a BP – Hermantown Business Park zoning district.

Eric discussed that the Applicant, Scannell Properties, is proposing the constructing of a 231,000 square foot warehouse/distribution facility in the northwest quadrant of Highway 53 and Lavaque Bypass (Project). The proposed project consists of the following elements:

- 231,000 square foot warehouse/distribution facility
- Future phase area – +/- 7.1 acres
- 516 parking spaces (20 – office, 114 – warehouse, 315 – delivery van, 67 – seasonal employee) +/- 15.4 acres
- New roadway right of way - +/- 1.0 acres
- Existing roadway right of way for Lavaque Bypass Road - +/- 1.7 acres
- 3 – stormwater detention basins - +/- 4.0 acres
- Seed/sod or undisturbed areas - +/- 13.5 acres

The project area is currently comprised of four parcels with the Applicant proposing to reconfigure the parcels into five parcels; 1) a 37.0 acre parcel for the proposed project; 2) a 7.1 acre lot for a future development project and 3) a 1.0 acre right of way deeded to the City for the purposes of building a future road which will provide access to Lavaque Bypass and 4) two parcels of 1.7 acres of right of way deeded to St. Louis County for Lavaque Bypass Road.

David advised the commission that, funding will come from a \$2 million deed grant split between the city and county.

Motion made by Kevin Hagen to approve the application by Scannell Properties for a Preliminary and Final Plat associated with the construction of a 231,000 square foot office/freight distribution building, 591 space and parking and associated site improvements on a 47 acre parcel. The property is located at 531x Miller Trunk Highway and is located in a BP – Hermantown Business Park zoning district. Seconded by Ryan Johnson. Motion carried.4-0.

6. CONTINUING BUSINESS

Continuing discussion regarding flag lot requests being processed through city staff rather than being brought forth to the commission. The conversation ended with the Planning and Zoning Commission directing staff to work on the revised ordinance which would allow flag lots to be processed administratively along with staff notifying adjacent property owners when an application was received.

7. NEW BUSINESS

Staff discussed plans to amend the comprehensive plan to expand the urban services area to accommodate a new sanitary sewer transmission line extending to the Adolph area as directed by WLSSD. Staff said that an amendment would be brought before the commission at the May meeting.

8. COMMUNICATIONS

Correspondence 2026-015 – 2026-020; 2026-022 – 2026-28; 2026-030; 2026-032; and 2026-033; 2026-035 – 2026-036.

9. COMMISSION MEMBER REPORTS

Joe Peterson – None
Corey Kolquist – Absent
Beth Wentzlaff – None
Kevin Hagen – None
Matthew Fournier – Absent
John Stauber – Absent
Amanda Radzak – None
Ryan Johnson – None

ADJOURN

Motion made by Amanda Radzak to adjourn the meeting. Seconded by Beth Wentzlaff. Meeting adjourned at 8:05 pm.

Officiated by:

Transcribed by:

Joe Peterson, Chairman

Mary Melde, Administrative Assistant

5A. 56xx Highway 194 – Special Use Permit - Filling and grading within a General Development Shoreland Overlay Zone

Applicant: Kyle Kloss
Case No.: 2026-09 SUP
Staff Contact: Eric Johnson, Community Development Director
Request: Issue a special use permit for filling and grading within a General Development Shoreland Overlay

RECOMMENDED ACTION:

Approve a Special Use Permit for filling and grading within a General Development Shoreland Overlay Zone.

DESCRIPTION OF REQUEST:

The applicant (Kyle Kloss) desires to building an initial residential structure approximately 900-1,000 square foot and a future structure approximately 2,700 square feet along with an extension of an existing driveway on a property at 56xx Hwy 194. The portion of the property where the proposed residential structure is within a General Development Shoreland Area and will require filling and grading within an approximately 30,000 square feet area of disturbance.

SITE INFORMATION:

Parcel Size: +/- 10 acres
Legal Access: 56xx Hwy 194
Wetlands: Yes, delineated in 2020
Existing Zoning: O, Open and R-1, Residential
Airport Overlay: None
Shoreland Overlay: Yes – General Shoreland Shoreland – tributary to Rocky Run
Comprehensive Plan: Open Space and Residential

BACKGROUND

The applicant owns a property which has a split zoning of O, Open and R-1, Residential. This parcel was originally part of a 40 acre property which is primarily wetland with the exception of 5 acres in the SW corner of the property. The former property owner applied for the rezoning of the 5 acres from O, Open to R-1, Residential as there was upland area. The rezoning was approved in 2016 and the former property owner subdivided the 40 acres into a 10 acre parcel (subject parcel) and a 30 acre parcel.

The applicant purchased the 10 acre parcel and is now proposing to construct a detached structure with approximately 900–1,000 square feet of integrated living space to be used as a temporary residence

during construction of a future single-family home. The future primary residence will be approximately 2,700 square feet and upon completion of the primary residence, the original structure will be converted into an Accessory Dwelling Unit (ADU). No additional development is planned for the property.

The proposed future home and initial structure are within a General Development Shoreland Area. The proposed work is within the shoreland area associated with a tributary to the Rocky Run and is expected to impact approximately 30,000 square feet of shoreland area.

Wetlands

A wetland delineation was performed in 2020 on the original 40 acre parcel. Wetland impacts were approved in 2021 in order to construct a driveway to access the upland area of the property in the SW corner of the parcel. The driveway has been installed in 2022 and now provides access to the upland portion of the property which is zoned R-1, Residential.

Shoreland Area

The western portion of the property is located within a Natural Environment Shoreland Area and is subject to the requirements of the City's Shoreland Ordinance as it pertains to grading a filling within a shoreland area.

Special Use Permit

The Special Use Permit is for filling and grading within a Shoreland zone. There are general conditions for all SUPs. Staff finds the following in regard to the criteria for Special Use Permits in the Zoning Ordinance:

No special use permit shall be approved unless positive findings are made with respect to each and every one of the following criteria:

- 1. The proposed development is likely to be compatible with development permitted under the general provisions of this chapter on substantially all land in the vicinity of the proposed development;**

The proposed use is compatible with development within the vicinity which is characterized by open, undeveloped land, low density residential and residential compatible uses.

- 2. The proposed use will not be injurious to the use and enjoyment of the environment, or detrimental to the rightful use and enjoyment of other property in the immediate vicinity of the proposed development;**

Conditions placed on the SUP to minimize the clearing and grading within the shoreland area meet the intent of the zoning ordinance to protect natural resources. The development of a primary structure/residence is an allowed use within the R-1, Residential zoning district.

- 3. The proposed use is consistent with the overall Hermantown Comprehensive Plan and with the spirit and intent of the provisions of this chapter;**

The property is within an area marked for open space and residential development on the Hermantown Comprehensive Plan. The purpose of the Shoreland Overlay Zone is to protect public waterways. Impervious surface caps are included to prevent excessive runoff from constructed surfaces and the proposed impervious surface is below maximum limits.

4. **The proposed use will not result in a random pattern of development with little contiguity to existing programmed development and will not cause negative fiscal and environmental effects upon the community.**

The proposed use is similar to uses of nearby properties in density and style.

5. **Other criteria required to be considered under the provisions of this code for any special use permit.**

The applicant will follow the rules for grading and filling in a Shoreland Overlay Zone established in Section 725.02 and Section 555.07.1 and 555.07.2.

Findings of Fact and Recommendations

Staff recommends approval of the special use application to construct a residential structure in a General Development Shoreland Area, subject to the following:

1. The approval is for a Special Use Permit for filling and grading in a General Development Shoreland area for the purpose of constructing a structure of approximately 900–1,000 square feet of integrated living space to be used as a temporary residence during construction of a future 2,700 square foot single-family home on a property at 56xx Hwy 194. The Community Development Director may approve minor variations to filling and grading as long as the variations do not result in any wetland impacts.
2. The City will follow the rules for grading and filling in a Shoreland Overlay Zone established in Section 725.02 and Section 555.07.1 and 555.07.2 including, but not limited to:
 - a. The smallest amount of bare ground is exposed for as short a time as feasible;
 - b. Temporary groundcover, such as mulch, is used, and permanent groundcover, such as sod, is planted;
 - c. Adequate methods to prevent erosion and trap sediment are employed;
 - d. Fill is stabilized to accepted engineering standards;
 - e. Adequate methods are employed to reduce the runoff and/or flow of water on or over the affected shoreland so that the grading, filling or alteration of the natural topography does not contribute to downstream flooding;
 - f. Adequate methods are employed to preserve water quality so that the grading, filling or alteration of the natural topography will not detrimentally affect the quality of the public waters of the City of Hermantown;
 - g. Adequate methods are employed for the preservation or establishment of local vegetation that provides wildlife habitat and screening; and
 - h. Fill used will consist of suitable material free from toxic pollutants in other than trace quantities.

3. The applicant shall sign a consent form assenting to all conditions of this approval.
4. The applicant shall pay an administrative fine of \$750 per violation of any condition of this approval.

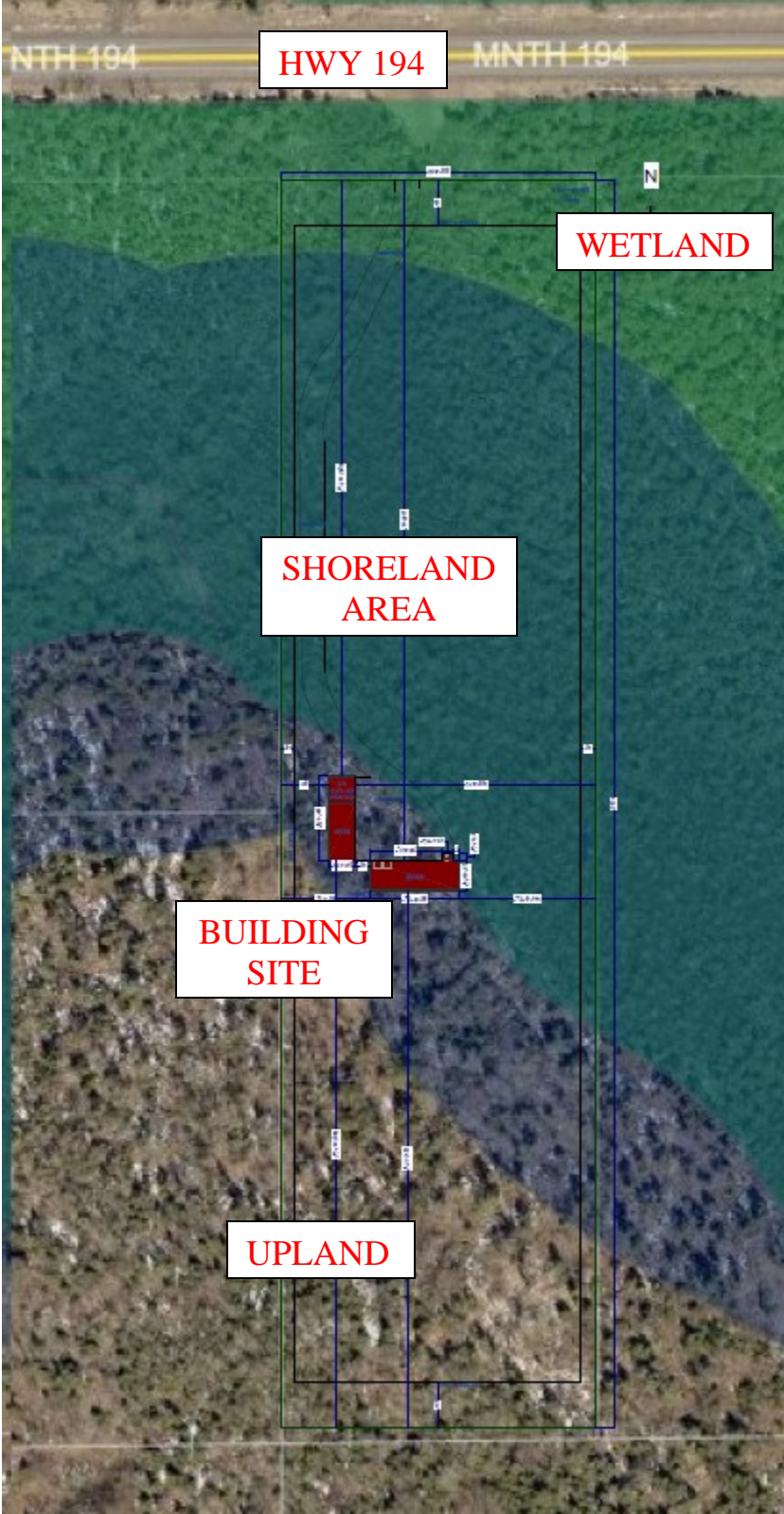
ATTACHMENTS

- Location Map
- Shoreland Map
- Proposed Site Plan

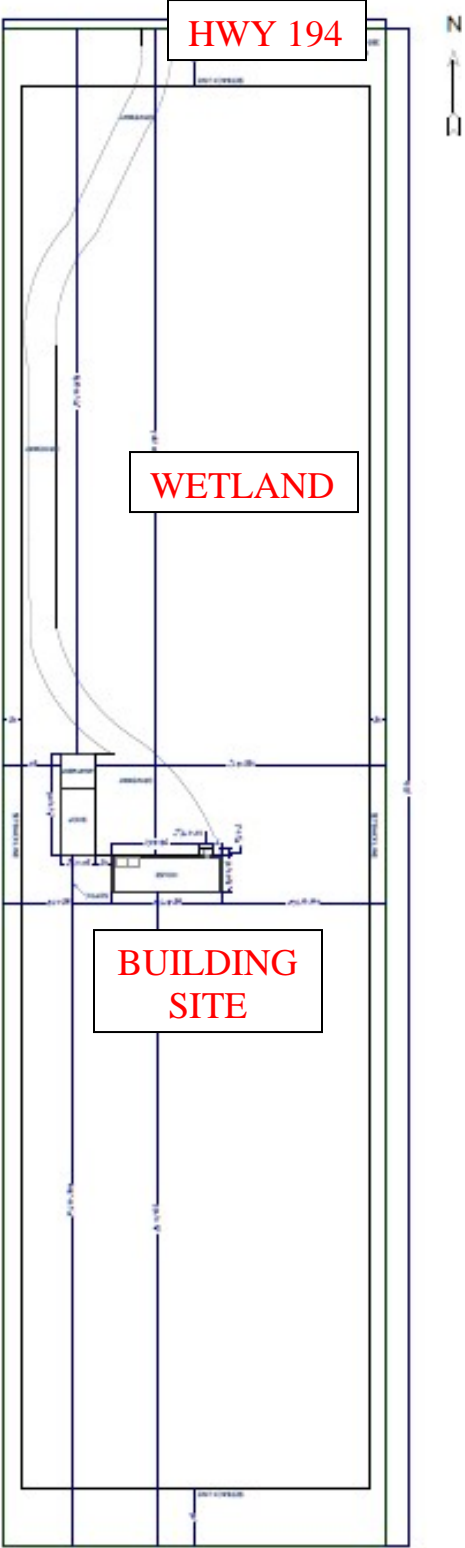
Location Map



Shoreland Map



Site Plan





5B. Subdivision Application to create a flag lot in an R-3 zoning district

Applicant: Cottage Life Investments /Levi Stauber
Case No.: 2026-10-SUB-A
Staff Contact: Eric Johnson, Community Development Director
Request: Subdivision of an R-3 zoned property to create a flag lot.

DESCRIPTION OF REQUEST:

The Applicant (Cottage Life Investments /Levi Stauber) owns a 4.83 acre property at 5245 Maple Grove Road. The property has a lot dimension of 166' x 1318'. There is an existing home and three outbuildings located on the eastern side of the property.

The property owner proposes to create a new flag lot along the eastern border of the existing property. The property owner is proposing a 30 foot 'pole/driveway' connection to Maple Grove Road for a distance of 210 feet with the 'flag' portion of the lot being approximately 166' x 933'. The proposed lot sizes for the two total parcels are:

Parcel A: 136' x 210' = 28,471/43,560 or 0.65 acres

Parcel B: 30' x 210' and 166' x 1318' = 181,9878,740/ 43,560 sf. or 4.18 acres

The property owner intends to keep the existing home and the western most outbuilding as is and relocate the eastern outbuilding so it is entirely on Parcel A with the plan to market the new lot or build on the proposed parcel at a future date. Any new home application will require coordination with the City Utility Clerk for utility hook ups and Public Works regarding driveway locations.

There is currently a 1,600 square foot outbuilding shown on Parcel B. The Applicant will be required to provide the City with an escrow of \$5,000.00 until the time that a primary structure is built on Parcel B as the City does not permit lots with only an accessory structure on it.

In addition, the overall property currently has a circular driveway with two drive entrances onto Maple Grove Road. The City does not permit shared driveways, so a portion of the driveway area will need to be removed in order to create separation between the two parcels.

SITE INFORMATION:

Parcel Size: 4.83 acres
Legal Access: 5245 Maple Grove Road
Wetlands: Yes, per the National Wetland Inventory

Existing Zoning: R-3, Residential
Minimum Lot Area: 0.5 acres (City services are available)
Airport Overlay: Safety Zone 3 (Height restrictions only)
Shoreland Overlay: No
Comprehensive Plan: Residential

BACKGROUND:

The City updated its regulations covering splitting of land and subdivisions in 2016. The update to the regulations created a process to allow flag lots in residential zoning districts. A flag lot is defined as a lot containing an area shaped like a “flag” which is the portion of the lot where all structures are to be located and an area shaped like a “pole” which is the portion of the lot where the vehicular access between the flag and its adjoining road shall be located. The regulations set ten standards for flag lots in Hermantown. These are listed in the Findings section. Flag lots require a public hearing by the Planning Commission and approval by the City Council.

Administrative approvals and Flag Lot approvals require a certificate of survey, resulting legal descriptions, and review of any assessments. In addition, the City charges a fee in lieu of land dedication of \$1,100 for parks and recreation for every new residential lot created.

There is existing City water and sanitary sewer to the existing home. There is City water and sanitary sewer mains located in Maple Grove Road. The new flag lot will also be required to utilize City sanitary sewer and water services and pay all applicable availability and hook-up fees.

FINDINGS:

Staff recommends the following findings of fact regarding the flag lot split application:

- 1. The resulting lots do not violate any provision of the Hermantown Zoning Regulations, Comprehensive Plan, or any other local ordinance.** The new lot exceeds minimum standards in the R-3, Residential District, maintains the suburban residential development pattern identified in the Comprehensive Plan, and has access to water and sewer.
- 2. The width of the flag lot at the front yard setback line must meet the lot width requirements of the Hermantown Zoning Regulations.** The lot is 166’ wide at the front yard setback line which exceeds the requirement of 100’.
- 3. The pole portion of a flag lot shall not exceed 500 feet.** The pole is 210’ feet long.
- 4. The pole portion of a flag lot must have a minimum width of 30 feet, be of uniform width, be a platted part of the flag lot, and connect to a public street. The driveway shall be set back a minimum of 10 feet from the neighboring property that was not used to create the flag lot and five feet from the mother property.** The pole is 30’ wide. Approval of building permits will be conditioned on siting of the driveway to meet setback standards defined in Section 1010.04.04 of the Hermantown Zoning Regulations.
- 5. The pole portion of the flag lot will not be included in calculating the minimum lot area.** The lot area without the “pole” is 3.56 acres which exceeds the ½ acre minimum lot size of the R-3, Residential zoning district.
- 6. Only one flag lot may be created from an existing/mother property.** The city will record that no further flag lots can be created from PIN # 395-0010-04350.
- 7. Must be used exclusively for single family dwelling and accessory uses.** The intended use of the new developable lot is for single family residential. The City will only issue building or zoning permits for single family residential and related uses.

8. **The City must determine that the creation of the flag lot will not interfere with future development of roads or interior lands.** The land to the east and south of the subject parcel have existing single family homes located on them. The property to the west is Fichtner Park with the parcel to the north containing a large wetland complex.
9. **The City must determine that the flag lot provides adequate accessibility of emergency responders.** The proposed pole meets minimum width and is less than the maximum length. Both standards were developed with emergency response vehicles in mind.
10. **All flag lots must display an address at their closest point of access to a public street for emergency responders.** The applicant will have to assent to displaying 911 addressing in a visible location at the entrance of the driveway.

RECOMMENDATION:

1. Recommend approval of the creation of a 166' by 933' flag lot with a 30' by 210' pole abutting Maple Grove Road.
2. Adopt the stated Findings of Fact and other content of this report as the required findings identified in Section 1010.04.11.6 of the Hermantown Zoning Regulations.
3. Prior to recording of the flag lot, the property owner shall pay a fee in lieu of land dedication for parks and recreation of \$1,100.
4. Prior to issuance of a City land alteration permit for site work on the flag lot the property owner of the land alteration permit will provide a site plan depicting the driveway and flag the location of the driveway for inspection to confirm that it meets setback requirements listed Section 1010.04 of the Hermantown Zoning Regulations.
5. The Applicant is required to remove/relocate the eastern most accessory structure so it is totally on Parcel A and meets the minimum side and rear yard setbacks for accessory structures.
6. The Applicant is to remove a portion of the existing driveway where it connects to the eastern most driveway in order to prevent a shared driveway. The driveway is to meet minimum side yard setbacks for structures.
7. The Applicant is required to provide a \$5,000.00 escrow in order to retain the existing accessory structure on Parcel B. This escrow will be returned upon the issuance of a certificate of occupancy for a new single family home on Parcel B.
8. The property owner shall sign a consent form assenting to all conditions of this approval.
9. The property owner shall pay an administrative fine of \$750 per violation of any condition of this approval.

ATTACHMENTS

- Location Map
- Proposed Survey and Legal Descriptions

Location Map



UGSTAD ROAD

FICHTNER PARK

MAPLE GROVE ROAD

SITE

HERMANTOWN

REINKE ROAD

PARENT LEGAL DESCRIPTION PER CERTIFICATE OF TITLE NO. 182456
 W 1/2 OF W 1/2 OF W 1/2 OF SE 1/4 OF SW 1/4, SECTION 15,
 TOWNSHIP 50 RANGE 15.
















LEGAL DESCRIPTION OF PARCEL A
 The West 136 feet of the South 260 of the West Half of the West Half of
 the West Half of the Southeast Quarter of the Southwest Quarter of
 Section 15, Township 50 North, Range 15 West of the Fourth Principal
 Meridian. Said parcel contains 35,360 square feet or 0.81 acres.

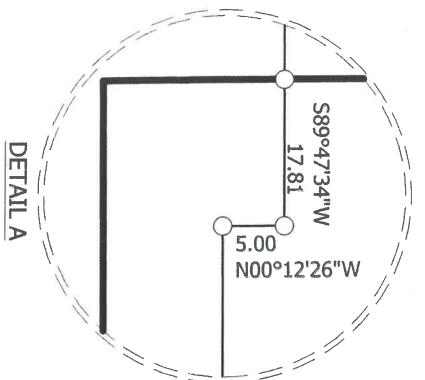
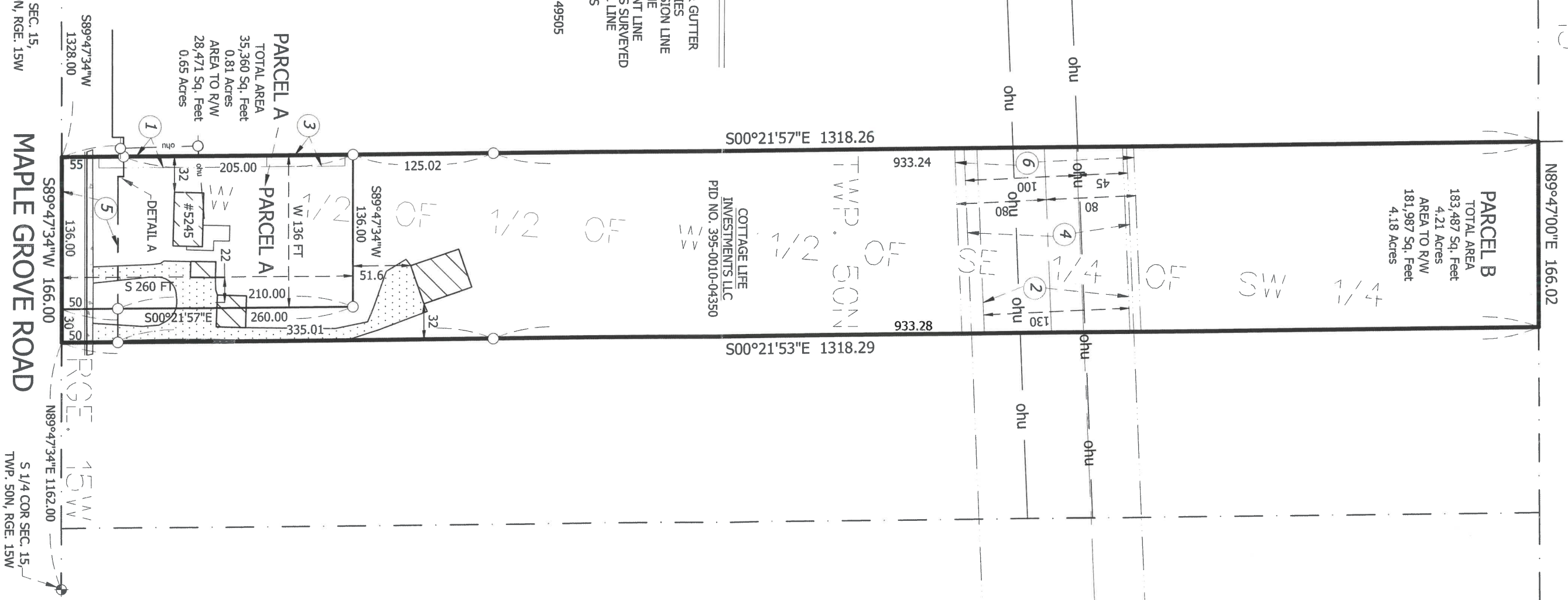
LEGAL DESCRIPTION OF PARCEL B
 The West Half of the West Half of the West Half of the Southeast
 Quarter of the Southwest Quarter of Section 15, Township 50 North,
 Range 15 West of the Fourth Principal Meridian, EXCEPT the West 136
 feet of the South 260 thereof. Said parcel contains 183,487 square feet
 or 4.21 acres.

