



# **WESTERN MILLER TRUNK HIGHWAY SMALL AREA PLAN**

**10-05-17 DRAFT**

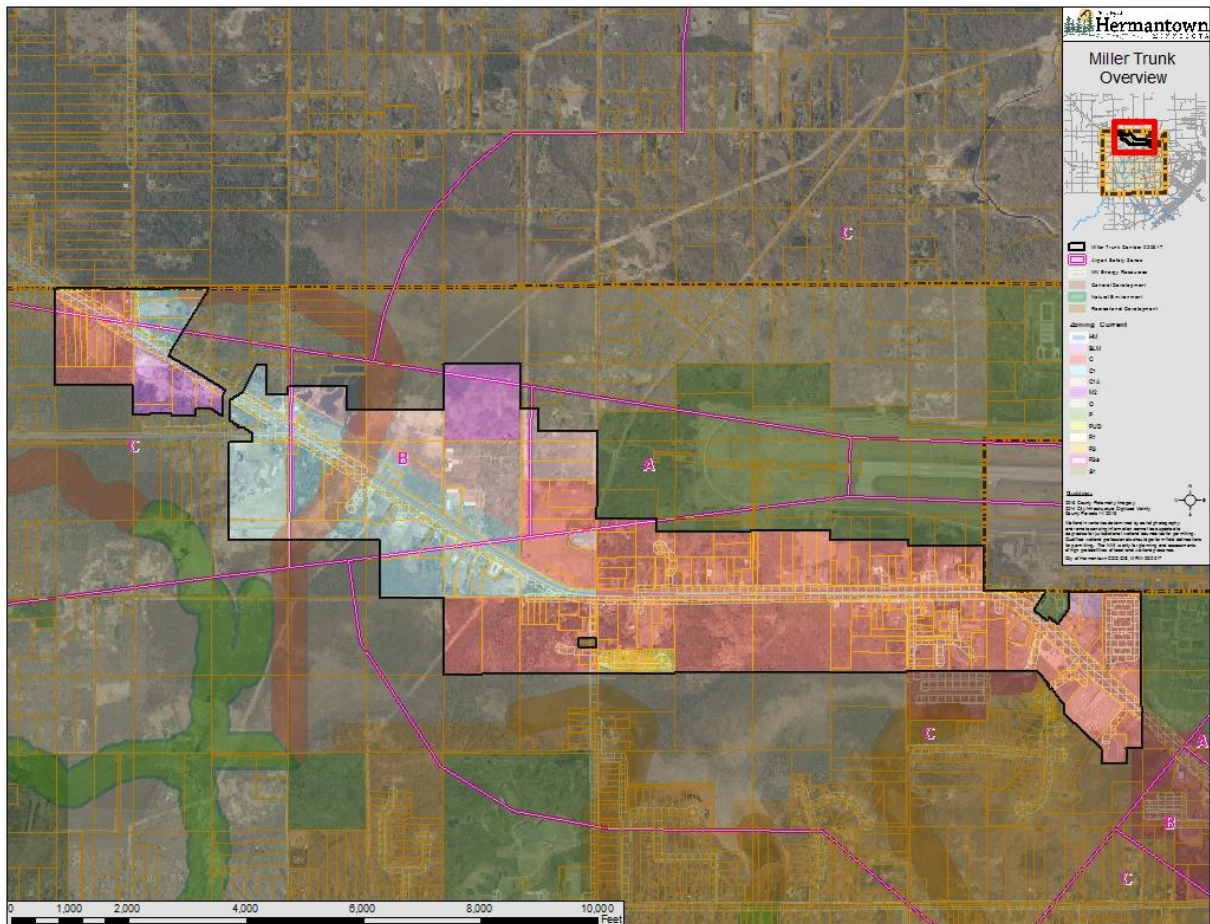
# Introduction

## Purpose of the Plan

The purpose of the Western Miller Trunk Highway Small Area Plan is to provide guidance for future planning development, redevelopment, transportation, infrastructure and commerce in the western part of Miller Trunk Highway corridor. The Small Area Plan will be used to update the 2001 Comprehensive Plan and Hermantown Zoning Regulations.

## Study Area

The study area includes the commercial and industrial parcels along the Miller Trunk Highway between R.J. Sport and Cycle (west of Stebner Road) and the Seville Road on the west end of town. The study area is broken down into two distinct areas: The C, Commercial zoned area east of Ugstad Road and the area west of Ugstad Road which is made up of seven different zoning districts.



## Significance and Character of Miller Trunk Highway


State Trunk Highway 53, otherwise known as the Miller Trunk Highway, is a major transportation link between downtown Duluth, Hermantown, and outlying northern residential communities. It also serves the bulk of traffic traveling between the Iron Range communities and the Duluth-Superior area. Not only does Trunk Highway 53 serve Northern Minnesota and Wisconsin, but also the rest of the nation, particularly the Midwest. It is essentially the Canadian connection to Interstate 35, which runs the length of the country and serves the heart of the nation.

The study area contains 40 percent of the city's commercial and industrial zoned land. While the city has expanded opportunities for mixed-use, destination commercial and multi-family residential development with the addition of the Hermantown Marketplace, the study area remains central to a number of development opportunities including corridor, office, industrial, and small business growth. There are over 130 businesses located in the study area. Commercial strip development along the study area from west of Stebner Road to Seville Road has grown steadily since the 1960's. While most of the commercial development has occurred between Stebner and Lavaque Roads, development has been spreading north along the corridor. Most of the development in the Study Area is smaller in size, relative to development further east on Miller Trunk Highway. Several existing parcels or combinations of parcels could accommodate large scale development. Commercial uses are mixed in function though most are locally or regionally owned retail and service businesses.

Hermantown is projected to add at least 11 percent to its 2010 population by 2020 and as grow between 34 and 43 percent by 2040 (Connections 2040, MIC, 2014). Hermantown is also projected to add between 900 to 1,400 jobs, or 34 percent, from 2010 to 2040 (Connections 2040, MIC, 2014).

Study Area Demographic and Economic Snapshot			
Demographics	MIC Planning Area	City of Hermantown	Miller Trunk Study Area (3 mile radius*)
<b>2010 Population</b>	147,628	9,414	6,573
<b>2000-2010 Population: Annual Growth Rate</b>	0.16%	1.62%	1.7%
<b>2010 Households</b>	60,372	3,335	2,339
<b>2000-2010 Households: Annual Growth Rate</b>	0.31%	2.34%	2.9%
<b>2010 Average Household Size</b>	2.30	2.55	2.58
<b>2016 Average Household Income</b>	\$65,499	\$85,039	\$86,417
<b>2016 Median Household Income</b>	\$48,390	\$66,582	\$64,681
<b>2016 Per Capita Income (PCI)</b>	\$27,609	\$32,808	\$33,945
<b>2016 Median Home Value</b>	\$151,658	\$228,729	\$286,664
<b>2016 Median Age</b>	37.4	41.6	41.9

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography. \*3 mile radius from intersection of Ugstad Road and Highway 53.



Master maps of the Study Area can be found in Appendix A and a full Study Area demographic report can be found in Appendix B.

## Planning Process

The Western Miller Trunk Highway Corridor Study was broken into five phases assessing existing conditions and issues, identifying future opportunities and challenges, developing planning alternatives, and selecting recommendations.

Phase I – Project Initiation: The Community Development Department organized a project initiation meeting of City staff to introduce the planning process and discuss goals for the process.

Phase II – Commercial Real Estate Discussions: Community Development Staff met with area commercial real estate brokers and conducted online research to better understand the market conditions for the study area.

Phase III – Transportation Stakeholders: Community Development staff and the City Engineer met with Minnesota Department of Transportation corridor management and District 1 planning staff and planning staff from the Metropolitan Interstate Commission (the MPO) to discuss planning needs for the highway and regional transportation system.

Phase IV: Community Outreach: - The City held two public open houses. Community Development staff followed public notice procedures, coordinated with the Chamber of Commerce, and mailed notices to property owners. The first meeting, held in February, sought to introduce the project and discuss planning needs in the study area with attendees. The second meeting reviewed preliminary planning concepts and recommendations.

Phase V: Plan Development and Adoption: The plan was presented to the Hermantown Planning and Zoning Commission at Public Hearing on October 17, 2017 and presented to the City Council on November \_\_, 2017.

### Transportation Stakeholders Meeting

Community Development staff and the City Engineer met with Minnesota Department of Transportation corridor management and District 1 planning staff and planning staff from the Metropolitan Interstate Commission (the MPO). Key findings and issues from the meeting include:

- Mn/DOT only has preservation projects planned for the corridor. No expansion or signal improvements are included in current plans.
- Mn/DOT's top priority for planning in the corridor is for fewer accesses, or lacking reduction in accesses, less expansion of accesses. Reduction or slowing of access is a key component of the agency's Toward Zero Deaths program.

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- The Minnesota Statewide Transit Plan calls for major expansion of transit services statewide, including in the Duluth Transit Authority (DTA) service area. DTA is working to complete a new Transit Development Plan in late 2017. Funding for expansion is not identified in the statewide plan.
  - The Transportation and Economic Development (TED) grant is an active program to improve Trunk Highway or local system in support of significant economic development projects. The Transportation Alternatives Program can provide grant funding for regionally significant bicycle and pedestrian projects.

### Commercial Real Estate Meetings

Community Development staff met with several commercial real estate brokers familiar with the commercial development market in Hermantown and the Duluth-Superior area. Key topics discussed include:

- Most development opportunities will move westward along the corridor. Participants see opportunity for new development and redevelopment moving westward.
- Initial focus should be on nodal development and redevelopment around the major intersections with Miller Trunk Highway at Sugar Maple, Lavaque, and eventually Ugstad.
- A City plan and development information can be valuable to guide the market and help make wise investments. Any access roads or other development requirements that are envisioned should be made known to property owners and developers so their plans can account for them.
- The C-1 district may be limiting development. The City should consider amending the allowed uses in the district or rezoning some C-1 areas.