SURVEYOR'S NOTES

- 10 FOOT WIDE HIGHWAY OFF TAKE DITCH EASEMENT PER TORRENS DOCUMENT NO. 288395.
- MINNESOTA POWER & LIGHT COMPANY EASEMENT PER TORRENS DOCUMENT NO. 289237.
- 10 FOOT WIDE HIGHWAY OFF TAKE DITCH EASEMENT PER TORRENS DOCUMENT NO. 316459.
- MINNESOTA POWER & LIGHT COMPANY EASEMENT PER TORRENS DOCUMENT NO. 514251.
- ST. LOUIS COUNTY RIGHT OF WAY PER TORRENS DOCUMENT NO. 583176.
- MINNESOTA POWER & LIGHT COMPANY EASEMENT PER TORRENS DOCUMENT NO. 10816257.
- THIS SURVEY HAS BEEN PREPARED WITHOUT BENEFIT OF A TITLE COMMITMENT OR TITLE OPINION. A TITLE SEARCH FOR RECORDED OR UNRECORDED EASEMENTS WHICH MAY BENEFIT OR ENCUMBER THIS PROPERTY HAS NOT BEEN COMPLETED BY ALTA LAND SURVEY COMPANY. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR SHOWING THE LOCATION OF RECORDED OR UNRECORDED EASEMENTS OR OTHER ENCUMBRANCES NOT PROVIDED TO THE SURVEYOR AS OF THE DATE OF THE SURVEY. BEARINGS ARE BASED ON THE ST. LOUIS COUNTY TRANSVERSE MERCATOR COORDINATE SYSTEM OF 1996. (NAD 83 2011)
- DUE TO SNOW AND ICE COVERAGE, SOME FEATURES MAY NOT HAVE BEEN VISIBLE DURING THE COURSE OF THIS SURVEY.

LEGEND

	R/W-RIGHT OF WAY		CONCRETE CURB & GUTTER
	CONCRETE SURFACE		OVERHEAD UTILITIES
	BITUMINOUS SURFACE		SECTION SUBDIVISION LINE
	EXISTING BUILDINGS		RIGHT OF WAY LINE
	# REFER TO SURVEYOR'S NOTES		EXISTING EASEMENT LINE
	ALUM CAPPED MONUMENT		BOUNDARY LINE AS SURVEYED
	SET CAPPED REBAR RLS. NO. 49505		PROPOSED PARCEL LINE
	UTILITY POLE		



CERTIFICATE OF SURVEY

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

David R. Evanson
 David R. Evanson
 MN License #49505

CLIENT: ROBB STAUBER
 ADDRESS: 5245 MAPLE GROVE ROAD
 HERMANTOWN, MN 55811

REVISIONS:

ALTA
 LAND SURVEY COMPANY
 PHONE: 218-727-5211
 LICENSED IN MN & WI
 WWW.ALTAANDSURVEYDULUTH.COM

DATE: 04-14-2026

DATE: 04-15-2026

JOB NO: 26-085 SHEET 1 OF 1

5C. 3956 Stebner Road - Peyton Acres Wetland Replacement Plan

Applicant: JLG Enterprises of Hermantown, LLP
Case No.: 2020-08-WRP
Staff Contact: Eric Johnson, Community Development Director
Request: Approval of a Wetland Replacement Plan

DESCRIPTION OF REQUEST:

Applicant is requesting approval of a Wetland Replacement Plan associated with the overall project of the Peyton Acres development. The property has a zoning of R-3, Residential.

SITE INFORMATION:

Parcel Size: +/-63 acres
Legal Access: 3956 Stebner Road
Wetlands: Yes, delineation approved in 2019; Impacts approved in 2020 and 2024
Existing Zoning: R-3, Residential (1/2 acre minimum)
Airport Overlay: None
Shoreland Overlay: None
Comprehensive Plan: Suburban

Development Details

JLG Enterprises (Applicant) is in the final phase of the Peyton Acres development. Since 2020, the applicant has been working with the City of Hermantown Technical Evaluation Panel (TEP) on permits/approvals for wetland impacts. Up until phase 3 of the development, the overall property had been under the de minimus exemption threshold of 10,890 square feet of wetland impacts. The proposed work in phase 4 impacts enough wetland where the de minimus exemption no longer applies, with the requirement of the applicant to purchase wetland credits.

The Hermantown TEP met on April 8, 2026 to consider the wetland impacts and conditionally approved the project based on the applicant providing a purchase agreement for the wetland credits. The developer has a purchase agreement for wetland credits to fill 13,503 square feet of wetlands.

City Wetland Impact Fee

The City Council has adopted a Wetland Impact Fee to be charged for any wetlands impacted within the City. The rate is \$0.15 per square foot of wetlands impacted, times the wetland replacement ratio required by the TEP. In this case, the ratio is for a 1:1 replacement, so the wetland fee is \$0.15 * 13,503. The total fee is \$2,025.45, due prior to the start of site work.

Summary

Staff recommends approval of the Wetland Replacement Plan with the following conditions:

1. Purchase agreement for wetland credits in Bank Service Area 1
2. Payment of City Wetland Fee of \$2,025.45 due prior to the start of site work.
3. Inclusion of wetland conservation covenants in property deeds – associated with development agreement.
4. The applicant shall sign a consent form assenting to all conditions of this approval.
5. The applicant shall pay an administrative fine of \$750 per violation of any condition of this approval.

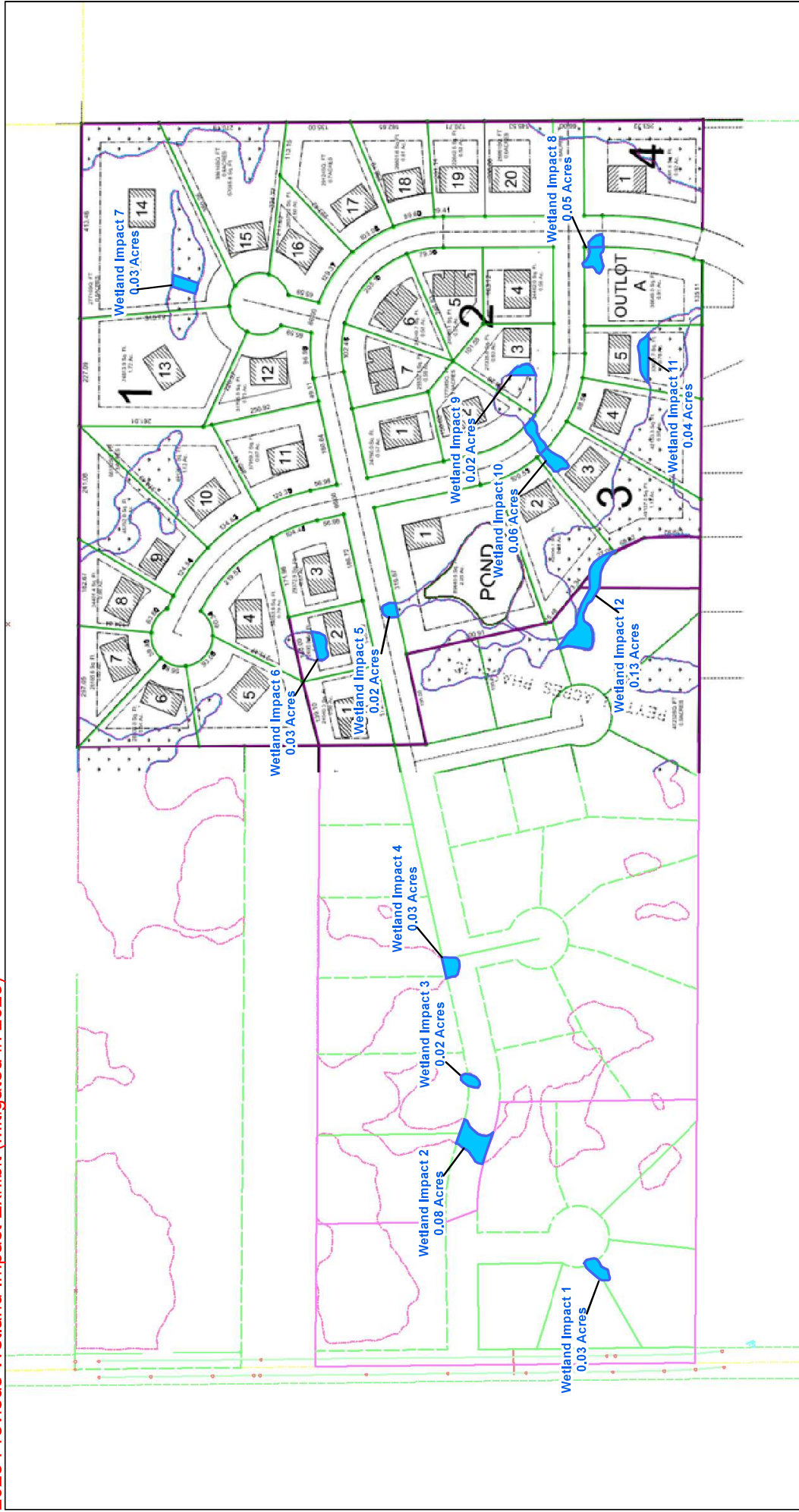
ATTACHMENTS:

- Location Map
- 2023 Exhibit
- Phase 4 Exhibit

Location Map



2023 Previous Wetland Impact Exhibit (Mitigated in 2023)



Legend

Wetland Replacement Plan Impacts

FIGURE 3
WETLAND IMPACT EXHIBIT

PEYTON ACRES

0 200 Feet

GEI

Aerial Image Basemap:
St. Louis County 2019 Planimetry

CONCEPT PLAN
PEYTON ACRES PHASE 4

Wetland Impact 7
0.34 Acres (0.03
previously mitigated)

OWNER

JLG ENTERPRISES OF HERMANTOWN, L.L.P.

GARY M. GILBERT - 218-348-7877

JEFF L. GILBERT - 218-348-7870

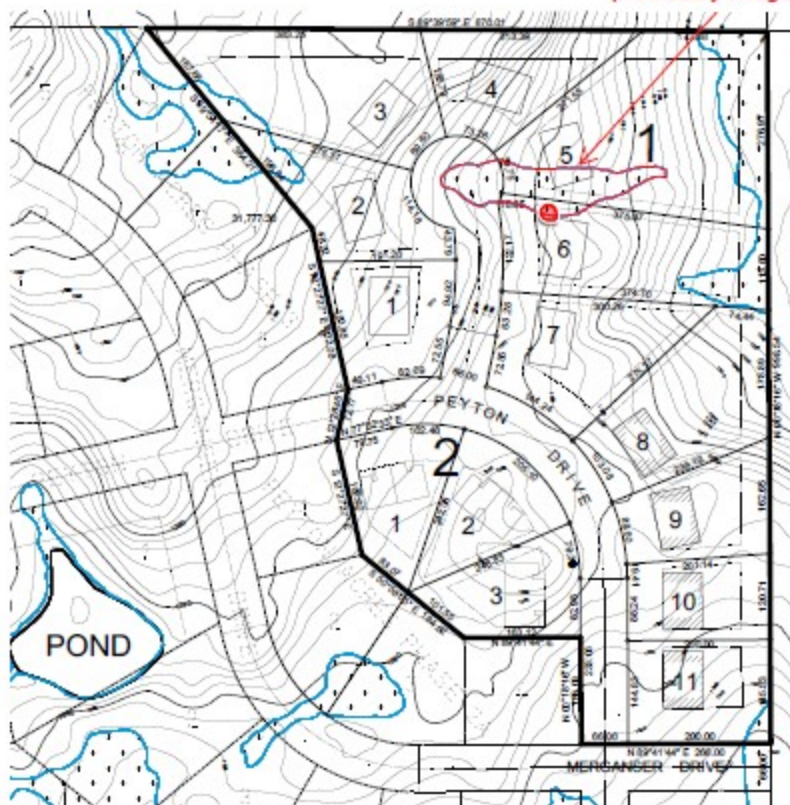
LEGAL DESCRIPTION

OUTLOT B, PEYTON ACRES PHASE 3


TOTAL AREA - 584151.69 SQ. FT. (13.41 ACRES)

LOT AREAS

Lot 1, Block 1	27808.63 Sq Ft
Lot 2, Block 1	31057.59 Sq Ft.
Lot 3, Block 1	55359.90 Sq Ft.
Lot 4, Block 1	31174.81 Sq Ft.
Lot 5, Block 1	75149.45 Sq Ft.
Lot 6, Block 1	60271.19 Sq Ft.
Lot 7, Block 1	38255.67 Sq Ft.
Lot 8, Block 1	43888.93 Sq Ft.
Lot 9, Block 1	26601.58 Sq Ft.
Lot 10, Block 1	22842.56 Sq Ft.
Lot 11, Block 1	25035.14 Sq Ft.
Lot 1, Block 2	25532.33 Sq Ft.
Lot 2, Block 2	25249.72 Sq Ft.
Lot 3, Block 2	24970.13 Sq Ft.



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 Land Surveyor under the laws of the State of Minnesota.

Date: 11/20/25

Ronald L. Krueger MN License No. 14374



THIS INDICATES A PROPOSED
55 X 50 BUILDING PAD UNLESS
OTHERWISE SHOWN

5D. 531x Miller Trunk Highway - Hawklane Business Park Wetland Replacement Plan

Applicant: JLG Enterprises of Hermantown, LLP
Case No.: 2026-07-WRP
Staff Contact: Eric Johnson, Community Development Director
Request: Approval of a Wetland Replacement Plan

DESCRIPTION OF REQUEST:

Applicant (Scannell Properties #791, LLC) is requesting approval of a Wetland Replacement Plan (WRP) associated with the development of the Hawklane Business Park. The proposed project is located in the northwest quadrant of State Highway 53 and Lavaque Bypass Road and is in a Hermantown Business Park (BP) zoning district.

SITE INFORMATION: +/- 46 acres
Legal Access: Lavaque Bypass Road
Wetlands: Yes – been delineated
Existing Zoning: BP
Airport Overlay: Yes – zones 2 and 3
Shoreland Overlay: No
Comprehensive Plan: Business and Light Manufacturing

Development Details

The Applicant is proposing the constructing of a 231,000 square foot warehouse/distribution facility in the northwest quadrant of Highway 53 and Lavaque Bypass (Project). The proposed project consists of the following elements:

- 231,000 square foot warehouse/distribution facility
- Future phase area – +/- 7.1 acres
- 516 parking spaces (20 – office, 114 – warehouse, 315 – delivery van, 67 – seasonal employee) +/- 15.4 acres
- New roadway right of way - +/- 1.0 acres
- Existing roadway right of way for Lavaque Bypass Road - +/- 1.7 acres
- 3 – stormwater detention basins - +/- 4.0 acres
- Seed/sod or undisturbed areas - +/- 13.5 acres

The Hermantown TEP met on February 23, 2026 and April 8, 2026 to consider the wetland impacts associated with the overall development. The TEP directed the applicant’s consultant (Stantec) to prepare a wetland replacement plan for the development. In addition, the TEP directed the City to include any

wetland impacts associated with the construction of a future north/south access road to the property from Ugstad Road to be calculated into future wetland replacement quantities and costs associated with the entire development.

Stantec has submitted a wetland replacement plan for the filling of 2.31 acres of wetlands associated with the Hawkline Business Park. The City anticipates an additional 32,051 square feet of wetland impacts associated with the future access road and will prepare a separate application for a wetland replacement plan at a future date in late 2026.

City Wetland Impact Fee

The City Council has adopted a Wetland Impact Fee to be charged for any wetlands impacted within the City. The rate is \$0.15 per square foot of wetlands impacted, times the wetland replacement ratio required by the TEP. In this case, the ratio is for a 1:1 replacement, so the wetland fee is $\$0.15 * 100,623$. The total fee is \$15,093.54, due prior to the start of site work.

Summary

Staff recommends approval of the Wetland Replacement Plan with the following conditions:

1. Final approval of the wetland impacts by the Hermantown Technical Evaluation Panel.
2. Purchase agreement for wetland credits in Bank Service Area 1.
3. Payment of City Wetland Fee of \$15,093.54 due prior to the start of site work.
4. Inclusion of wetland conservation covenants in property deeds.
5. The applicant shall sign a consent form assenting to all conditions of this approval.
6. The applicant shall pay an administrative fine of \$750 per violation of any condition of this approval.

ATTACHMENTS:

- Location Map
- Wetland Impact Plan

Location Map





5E. 4818 Maple Grove Road Hermantown Apartments – Special Use Permit

<u>Applicant:</u>	1 LLC
<u>Case No.:</u>	2026-11-SUP
<u>Staff Contact:</u>	Eric Johnson, Community Development Director
<u>Request:</u>	Special Use Permit (SUP), 103 unit apartment

DESCRIPTION OF REQUEST

Applicant (1 LLC) is requesting a Special Use Permit (SUP), to construct a 4 story, 103-unit apartment building on 6.2 acres in the HM – Hermantown Marketplace Zoning District at 4818 Maple Grove Road.

SITE INFORMATION

Lot Size:	6.2 acres
Legal Access:	4818 Maple Grove Road
Wetlands:	Yes, have been delineated and approved by the TEP
Existing Zoning:	HM – Hermantown Marketplace
Airport Overlay:	No
Shoreland Overlay:	No
Comprehensive Plan:	Mixed Use

Background

1 LLC (Applicant) is the property owner of 30 acres of which 5.8 acres is being proposed to be used for this project. The applicant is proposing the Hermantown Apartment project, which consists of a 4 story, 103-unit apartment building. The site is currently undeveloped with topography generally sloping from the west to the east. There is a large wetland along the southern portion of the proposed project as well as numerous wetlands of varying sizes throughout the overall 30 acre parcel. The property has access from Maple Grove Road to the north and is proposing to utilize the access driveway to Stebner Park for the project until there is additional development of a road network in this area.

The proposed project consists of a mix of studio, one and two-bedroom apartments ranging in size from 418 square feet to 1026 square feet. The proposed building is 45 feet in height, to the mid point of the roof and has a footprint of approximately 19,370 square feet. The project proposes 206 surface parking spaces which meets the City requirements of two parking spaces per residential unit.

The project proposes a paved, 10 foot wide trail connecting the proposed apartment to the City’s trail system located just south of the building.

Special Use Permit

The Special Use Permit is for the construction of multiple family residential within the Hermantown Marketplace Zoning District. There are general conditions for all SUPs. Staff finds the following in regard to the criteria for Special Use Permits in the Zoning Ordinance:

No special use permit shall be approved unless positive findings are made with respect to each and every one of the following criteria:

- 1. The proposed development is likely to be compatible with development permitted under the general provisions of this chapter on substantially all land in the vicinity of the proposed development;**

The City's Comprehensive Plan envisions this area for mixed use development. The proposed project is the first phase of development, with the Applicant working with the City on future master planning.

- 2. The proposed use will not be injurious to the use and enjoyment of the environment, or detrimental to the rightful use and enjoyment of other property in the immediate vicinity of the proposed development;**

Conditions placed on the SUP to meet the intent of the zoning ordinance to promote mixed use development. The development of multiple family housing is an allowed use within the HM – Hermantown Zoning District with a Special Use Permit.

- 3. The proposed use is consistent with the overall Hermantown Comprehensive Plan and with the spirit and intent of the provisions of this chapter;**

The property is within an area marked for mixed use development on the Hermantown Comprehensive Plan. Mixed use development is typically a combination of residential and commercial uses, with this project being the first phase of development.

- 4. The proposed use will not result in a random pattern of development with little contiguity to existing programmed development and will not cause negative fiscal and environmental effects upon the community.**

The proposed use (multiple family housing) is allowed with a Special Use Permit under the HM – Hermantown Marketplace Zoning District.

- 5. Other criteria required to be considered under the provisions of this code for any special use permit.**

The Applicant will be required to submit final construction plans including site, grading, utility, stormwater and building plans. These plans will need to be reviewed and approved by City staff prior to construction.

Zoning Analysis

The Hermantown Marketplace allows a multiple family dwelling with the approval and issuance of a Special Use Permit. The Planning and Zoning Commission is a recommending body to the City Council with this type of application.

In addition, City staff will administratively review the site, grading, utility, stormwater and building plans associated with the project. Upon approval of these documents, permits will be issued to commence with the project construction.

Setbacks

Setbacks within the marketplace are generally less than other commercially zoned property. The Hermantown Marketplace zone district is intended to create a dynamic, easily identifiable commercial district that can accommodate daytime, evening, and weekend activity, incorporating a mix of uses that feature superior design and are easily accessible and pedestrian friendly. This is the first proposed development on the south side of maple Grove Road within the marketplace with master planning of this area continuing in the near future.

Setback standards in the HM Zoning District and proposed setbacks are shown in Table 1:

Table 1. HM – Hermantown Marketplace Requirements	HM Requirement	Proposed
Minimum lot area	None	6.2 acre property
Minimum lot width (at setback line)	None	+/-268 feet
Minimum front yard	5 feet from public ROW	85' minimum from ROW
Minimum side yard	5 feet	100 feet minimum
Minimum rear yard	5 feet	280 feet minimum
Parking	2 spaces per unit – 206 spaces	206 spaces

Stormwater

The proposed plan shows a stormwater pond for the development on the north portion of the project. Stormwater will be collected through a series of inlets located in the parking lot and drive aisle and then piped to the stormwater pond with eventual discharge to the adjacent wetland. The applicant’s engineer has submitted preliminary stormwater calculations for the proposed project which will be reviewed and approved by the City Engineer.

The stormwater pond and inlet/drainage system will be owned and maintained by the Applicant.

Utilities

The Applicant will connect to public water and sewer main which are located on the eastern side of the Stebner Park drive. Detailed plans for new public utilities will be reviewed and approved by the City Engineer prior to issuance of the building permit. No new public utilities will be accepted by the City until reviewed by the City Engineer and accepted by resolution of the City Council. The applicant is required to pay all applicable connection and availability fees associated with the utility work.

Driveway, Parking, and Traffic

The Applicant plans to connect to the existing Stebner Park asphalt driveway at two points. These driveway connections and parking lot/islands will have curb and gutter driveway and will be privately owned and maintained. The SE corner of the parking lot proposes a future stub to land located to the east.

The internal drive aisles are 26 feet in width which can accommodate City fire equipment.

Park Dedication Fees

The property owner will be required to pay park dedication fees consistent with the requirements of the City Zoning Ordinance. Park dedication fees will be paid according to the following schedule. Payments are due at the time of approval of the Final PUD or as agreed to in the development contract.

Development Type	Recommended
Multi-family, 2+ bedroom units	\$800
Multi-family, 1 bedroom and studio	\$400
Per bedroom fee	\$150

Stormwater Utility Fees

Upon the completion of the project, a stormwater utility will be assessed on a square foot basis of impervious surface (building, sidewalk, parking lot). The site is eligible for a 50% credit by constructing the stormwater pond which will address stormwater quality and quantity.

Architecture

The exterior materials for the proposed apartment consist of LP siding & trim (horizontal & vertical mix), stone accents on the base of the building, and architectural shingles for roofing. The proposed structure is 45 feet in height measured at the mid point of the roofline.

There is an exterior trash enclosure located in the NW corner of the site. The trash enclosure will use similar LP siding as the building and is approximately 8 feet in height. The trash enclosure is setback approximately 30 feet from the western property line and 80 feet from the north property line.

Landscaping/Buffer

The Applicant is proposing a mixture of interior and perimeter deciduous trees a minimum of 2.5 inches in caliper diameter. The Applicant will continue coordination with City staff on the tree species and extent of seed/sodded areas.

Summary

Staff recommends approval of the Special Use Permit (SUP), to construct a 103 unit apartment building with site improvements on an 6.2 acre property located in a HM – Hermantown Marketplace Zoning District with the following conditions:

1. The proposed SUP meets the intent of the HM – Hermantown Marketplace Zoning District and the overall goals and policies of the Zoning Ordinance.
2. The proposed development meets the Comprehensive Plan for mixed use development.
3. The Special Use Permit is hereby approved is hereby expressly subject to the following conditions:
 - 3.1 That the Project will be constructed as described in the plans accompanying the Application and the conditions contained herein.
 - 3.2 The Zoning Administrator of the City of Hermantown shall be notified at least five (5) days in advance of the commencement of the work authorized hereunder and shall be notified of its completion within five (5) days thereafter.
 - 3.3 No change shall be made in the Project without written permission being previously obtained from the City of Hermantown.
 - 3.4 Applicant shall grant access to the site at all reasonable times during and after construction to authorized representatives of the City of Hermantown for inspection of the Project to see that the terms of this permit are met.
 - 3.5 Applicant is initially and continually in compliance with all of the ordinances and regulations of the City of Hermantown.
 - 3.6 Trees and brush cannot be burned on the property, but may be chipped and shredded.
 - 3.7 An MPCA Stormwater Permit and erosion control measures must be in place prior to the start of operations.
 - 3.8 All utility line easements shall be observed and any encroachment into the utility right-of-way shall only be permitted with the written approval of the utility.
 - 3.9 The Applicant shall take measures to control erosion that has the potential to damage adjacent land, and control sedimentation that has the potential to leave the site.
- 4 Dimensional requirements of lot, setbacks, and roadways shall be according to the attached site plan and table 1.

Table 1. HM – Hermantown Marketplace Requirements	HM Requirement	Proposed
Minimum lot area	None	6.2 acre property
Minimum lot width (at setback line)	None	+/-268 feet
Minimum front yard	5 feet from public ROW	85' minimum from ROW
Minimum side yard	5 feet	100 feet minimum
Minimum rear yard	5 feet	280 feet minimum
Parking	2 spaces per unit – 206 spaces	206 spaces

- 5 The Applicant will have one year from the date of the SUP approval to commence with construction.
- 6 Applicant to submit final construction documents (site, water, storm sewer, sanitary sewer, etc.) according to City standards and coordinated with the City Engineer as part of the Final SUP process.
- 7 The applicant is responsible for all City and WLSSD availability, hook-up and CAF fees associated with the SUP.
- 8 The applicant is responsible for all City Engineer and Attorney fees related to the review and approval of the SUP.
- 9 The applicant shall pay park dedication fees according to the following schedule. Payments are due at the time of approval of the Final SUP/building permit.

Development Type	Recommended
Multi-family, 2+ bedroom units	\$800
Multi-family, 1 bedroom and studio	\$400
Per bedroom fee	\$150

- 10 The Applicant shall sign a consent form assenting to all conditions of this approval.
- 11 The Applicant shall pay an administrative fine of \$750 per violation of any condition of this approval.
- 12 The approval made by this resolution extends only to the Project as defined in this resolution.

ATTACHMENTS:

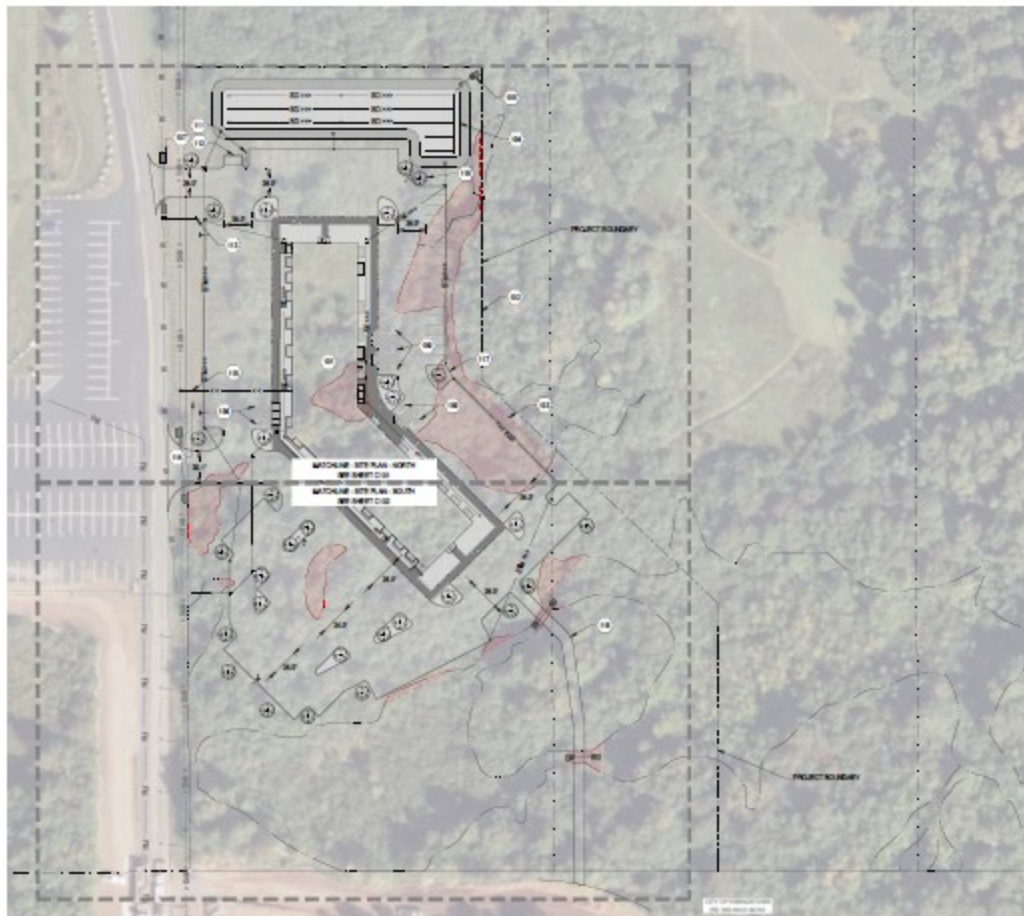
- Location Map
- Site Plan
- Grading Plan
- Utility Plan
- Landscape Plan
- Floor Plan
- Building Elevation

Location Map



CONTRACTOR NOTE

ALL EXISTING UTILITIES SHOWN ON THIS PLAN ARE TO BE MAINTAINED HORIZONTALLY AND VERTICALLY PRIOR TO ANY CONSTRUCTION. ALL EXISTING UTILITIES NOT SHOWN ON THIS PLAN ARE INDICATED ON EXISTING MAPS AND SURVEY PLANS IN CHARGE. ENGINEER ASSUMES NO LIABILITY FOR THE ACCURACY OF THESE RECORDS AND SURVEYS. CONTACT THE UTILITY JURISDICTION FOR THE FINAL LOCATION OF UTILITIES BEFORE BEGINNING CONSTRUCTION.



ZONING SUMMARY	
PROJECT AREA (SQ)	2368
PROPOSED ZONING	RM
PROPOSED LOTS	62
PROPOSED PARKING SPACES	17 SPACES PER UNIT
PROPOSED ADA STALLS	7
PROPOSED PARKING SPACES	38
PROPOSED ADA STALLS	7

KEYNOTES	
100	PROPOSED ACCESS TO EXISTING PARK DRIVE
101	PROPOSED BUILDING PER ARCHITECTURAL PLAN
102	PROPOSED BOUNDARY USE ADJUSTMENT
103	EDGE OF SUBDIVISION REFERENCE POINT (EOP)
104	PROPOSED STORMWATER MANAGEMENT FACILITY
105	PROPOSED STORMWATER DETENTION
106	PROPOSED STORMWATER DETENTION
107	PROPOSED CLEARANCE FOR EXISTING OVERHEAD
108	PROPOSED TRAIL CONNECTION TO CITY TRAIL SYSTEM
109	ADDITIONAL
110	SPACE OFF THIS SHEET TO BE USED AS COMMON AREA SUCH AS PARK, OR AS SET BACK SETBACK
111	PROPOSED STREET LIGHT SEE ELECTRICAL PLAN (E/P)
112	PROPOSED TRAILING DRIVE SEE DETAIL
113	PROPOSED FIRE PROTECT AND UTILITY PLAN (F/P)
114	PROPOSED F/ CONSTRUCTION DETAIL AND PER SITE PLAN SEE SHEET C10
115	PROPOSED F/ WALKWAY SEE SHEET C10
116	PROPOSED F/ STORMWATER DETENTION SEE SHEET C10
117	PROPOSED TRAIL SEE LANDSCAPE PLAN (L/P)
118	PROPOSED F/ WALKWAY

PLAN
SCALE 1"=40'



Know what's below.
Call before you dig.
811 Minnesota One-Call System
www.811mn.com

Revisions:

No.	Description	Date

USE IS FOR FULL
SCALE DRAWING



Duluth | Minneapolis | St. Paul | Portland
windsorengineers.com

I HEREBY CERTIFY THAT I
PREPARED THIS PLAN IN
CONFORMANCE WITH THE
MINNESOTA ENGINEERING
ACT.
DATE: 1/18/2020
1:0000
WINDSOR ENGINEERS

STEBNER APARTMENTS
HERMANTOWN, MN 55811

SPECIAL USE PERMIT
Project No: 24176
Issue Date: 1/8/2020

OVERALL SITE PLAN

C100

Project Manager
Checked by

ISSUED FOR SPECIAL USE PERMIT

CONTRACTOR NOTE:

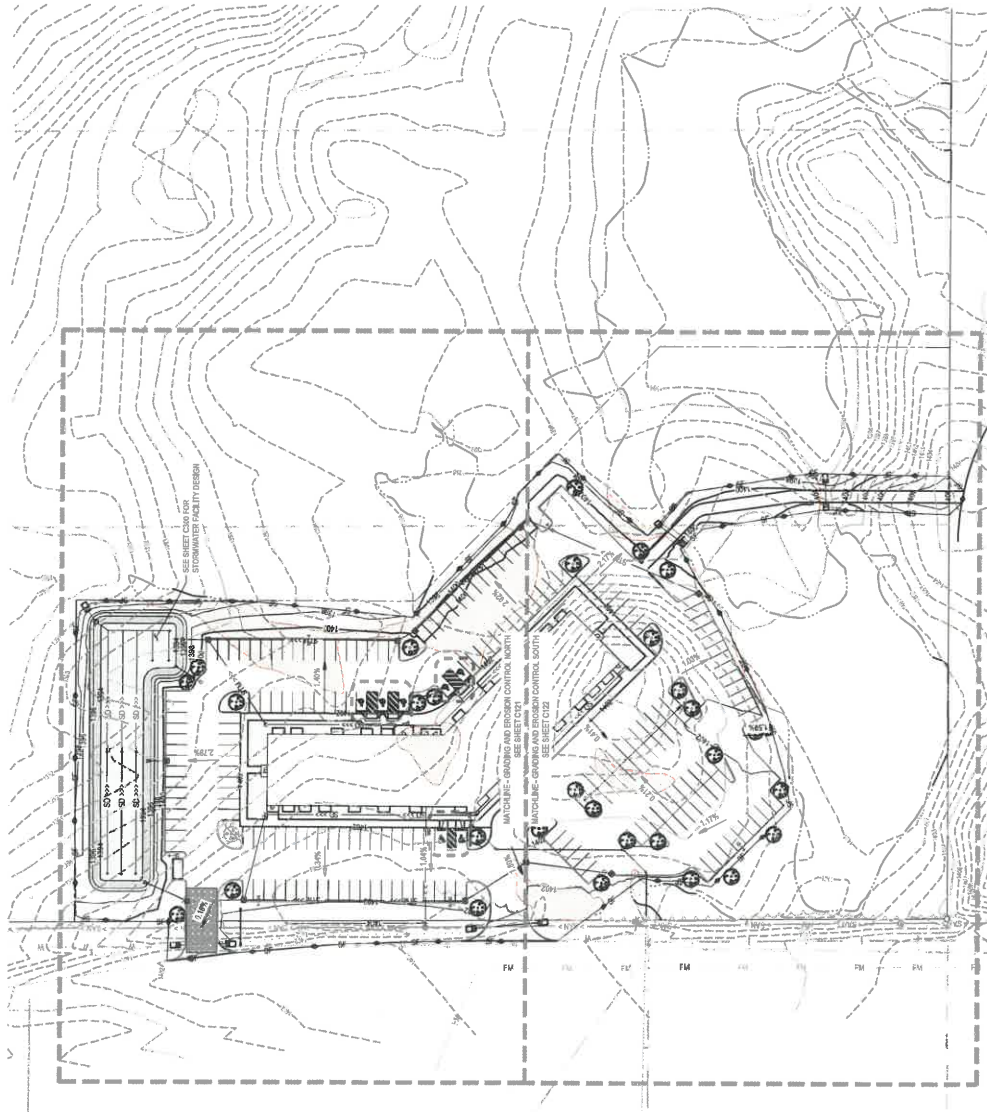
ALL EXISTING UTILITIES SHOWN ON PLANS ARE TO BE DEEMED HORIZONTAL AND VERTICALLY FIXED TO ANY CONSTRUCTION. ALL UTILITIES SHOWN ON PLANS ARE TO BE DEEMED TO BE LOCATED ON RECORD MAPS AND SURVEY'S FURNISHED BY OTHERS. WINDSOR ASSUMES NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS AND THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES IN AREAS CRITICAL TO CONSTRUCTION.

GRADING & EROSION CONTROL NOTES:

1. CONTRACTOR TO INSTALL DOUBLE SILT FENCE NEAR WETLAND AREAS AS SHOWN ON PLAN.
2. ALL PROJECT GRADING ACTIVITIES ARE TO BE DONE IN ACCORDANCE WITH THE NATIONAL BEST MANAGEMENT PRACTICES (NBMPP) FOR CONSTRUCTION AND INVESTIGATION REPORT.
3. ORDINANCES FOR ALL EXISTING SILT FENCE ARE TO BE REVIEWED BY THE CONTRACTOR AND/OR GEOTECHNICAL ENGINEER AT LEAST 2 WEEKS PRIOR TO GRADING ACTIVITIES. CONTRACTOR TO COORDINATE WITH PROJECTS ENGINEER REGARDING SILT FENCE LOCATIONS. SILT FENCE SHALL BE USED FOR FILL.
4. REUSE OF EXISTING SITE SOILS FOR GRADING ACTIVITIES ARE TO BE CONSIDERED WITH THE GEOTECHNICAL ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTIMATING THE FINAL CUT/FILL VOLUME. CONTRACTOR IS RESPONSIBLE FOR THE REPORT AND MAIL OFF OF ANY MATERIAL.

ESTIMATED CUT / FILL SUMMARY

CUT	FILL
1017	2328 07
1. ACCOUNTS FOR ON-FILL CONSTRUCTION	
2. DOES NOT ESTIMATE STRUCTURAL FILL REQUIRED FOR BUILDING	
3. DOES NOT ESTIMATE THE AGGREGATE AND FININGS REQUIRED FOR PAVING AREA	



PLAN
SCALE: 1" = 40'

ISSUED FOR SPECIAL USE PERMIT

OVERALL GRADING AND EROSION CONTROL PLAN

C120

STEBNER APARTMENTS
HERMANTOWN, MN 55811

SPECIAL USE PERMIT
Project No: 24176
Issue Date: 1/8/2026

Project Manager:
Drawn By:
Checked By:

MINNESOTA COUNTY PLAN
PREPARED BY MELODY V.
SUPERVISOR AND
LAWYER OF THE
STATE OF MINNESOTA
DATE: 1/1/2026
DATE: 1/1/2026
PROJECT NO. 24176
ENGINEERS NAME: P.E.

WINDSOR ENGINEERS
windsorengineers.com
Duluth | Minneapolis | Big Lake | Portland

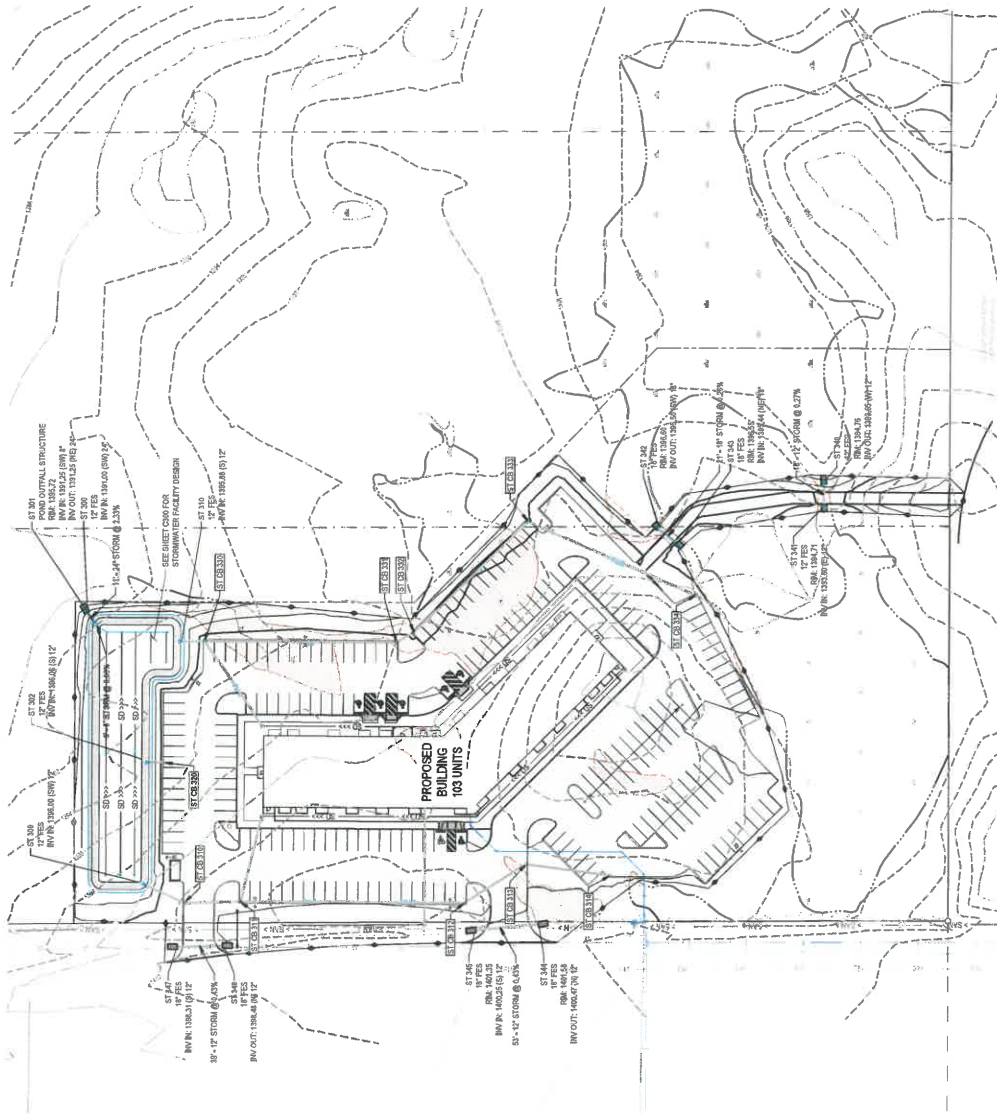
Revisions: / #

NO.	DATE	DESCRIPTION

811
Know what's below.
Call before you dig.
CALL 811 BEFORE YOU DIG. WE'LL FIND ALL UTILITIES FREE TO CONSTRUCTION.

CONTRACTOR NOTE:

ALL EXISTING UTILITIES SHOWN ON PLANS ARE TO BE VERIFIED BY THE CONTRACTOR. ALL UTILITIES ARE TO BE PROTECTED AND VERTICALLY ALIGNED TO ANY CONSTRUCTION. ALL UTILITIES ARE TO BE PROTECTED AND VERTICALLY ALIGNED TO ANY CONSTRUCTION. ALL UTILITIES ARE TO BE PROTECTED AND VERTICALLY ALIGNED TO ANY CONSTRUCTION. ALL UTILITIES ARE TO BE PROTECTED AND VERTICALLY ALIGNED TO ANY CONSTRUCTION.



STRUCTURE	STRUCTURE DETAILS
ST 03 100 WZ SUMP	RBM = 1000.27 INV IN = 1082.24 12" S INV OUT = 1082.24 12" E
ST 03 101 WZ SUMP	RBM = 1000.29 INV IN = 1082.27 12" E INV OUT = 1082.27 12" N
ST 03 102 WZ SUMP	RBM = 1000.29 INV IN = 1082.27 12" E INV OUT = 1082.27 12" N
ST 03 103 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 104 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 105 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 106 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 107 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 108 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 109 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 110 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 111 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 112 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 113 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 114 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
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ST 03 116 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 117 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 118 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
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ST 03 121 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 122 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 123 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 124 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 125 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 126 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 127 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 128 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 129 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 130 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 131 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 132 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 133 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 134 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 135 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 136 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 137 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 138 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 139 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N
ST 03 140 WZ SUMP	RBM = 1000.30 INV IN = 1082.28 12" N INV OUT = 1082.28 12" N

PLAN
SCALE: 1"=20'

ISSUED FOR SPECIAL USE PERMIT

Revisions:

LINE 8 1/8" ON FULL SCALE DRAWING

PREPARED BY MEOR 11" SUPERVISION AND SEALING OF THE LANS OF THE STATE OF MINNESOTA
DATE: 11/11/2020
REF: 2020-0000
ENGINEER: JAMES P. E.

STEBNER APARTMENTS
HERMANTOWN, MN 55811
SPECIAL USE PERMIT
Project No. 24176
Issue Date: 10/20/20

COMPOSITE UTILITY PLAN

C110

Project Manager: J.P.E.
Checked by: J.P.E.
Created by: J.P.E.



5F. Amendment to the 2045 Comprehensive Plan

<u>Applicant:</u>	City of Hermantown
<u>Case No.:</u>	2026-13
<u>Staff Contact:</u>	Eric Johnson, Community Development Director
<u>Request:</u>	Amend Chapter 4 – Land Use, Chapter 6 – Transportation and Utilities and Chapter 7 - Implementation

DESCRIPTION OF REQUEST:

The City of Hermantown adopted an updated 2045 Comprehensive Plan for the City in the spring of 2025. As part of the plan, there are seven chapters to the comprehensive plan consisting of the following:

- Plan Purpose and Vision
- Background and Trends
- Natural Resources and Recreation
- Land Use
- Economic and Housing Development
- Transportation and Utilities
- Implementation

The comprehensive plan update is available on the City’s website at:

https://hermantownmn.com/wp-content/uploads/2025/03/Hermantown-Comprehensive-Plan-Update_20250305_reduced.pdf

The City has been in ongoing discussions about the extension of sanitary sewer and water service to the Adolph area of the City with St. Louis County and the Western Lake Superior Sanitary Sewer District (WLSSD). These conversations were initiated due to both the 2045 Comprehensive Plan and the proposed Google Data Center in the SW quadrant of the City. The conceptual plan for extending the utilities to serve the entire Adolph area is to extend these services along W. Arrowhead Road to Midway Road, then south along the Midway Road right of way to the Adolph/Section 31 area.

Per the 2045 Comprehensive Plan, the City’s Urban Service Boundary (USB) generally encompasses the eastern portion of the City from Lindahl Road to Haines Road and from the southern boundary of the Duluth International Airport to the City’s southern boundary, which is generally St. Louis River Road and lastly within the SW quadrant of the City.

Upon further review of the 2045 Comprehensive Plan by WLSSD, it was noted by them that the USB does not match the WLSSD USB and they have recommended the comprehensive plan be amended to reflect this.

Furthermore, WLSSD is requiring that any proposed utility extension be within the USB even if the utility is not planned to serve properties until a later date.

Additionally, existing sanitary and water services currently exist outside of the adopted USB, and as a result the USB should be updated to encompass those utilities.

City staff has relayed this information to Hoisington Koegler Group, Inc. (HKGI), who was the City's consultant for the comprehensive plan update. HKGI has provided an updated Future Land Use and Urban Services Boundary Map (FLU) to reflect WLSSD's existing USB as well as to indicate on the map short and long term urban growth areas in the west and north portions of the City. To simplify and avoid future complications, this amendment brings the entirety of the City into the USB but specifies growth areas that are consistent with the language utilized by state statute.

Lastly, HKGI has provided language updates to Chapter 6 to reflect the proposed USB and growth areas and how these areas would be served by utilities at a future date.

The primary updates are:

- USB updated on FLU map in Land Use chapter
- USB updated on sanitary sewer and water supply maps in chapter 6
- Remaining maps in Land Use chapter – legends updated to “2001 USB”
- Page 47 narrative is updated and expanded
- Pages 81 and 82 narrative is updated and expanded
- Reference to urban services boundary in Land Use chapter (pages 37-46) updated to 2001 USB
- Goal 4.1.4 - Expand the urban services (city sewer and water) to encompass the entirety of the City, however phase the expansion in order to provide short term and long term growth opportunities.
- Goal 4.1.5 - Consider the extension of urban services as a way to support economic development.
- Goal 6.4.2 - Expand infrastructure within the City's urban services boundary to promote the addition of new development including industrial, commercial and new housing types and densities available to a wide range of households, including number of occupants, types, ages, and incomes.
- Goal 6.4.3 – the word “boundary” is removed
- Table 7.1 Item 4.2 – Evaluate timing for the expansion of the City's urban services to the rural area northwest of the airport to support future economic development opportunities.
- Table 7.1 Item 4.8 – Evaluate timing to the expansion of the urban services to the rural area generally west of Lindahl Road and north of Hermantown Road to support economic development opportunities.