## Past Planning

There are three primary past planning documents that provide direction to the development of the Study Area: the 2001 Comprehensive Plan, Trunk Highway 53/194 Hermantown Access Management Plan (1999), and Advance Hermantown (2012).


### 2001 Hermantown Comprehensive Plan

#### Plan Concepts / Goals and Policies > Updated Plan Concepts

1. Maintain the rural and suburban character of Hermantown.
2. Manage residential development to preserve critical natural features and existing, established neighborhoods.
3. Phase residential development consistent with necessary and available public infrastructure.
4. Locate new light industrial development in areas with similar uses, adequate public facilities, highway and arterial road access, and without conflicts with existing, established residential, public, recreational or commercial development.
5. Develop new commercial uses in areas with similar uses, adequate public infrastructure, including fire, police and emergency medical services, highway and arterial road access and without adverse visual or environmental impacts on existing, established residential, public, recreational, or commercial development.
6. Maintain large areas of contiguous open space to preserve critical habitat, natural features such as forested and open water wetlands that help protect the surface and groundwater resources of the Community.
7. Develop an inventory of public open space that will provide passive and active recreational opportunities for all the residents of Hermantown.
8. Reduce the community's reliance on the automobile and connect neighborhoods with public and private activity centers through a system of on and off road bicycle trails and pedestrian paths that would not be accessible to motorized traffic.
9. Plan a community traffic circulation system to serve the evolving land use pattern and provide the necessary right-of-way for new roadways to serve development and enhance the community traffic circulation system for people, goods and services entering and leaving the city.
10. Consider the environmental and fiscal impacts of major new residential, commercial or light industrial development. Identify and evaluate the short and long term impacts on the physical environment and infrastructure of Hermantown, including fire, police and emergency medical services.

#### Vision Statement > Land Use and Development > Commercial Development

The Trunk Highway 53 corridor has evolved into an efficient pathway for through traffic and access to local businesses through implementation of detailed access management plans and careful



development of adjacent lands. The corridor has developed into commercial nodes that are served by both the highway and the local street system.

The Trunk Highway 53 Corridor in Hermantown is a distinctive stretch of urban highway because of the attention to the various land uses to landscape features, building styles and signage. The area between the Lindahl Road and the Haines Road Trunk Highway 3 is the most intensely developed land with two tiers of commercial uses. The heavy industrial and airport zoning uses in the corridor represent the low density area of the highway and transition to the rural areas.

#### Vision Statement > Land Use and Development > Industrial Development

The Trunk Highway 53 corridor has a minor role for industrial uses but there are those that have existed for decades and new uses are consistent with commercial uses and the overall design theme of the corridor.

#### Vision Statement > Education and Technology

Businesses in the TH 53 corridor have access to both (wireless and modern cable) systems.

### **Trunk Highway 53/194 Hermantown Access Management Plan**

This plan was completed by the City of Hermantown, MnDOT District 1, and the Metropolitan Interstate Council in 1999 to study and address conflicts arising from increased development and traffic.

The Principles of Access Management laid out in this plan include:

1. Limiting the number of conflict points
2. Separating basic conflict areas
3. Reducing interference with through traffic
4. Providing sufficient spacing for at-grade intersections
5. Maintaining progression speeds along arterials
6. Providing adequate on-site circulation and storage

Access Management Recommendations include:

1. Service Roads (*Construction of many of the service roadways that are proposed on the following pages will be dependent upon a change in land use adjacent to the service roadway. If there is no change in land use, existing conditions will remain.*)
2. Consolidation of Driveways
3. Median Crossover Elimination or Relocation
4. Intersection Upgrades



## Advance Hermantown

Advance Hermantown was a citizen led, City supported community visioning effort organized in 2010. Advance Hermantown developed eight Destiny Drivers or focus areas for future community action. Two Destiny Drivers relevant to this planning process are;

Destiny Driver: Create a vision and development plan for the Highway 53 commercial corridor from Haines Road to Seville Road.

Phase 1: Access current conditions and determine challenges and opportunities for new growth.

Phase 2: Create a proactive strategy on the highway 53 Corridor to manage and support commercial growth, develop jobs and increase tax base for Hermantown.

Phase 3: Assist the Hermantown Economic Development Authority (HEDA) to proactively seek out economic opportunities and partnerships which will support current and future projects.

Measurements:

- 500 new jobs by 2020.
- 16% of residents working in community by 2020.
- 100 job gain via a new business or a business expansion by 2015.

Destiny Driver: Ensure “every square inch” of Hermantown has access to affordable connectivity.

The Destiny Driver calls for the City to analyze broadband services available in Hermantown and working with providers on a plan to bring state recommended download speeds to residents, businesses, and institutions.



## Existing Conditions

### Public Utilities Conditions

The City of Hermantown provides water and sanitary sewer utilities in the study area. Water and sanitary sewer capacity and mains are in place to support current activities and future development east of the Tree Farm on Highway 53. Capacity and mains for city water are in place going east from Lindahl Road. The water system would likely need to undergo a flow test if significant development were to occur at west of Lindahl, particularly at Dougherty farm. A pressure booster pump may be needed.

The City does not have water or sewer available in most of the area between Lindahl Road and Seville Road.

The City does not have sanitary sewer infrastructure in place to serve significant build-out of the commercially zoned areas around the intersection of Highway 53 and Ugstad Road. The City Engineer is currently studying a proposal to upgrade lift station #3 near Pineview Lane and Ugstad Road. A build out analysis of lands in the vicinity of the lift station is further discussed in the undeveloped and redevelopable lands section of this plan.

### Transportation Conditions

Miller Trunk Highway is a four-lane divided section of State Trunk Highway 53 that runs across the northern part of Hermantown. Annual Average Daily Traffic Volumes show stable traffic volumes on Highway 53 in the study area for the past ten years. The segment Stebner Road and Lavaque Road showed the most significant change between 2006 and 2015 increasing by six percent.

Miller Trunk Highway Traffic Volumes (Annual Average Daily Traffic)								
Highway Segments	2002	2004	2006	2007	2009	2011	2013	2015
Stebner Road to Lavaque Road	20,400	19,700	19,400	19,400	20,100	19,200	18,800	19,300
Lavaque Road to Lindahl Road	10,800	18,200	18,300	18,300	19,000	19,200	19,200	19,300
Lindahl Road to Midway Road	12,400	13,600	12,400	12,400	12,300	12,000	12,000	12,500

Source: Minnesota Department of Transportation, Traffic Forecasting and Analysis, Accessed 2017, [www.dot.state.mn.us/traffic/data](http://www.dot.state.mn.us/traffic/data)

Connections 2040 is the Long Range Transportation Plan (LRTP) for the Duluth Metropolitan Area which includes Hermantown. Completed in 2014, it takes a “big picture” look at the entire multimodal system for the next 25 years, and presents goals, strategies and policy guidance to meet the area’s transportation needs. The allocation of future households and jobs, as well as projected school

enrollment, were all inputs into the transportation demand model created for the plan, which was then used to predict the volumes and paths of future traffic on the area’s road network under both growth scenarios. Connections 2040 did not identify any projected deficiencies in level of service in Hermantown under either the conservative or aggressive scenarios.

There are signalized intersections at Sugar Maple Drive, Lavaque Road, and Ugstad Road and a signed intersection with Trunk Highway 194. There is no service road system in place. Lots along the highway are served by private driveways.

There is limited bicycle and pedestrian infrastructure in the study area. Sidewalks are in place along Sugar Maple Drive and Lavaque Road. Ugstad Road and Lavaque Bypass Road are part of the designated Duluth Metropolitan Bikeway System. These roads do not have sidewalks in the study area.

Arrowhead Transit began operating Dial-A-Ride in Hermantown in August 2017. Dial a ride operates seven days a week. The service connects into the Duluth Transit Authority (DTA) at multiple DTA bus stops in Hermantown and Duluth.

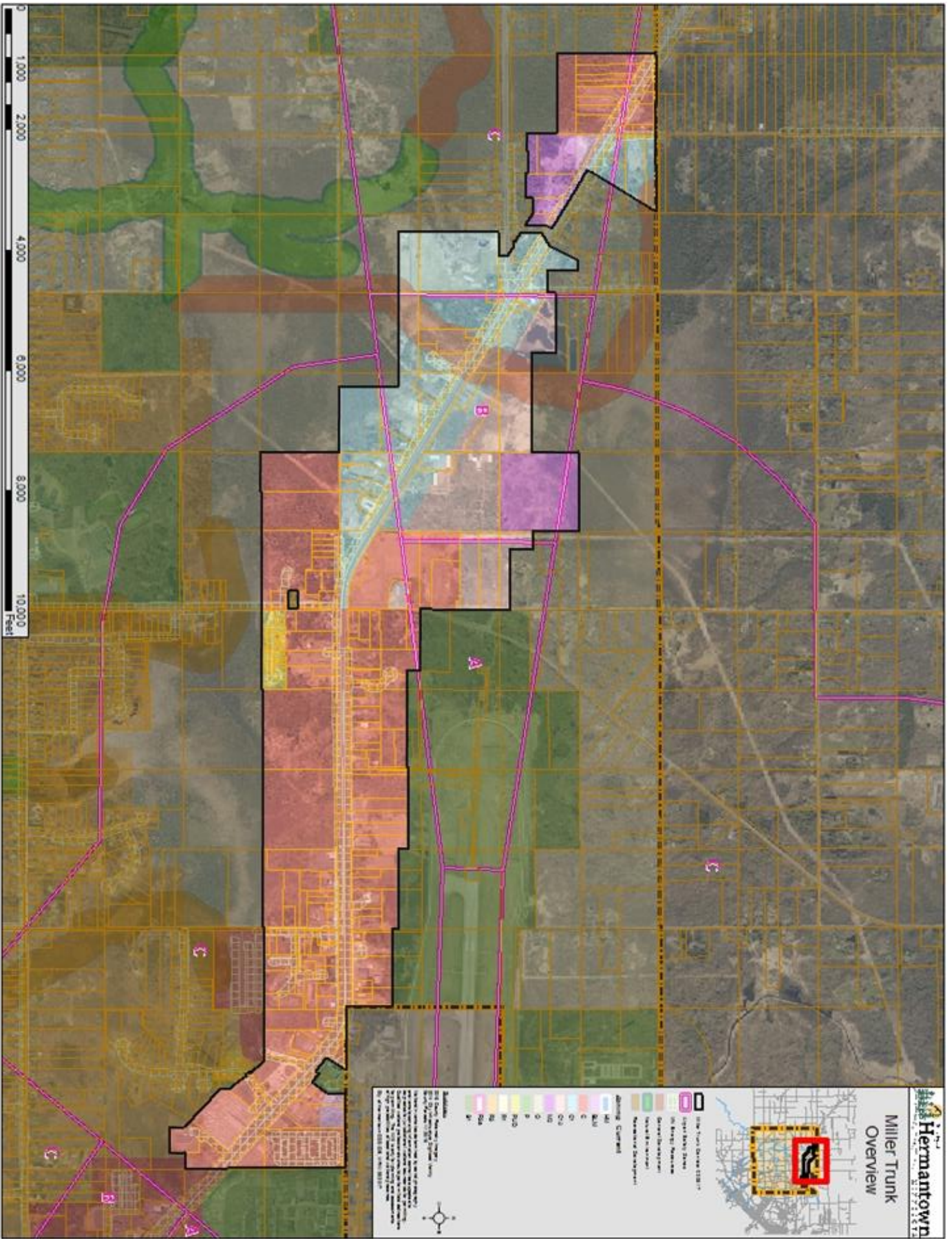
### Existing Zoning Description

The Western Miller Trunk Highway Corridor study area is comprised of several zoning districts and overlay districts. The zoning make-up of the study area indicates the importance of the study area for economic development, business, and job growth in the city.

The largest land area is zoned C, Commercial. At 792 acres, almost 70% of the City’s C, Commercial zoned land is within the study area. C-1, Light Industrial/Office and C-1a Light Industrial/Office/Adult Use are second largest zoning designation at 369 acres. M2, Manufacturing/Heavy Industrial and BLM, Business/Light Manufacturing round out the study area with 71 acres. One-hundred percent of the C-1, C-1a, and M2 lands within the city are located in the study area.

Much of the land in the district is subject to additional development regulations from overlay zoning districts. The Duluth International Airport Safety A and B overlay zones affect 6.3% and 25.9% of lands respectively. The General Development Shoreland overlay zone covers approximately 41 acres.

Study Area Zoning Analysis											
Zoning District	Citywide (acres)	MTH Study Area	% in MTH	A Zone	% of MTH	B Zone	% of MTH	C Zone	% of MTH	SO Zone	% of MTH
<b>C</b>	1150	792	69%	55	6.9%	84	10.6%	681	86.0%	0	0.0%
<b>C-1</b>	260	260	100%	0	0.0%	121	46.5%	122	46.9%	31	11.9%
<b>C-1a</b>	109	109	100%	23	21.1%	82	75.2%	3.5	3.2%	10	9.2%
<b>BLM</b>	1134	6	1%	0	0.0%	0	0.0%	5.6	93.3%	0	0.0%
<b>M2</b>	65	65	100%	0	0.0%	32	49.2%	25.7	39.5%	0	0.0%
<b>Total</b>	2718	1232		78		319		837.8		41	






## Zoning Descriptions

Base Zoning Districts – A Base Zoning District is a geographic area of the city for which land use regulations apply to all lands.

- C, Commercial – For establishment of general retail sales, offices, professional buildings and service businesses. Large and small land uses. The most densely developed district in the planning area. Uses are permitted by a Planning Commission approved Commercial Industrial Permit or Special Use Permit.
- C-1, Light Industrial/Office – Intended for low-density suburban development including offices, light industrial, and public service uses. This zone is specifically intended for larger lot sizes and is not slated for public utilities. Most land zoned C-1 has easy access to public utilities today. Uses are permitted by a Planning Commission approved Commercial Industrial Permit.
- C-1A, Office/Light industrial/Adult Uses – Intended for low-density suburban development including offices, light industrial, and public service uses. Unlike the C-1 district this district allows licensed Adult Use businesses as a primary use. This zone is specifically intended for larger lot sizes and is not slated for public utilities. Most land zoned C-1A has easy access to public utilities today. Uses are permitted by a Planning Commission approved Commercial Industrial Permit.
- BLM, Business and Light Manufacturing – Intended for low density business and light manufacturing uses of land and structures in the city. Uses are permitted by administratively approved zoning certificate with performance conditions or a Special Use Permit.
- M-2, Manufacturing, Heavy Industrial – Intended for heavy industrial nature which may have objectionable influences or noise, odor, fumes, air, vibration, light and the like. This district and its uses should be located away from residential districts or natural areas subject to environmental concerns either by linear distance or by manmade or natural mitigating and protective features. Uses are permitted by a Planning Commission approved Commercial Industrial Permit or Special Use Permit.

Overlay Zoning Districts – An Overlay Zoning District is a geographic area of the city where additional requirements are superimposed upon a base zoning district adding to, or altering land use regulations of the base zoning district.

- Shoreland Overlay, General Development – Additional and altered regulations applied to all lands within 300 feet from the ordinary high water mark of the unnamed stream in Section 3 in the planning area to preserve water quality, natural characteristics, economic values and the general health, safety and welfare of public waters in the City of Hermantown.
- Airport Safety Zone A – An area extending outward 2/3 the length of the runway at Duluth International Airport. The A zone shall contain no buildings, temporary structures, exposed transmission lines, or other similar above-ground land use structural hazards, and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include, but are not limited to, such uses as agriculture, horticulture, wildlife habitat, animal husbandry, raising of livestock, light outdoor recreation,



cemeteries, auto parking, open space, and natural areas. Approval of the Airport Zoning Administrator and Joint Airport Zoning Board is required for land uses in this zone.

- Airport Safety zone B – An area 1/3 the length of the Duluth International Airport runway. Limited business use allowed as long as uses are not assembly uses or expected to attract more than 15 people per acre. Minimum lot size of 2.5 acres. Structures cannot exceed 1580 feet above sea level.
- Airport Safety Zone C – Lands surrounding the airport. All uses allowed in the base zoning district are allowed. Structures cannot exceed 1580 feet above sea level or create light or electronic disturbance with the airport.

### C-1 and C-1A Zoning District Discussion

The limited number of allowable uses within the C-1 and C-1A zoning districts was identified as obstacle to use and development of the study area west of Ugstad Road. Multiple options to address this issue were considered. The recommended course of action is to expand the uses allowed within the C-1 and C-1A zoning districts. Rezoning properties to C, Commercial or BLM, Business and Light Manufacturing was considered but not recommended because the zoning districts do not mandate a minimum lot width which is incompatible with access management goals of this plan, the C, Commercial zoning district allows for more intense uses which do not complement existing public utilities or long range plans for public utilities, and C-1 and C-1A minimum lot size is consistent with Airport Safety Zone B standards.

#### Zoning Permitting Process

The Commercial Industrial Development Permit (CIDP) is a zoning approval process unique to Hermantown. Like a special use permit it requires a public hearing before the Planning Commission to review the proposed project, hear from the public, and address conditions for approval recommended by staff. Unlike a special use permit which requires approval by the City Council, a CIDP is approved by the Planning Commission.

Hermantown's Zoning Regulations have required a Commercial Industrial Development Permit for nearly all projects in commercial and industrial zoning districts. This plan recommends adopting a more commonly used approval process with an administratively approved zoning certificate with performance standards for certain types and scale of projects and a special use permit for other projects. The City has already changed the approval process to a similar hybrid model for BLM and HM Zoning Districts.

The following table shows existing uses allowed in the C-1 and C-1A districts and proposed expanded uses.

<b>C-1 and C-1A Potential Uses</b>	
<b>Uses Allowed with a Zoning Certificate</b>	
<b>C-1 and C-1A</b>	
(* denotes an existing use) Business, sales, professional offices* Equipment sales, services* Auto or truck sales, repair, parts, or supplies* Public buildings and public service facilities* gas stations/convenience store* Sports and Recreation Instruction Artists' studios Accessory Uses	
<b>Uses Allowed with a Special Use Permit</b>	
Educational and Training Centers Catering Educational and Training Centers Gymnastics, martial arts, fitness, aerobic, exercise, or dance studios Art studios Office warehouse, office showroom Wholesale businesses Warehousing facilities and Distribution Centers Retail sales Indoor recreation and entertainment Restaurants Veterinary clinics Micro-brewery/winery and tap/tasting room Commercial towers and Antennas Lumber yard Assembly, packaging, or fabrication (light manufacturing) Mini storage warehouse Contractor's shop and storage yard Agritainment (could incorporate next two items) Adult use, accessory	
<b>C-1A Only</b>	
<b>Uses Allowed with a Special Use Permit</b>	
Head Shop Adult Uses	

### Undeveloped and Redevelopable Land Analysis

Staff conducted a desktop review of the Study Area identifying undeveloped or currently vacant properties and properties positioned for redevelopment. 27 undeveloped and redevelopable parcels are discussed on the following pages.