NEXT STEPS

Upon recommendation of the Comprehensive Plan Amendment by the Planning and Zoning Commission to the City Council and eventual approval of the amendment, staff will then submit the plan to WLSSD in order for them to commence with the amendment of their comprehensive plan in order to mirror Hermantown's. This process is expected to be complete by mid to late summer 2026.

ATTACHMENTS

- Amended Chapter 4 – Land Use
- Amended Chapter 6 - Transportation and Utilities
- Amended Chapter 7 - Implementation

04. LAND USE

PURPOSE

The Land Use chapter serves as the City's high-level, long-term guide for future growth and development in the community. The foundation of future land use planning is an inventory, mapping, and analysis of Hermantown's existing land uses, development patterns, and community character. With a good understanding of existing conditions, this chapter establishes the community's preferred direction for future growth, development patterns, and land uses. Supporting the plan's vision of balancing growth, development, and preservation opportunities, the Land Use chapter provides guidance for the appropriate types and locations for future development. This chapter will be used to help determine future public investments in infrastructure and facilities, make decisions concerning private development proposals, and set priorities for future planning efforts.

The Land Use chapter also provides broad direction for the regulation of land development, serving as the basis for the Zoning Code and Zoning Map. The future land use map identifies the City's desired development locations and patterns, including varying types of residential, commercial, business/industrial, mixed-use, public, and recreation/open space uses. The future land use locations and patterns are approximate, subject to interpretation, and adjusted as needed based on actual site conditions as future development is considered.

WHAT WE HEARD FROM THE COMMUNITY

- Preserve the community's natural beauty including creeks, wetlands, and wooded areas
- Appreciation for local amenities, such as the schools, Wellness Center, and Hermantown Arena, and interest in adding other services
- Provide safe trails and sidewalks to destinations
- Expand housing options by allowing a wider variety of housing types



Existing land uses in Hermantown Marketplace

HIGHLIGHT

The major existing land uses are **residential (55%), public/institutional (9%), and commercial (5%)**. Vacant land represents a significant portion of the land at 21%.

EXISTING LAND USES AND DEVELOPMENT PATTERNS

EXISTING LAND USES

Hermantown's current development character is dominated by residential areas, a mix of rural and suburban residential patterns, and a regional commercial corridor along Hwy 53 and Haines Road. The eastern 2/3 of the community, generally east of Lindahl Road, is within Hermantown's urban services boundary. The major existing land uses are residential (55%), public/institutional (9%), and commercial (5%). Vacant land represents a significant portion of the land at 21%.

The city's northeast quadrant (Lindahl Road to the west, Maple Grove Road to the south) contains the majority of the commercial, industrial, and residential development, as well as most of the city's public and private institutions and parks. Within the 2001 urban services boundary, larger residential lots are located along the main roads, which have direct access to these roads. Smaller lots are located in pocket neighborhoods, which are accessed via smaller neighborhood roads. The Hermantown Marketplace at the intersection of Hwy 53 & Haines Road contains the highest intensity development with a mix of commercial and higher density residential. West of the 2001 urban services boundary, residential lots are larger and do not have access to the city's water and sewer services.

The existing land use map shown in Figure 4.1 displays the quantities and patterns of land uses across Hermantown today. This map is constructed from St. Louis County data with additional staff understanding of local conditions. The map highlights both the commercial focus along Miller Trunk Highway and Haines Road, the predominantly rural/suburban residential character of the rest of the city, and the significant open space and undeveloped areas. A secondary commercial/industrial corridor follows Highway 2 and Midway Road in the southwest. More recent development in the Marketplace is beginning to add new housing opportunities and more contemporary types of commercial.



Existing public/institutional



Existing residential, high density

Table 4.1 quantifies the amount of land within each existing land use classification, though some qualifiers are needed. Land shown as single family residential – especially in the central and western portions of the city – may be mostly undeveloped and indistinguishable from other unimproved land. Much of this area is constrained by wetlands, floodplains, or other environmental factors. Subtracting these constrained areas results in the amounts listed under Net Acres.

EXISTING LAND USE	TOTAL ACRES	% OF TOTAL	NET ACRES	% OF TOTAL
Agricultural	311	1.4%	258	1.5%
Unimproved Residential	205	0.9%	137	0.8%
Single Family Residential	11,543	52.2%	9,478	55.3%
Medium Density Residential	210	1.0%	154	0.9%
High Density Residential	178	0.8%	159	0.9%
Commercial	1,161	5.3%	1,013	5.9%
Industrial	254	1.2%	141	0.8%
Public / Institutional	1,897	8.6%	1,382	8.1%
Open Space	449	2.0%	185	1.1%
Managed Forest Lands	261	1.2%	116	0.7%
Railroad	45	0.2%	42	0.2%
Right of Way	742	3.4%	697	4.1%
Utility	235	1.1%	217	1.3%
Vacant Land	4,602	20.8%	3,154	18.4%
Total	22,092		17,134	

Table 4.1 Existing Land Use Data

EXISTING ZONING DISTRICTS

Zoning districts, in contrast to existing land uses, show how land has been classified and what uses are allowed through the city's zoning regulations. The zoning map in Figure 4.2 provides a better picture of the city's previous vision for how Hermantown should develop.

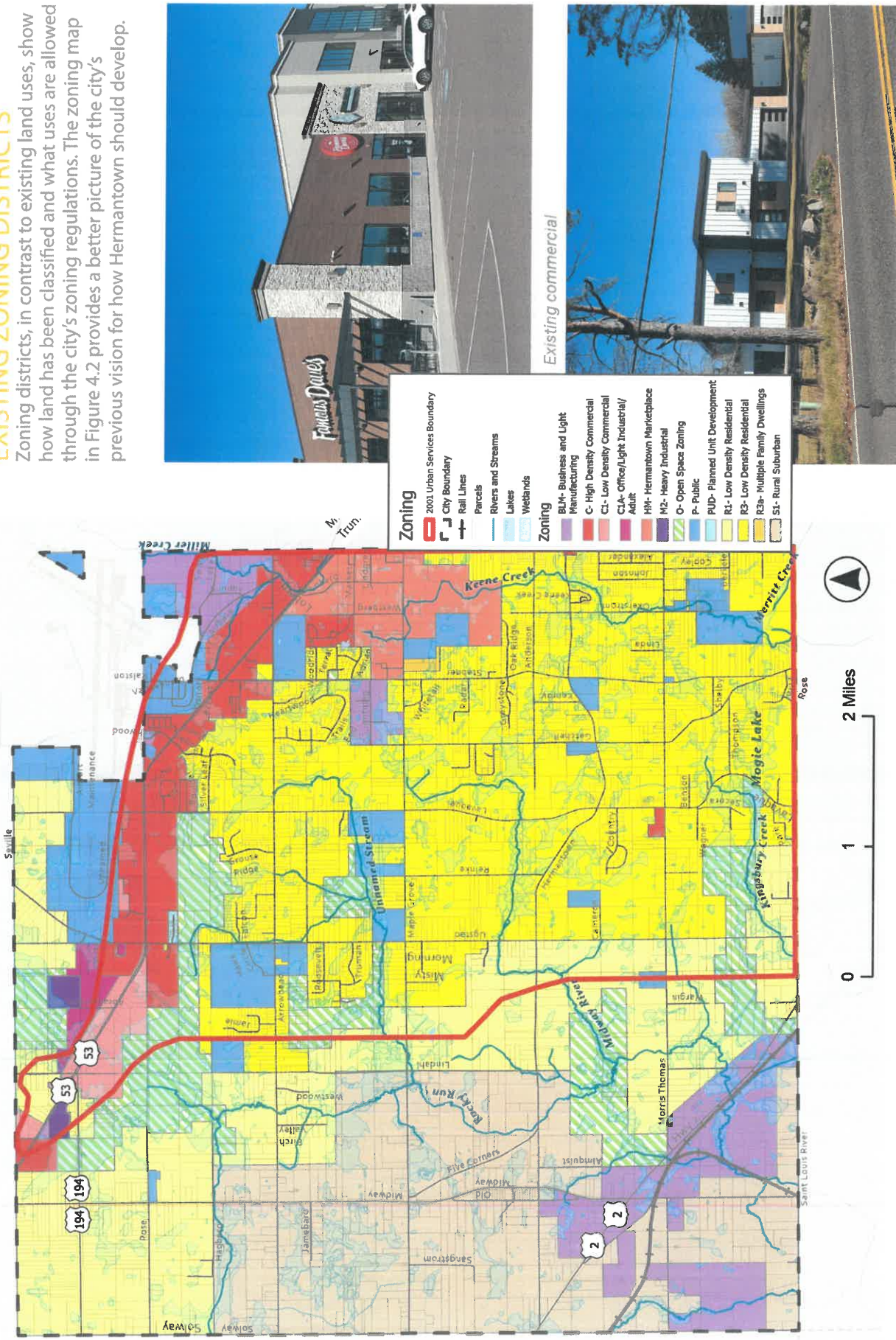


Figure 4.2 Existing Zoning

A major factor that drives the community's development pattern is the boundary of where urban services (city water and sanitary sewer) are available and where they are not. The 2001 boundary is included on the existing zoning map above. Outside this boundary – to the west and north – the density of development is limited to what can be accommodated through the use of septic systems. Within the boundary, higher densities can be supported.

EXISTING ZONING DISTRICT	TOTAL ACRES	% OF TOTAL	NET ACRES	% OF TOTAL
Business and Light Manufacturing	1,438	6.5%	1,196	7.0%
High Density Commercial	982	4.4%	807	4.7%
Low Density Commercial	270	1.2%	214	1.2%
Office/Light Industrial/Adult	101	0.5%	68	0.4%
Hermantown Marketplace	570	2.6%	480	2.8%
Heavy Industrial	65	0.3%	55	0.3%
Open Space	1,865	8.4%	616	3.6%
Public	1,345	6.1%	1,137	6.6%
Planned Unit Development	30	0.1%	30	0.2%
Low Density Residential (R1)	4,076	18.5%	3,291	19.2%
Low Density Residential (R3)	7,360	33.3%	5,983	34.9%
Multiple Family Dwellings	19	0.1%	16	0.1%
Rural Suburban	4,002	18.2%	3,250	19.0%
Total	22,092		17,134	

Table 4.2 Existing Zoning Data

PROJECTED COMMUNITY GROWTH AND LAND NEEDS

Another key factor driving the plans for future development is the anticipated growth that Hermantown is projected to experience over the next two decades. Since 1990, Hermantown has grown by 3,550 people, or 1,504 households. The greatest amount of growth occurred in the early 2000s, but dropped off between 2010 and 2020 (see Table 4.3).

YEAR	POPULATION	CHANGE	HOUSEHOLDS	CHANGE
1990	6,671	--	2,192	--
2000	8,047	+1,376	2,726	+534
2010	9,414	+1,367	3,355	+629
2020	10,221	+807	3,696	+341
Total (1990-2020)		+3,550		+1,504

Table 4.3 City of Hermantown Growth Trend

The Duluth-Superior Metropolitan Interstate Council (MIC) projects that through 2045, the population of Hermantown will increase by only another 451 people (a 4.4% rate of growth) and households will increase by 204 (a 5.5% rate of growth). This rate of growth is less than what Hermantown has experienced in recent years, but is still higher than projections for Duluth and St. Louis County as a whole.

In order to ensure that sufficient developable land is available to accommodate the city's growth over the next 20 years, alternative growth rates were developed. Using the MIC growth rate of 4.4% as a baseline, a medium growth of 5% over 10 years and a high growth of 7% over 10 years were calculated and extended out to 2045 (25 years beyond the 2020 Census populations). Table 4.4 shows the range of projected population growth for 2045 as well as the projected number of households. Projections for the number of households are based on decreasing average household size, which results in household growth being higher than population growth.

	2045 POPULATION	CHANGE	2045 NUMBER OF HOUSEHOLDS	CHANGE	% INCREASE
MIC Plan	10,672	+451	4.4%	3,900	5.5%
Medium Growth	11,550	+1,330	13.0%	4,230	14.4%
High Growth	12,000	+1,800	17.4%	4,400	19.0%

Table 4.4 City of Hermantown 2045 Growth Projections

Because household sizes are generally shrinking, it takes more households to shelter the same number of people. In 1990, Hermantown had approximately 3 people per household (pph). That figure shrank to 2.9 pph in 2000 and 2.8 pph in 2010. In 2020, the number dropped further to 2.75 pph.

HIGHLIGHT

Since 1990, Hermantown has grown by 3,550 people, or 1,504 households. The greatest amount of growth occurred in the early 2000s.



Developable land for future growth

POTENTIAL DEVELOPABLE LAND

Potential developable land is constrained by the 2001 urban services boundary, waterways (rivers, creeks, lakes) including shoreland and floodplain, wetlands, protected open spaces, and airport safety zones.

The City currently uses its zoning code and map to protect shoreland, floodplain, and open spaces. Additionally, the zoning ordinance has an open space district to protect areas of unsuitable soils, low marsh/wetlands, bedrock, or steep topography. This district encourages the preservation of wildlife habitat, the retention of water run-off, and conservation of soil and water resources for the present and future enjoyment of the general public.

The Duluth International Airport (DLH) is operated by the Duluth Airport Authority (DAA). The DAA through its Joint Airport Zoning Board (JAZB) has established an airport zoning ordinance that includes land use safety zones. These zones restrict the uses that might be hazardous to the operations of the airport. Safety Zone 3, furthest from the airport, limits uses that may cause radio or electronic interference, have excessive lighting that may cause confusion for pilots, result in glare, or otherwise impair visibility and endanger landing, take off, or maneuvering of aircraft. Safety Zone 2.5 prohibits daycares, residential care facilities, schools, and hospitals. Safety Zone 2 further restricts development by prohibiting uses that encourage the assembly of people, including places of worship, restaurants, movie theaters, arenas, nursing homes, and hotels, among others. Finally, Safety Zone 1, located closest to the runways, prohibits all buildings and temporary structures, but allows agricultural and light outdoor recreation uses, cemeteries, and automobile parking.

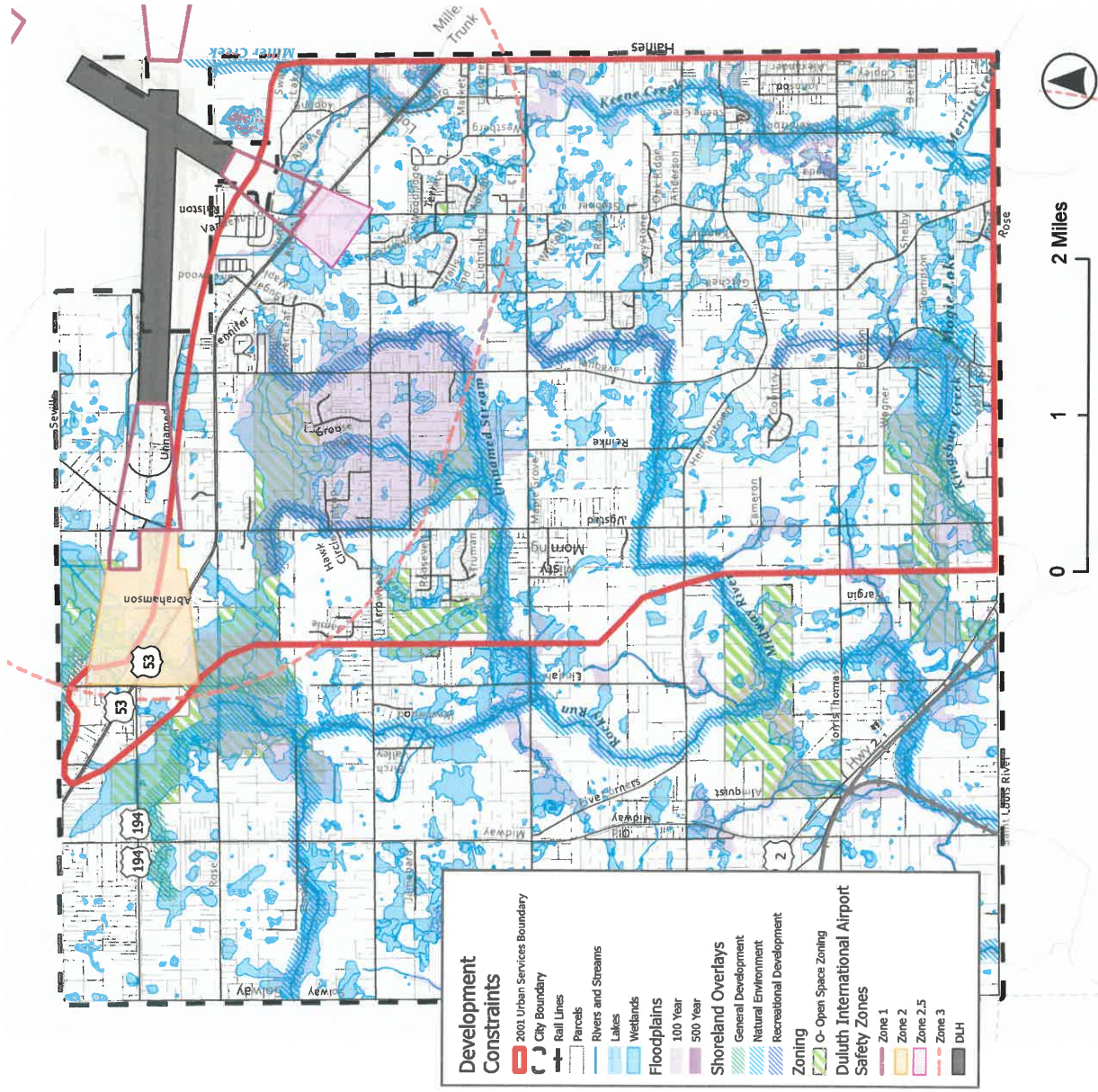


Figure 4.3 Constraints of Future Development

After accounting for development constraints, the next step in identifying potential developable land is to understand the existing parcel sizes within the urban services boundary. In particular, existing parcels within the R3 zoning district were mapped and analyzed to determine the existing variety and pattern of residential lot sizes as well as the potential for future subdivision and development of new residential. Figure 4.4 shows the sizes of existing residential parcels within the R3 zoning district. Wetlands are mapped and deducted from these parcel calculations.

The smallest lots, under 1 acre, are in neighborhood subdivisions primarily located in the northeast and central areas of Hermantown, north of Maple Grove Rd, with access primarily off of Stebner Rd, Arrowhead Rd, and Ugstad Rd. There is another cluster of smaller lot neighborhoods in the southeast along or near Haines Rd.

Lots that are 5 acres or larger have more potential for future subdivision. Figure 4.4 shows three ranges of potentially subdividable parcels: 5-10 acres, 10-20 acres, and 20+ acres. Table 4.5 summarizes the amount of existing residential land by parcel size in terms of number of parcels and acres.

R3 PARCEL SIZE	NUMBER OF PARCELS
1.0 to 2.4 acres	755
2.5 to 4.9 acres	278
5.0 to 9.9 acres	210
10.0 to 19.9 acres	56
20.0 to 39.9 acres	21

Table 4.5 Existing R3 Residential Parcel Sizes Summary

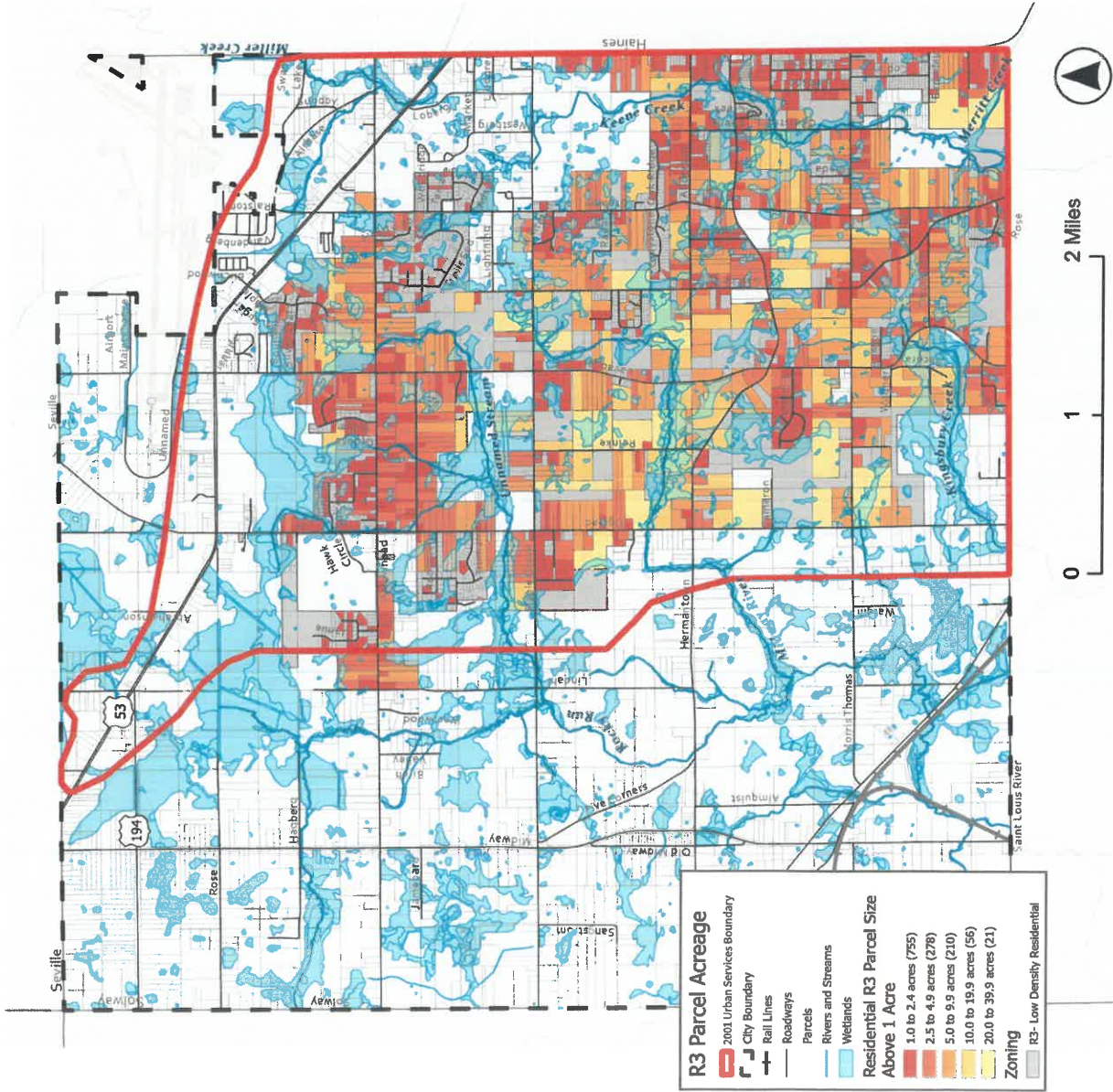


Figure 4.4 Existing Residential Parcel Sizes in R3 Zoning District

Figure 4.5 shows potential residential development land within the 2001 urban services boundary. This map shows the following types of potential developable residential land:

- Unimproved residential lots
- Vacant residential parcels in the R-3 district
- Vacant parcels in the HM district which allows residential development
- Potential subdividable residential parcels

Within the 2001 urban services boundary, there are approximately 20 potential residential development areas shown on this map, with most of them south of Maple Grove Road. Key access roads for these areas are Maple Grove Road, Ugstad Rd, Lavaque Rd, Hermantown Rd, and Morris Thomas Rd. Adding in key roadway connections in some of these areas will also increase the potential for residential development. There is significant potential residential development land in the Marketplace area and south along Keene Creek. Table 4.6 summarizes the amount of potential developable land in terms of number of acres.