**Site: Gallagher's Apartments**

Address: 5298 Miller Trunk Highway

PIN: 395-0010-02815

Use: Apartments, low density

Plan: Redevelopment

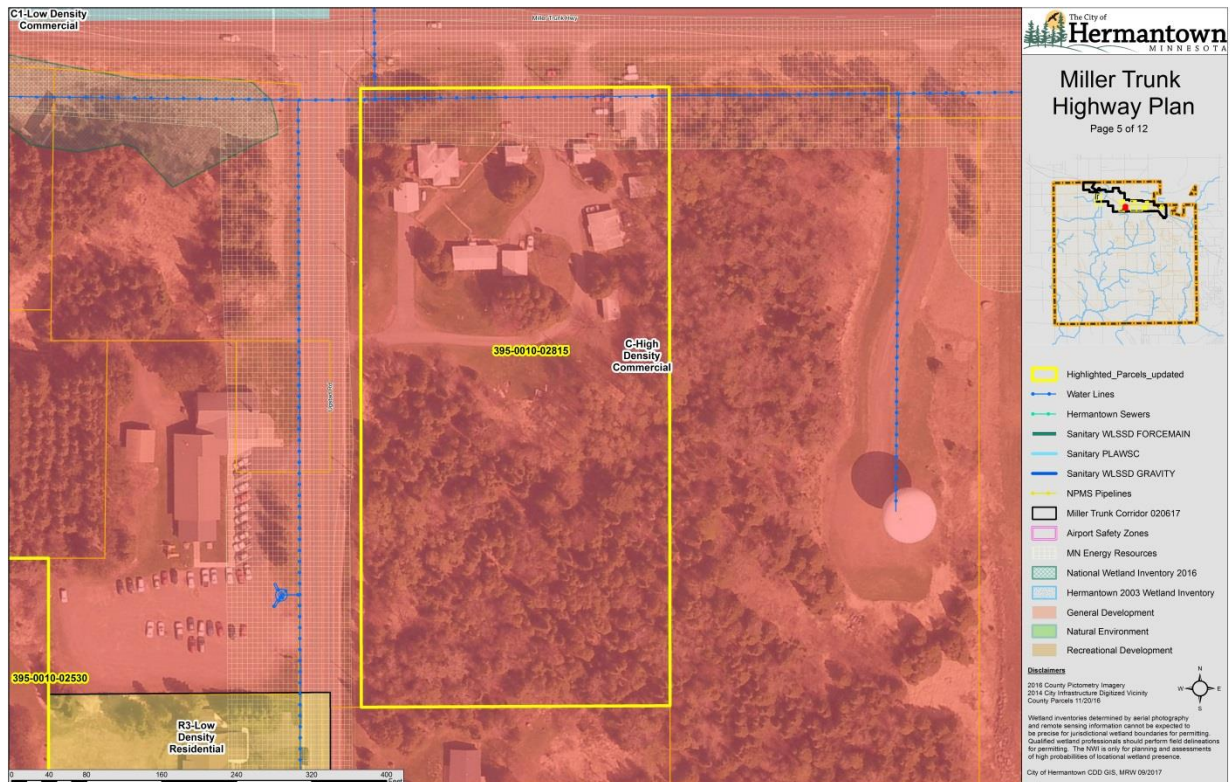
Acreage: 5 acres

Zoning: C, Commercial; Airport Zone C

Preferred Use: Multi-residential, commercial corridor

Redevelopment Criteria: Relocate primary access to Ugstad Road, Eliminate both access points on Highway 53, Incorporate trail or super- sidewalk easement for future access to school and wellness center, City would like to place a community wayfinding sign on northwest corner of property.

Other: Preferred levels of redevelopment will require upgrades to the municipal sanitary sewer system in this area. The City is currently studying upgrading lift station #3 to accommodate potential growth in the area. City water is adjacent in the south right-of-way of Highway 53.



**Site: Williams Trailer Park**

Address: 4463 Ugstad Road, 5314 Williams Drive

PIN: 395-0010-02530, 395-0074-00080

Use: Former mobile home development, single family house

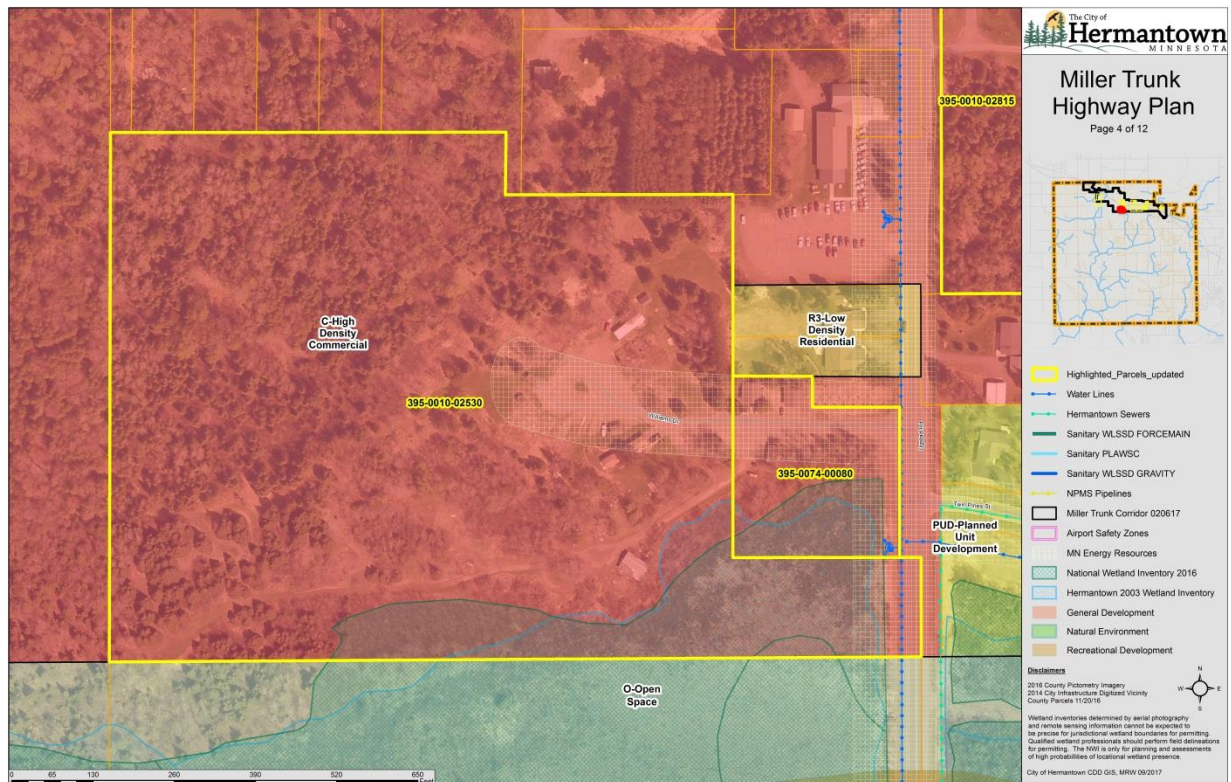
Acreage: 21

Zoning: C, Commercial; Airport Zone C

Preferred Use: Multi-residential, mixed corridor use

Redevelopment Criteria: Both parcels should be redeveloped as one, incorporate trail and/or sidewalk easements for future access to school and wellness center, Upgrade of Williams Drive into the site. Use of Planned Unit Development to cluster buildings and facilities to avoid wetland mitigations should be a priority.

Other: Preferred levels of redevelopment will require upgrades to the municipal sanitary sewer system in this area. The City is currently studying upgrading lift station #3 to accommodate potential growth in the area. City water is located in the right-of-way of Ugstad Road and must be extended into the site with Williams Drive.





**Site: Tree Farm**

Address: 51XX and 52XX Miller Trunk Highway

PIN: 395-00010-02770, 395-0010-02800

Use: Undeveloped, Forest Management

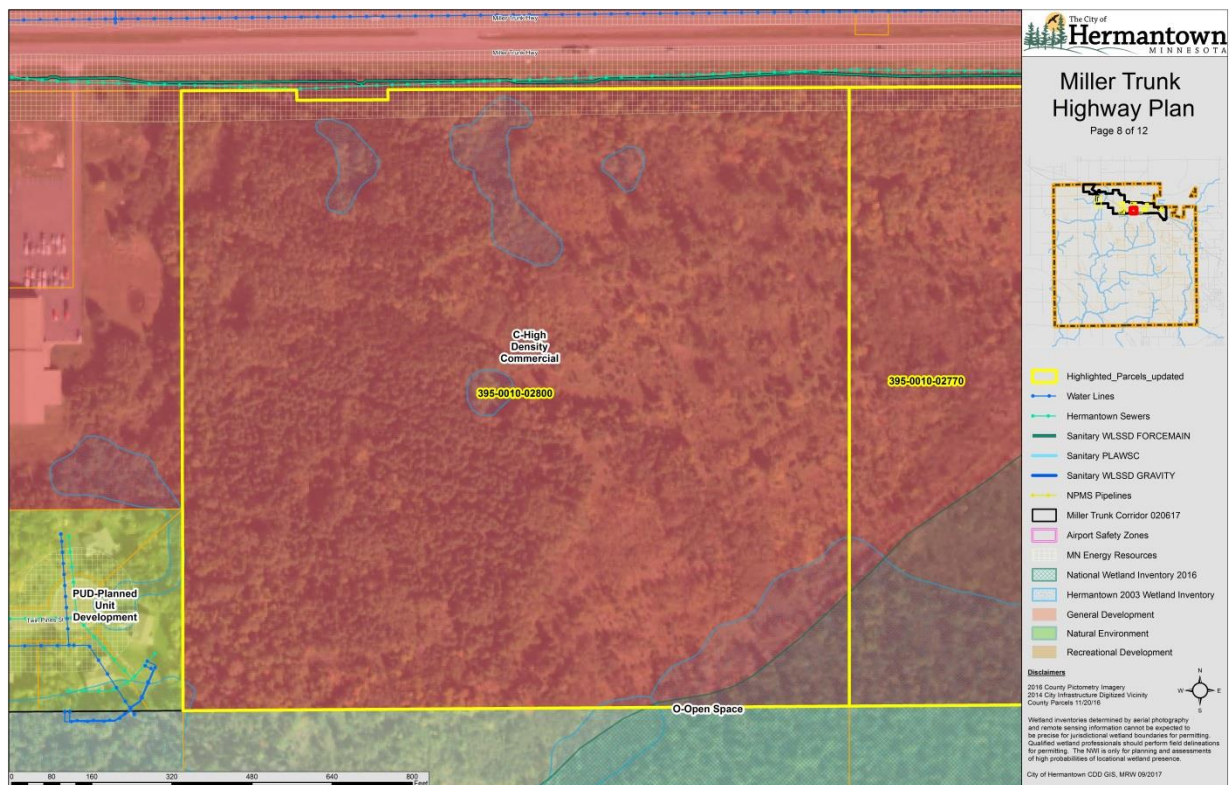
Acreage: 75 acres

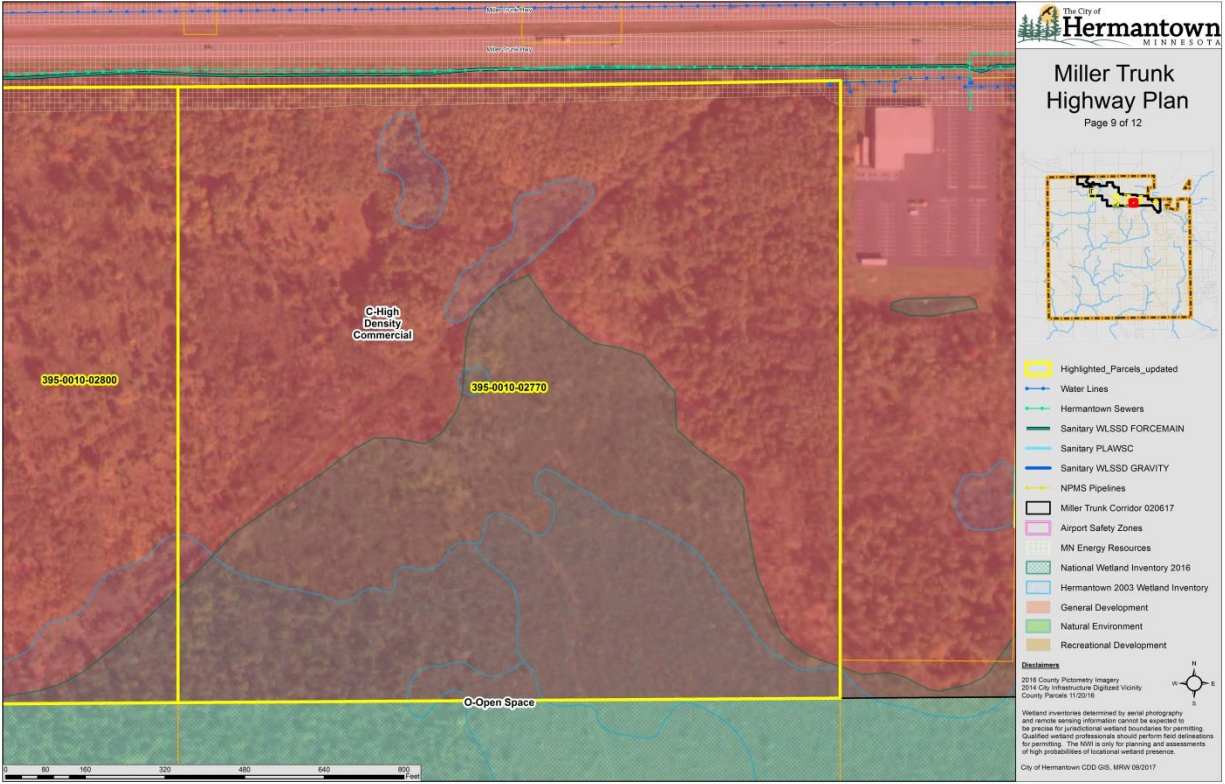
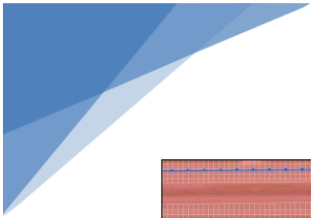
Zoning: C, Commercial; Airport Zone C

Preferred Use: Regional commercial node, Office park

Redevelopment Criteria: Preference is to reserve opportunity for a master planned regional commercial node or office park level of development by not subdividing into small lots, Access to site will be shared by incorporating a service road with sidewalks parallel to Highway 53 with connectivity options to neighboring parcels.

Other: Preferred levels of redevelopment will require upgrades to the municipal sanitary sewer system in this area. The City is currently studying upgrading lift station #3 to accommodate potential growth in the area. The property would need to construct a gravity sewer line to the lift station. City water is adjacent in the south right-of-way of Highway 53.





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**Site: Bill and Irv's**

Address: 53XX Miller Trunk Highway, 5315 Miller Trunk Highway and 5309 Miller Trunk Highway

PIN: 395-0010-00854, 395-0010-00853, and 395-0010-00850

Use: Vacant (former oil refinery), Assembly and warehousing, and Mini-storage warehouse

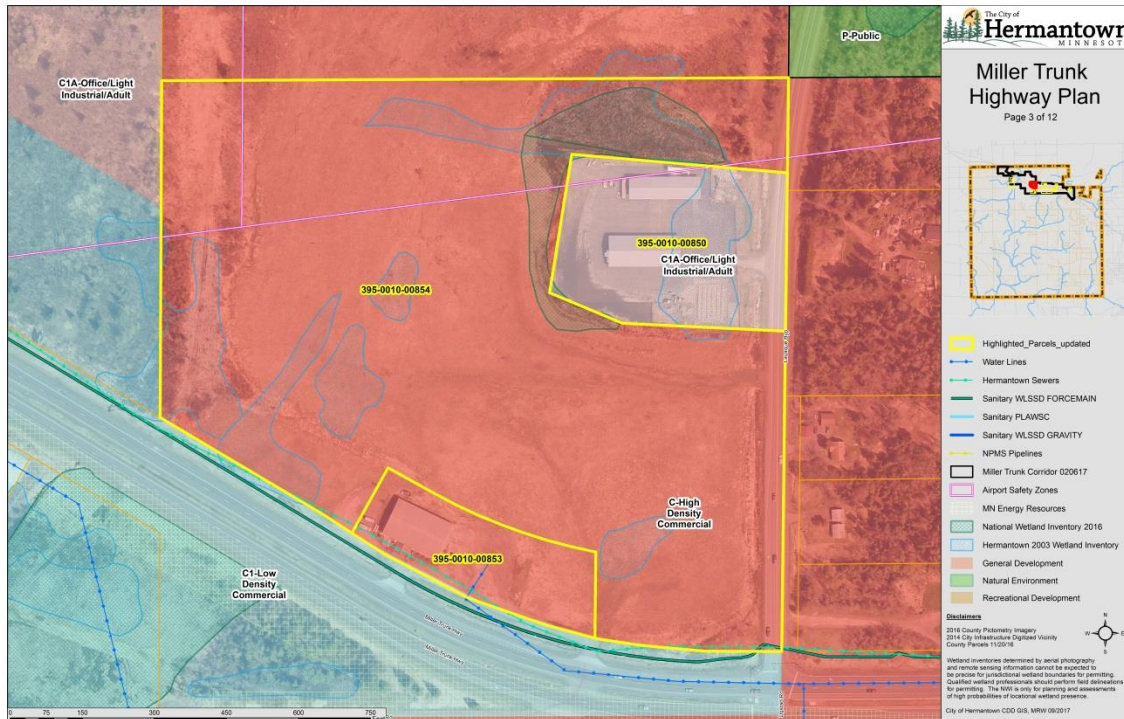
Acreage: 31 acres

Zoning: C, Commercial, Airport Zones A, B and C

Preferred Use: Regional commercial node, Office park

Redevelopment Criteria: Preference is to reserve opportunity for a master planned regional commercial node or office park level of development by not subdividing into small lots, Possibility to combine all three parcels, Relocate primary access to Ugstad Road, Eliminate both access points on Highway 53, Incorporate trail or sidewalk easement for future access to school and wellness center and proposed Rice Lake trail system.

Other: Preferred levels of redevelopment will require upgrades to the municipal sanitary sewer system in this area. The City is currently studying upgrading lift station #3 to accommodate potential growth in the area. The property would need to construct a gravity sewer line to the lift station. City water is adjacent in the north right-of-way of Highway 53. Rezone C-1A for master planned project.