TYPE OF LAND	ACRES
Unimproved residential land	82
R3 District residential vacant land	915
HM District potential residential vacant land	168
Potential subdividable land	472
Total potential developable land	1,637

Table 4.6 Potential Developable Residential Land

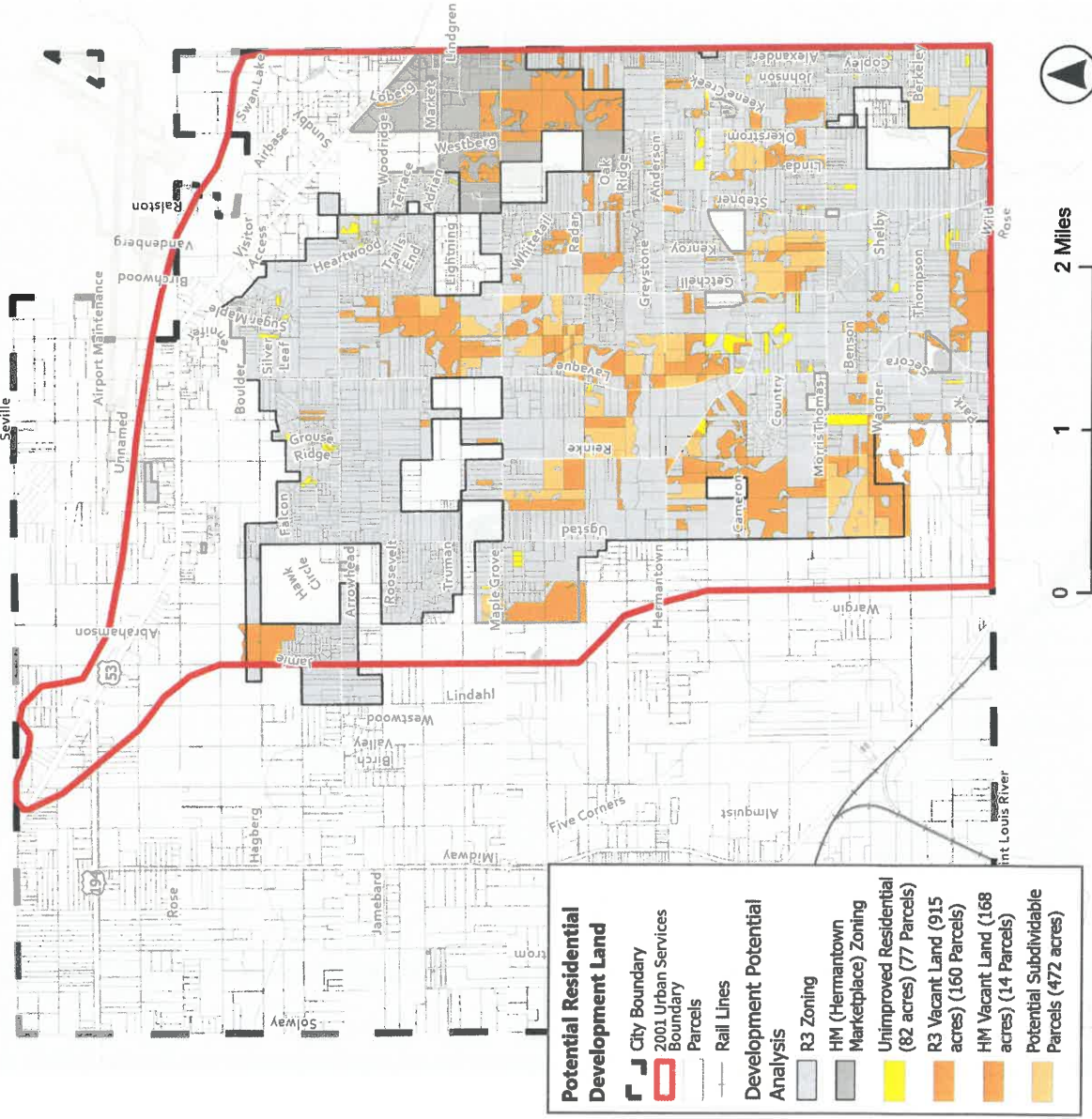


Figure 4.5 Potential Residential Development Land

There are already 1,083 acres of vacant land zoned for either residential or mixed use within the 2001 Urban Services Boundary (USB). In order to meet the MIC projections of an additional 451 people – or 204 households – only 102 acres of land zoned for low density residential development would be needed. If minimum lot sizes were reduced in some areas, the amount of serviced land needed to support these new homes would be even less. Table 4.7 shows the amount of residential land needed based on alternative densities that could be allowed, including minimum lot sizes of 1/2, 1/4, or 1/8 acre.

	2045 POPULATION	NO. OF HOUSEHOLDS	CHANGE IN HOUSEHOLDS	ACRES OF LAND NEEDED		
				1/2 ACRE DENSITY	1/4 ACRE DENSITY	1/8 ACRE DENSITY
MIC Plan	10,672	3,900	204	102	51	26
Medium Growth	11,550	4,230	534	267	134	67
High Growth	12,000	4,400	700	350	175	88

Table 4.7 Residential Land Needs for Household Projections

This consideration is especially important when considering the large public costs needed to extend public infrastructure and expand the USB, including providing adequate roads, sewer, water, fire, and police protection. As long as residential growth can be accommodated within the 2001 USB, these costs can be delayed until a point in the future where they become necessary.

Since there is less vacant/developable land within the 2001 USB for commercial, business, and industrial uses, USB expansion in the southwest area for these uses may make sense in the future. The 2045 Comprehensive Plan designated a USB future expansion area to incorporate the Highway 2/Midway Road area in the southwest portion of the city. This is the only area designated for significant future growth of business & light manufacturing outside of the Highway 53 corridor on the future land use map.

In 2025, the WLSSD's revision of the USB in its Comprehensive Wastewater Plan included the southwest portion of Hermantown. The WLSSD consulted with each community within the WLSSD to understand where they are planning for additional urban growth to occur over the next 10-20 years. WLSSD's Comprehensive Wastewater Plan states that WLSSD's land use planning authority is set forth in MN State Statutes, Chapter 458D, Subsection 458D.05. Based on this statute, WLSSD requires that "each local governmental unit...shall adopt a similar comprehensive plan and program for the collection, treatment, and disposal of sewage for which the local government unit is responsible...." The WLSSD's 2025 USB is intended to be consistent with the City's 2045 Comprehensive Plan.

In 2026, the City is defining and designating future urban growth areas beyond the 2025 USB. As defined in MN State Statutes, Section 462.352, Subd. 18, urban growth area means "the identified area around an urban area within which there is a sufficient supply of developable land for at least a prospective 20-year period, based on demographic forecasts and the time reasonably required to effectively provide municipal services to the identified area." Furthermore, Section 462.3535, Subd. 4, states "within the urban growth area, the plan must provide for the staged provision of urban services, including, but not limited to, water, wastewater collection and treatment, and transportation."

Based on the City's statutory authority, two future urban growth areas are designated on the future land use and utility maps, which are:

- Urban growth area, short-term (within 10 years) – rural area generally northwest of the airport
- Urban growth area, long-term (longer than 20 years) – rural area generally west of Lindahl Road and north of Hermantown Road

HIGHLIGHT

There are already **1,083 acres** of vacant land zoned for either residential or mixed use within the 2001 urban services boundary. In order to meet the alternative growth projections in the table below - low, medium, and high growth - the amount of land needed depends upon the density of the residential development. **For the highest growth (700 households) at the lowest density (1/2 acre lots), 350 acres of developable land is needed.**



Sites for future growth/development

FUTURE LAND USES

Future land use designations are different from both existing land use classifications (which catalog what is there today) and zoning districts (which align properties with certain sets of regulations around specific permitted uses). Future land use designations, when applied through a map, identify:

- The preferred future character of an area and the general development density and intensity of land uses
- The desired mix of uses across the community
- The appropriate locations for the land use designations

Future land use designations are intended to represent the community's long-range vision and preferences, rather than its current regulatory environment.

Since the Zoning Code is one of the major implementation tools of the Comprehensive Plan, the Zoning Code and Zoning Map should ultimately be updated to be consistent with the future land use designations and the future land use map.

The 2001 Comprehensive Plan did not contain future land use designations nor a proper future land use map. The new designations were developed through discussions with staff and the Steering Committee.

Table 4.8 Future Land Use Designations

LAND USE DESIGNATION	DESCRIPTION
Rural Residential	Land guided for agricultural and rural large lot residential uses not connected to urban services with a maximum residential density of one dwelling unit per ten acres.
Suburban Residential	Land guided for single-unit detached dwellings, two-unit dwellings, and accessory dwelling units, connected to urban services with a maximum density of four units per net acre (minimum lot size of 1/4 acre).
Neighborhood Residential	Land guided for a mix of single-unit detached dwellings, multi-unit dwellings (up to four units), courtyard cottage/bungalow dwellings, townhouses, and accessory dwelling units, connected to urban services.
Corridor Residential	Land guided for a mix of multi-unit dwellings (up to four units), townhouses, and apartment buildings connected to urban services.

LAND USE DESIGNATION

DESCRIPTION

Mixed Use	Land guided for the integration of more than one land use either vertically (e.g. multi-story buildings with residential, office, and/or hospitality uses above and commercial uses at street level) or horizontally as a planned development designed to integrate complementary uses. Land uses allowed are commercial businesses, offices, townhouses, apartments, parks, and institutions. Development should generally achieve a floor area ratio (FAR) greater than 1.0 and a minimum residential density of sixteen units per acre.
Commercial	Land guided for large and small-scale commercial business providing goods and services. This includes food and beverage, entertainment, offices, and regional-scale malls, shopping centers of various sizes, freestanding large-format stores, freestanding smaller businesses, multi-story office buildings, automobile dealerships, and institutions. Buildings should be scaled appropriately to the surrounding neighborhood with appropriate buffers and pedestrian connections provided between commercial areas and adjacent residential neighborhoods. Commercial areas are located in places with visibility and access from the regional highway system.
Business & Light Manufacturing	Land guided for the integration of commercial and industrial land uses which are compatible with each other, including office, light industrial, and retail/service uses. The intent of this land use category is to provide additional flexibility that supports the creation of significant employment centers, generally characterized by a broader diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues.
Industrial	Land guided primarily for manufacturing, assembly, processing, packaging, warehousing, storage, distribution, or research and development of products, in order to provide employment opportunities and increase the city's tax base.
Public / Institutional	Land guided for public, semi-public, and private government, educational, religious, social, and healthcare facilities.
Park	Land guided for public parks (local, county, regional, state, and federal), playgrounds, and playfields.
Open Space	Land, both publicly and privately owned, preserved for open space uses and recognition of vital environmental resources including waterways, steep slopes, wetlands, and floodplains.
Right of Way	Land preserved for public and semi-public infrastructure such as road right-of-way, railroad right-of-way, energy plants, sanitary sewer facilities, water utilities, and similar uses.

These land use designations were applied across the city on the future land use map after examining both the existing land uses and the zoning map.

- The Rural Residential designation was applied outside of the urban services boundary, while the Suburban Residential designation was applied within it.
- Pockets of higher density housing (Neighborhood and Corridor Residential) were located along major roads in the central and eastern portion of the city.
- A flexible Mixed Use designation was assigned to the area zoned as the Hermantown Marketplace and for targeted locations along Highway 53.
- Miller Trunk Highway is the major Commercial corridor.
- Areas of Business & Light Manufacturing use are planned around the airport and also along Highway 2 in the southwest corner of the city.
- New Industrial uses are planned for the north end of Highway 53.
- A Public/Institutional designation is assigned to schools, municipal buildings, the airport, and the cemetery.
- Parks and other Open Spaces are spread throughout the community.

Table 4.5 quantifies the future land use map by providing the total acres assigned to each land use designation, as well as the percent of the city's area within each category. The high percentage of lower density residential uses – Rural and Suburban Residential – at 59 percent demonstrate the vision to remain a community predominantly focused on residential neighborhoods. Parks and Open Space make up almost 11 percent of the land area, while roughly 14 percent is designed for Commercial, Business, and Industrial uses. The table also removes the 4,971 acres of land containing known wetlands to show the net acres assigned to each land use category.

FUTURE LAND USE	TOTAL ACRES	% OF TOTAL	NET ACRES	% OF TOTAL
Rural Residential	6,413	29.0%	5,149	30.0%
Suburban Residential	6,607	29.9%	5,308	31.0%
Neighborhood Residential	631	2.9%	548	3.2%
Corridor Residential	424	1.9%	345	2.0%
Mixed-Use	800	3.6%	679	4.0%
Commercial	735	3.3%	590	3.4%
Business & Light Manufacturing	2,208	10.0%	1,884	11.0%
Industrial	63	0.3%	53	0.3%
Public / Institutional	981	4.4%	846	4.9%
Park	309	1.4%	268	1.6%
Open Space	2,119	9.6%	719	4.2%
Right of Way	800	3.6%	747	4.4%
Total	22,092		17,134	

Table 4.9 Future Land Use Data

In order to evaluate the potential capacity of land designated as either residential or employment, the net acres of each were assigned a target density (residential uses) or intensity (employment uses). The tables below show how many households could be developed if all vacant and unimproved land guided for residential uses were developed at their maximum density, and how many square feet could be created if all vacant and unimproved land guided for employment uses were developed at their maximum intensity.

FUTURE LAND USE	NET ACRES	TARGET DENSITY	POTENTIAL HOUSEHOLDS
Suburban Residential	841	4 dwelling units/acre	3,366
Neighborhood Residential	279	15 dwelling units/acre	4,179
Corridor Residential	75	30 dwelling units/acre	2,253
Mixed-Use	176*	30 dwelling units/acre	2,641
Total	1,371		12,438

*Assume 50% of Mixed-Use acres are residential

Table 4.10 Residential Land Development Capacity, Connected to Urban Services (Rural Residential Not Included)

FUTURE LAND USE	NET ACRES	TARGET INTENSITY	POTENTIAL SQUARE FEET
Mixed-Use	176*	30%	1,150,335
Commercial	21	30%	277,465
Business & Light Manufacturing	471	40%	8,207,927
Industrial	0	50%	0
Total	520		9,635,727

*Assume 50% of Mixed-Use acres are nonresidential

Table 4.11 Nonresidential Land Development Capacity





Existing commercial

GOALS AND STRATEGIES

Goals and strategies were developed in consultation with the Steering Committee, HEDA, Planning Commission, and City Council with input from the public. Goals are broad statements that describe a desired outcome. Strategies describe the approach that would need to be taken to achieve the goals. Implementation actions are concrete steps that can be taken to reach the strategies and goals.

4.1. *Guide the location and form of new development to ensure growth is managed in a sustainable manner and enhances Hermantown's existing hometown character.*

- 4.1.1. Preserve and protect creeks, wetlands, forests, and prairie lands from unnecessary development.
- 4.1.2. Give priority to development projects that are located on vacant or underutilized sites with existing access to city utilities.
- 4.1.3. Support new developments that incorporate a mix of uses or create mixed use areas in the community.
- 4.1.4. Expand the urban services (city sewer and water) to encompass the entirety of the City, however phase the expansion in order to provide short term and long term growth opportunities.
- 4.1.5. Consider the extension of urban services as a way to support economic development.
- 4.1.6. Assist private developers in the construction of infrastructure necessary to support development where past development has created service gaps.
- 4.1.7. Enforce stormwater and wetland regulations to protect water quality.

4.2. *Facilitate new residential development and new neighborhood types while minimizing any negative impacts on the character of existing neighborhoods.*

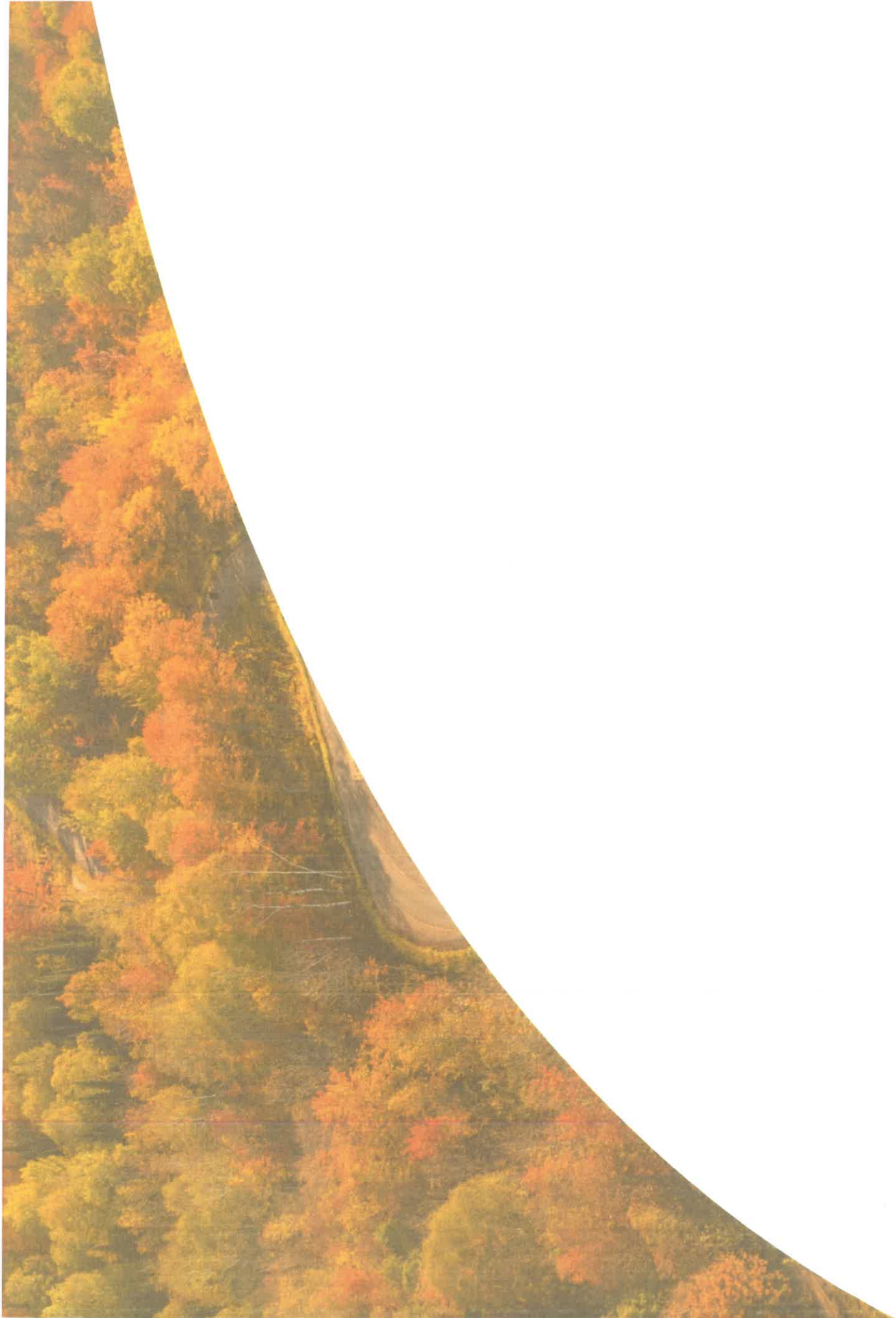
- 4.2.1. Guide higher density residential development to major road corridors and other areas with convenient access to businesses, services, and recreation facilities.
- 4.2.2. Support new residential developments that expand the range of housing options in the community.
- 4.2.3. Give priority to development projects that incorporate a mix of housing types.
- 4.2.4. Use site design techniques and regulations that achieve the appropriate setbacks from roadways, preservation of natural areas, and tree planting to retain the community's rural character.
- 4.2.5. Update the zoning regulations to allow more medium and high density housing options.
- 4.2.6. Improve the bicycle and pedestrian network to create safe and enjoyable neighborhoods to bike and walk.

4.3. Focus the development of new business, light manufacturing, and industrial uses in designated areas with strategic highway access to create desirable environments for attracting and retaining businesses, increasing local job opportunities, and limiting impacts on residential areas.

- 4.3.1. Target growth and expansion of business, light manufacturing, and industrial uses in three general locations on the future land use map: west end of Hwy 53 (Hawklime Business Park), Haines Road north of Hwy 53 (south of the airport), and Hwy 2/Midway Road.
- 4.3.2. Guide sites for business, light manufacturing, and industrial that are large enough to accommodate large building footprints and employers.
- 4.3.3. Support designated business growth areas with access to city road, water, and sewer infrastructure.
- 4.3.4. Ensure that growth area sites are shovel-ready for new development in terms of road access, utilities (water, sewer, electricity, broadband), site preparation (e.g. soil and environmental tests), and land use/zoning regulations.
- 4.3.5. Investigate opportunities for city acquisition/assembly of land to accelerate economic development.
- 4.3.6. Facilitate site opportunities for business incubators/makerspaces.

4.4. Expand and diversify the city's range of commercial uses by filling in and expanding the community's key commercial and mixed use areas.

- 4.4.1. Identify and fill in underutilized commercial sites along the Hwy 53 corridor.
- 4.4.2. Continue to fill in and expand the Hermantown Marketplace area in order to increase the community's mix of commercial businesses.
- 4.4.3. As new residential development occurs, support commercial and mixed-use development at key intersections in the community.
- 4.4.4. Enhance gateway areas for the commercial areas and the community, such as Hwy 53/Haines Road, Maple Grove Road/Haines Road, and Hwy 2/Midway Road.



06. TRANSPORTATION & UTILITIES

PURPOSE

The Transportation & Utilities chapter provides high level and long-range guidance for Hermantown's transportation networks, including roadways for automobile and freight, bus transit, rail, aviation, and non-motorized travel – both bicycle and pedestrian. It also includes utilities such as sanitary sewer, water supply, broadband, and stormwater management. This chapter examines existing conditions and projects future needs based on patterns of usage and expected growth. The goals and strategies listed at the end of the chapter should be used to help make decisions regarding public and private investment in infrastructure.

WHAT WE HEARD FROM THE COMMUNITY

- Traffic control to reduce congestion is required at key locations
- Many heavily used roads are in need of repair
- There are safety concerns for bicyclists and pedestrians along some roads, including near the ISD 700 campus
- Lack of compliance with stops signs and stoplights presents a danger to others
- Complete sanitary sewer extensions to serve existing neighborhoods
- Extend high speed internet so it is available to all
- Build infrastructure to support new housing for working families



Typical local roadway in Hermantown

HIGHLIGHT

*There are over
130 miles of
active roadway in
Hermantown.*

EXISTING CONTEXT

ROADWAYS

Two major highways cross Hermantown – Highway 53 (Miller Trunk Highway) in the northern part of the city and Highway 2 in the southwest. While Highway 53 provides access to a number of commercial and industrial businesses, Highway 2 serves primarily as a travel and freight route between Duluth and communities further north and west. Highway 2 and Midway Road are used by regional residents traveling between Interstate 35 to the south and Highway 53 to the north. In addition, Highway 194 follows Highway 53 across most of the city, but diverges near the western municipal boundary.

A number of county state aid highways (CSAH) pass through at least a portion of Hermantown, but only five main roads span the entire width or length – Midway, Lavaque, Haines, Maple Grove, and Morris Thomas. Municipal roads are spaced roughly every mile to provide local access, which results in a 1-mile grid of roadways throughout the city generally.

ROADWAY FUNCTIONAL CLASSIFICATIONS

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they are intended to provide. Individual streets and highways do not function independently – most travel involves movement through a network of roadways. This travel is served by a hierarchy of roadways within the transportation network. Functional classification defines the role any one street or highway plays in distributing the flow of trips throughout the network. Hermantown has four functional classifications of roads: principal arterials, minor arterials, major collectors, and local streets.

PRINCIPAL ARTERIALS

Principal arterials carry the highest traffic volumes and serve the majority of the trips entering or leaving Hermantown. They typically connect regional commercial and employment centers with residential areas. They are high-speed facilities that also serve as primary bus transit routes and generally have controlled or restricted points of access. Principal arterials in Hermantown include Highway 53, Highway 2, and Highway 194.

MINOR ARTERIALS

Minor arterial roadways accommodate trips of moderate length at lower speeds and with lower traffic volumes. Four of the main roads that cross Hermantown – Midway Rd, Lavaque Rd, Maple Grove Rd, Morris Thomas Rd, Lavaque Bypass Rd, Airbase Rd/W Arrowhead Rd – are minor arterials, though a few other short segments are classified as arterials as well.

MAJOR COLLECTORS

Roadways that are major collectors provide a balance between access and mobility. They provide the links that move local traffic to and from the arterial system, and often support retail or other commercial areas. Arrowhead Rd, Ugstad Rd, Stebner Rd, and Hermantown Rd are the three primary major collectors.

LOCAL STREETS

All other streets in Hermantown are classified as local streets. Local streets provide the highest level of direct access and therefore carry the lowest traffic volumes at the lowest speeds.