**Site: Edgetown Motel**

Address: 5150 Miller Trunk Highway, 5118 Miller Trunk Highway, 44XX Lavaque Road

PIN: 395-0070-00045, 395-0070-00046, 395-0010-02760, 395-0010-03765, and 395-0070-00050

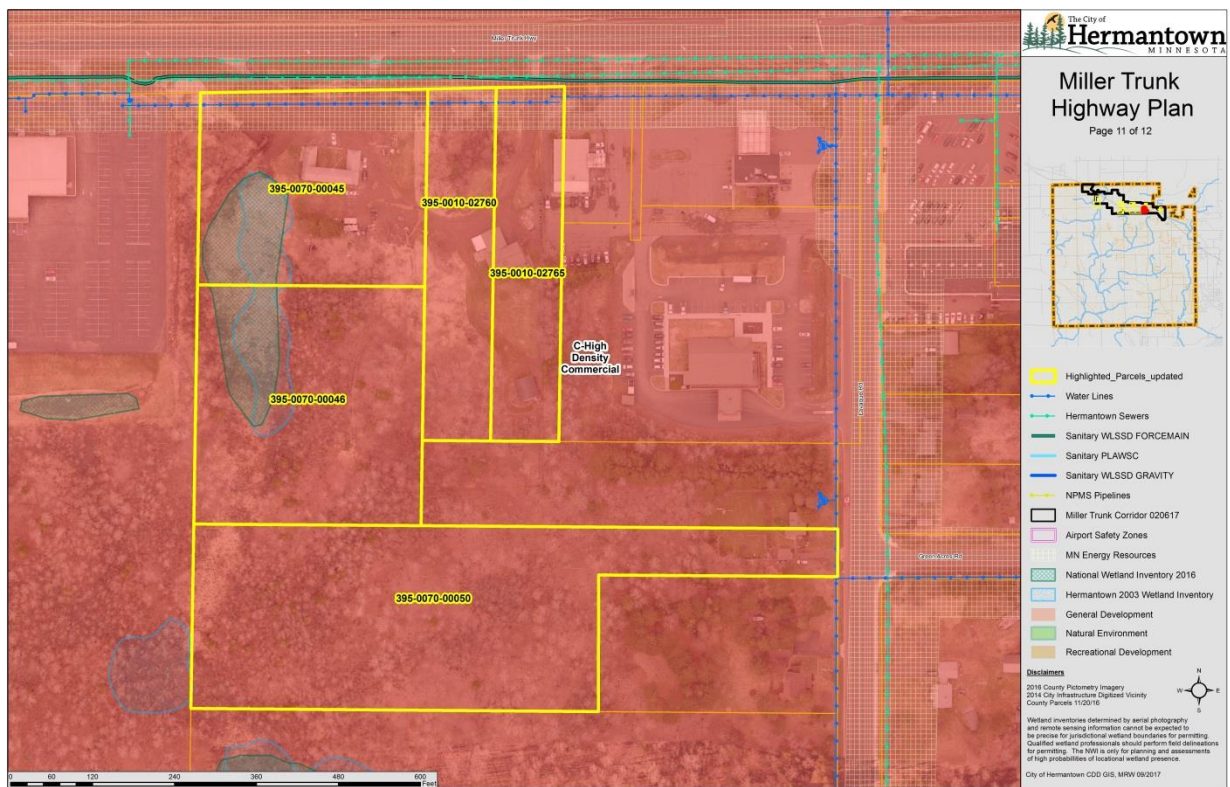
Use: Motel, House, Undeveloped

Acreage: 11.5 acres

Zoning: C, Commercial; Airport Zone C

Preferred Use: Corridor commercial

Redevelopment Criteria: Preference is to redevelop all parcels as a single or phased project, Incorporate a service road with sidewalks parallel to Highway 53 with connectivity options to neighboring parcels, Elimination of at least one Highway 53 access point at Edgetown Motel.



**Site: Hermantown Liquor Store**

Address: 5115 Miller Trunk Highway

PIN: 395-0010-00620, 395-0010-00628, 395-0010-00610, and 395-0010-00623

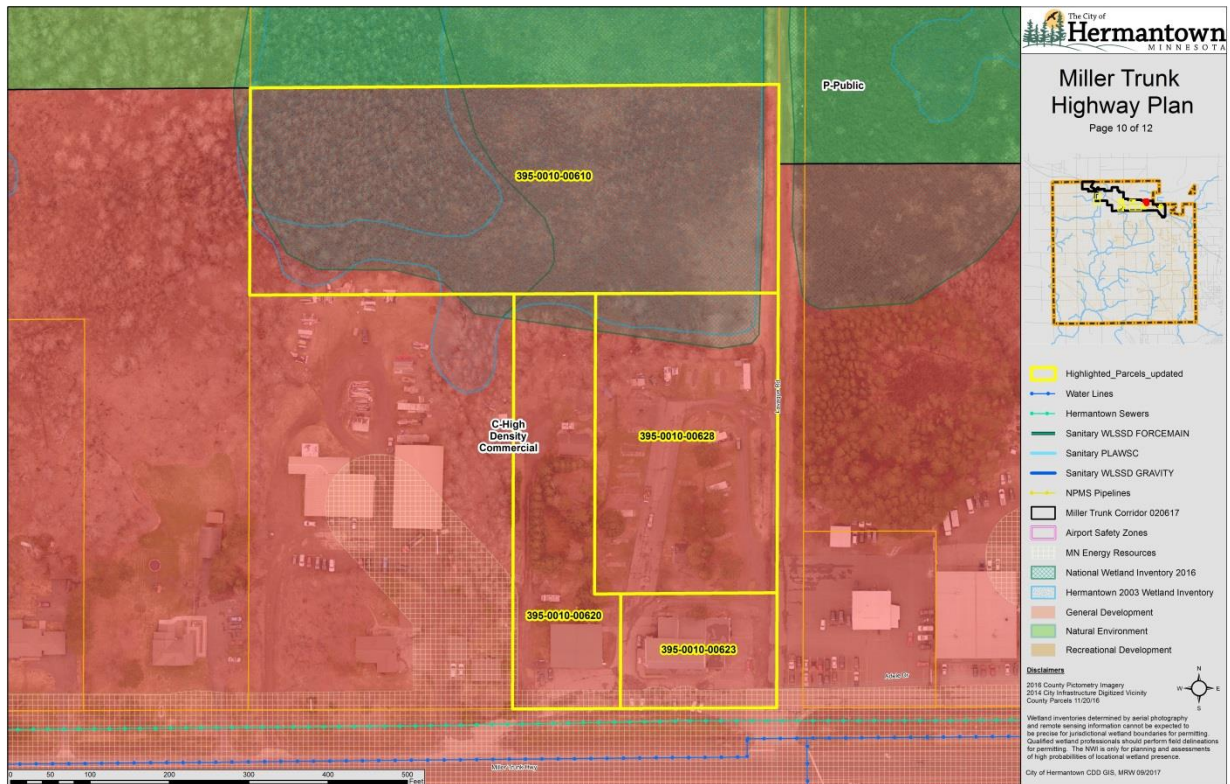
Use: Commercial building, RV campground

Acreeage: 9 acres

Zoning: C, Commercial; Airport Zone C

Preferred Use: Corridor commercial, Multi-residential

Redevelopment Criteria: See service road proposal.



**Site: Maple Hill**

Address: XXXX Norway Pines Place

PIN: 395-0091-00140, 395-0091-00030, and 395-0091-00050

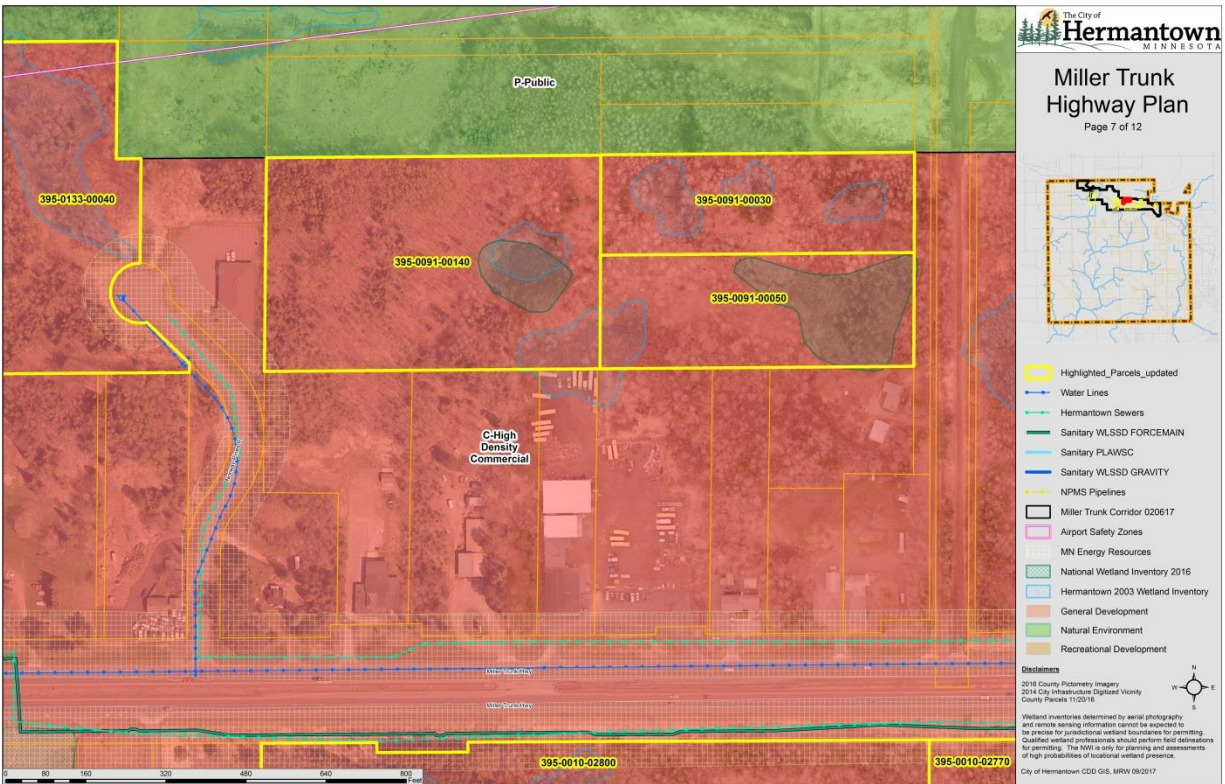
Use: Undeveloped

Acreage: 13

Zoning: C, Commercial; Airport Zone C

Preferred Use: Office and Industry, Multi-residential

Redevelopment Criteria: Access should be off of Norway Pines, Possibility to be combined with redevelopment of parcels fronting Miller Trunk Highway. Land use should not require highway visibility.



**Site: Matthew Addition**

Address: XXXX Norway Pines Place

PIN: 395-0133-00040

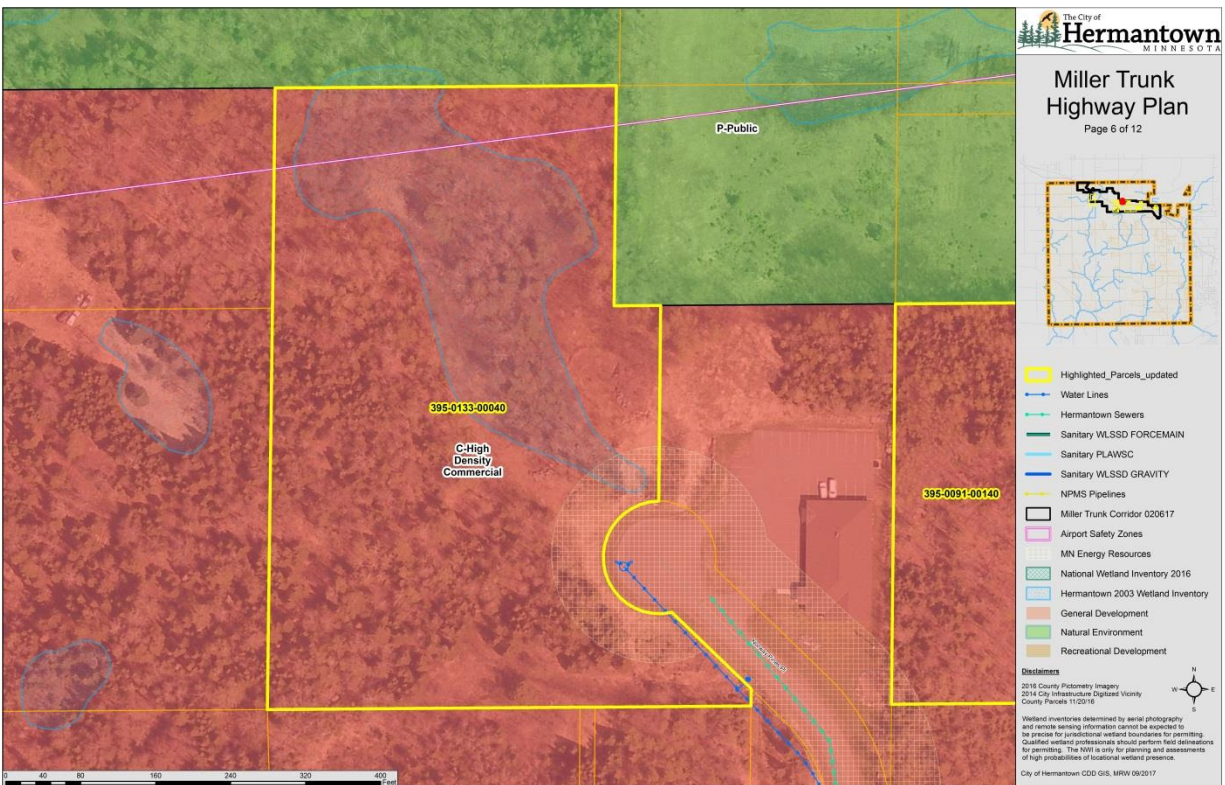
Use: Undeveloped

Acreage: 6

Zoning: C, Commercial; Airport Zone C and A

Preferred Use: Office and Industry

Redevelopment Criteria: Land use should not require highway visibility, Small portion of the back of the lot is within the Airport Safety Zone A, Utilities and street access are in place.



**Site: Curtis Oil Site**

Address: 4985, 4991, 4995 Miller Trunk Highway

PIN: 395-0010-02930, 395-0010-02934, and 395-0010-02960

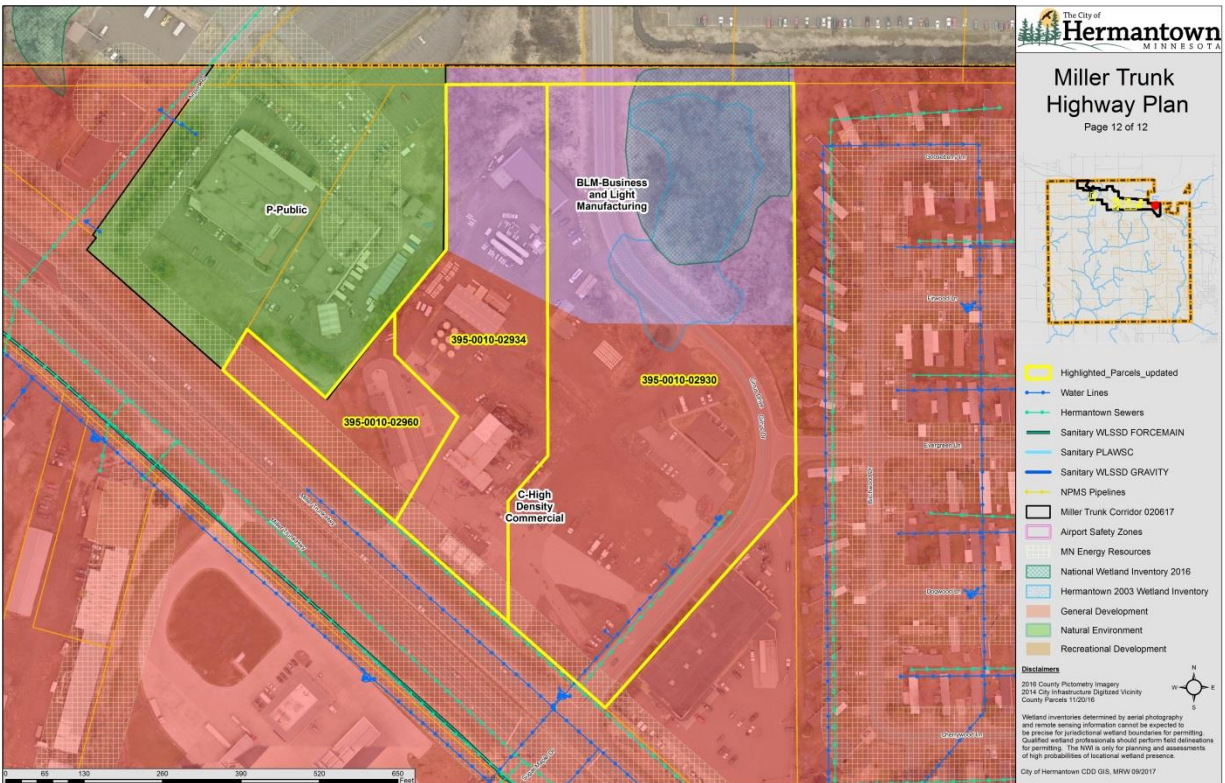
Use: Former gas station, former retail store, car wash, office building, tank storage and truck depot

Acreage: 13

Zoning: C, Commercial; BLM, Business and Light Manufacturing, Airport Zone C

Preferred Use: Office and Industry, Commercial Corridor

Redevelopment Criteria: The front half of the property is being marketed for sale. The lots will need to be replatted to separate different ownership and uses.





**Site: Dougherty Farms**

Address: 5506 Highway 194

PIN: 395-0010-01210, 395-0010-01240

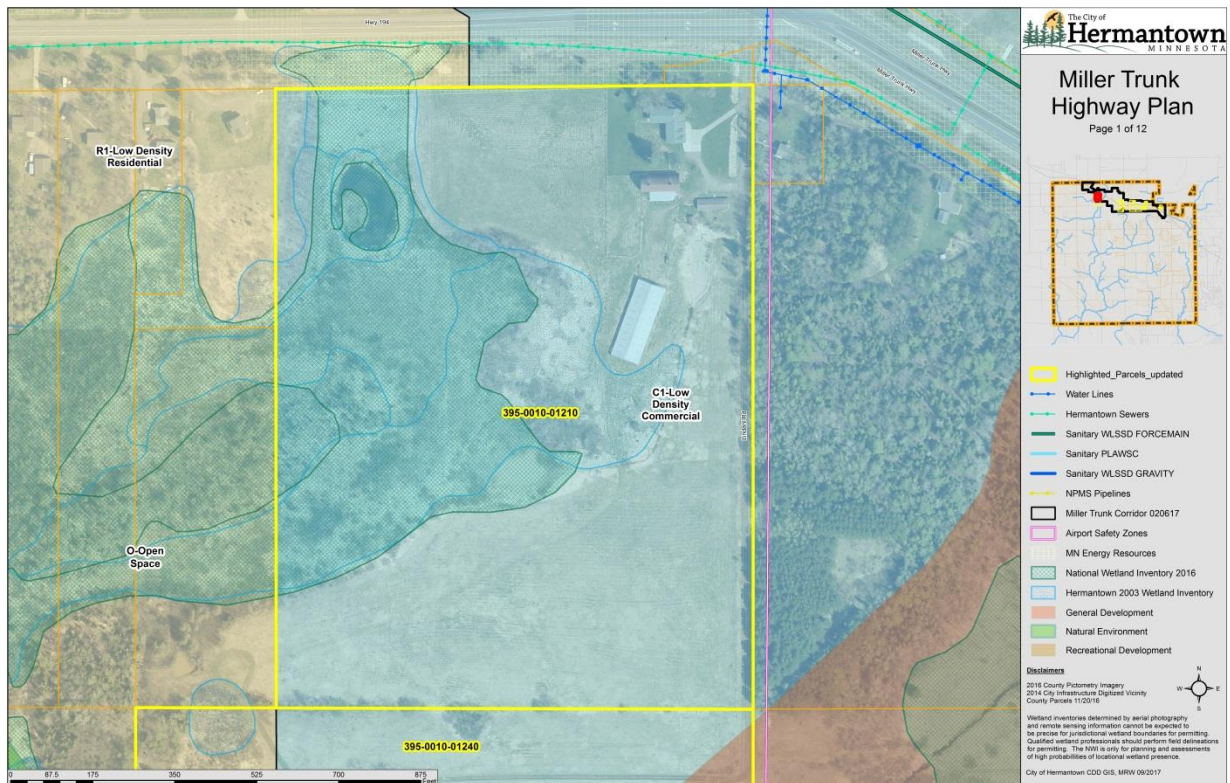
Use: Farmstead, Single-Family Residential

Acreage: 40

Zoning: C-1, Office/Light Industrial, Airport Zone C

Preferred Use: Office and Industry, Regional Commercial Node, Commercial Corridor

Redevelopment Criteria: The water system would likely need to undergo a flow test if significant development were to occur at west Lindahl, particularly at Dougherty farm. A pressure booster pump may be needed. Access management and traffic needs to be reviewed by MN/DOT for impacts on Highway 194 and Highway 53 intersection.