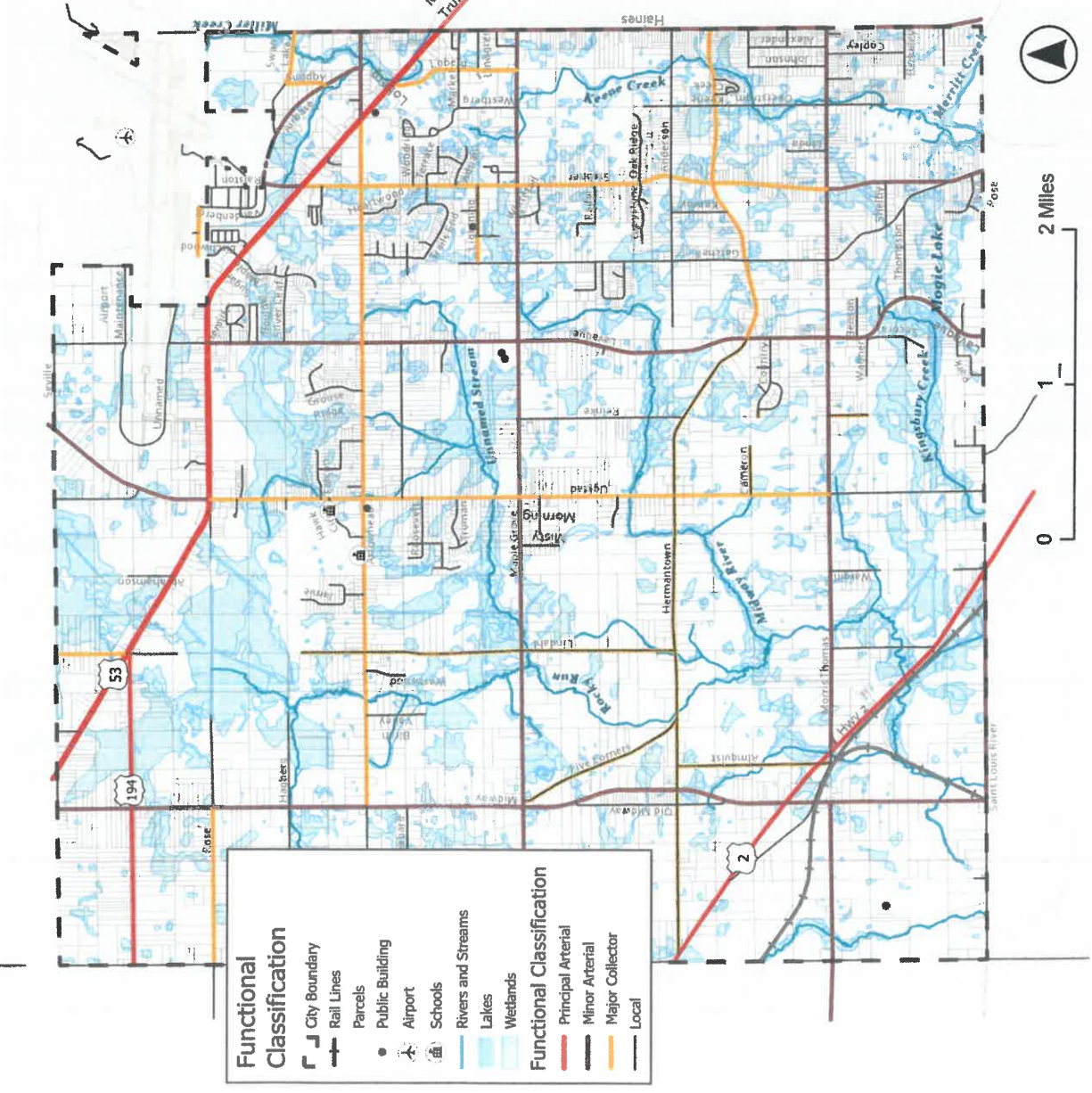


Figure 6.1 Roadway Functional Classifications



Roundabout intersection at Midway Rd and Maple Grove Rd



Typical collector roadway in Hermantown

ROADWAY JURISDICTION

Jurisdiction (ownership) over Hermantown's roadways is divided between a number of different levels of government or other agencies, including the State, County, City, and airport, as well as some private roads.

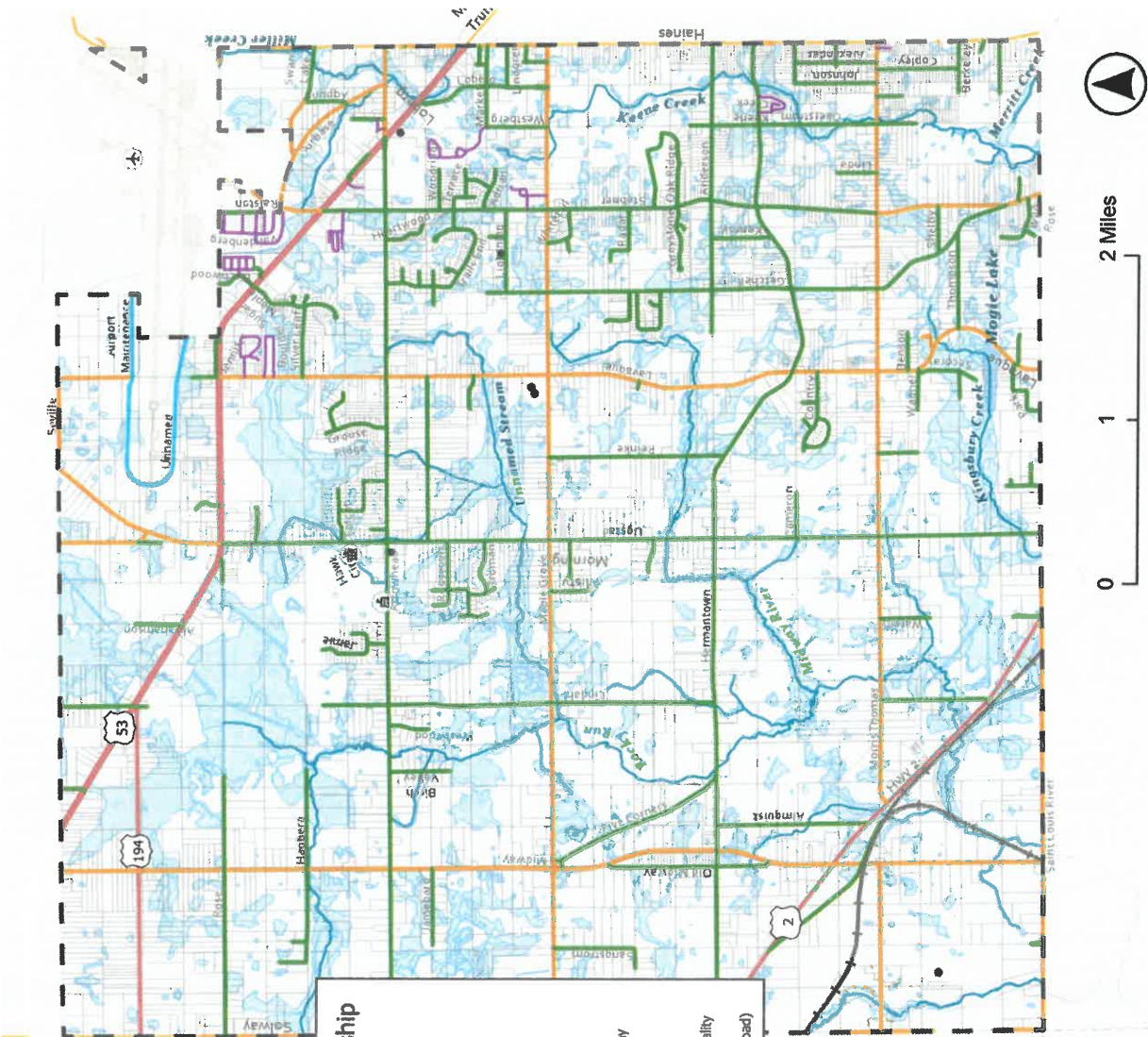
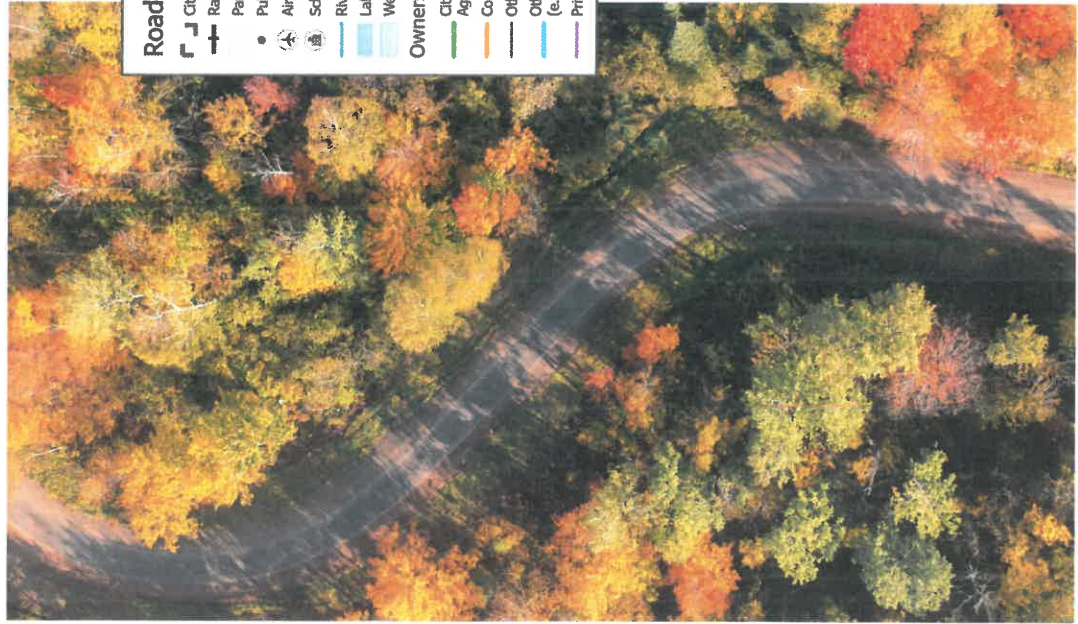


Figure 6.2 Roadway Jurisdictions

LEVEL OF SERVICE

Data reported by the Duluth-Superior Metropolitan Interstate Council (MIC) shows that the Level of Service (LOS) of Hermantown roads is generally acceptable. LOS is measured by comparing the total capacity of a road to the total daily traffic. A LOS C means the road is at 70% or less of its total capacity. Highway 53 experiences LOS C, as do a few other stretches of County roads. All other roads in the city operate at LOS A/B, which translates to 50% or less of total capacity.

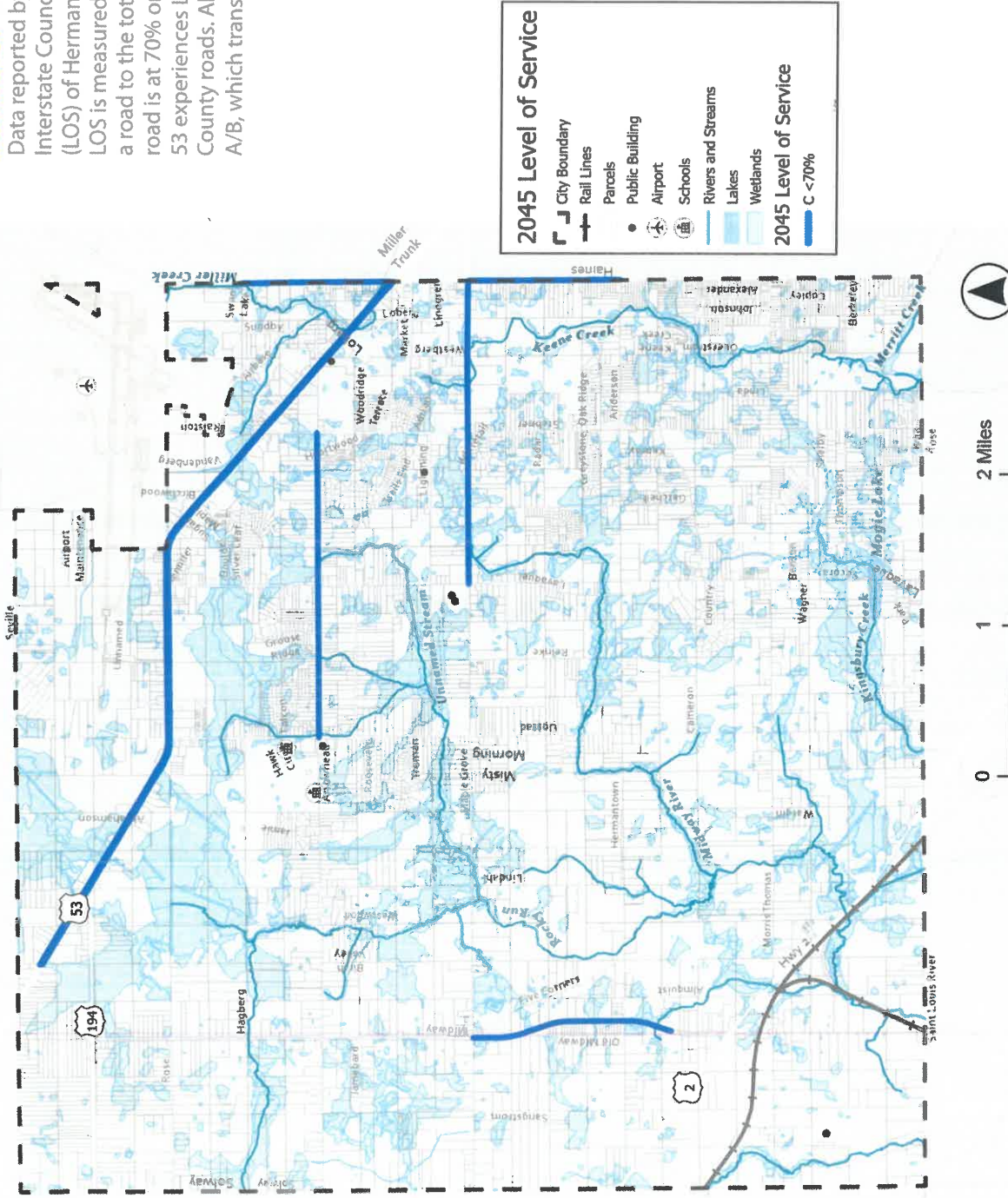
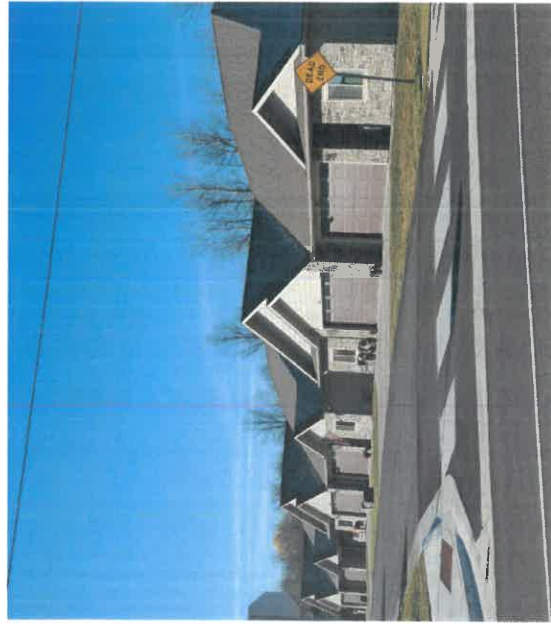


Figure 6.3 Roadway Level of Service (LOS)

NON-MOTORIZED MOVEMENT BIKE AND PEDESTRIAN NETWORK

There are a handful of roadways in the eastern portion of Hermantown that provide sidewalks for pedestrian and bicycle movement, as well as off-road trails connecting parks, open spaces, and other community destinations. Along many roadways, the sidewalk is provided on one side only -- though in newer developments and where roadways have been reconstructed, sidewalks have been added to both sides.

The existing sidewalk network primarily follows the principal arterial and major collector roadways, connecting commercial and business areas to other destinations such as schools, City Hall, and various parks and athletic fields. A number of existing trails provide access to open spaces -- along Keene Creek, for example, in the southeastern portion of the city.



Existing pedestrian crosswalk and signage

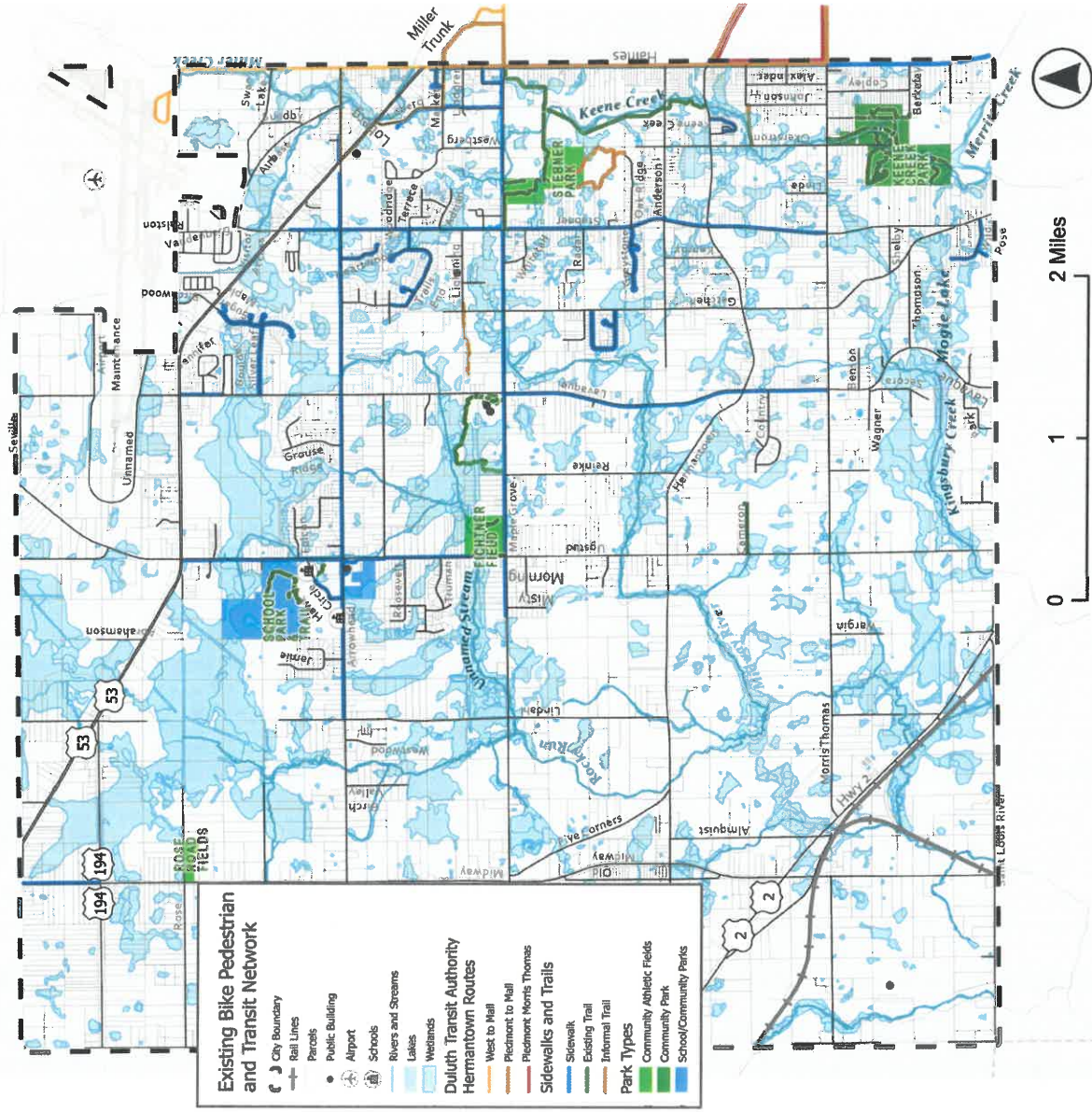


Figure 6.4 Existing Bike, Pedestrian, and Transit Network



Existing hiking trail and wayfinding sign



Duluth Transit Authority Bus



Canadian National Railroad

TRANSIT

Two bus lines serve Hermantown. The Duluth Transit Authority, which provides routes throughout Duluth and Superior, has two routes that extend into Hermantown. The 108 travels along Highway 53 and then heads north to the Duluth International Airport. Service is every hour. The 102 (Green Line) connects the Duluth Transit Center with the Miller Hill Mall and the Walmart in Hermantown. Service is every 30 minutes.

Arrowhead Transit provides daily Miller Hill Mall bus service as well as limited service to Rice Lake City Hall. Dial-A-Ride service is also available.



RAIL

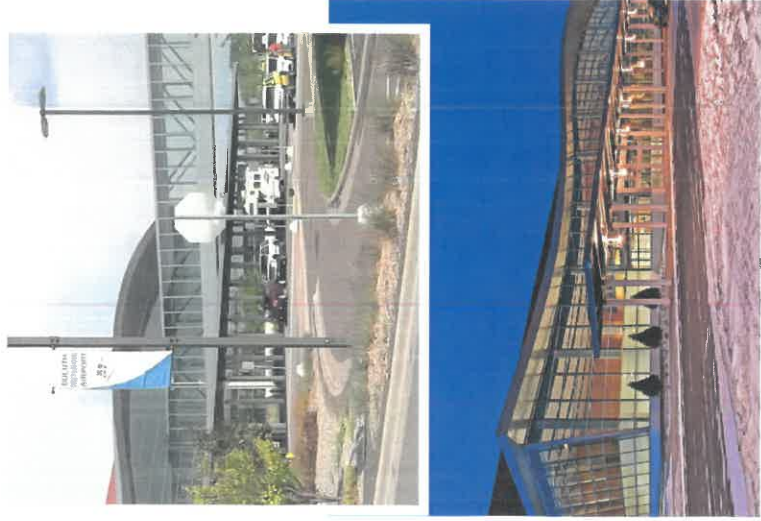
A Canadian National Railroad line parallels Highway 2 in the southwest corner of the city, connecting the port in Duluth with other parts of the Iron Range.



Pedestrians walking along existing paved trail in Keene Creek Park

AVIATION

The Duluth International Airport is located at the northeastern corner of the city, partially within the city limits. The airport serves approximately 300,000 passengers per year and has daily flights to Minneapolis-St. Paul and Chicago. Parts of Hermantown near the airport are subject to the requirements of the Airport Zoning Ordinance, which was created by the Airport Joint Zoning Board. The purpose of the ordinance is to restrict uses which may be hazardous to the operational safety of aircraft and to limit population and building density in the runway approach areas.



Duluth International Airport

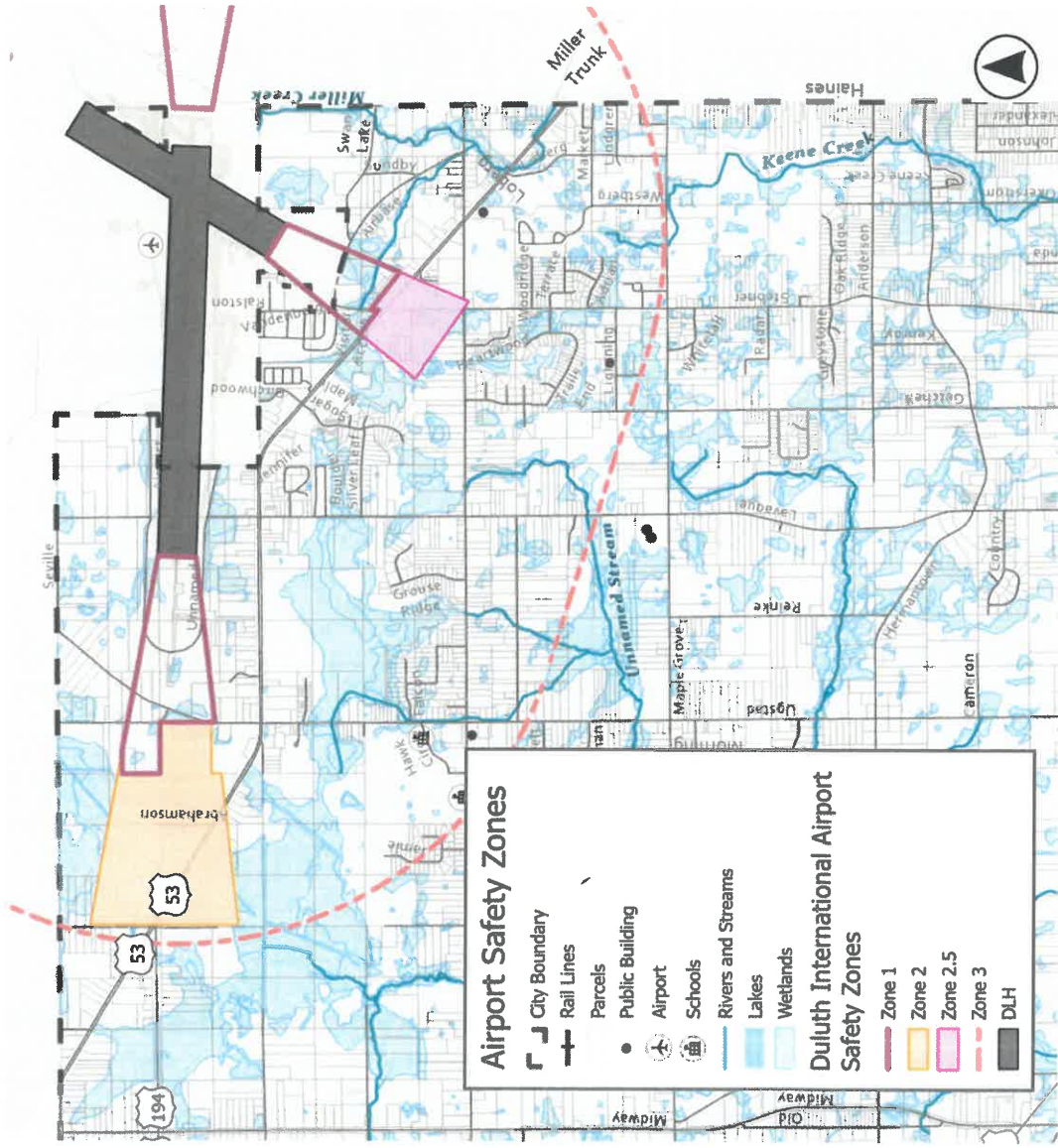


Figure 6.5 Airport Development Constraints

FUTURE INFRASTRUCTURE

ROADWAYS

Given the relatively flat to declining population growth projections for the Duluth-Superior area, the LOS on Hermantown roads is not expected to change much by 2045. There may still be congestion at intersections, especially during peak travel hours. However, with a comprehensive and well-connected roadway network, individual drivers can generally avoid these areas with changes in their travel patterns or timing. The primary change is to break down the existing 1-mile roadway network by adding in roadway connections, particularly in areas with future residential development. This reduces the need for costly infrastructure improvements.

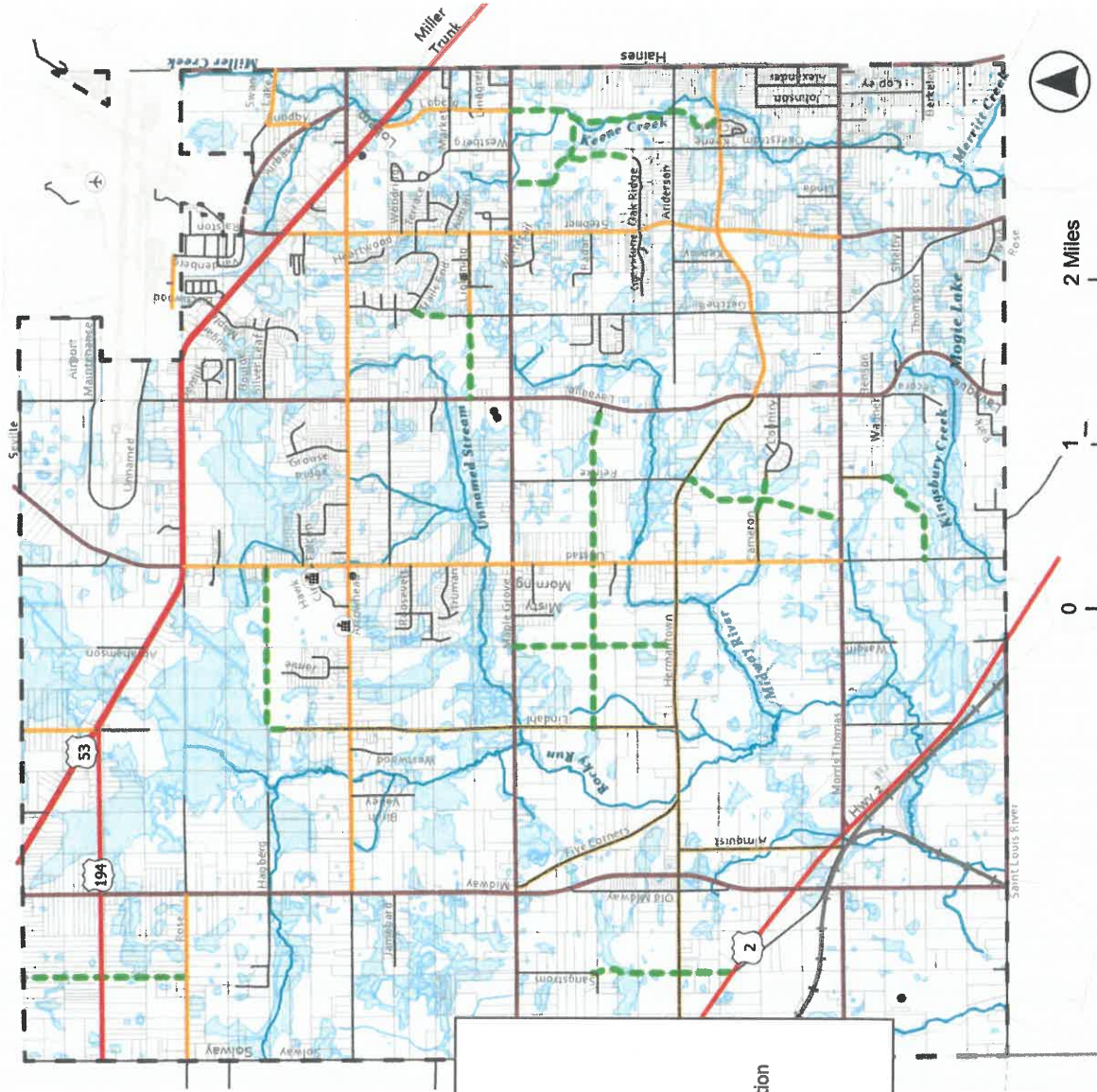


Figure 6.6 Future Roadway Network with Future Roadway Connections

NON-MOTORIZED NETWORK

The Hermantown Connector Trail, a spur to the Munger Trail, will eventually link Hermantown and Proctor to Duluth as segments of the route are completed. This recreational trail will accommodate many forms of non-motorized travel (walking, jogging, hiking, bicycling, inline skating, cross-country skiing) and will connect key civic locations, including Hermantown Schools, the Arrowhead Regional Health and Wellness Center, and City Hall, with a number of parks, including Fichtner, Stebner, and Keene Creek. More information about this future trail can be found in the Natural Resources & Recreation chapter.

Future sidewalks and/or trails are planned along Hermantown Rd, Reinike Rd, and Lavaque Rd, and other connecting roadways. As housing development continues to occur, new sidewalks and/or trails will be constructed to serve these residents. Sidewalks will also be added to growing commercial areas such as within the Hermantown Marketplace.



Bikers along a paved trail

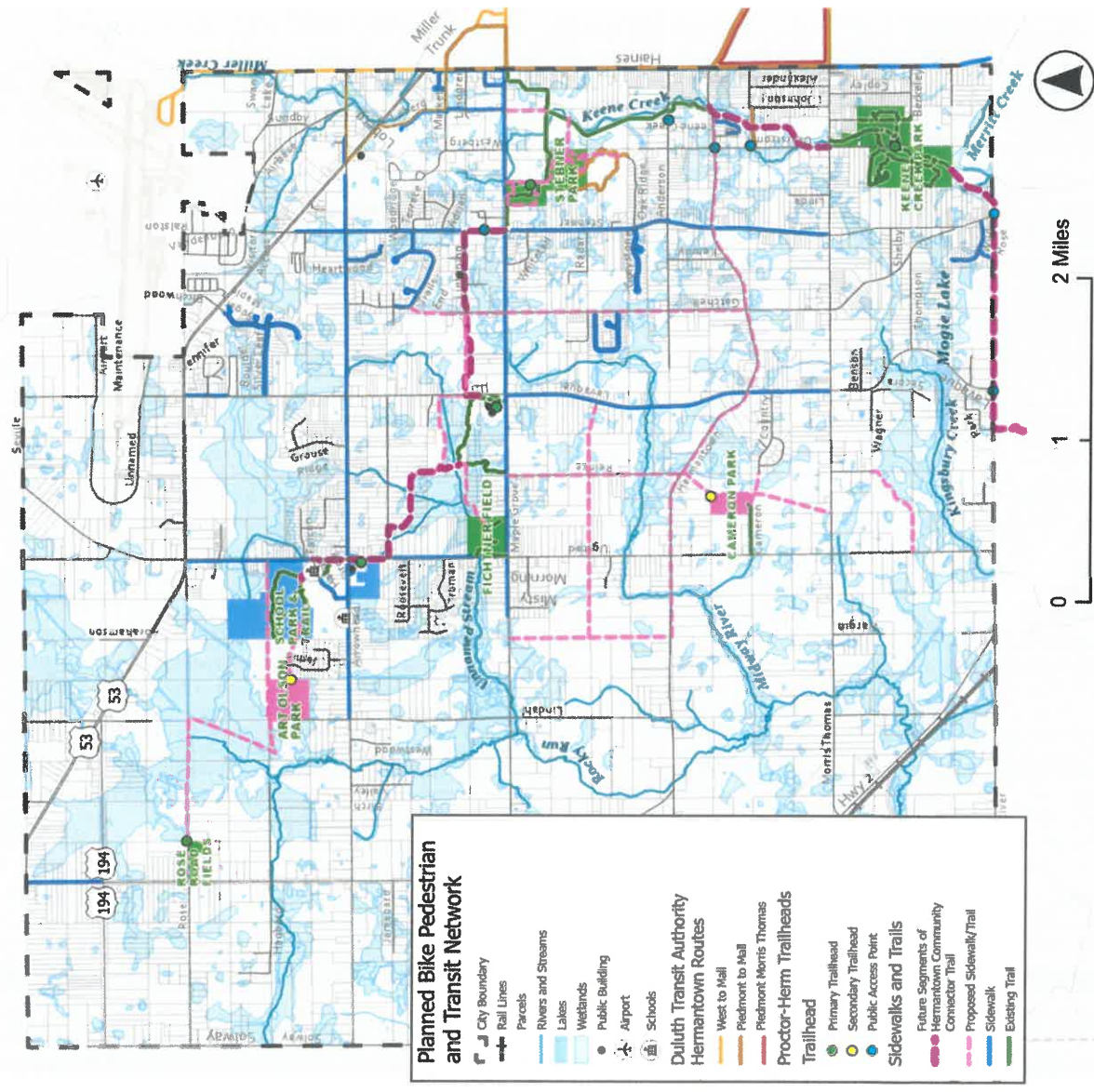


Figure 6.7 Planned Bike and Pedestrian Network

NON-MOTORIZED NETWORK AND FUTURE LAND USE

The adjacent map illustrates the relationship between the future non-motorized network and the future land use map. The future trail and sidewalk network is planned to expand most significantly in areas that are planned for neighborhood and corridor residential development, as well as providing connections to existing parks, future parks, and the growing Hermantown Marketplace. The map also shows that trails and/or sidewalks will be provided with future new streets.



Sidewalks in residential neighborhood

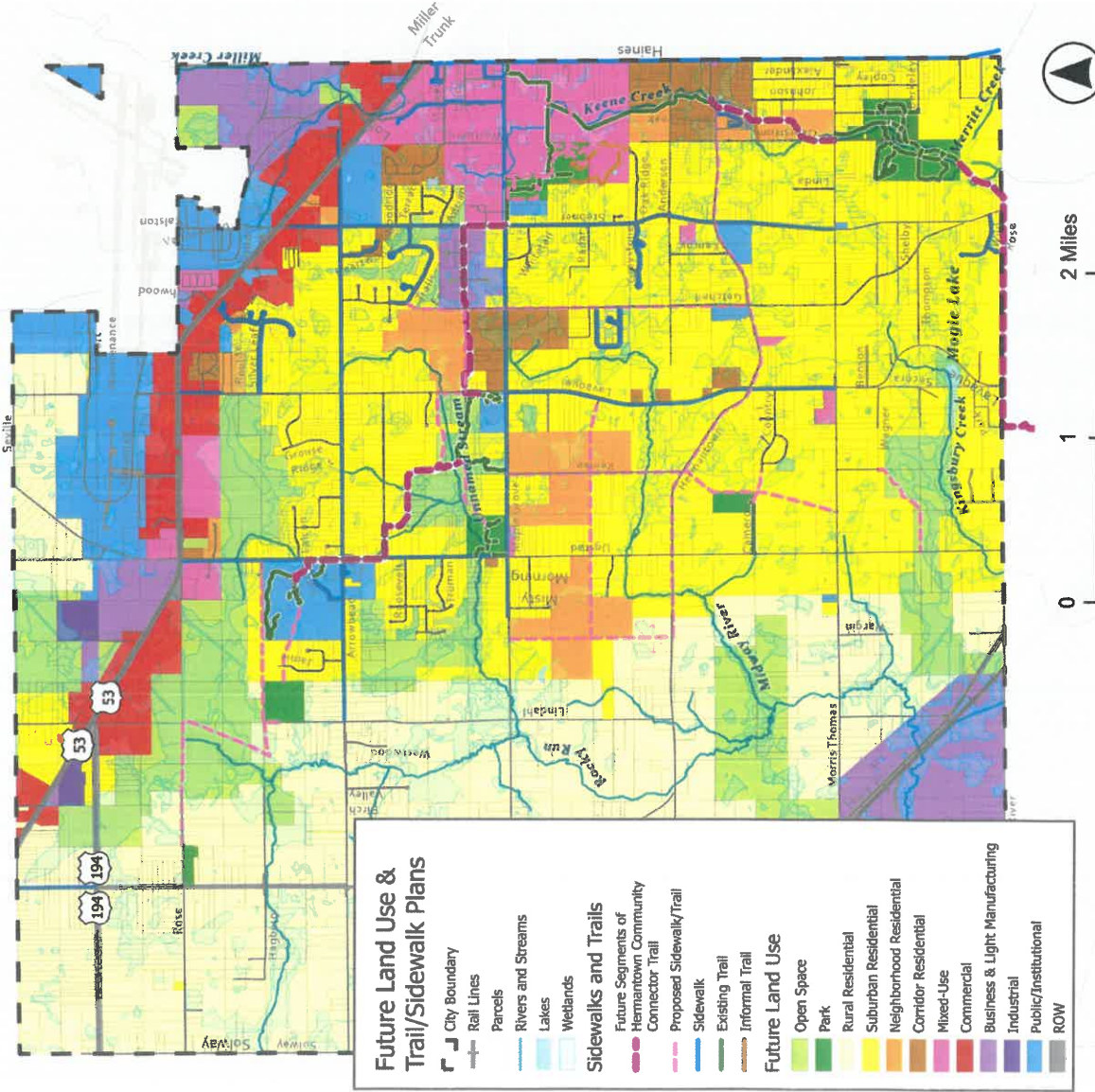


Figure 6.8 Connection Between Future Trails/Sidewalks and Future Land Use

METRO AREA BIKEWAYS PLAN

The Duluth-Superior Metropolitan Bikeways Plan, updated in 2019, includes a framework for the development of the future bikeways system in the Duluth-Superior metro area over the next 25 years. The existing bikeway system includes signed bikeable shoulder routes in Hermantown, including the following roadway corridors:

- Haines Road
- Maple Grove Road
- Arrowhead Road
- Lavaque Road
- Morris Thomas Road
- Midway Road
- Stebner Road (Hwy 53 to Maple Grove Road)
- Loberg Ave and Market St (in Hermantown Marketplace)

Planned future bikeway facilities in Hermantown include the following corridors:

- Hermantown Connector Trail
- Ugstad Road (Hwy 53 to Maple Grove Road)
- Connection between Hwy 53 and Midway Road via a power line corridor

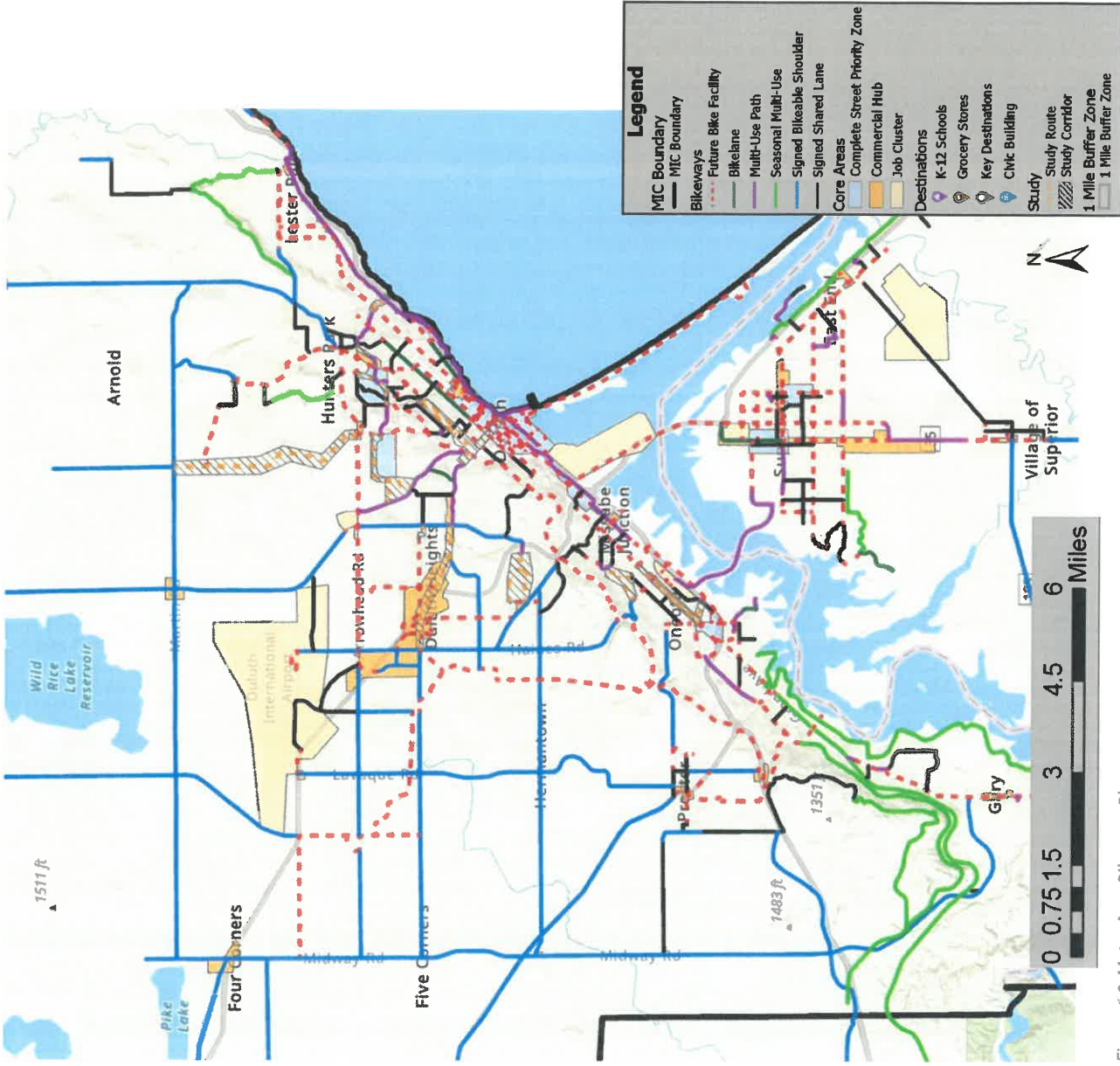


Figure 6.9 Metro Area Bikeways Plan

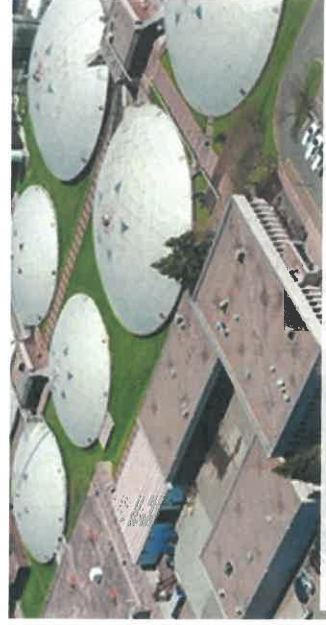
UTILITIES

CURRENT SANITARY SEWER SYSTEM

Hermantown operates a municipal sanitary sewer system that connects at various points to two interceptor sewers under the jurisdiction of the Western Lake Superior Sanitary District (WLSSD). The WLSSD Hermantown Interceptor generally runs along Highway 53 and carries waste to the District's regional wastewater treatment plant in Duluth. There, wastewater is treated before being discharged to the St. Louis River. The central and southeastern areas are served by City trunk sewer lines that flow south to the WLSSD Bayview Heights Interceptor. The City's trunk sewer line branches to serve both the school campus and the commercial uses in the Hermantown Marketplace. Other lateral lines serve existing neighborhoods. As part of the 2025 comprehensive plan update, a future expansion of the City's 2001 urban services boundary (USB) was planned for future business and light manufacturing development in the southwest area of the city.

CURRENT WATER SUPPLY SYSTEM

Hermantown purchases all of its potable water from the City of Duluth. The Utility Department is responsible for the distribution of treated water. The City's water supply lines generally follow major roads such as Highway 53 and other arterials and collectors.



WLSSD Wastewater Facility

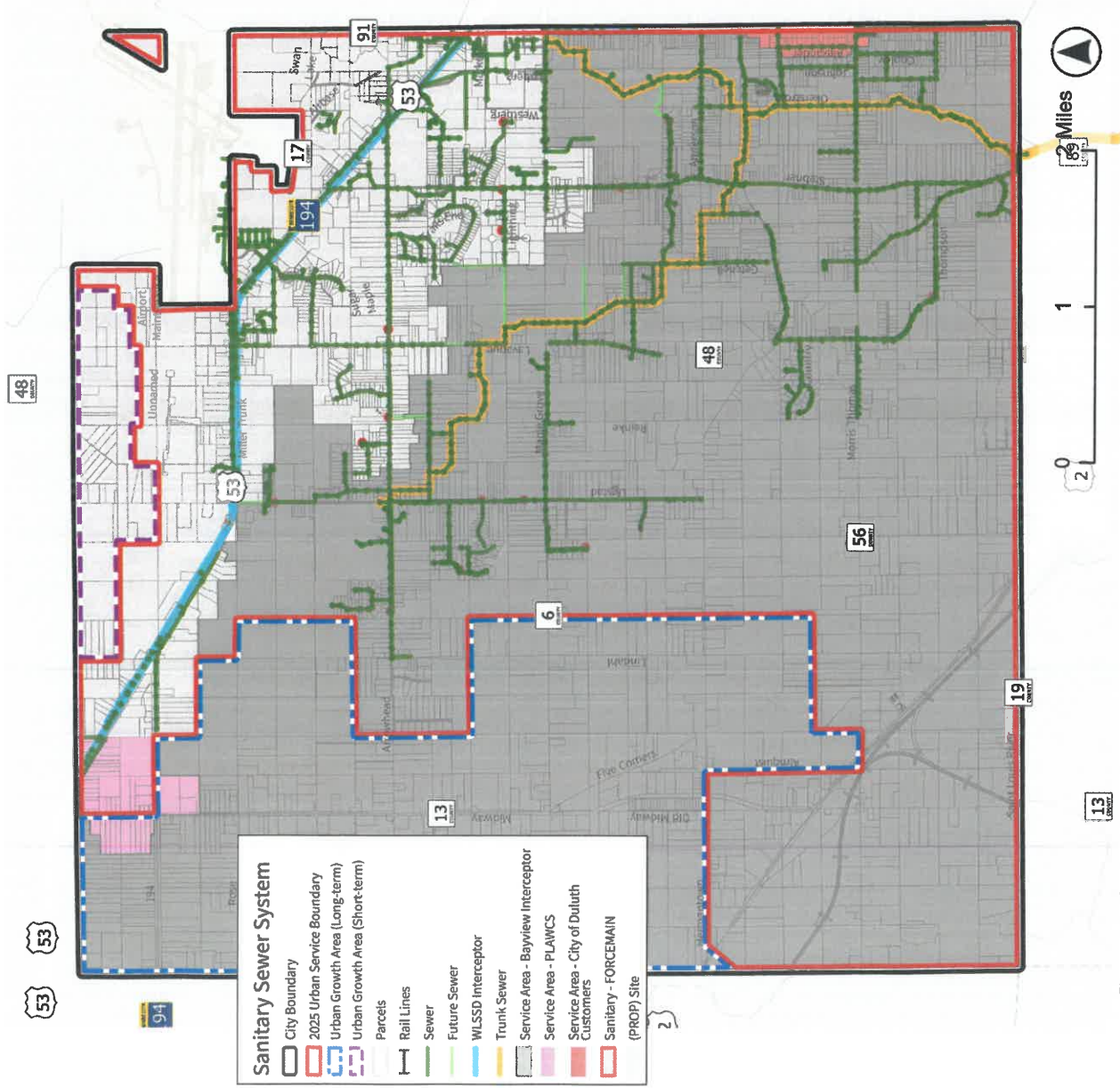


Figure 6.10 Sanitary Sewer System

CURRENT STORMWATER SYSTEM

Without any development, rain and snow would either soak into the ground or run off into streams, lakes, and wetlands. With development, roads, roofs, and other impervious surfaces change the rate of flow and the quality of stormwater. This could, in turn, negatively impact local water bodies. Roads and other constructed barriers prevent water from flowing naturally. Culvert, ditches, storm drains, catch basins, ponds, and bridges help direct the flow of water and assist in flood prevention.

FUTURE UTILITIES EXPANSION

Future expansion of both the sanitary sewer and the water supply systems for future residential development is focused on filling existing gaps within the City's 2001 USB and creating connections between neighborhoods. An additional sanitary sewer trunk line that was envisioned to someday serve a large residential portion of western Hermantown does not appear to be needed in the next 20 years, the lifetime of this plan. Given the opportunities for residential infill within the 2001 USB, the City could provide sanitary sewer service at a lower cost by developing within the 2001 USB. Instead, this line could be constructed to support business development in the southwest portion of the city. See Chapter 4: Land Use for more information about the City's land needs for future business and light manufacturing development. When the 2045 Comprehensive Plan was originally adopted in 2025, the southwest portion of the city was designated as a USB future expansion area. WLSSD subsequently revised the USB in its Comprehensive Wastewater Plan and established a 2025 USB that incorporated the southwest portion of the city.

The sanitary sewer and water supply system maps also show the City's designated future urban growth areas for staging the future provision of urban services, including sanitary sewer and water supply. See Chapter 4: Land Use for more information about the City's designation of urban growth areas.

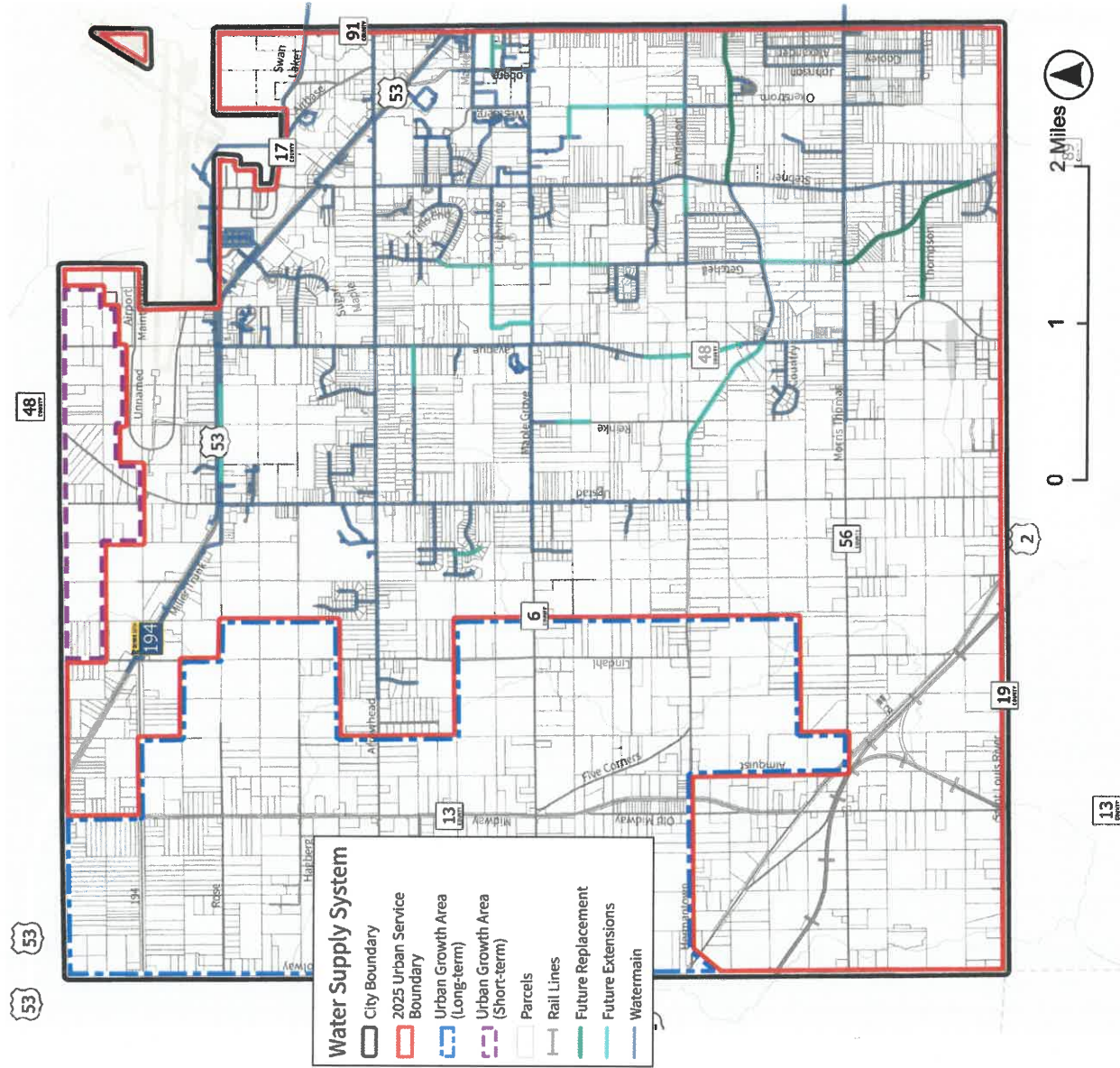
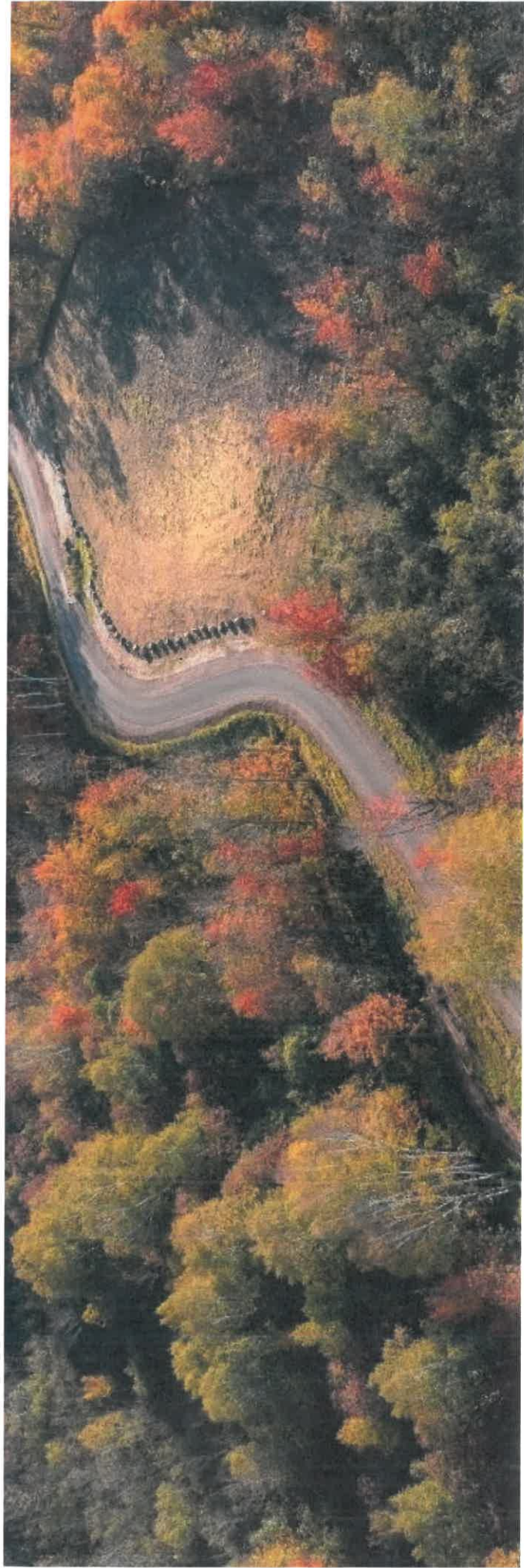


Figure 6.11 Water Supply System



ADAPTIVE INFRASTRUCTURE

MULTI-MODAL TRANSPORTATION

The transportation systems within Hermantown are also under the purview of the Duluth-Superior Metropolitan Interstate Council (MIC) Long-Range Transportation Plan, which looks out to 2045. This plan considers the transportation systems within the MIC area holistically and has identified key takeaways – some of which are relevant for Hermantown:

1. There are many transportation needs and wants, but funding under the current approach is likely not attainable and new approaches will need to be implemented.
2. Stagnant population growth, coupled with a decline in the percentage of people of working age, will result in a decreased tax base to fund increasingly expensive transportation projects.
3. An aging population will likely require expanded or different transportation options.
4. Level of Service projections show little traffic congestion and few areas of concern.
5. Multi-modal travel is desired, and in some cases necessary, for people within the MIC area.
6. Maintenance of critical infrastructure and addressing inefficiencies is strongly desired.
7. Building an environmentally sound and sustainable transportation system is strongly desired.
8. The design of transportation systems has multiple impacts on public health – we should strive for those that benefit and improve the overall health of the community.



For Hermantown, these transportation realities layered on top of the existing conditions provide a glimpse of where the city should focus its efforts. As investments are prioritized, spending time and money on infrastructure projects that improve access for those who are either unable or choose not to drive their own vehicles will become increasingly important. More and better-connected trails and sidewalks will provide options for those who do not drive and those who prefer alternatives to driving.

As part of its long-range transportation planning efforts, MIC conducted surveys to understand public sentiment around various transportation issues. While 66% of those surveyed preferred prioritizing modes other than automobile, barriers to use remained. Results showed that common barriers to walking included the condition of sidewalks, unsafe street crossings, and gaps in the sidewalk network. Barriers to biking included safety concerns when bicycling in the street. For Hermantown, this reinforces the need to explore off-street bicycle facilities.

As regular maintenance of roadways is required, there will be opportunities to construct integrated multi-modal options that improve both safety and access for those not in vehicles.

COMMUNITY RESILIENCE

Climate trends for Minnesota suggest greater chances for extreme weather over the next 50 years, including more precipitation, hotter summers, warmer and wetter winters, and more severe weather events in general. These episodes have the potential to damage public infrastructure, resulting in costly repairs, not to mention damage and loss to private property. Hermantown can work to lessen these threats by adapting the construction of new infrastructure projects while also upgrading existing facilities as opportunities allow.

One significant climate-related risk is flash flooding due to intense storm events and the associated damage to pipes, roads, and bridges, as well as to private property. To combat this risk, the City should strive to preserve floodplains and to construct stormwater infrastructure that can reduce the potential for costly damages.

Other aspects of community resilience in the face of climate change could be explored to address the following threats: spread of invasive tree and plant species, impacted water quality and supply, high energy consumption and/or greenhouse gas emissions, solid waste generation, extreme heat and air quality, and increased prevalence of vector-borne diseases by mosquitoes and ticks.

Participation by Hermantown in the St. Louis County Multi-Hazard Mitigation Plan efforts in 2020, and the resulting mitigation activities that were identified, are a starting point for addressing community resilience.

GOALS AND STRATEGIES

Goals and strategies were developed in consultation with the Steering Committee, HEDA, Planning Commission, and City Council with input from the public. Goals are broad statements that describe a desired outcome. Strategies describe the approach that would need to be taken to achieve the goals. Implementation actions are concrete steps that can be taken to reach the strategies and goals.

- 6.1. Provide safe, effective, and efficient access to neighborhoods, businesses, and recreation facilities while respecting the surrounding natural systems.**
 - 6.1.1. Maintain a roadway system which is consistent with the principals of functional classification and access management, helping ensure that roads are planned and designed in an integrated and efficient manner.
 - 6.1.2. Plan for needed roadway infrastructure improvements to manage traffic flow and reduce congestion.
 - 6.1.3. Expand and connect the local roadway network to create options for dispersed travel patterns.
 - 6.1.4. Provide safe and convenient bicycle and pedestrian facilities along roadways and between important destinations.
 - 6.1.5. Evaluate transportation projects to ensure they preserve and enhance environmental features and resources.
- 6.2. Recognize the importance of the Highway 53 corridor for the local business community.**
 - 6.2.1. Support Highway 53 access management improvements to preserve and improve the function of the highway, including the addition of service roads, consolidation of driveways, elimination or relocation of median crossovers, and intersection upgrades.
 - 6.2.2. Continue to cooperate with MN DOT and the Metropolitan Interstate Council on necessary safety improvements in the Highway 53 corridor.
 - 6.2.3. Seek federal and state assistance to construct needed highway improvements.
- 6.3. Provide a transportation system that supports all modes of travel.**
 - 6.3.1. Expand and connect the sidewalk and trail network in the suburban, neighborhood, corridor, and mixed-use neighborhood areas to provide connections to parks, trails, business areas, and other community destinations.
 - 6.3.2. Support bikeway system expansions and improvements of the Duluth-Superior Metropolitan Bikeways System Plan.
 - 6.3.3. Provide safe and convenient pedestrian crossings at appropriate intersections.
 - 6.3.4. Plan for safe and efficient pedestrian and bicycle options on all new roadway connections and when reconstructing the existing roadways.
 - 6.3.5. Support enhancements to regional bus transit services, particularly serving the needs of residents and employees working in Hermantown, working with the transit agencies and Duluth.



6.4. Plan for and provide necessary public facilities and utilities to support forecast growth.

- 6.4.1. Prioritize addressing gaps in services that benefit existing neighborhoods.
- 6.4.2. Expand infrastructure within the City's urban services boundary to promote the addition of new development including industrial, commercial and new housing types and densities available to a wide range of households, including number of occupants, types, ages, and incomes.
- 6.4.3. Explore options to expand the City's urban services to the southwest to support business development.
- 6.4.4. Provide adequate infrastructure along Highway 53 to meet the needs of existing and new businesses.
- 6.4.5. Inventory existing broadband infrastructure and create strategies to provide broadband service to underserved or unserved areas of the city.

6.5. Increase the community's resilience to the impacts of climate change and mitigation efforts against future natural disaster events.

- 6.5.1. Protect floodplains and restrict development within them.
- 6.5.2. Regulate stormwater runoff volumes and rates to minimize flood risk and damages.
- 6.5.3. Identify and implement road improvement projects to reduce areas of repetitive over-the-road flooding.
- 6.5.4. Ensure all new development and redevelopment projects adhere to the City's Stormwater Ordinance and Sewer Use Ordinance.
- 6.5.5. Continue to participate in the updating and implementation of the County's Multi-Hazard Mitigation Plan.
- 6.5.6. Continue to implement projects that will reduce the amount of clear water (inflow and infiltration) entering the sanitary sewer system.

07. IMPLEMENTATION

PURPOSE

The 2045 Comprehensive Plan provides a high level vision for the long term future of Hermantown as it considers how to approach decisions regarding land use, infrastructure, economic development, housing, recreation, and natural resources. The effectiveness of the plan is linked to the actions identified as necessary to implement the goals and strategies within each chapter. Because the time horizon for the Comprehensive Plan spans 20 years and the factors influencing policy decisions change more frequently, the City should revisit the goals, strategies, and implementation actions of the plan at least every five years in order to confirm they are still adequately addressing the issues facing the community.

The Implementation chapter identifies specific implementation actions for each of the elements (chapters) of the Comprehensive Plan:

- Natural Resources & Recreation
- Land Use
- Economic & Housing Development
- Transportation & Utilities

In addition, the timeframe (on-going, short term, or long-term) and the lead / coordinating city departments and commissions/boards for each implementation action.

Implementation regulatory tools are also identified, including the Zoning Ordinance, Land Splits & Platting Ordinance, Capital Improvement Plan, State Aid Roadway Programs, Official Map, and Water Resource Regulations.



Hermantown City Hall

IMPLEMENTATION ACTIONS

Timing of implementation actions may shift based on development trends, market forces, funding availability, agency coordination, and other factors. Timeframes are categorized as:

- **On-going:** Strategies that do not have a specific timeframe but will be implemented as needed over time.
- **Short Term:** These are implementation strategies recommended to be completed in the next one to five years. Generally these strategies are either higher priority or lower cost. (0-5 years)
- **Long Term:** These are generally higher cost or more complicated, thus requiring more time to implement, find funding, or build the collaboration and partnerships needed. (5+ years)

Chapter	TABLE 7.1 IMPLEMENTATION ACTIONS		Timeframe	Lead / Coordinating Agencies
3	NATURAL RESOURCES & RECREATION			
3.1	Continue to explore funding sources and opportunities to support acquisition, development, and maintenance of the parks and trails system.		On-going	Public Works Dept. and Community Development Dept.
3.2	Engage volunteers and user groups to aid in the on-going maintenance and upkeep of park and trail facilities in coordination with the City's Public Works Department and Park Board.		On-going	Public Works Dept. and Park Board
3.3	Develop a plan to increase accessibility within existing parks and improve non-motorized options for reaching the parks through an expanded sidewalk and trail system.		Short Term	Community Development Dept. and Public Works Dept.
3.4	Revisit the 2018 proposed master plans and fund the improvements needed to modernize and upgrade existing park/playfields to provide a broader range of recreational facilities both active and passive - Rose Road Park, Fichtner Field Park, Stebner Park, and Keene Creek Park. Any relocation of park facilities from an existing park should be coordinated with the planning and design of future parks.		Long Term	Public Works Dept. and Park Board
3.5	Plan, design, and fund construction of planned future parks in conjunction with future development and/or relocation of facilities from existing parks – Cameron Park, Art Olson Park.		Long Term	Community Development Dept., Public Works Dept., Park Board
3.6	Plan for completion of the Hermantown Connector Trail/Munger Trail Spur, including trailheads.		Short Term	Public Works Dept. and Park Board
3.7	Conduct analysis for identification of a potential public park in the northeastern portion of Hermantown.		Long Term	Community Development Dept.
3.8	Plan, design, and construct the extensions and enhancements to the City's trails and sidewalks system, both dedicated trail corridors and facilities within roadway corridors.		On-going	Community Development Dept., Public Works Dept., Park Board
3.9	Update the City's 2018 Parks & Trails Master Plan to reflect the directions of the Comprehensive Plan, since the master plan has reached its original time horizon of 2024.		Long Term	Community Development Dept. and Park Board
3.10	Update the City's Land Splits & Platting Ordinance (subdivision regulations) to improve the design standards, required improvements, and park dedication sections in order to improve the future provision and design of parks and trails with new development.		Short Term	Community Development Dept.



TABLE 7.1 IMPLEMENTATION ACTIONS			
Chapter		Timeframe	Lead / Coordinating Agencies
4	LAND USE		
4.1	Update the Zoning Ordinance to align with the land use plan and to support development of new housing types, higher densities, and mixed use development in targeted locations.	Short Term	Community Development Dept.
4.2	Evaluate timing for the expansion of the City's urban services to the rural area northwest of the airport to support future economic development opportunities.	Short Term	Community Development Dept. and Public Works Dept.
4.3	Conduct property inventory to identify vacant sites with current access to city utilities in order to prioritize infill development.	Short Term	Community Development Dept., Public Works Dept., Utility Dept.
4.4	Initiate small area plans to guide development of growth areas – Uptown, Maple Grove Rd corridor, Keene Creek/Haines Rd corridor, southwest/Hwy 2 area, and Western Hwy 53 corridor.	Short Term	Community Development Dept.
4.5	Develop vision plans for community gateway areas to enhance appearance and increase awareness of Hermantown.	Long Term	Community Development Dept., HEDA
4.6	Update the Land Splits & Platting Ordinance to better support future development as guided in the Comprehensive Plan.	Short Term	Community Development Dept.
4.7	Study road and infrastructure access barriers to identified areas of developable land/growth areas.	Long Term	Community Development Dept. and Public Works Dept.
4.8	Evaluate timing for the expansion of the City's urban services to the rural area generally west of Lindahl Road and north of Hermantown Road to support future economic development opportunities.	Long Term	Community Development Dept. and Public Works Dept.
5	ECONOMIC & HOUSING DEVELOPMENT		
5.1	Create and fund a unified marketing strategy to strengthen city's identity and messaging as a way to attract new businesses and employers.	Long Term	HEDA and Community Development Dept.
5.2	Update the City's business subsidy policy to keep it aligned with market changes.	Short Term	HEDA
5.3	Continue to lead the efforts to develop the Hawkline Business Park north of Hwy 53.	Short Term	HEDA and Community Development Dept.
5.4	Engage with broadband providers to expand service throughout the city, filling gaps and extending coverage to all neighborhoods.	Long Term	HEDA and Utility Dept.
5.5	Explore funding sources and support regulatory changes to allow the construction of a wider variety of housing types.	Short Term	Community Development Dept.



TABLE 7.1 IMPLEMENTATION ACTIONS			
Chapter		Timeframe	Lead / Coordinating Agencies
5.6	Consider the creation of a historic district to highlight and preserve the history of the Jackson Homes.	Long Term	Community Development Dept.
5.7	Develop a strategy and criteria for the City's acquisition and assembly of land as a tool to accelerate economic development in growth and redevelopment areas.	Long Term	Community Development Dept. and HEDA
6	TRANSPORTATION & UTILITIES		
6.1	Update the 5-year CIP annually to help prioritize the City's infrastructure needs identified in the Comprehensive Plan.	On-going	Community Development Dept. and Public Works Dept.
6.2	Prioritize and construct identified street extensions and improvements to manage traffic flow, reduce congestion, and increase access to developable land.	Long Term	Public Works Dept.
6.3	Continue to evaluate street intersections for necessary safety improvements.	On-going	Public Works Dept.
6.4	Prioritize and initiate utility extensions and improvements to fill gaps in water and sanitary sewer service within the City's urban services boundary.	Short Term	Public Works Dept. and Utility Dept.
6.5	Improve stormwater infrastructure to reduce possibilities of future flooding.	On-going	Utility Dept.



IMPLEMENTATION TOOLS

In addition to the implementation action steps listed below, there are a handful of regulatory tools that the City already utilizes that should be aligned with the vision of the plan so that they can advance its goals on a regular basis.

ZONING ORDINANCE

The City's Zoning Code is the primary tool for translating the future land uses of the Comprehensive Plan into regulations that govern uses, placement and massing of structures, and performance standards of land within the city. It includes the following:

- Zoning districts
- Official Zoning Map
- Development procedures
- Regulations to manage Shorelands
- Regulations to manage Floodplains
- Administration of Wetland Conservation Act efforts

LAND SPLITS & PLATTING ORDINANCE

The City's subdivision ordinance, which is called Land Splits & Platting, is a primary tool for planning and designing future development patterns, including streets, blocks, lots, and public areas.

CAPITAL IMPROVEMENT PLAN

Hermantown's Capital Improvement Plan (CIP) maps out the City's capital expenditures over a five year period. It anticipates what projects will receive funding, how much will be spent, and the timing of the efforts.

STATE AID ROADWAY PROGRAMS

There are state aid roadway programs at the County and City levels. While there are approximately 73 miles of roads under the City's jurisdiction, a portion of these roadways are designated as Municipal State Aid Streets (MSAS), which are major collector routes through the city. In addition, the County highways traversing the city, which are either minor arterial or major collector routes, are designated as County State Aid Highways (CSAH). The City evaluates each MSAS project to determine whether a utility infrastructure project could coincide with the road reconstruction or rehabilitation project. The City can work with the County to coordinate potential utility infrastructure upgrades or extensions with each CSAH project. Additionally, the City can continue to collaborate with the MN DOT on federal/state highway project improvements and the Federal-Aid Highway Program for Highways 53, 2, and 194.





OFFICIAL MAP

Land that is needed for future street or other necessary public facilities and services is frequently diverted to private uses that could have been located on other land without hardship or inconvenience to the property owners. When this happens, public uses of this land becomes more challenging, may be denied, may require prohibitive costs to obtain, and/or may involve dislocating the owners and occupants of the land. MN Statute 462.359 provides that municipalities have the right to identify land needed for future public uses on an Official Map. This process enables both public and private property owners to modify their building plans before investments are made that will make future changes difficult to accomplish.

WATER RESOURCES REGULATIONS

Preservation and protection of the community's natural resources, particularly water resources, is an important element of future development in the city. There are multiple tools at the federal, state, and municipal level for regulating changes that may impact water resources.

CREEK, RIVER, AND LAKE SHORELAND

The City currently regulates shoreland with its Shoreland overlay district in the Zoning Ordinance and mapped on the Official Zoning Map. The current Shoreland overlay district uses classifies the community's creeks and rivers using the MN DNR's lake classifications rather than stream/river classifications, which should be adjusted. The MN DNR has created a Shoreland Model Ordinance that provides good guidance for updating the City's Shoreland overlay district.

FLOODPLAINS

Responsibility to adopt regulations to minimize flood losses is delegated to local governments by the State of MN. The City's Zoning Ordinance includes a Floodplain Management Regulations chapter. Local governments are required to adopt floodplain management ordinances in order to be in full compliance with the National Flood Insurance Program (NFIP), which is required for flood insurance and certain types of disaster assistance. The MN DNR has created a Floodplain Model Ordinance. This model ordinance has been revised a number of times over the years for various reasons, with the most significant update occurring in early 2022. Local governments are encouraged to adopt the most recent version during each ordinance amendment.

WETLANDS

Wetlands are protected at the federal, state, and local level. The City of Hermantown has a Comprehensive Wetland Protection and Management Plan (2005). Since 2006, the City has enforced the federal Wetland Conservation Act (WCA) through adoption of the Wetland Conservation Act Ordinance, a chapter within the Zoning Ordinance. The City should work with the Minnesota Board of Water & Soil Resources to review and make any necessary updates to it wetlands plan and ordinance.

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2045 COMPREHENSIVE PLAN

HERMANTOWN, MINNESOTA



City of
Hermantown
Minnesota