## Vision and Recommendations

### Vision

The future vision for the Western Miller Trunk Highway Corridor 53 corridor remains consistent with the vision laid out in the 2001 Comprehensive Plan. It is an efficient pathway for through traffic and access to local businesses through implementation of detailed access management plans and careful development of adjacent lands. The corridor has developed into commercial nodes that are served by both the highway and the local street system. The area west of Ugstad Road has an expanded commercial and light industrial role. The corridor also provides multifamily housing and mixed use in appropriate locations.

### Recommendations

#### C-1 and C-1A Text Amendments

This plan recommends expanding the allowed uses in the C-1 and C-1A Zoning Districts and switching from the Commercial Industrial Development Permit process to an administratively issued zoning certificate with performance standards and special use permit. This is a short term recommendation that should begin soon after adoption of the plan.

#### Access Management

This plan recommends following the access management guidelines from the Trunk Highway 53/194 Hermantown Access Management Plan:

1. Service Roads
2. Consolidation of Driveways
3. Median Crossover Elimination or Relocation
4. Intersection Upgrades

The City should coordinate with project applicants and MnDOT when development or redevelopment activity is proposed in the Miller Trunk Highway corridor to review and enact relevant recommendations from the access management plan. The primary area of focus should be between Lavaque Road and Ugstad Road.

To enact the principals for enhanced connectivity streets, roads, sidewalks, trails, and associated infrastructure or segments thereof identified in this plan should be constructed at the time of development or redevelopment of a property. If it is not feasible to construct such improvements at the time of development the property owner shall dedicate the necessary right-of-way or easement to the City.

(Insert Service Road Parcel Map)

### Expand Sewer Capacity

This plan recommends continuing with the feasibility study to replace Lift Station #3 on Ugstad Road. Sewer capacity needs to be increased to allow anticipated development in the area surrounding the Highway 53 and Ugstad Road intersection. Preliminary analysis by staff decided that upgrading the lift station was a better option than a new phase of the trunk sewer line for the following reasons that a lift station replacement is significantly less expensive, could come online sooner, and offers a positive return on investment at this time.

### Pedestrian and Bicycle Improvements

The City will plan for pedestrian and bicycle improvements in the Miller Trunk Highway corridor. Service roads shall incorporate ADA compliant pedestrian and bicycle facilities.

The City will coordinate with St. Louis County to plan for and install a trail or super sidewalk along Ugstad Road between Highway 53 and the Essentia Health Regional Wellness Center.

Sidewalk and trail projects identified in the property analysis should be coordinated with project applicants during the development approval process.

### Community Wayfinding Signage

The City will plan for installation community wayfinding signs at Highway 53 intersections with Ugstad Road and Lavaque Road. The City should coordinate with property owners to secure sign easements at these locations.



### Internet

This plan does not specifically address internet services in the study area. The City is preparing to analyze internet needs city wide.



## Implementation

Implementation of this plan will be accomplished through a variety of means, including:

### Zoning Regulations

The City of Hermantown has adopted Zoning Regulations which regulate how land is used. Zoning regulations should align with stated city policies and related resources including basic infrastructure.

### Capital Improvement Plan

The City annually adopts a Capital Improvement Plan (CIP) that identifies and prepares for capital expenditures up to five years beyond the current budget year. The CIP is a schedule for projects and plan to finance projects. In developing the CIP the City will refer to this plan to evaluate project requests and priorities.

### Local Economic Development Tools

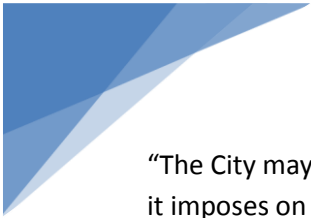
Hermantown has adopted a business subsidy policy authorizing use various tools to accomplish its goals of economic development. These goals include facilitating projects that result in the creation, retention, attraction, and expansion of business in the city, and the increase of the tax base.

#### Tax Increment Financing (TIF)

“Tax increment financing is a funding technique that takes advantage of the increases in tax capacity and property taxes from development or redevelopment to pay upfront public development or redevelopment costs. The difference in the tax capacity and the tax revenues the property generates after new construction has occurred, compared with the tax capacity and tax revenues it generated before the construction, is the captured value. The taxes paid on the captured value are called “increments.” Unlike property taxes, increments are not used to pay for the general costs of cities, counties, and schools. Instead, increments go to the development authority and are used to repay public indebtedness or current costs the city incurred in acquiring the property, removing existing structures or installing public services. (League of Minnesota Cities. Handbook for Cities. *Chapter 15: Community Development and Redevelopment.*)”

The City of Hermantown’s adopted policy allows use of TIF to (a) Increase or preserve the COH tax base; and/or (b) Provide or help acquire or construct public facilities; and/or (c) Help redevelop or renew blighted areas within the COH; and/or (d) Finance or provide public infrastructure for eligible projects including Eligible projects including Retail, Manufacturing, Assembly plants, Professional Offices, and Restaurants. Allowable uses of TIF funds are (a) Land and building acquisitions, and/or (b) Building renovation or demolition, and/or (c) New building construction, and/or Land improvements (infrastructure, wetland mitigation, stormwater controls).

#### Tax Abatement



“The City may use this development tool to segregate some or all of the taxes (or the increase in taxes) it imposes on a parcel of property if the city expects the benefits of the proposed abatement agreement at least to equal the costs of the proposed development. The term “abatement” is somewhat misleading, as in most cases the tax is not forgiven; it is paid normally, but the amount of property tax levied by the city is used to pay for the bonds. The city must determine that the agreement is in the public interest because it will increase or preserve tax base, provide employment opportunities, provide or help acquire or construct public facilities, help redevelop or renew blighted areas, or help provide access to services for residents of the city. (League of Minnesota Cities. Handbook for Cities. Chapter 15: Community Development and Redevelopment.)”

The City of Hermantown’s adopted policy allows use of abatement to (a) Increase or preserve the COH tax base; and/or (b) Provide or help acquire or construct public facilities; and/or (c) Help redevelop or renew blighted areas within the COH; and/or (d) Finance or provide public infrastructure for eligible projects including Eligible projects including Retail, Manufacturing, Assembly plants, Professional Offices, and Restaurants. Allowable uses of TIF funds are (a) Land and building acquisitions, and/or (b) Building renovation or demolition, and/or (c) New building construction, and/or Land improvements (infrastructure, wetland mitigation, stormwater controls).

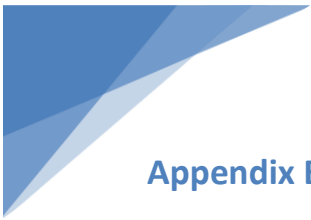
### State Funding

Minnesota Department of Employment and Economic Development (DEED) business development funding programs are targeted toward projects that are likely to result in economic growth. Their goal is to help stimulate new business development and business expansions while retaining existing jobs and creating new jobs. Of particular note, the Transportation Economic Development Infrastructure Program (TEDI) is a competitive grant program available to communities for road and public infrastructure projects that create jobs and support economic development. Minnesota Department of Employment and Economic Development's (DEED) TEDI Program can be combined with the Minnesota Department of Transportation's (MnDOT), Transportation Economic Development Program (TED). The programs provide a portion of costs for trunk highway and other road and public infrastructure improvements.

The Transportation Alternatives (TA) Program is a competitive federal grant program that funds the construction of sidewalks, non-motorized trails, and enhancements along designated scenic byways (i.e. Skyline Parkway). In Northeast Minnesota, applicants may apply for \$100,000 to \$600,000 for their projects, which must be matched with 20 percent state or local funding. In 2017, \$900,000 was available for Northeast Minnesota (Minnesota Department of Transportation District 1). The grant solicitation opens annually each fall, with letters of intent due in October and full applications due the following January. For more information, visit [www.nemnatp.org](http://www.nemnatp.org).



**Appendix A: Master Maps**



**Appendix B: Demographic Reports**



# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
 County Road 48, Duluth, Minnesota, 55811  
 Drive Time Bands: 0-5, 5-10, 10-15 minute radii

Prepared by Esri  
 Latitude: 46.83657  
 Longitude: -92.23840

	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>Population Summary</b>			
2000 Total Population	3,206	6,765	36,091
2010 Total Population	3,599	7,685	37,596
2017 Total Population	3,552	7,960	38,268
2017 Group Quarters	323	289	2,658
2022 Total Population	3,645	8,181	38,895
2017-2022 Annual Rate	0.52%	0.55%	0.33%
2017 Total Daytime Population	4,095	12,335	29,504
Workers	2,491	8,391	10,085
Residents	1,604	3,944	19,419
<b>Household Summary</b>			
2000 Households	971	2,409	14,430
2000 Average Household Size	2.90	2.66	2.35
2010 Households	1,171	2,938	15,140
2010 Average Household Size	2.69	2.50	2.30
2017 Households	1,209	3,041	15,328
2017 Average Household Size	2.67	2.52	2.32
2022 Households	1,239	3,117	15,532
2022 Average Household Size	2.68	2.53	2.33
2017-2022 Annual Rate	0.49%	0.49%	0.26%
2010 Families	801	2,097	9,002
2010 Average Family Size	3.20	2.93	2.81
2017 Families	819	2,157	9,043
2017 Average Family Size	3.18	2.95	2.83
2022 Families	835	2,204	9,133
2022 Average Family Size	3.20	2.97	2.84
2017-2022 Annual Rate	0.39%	0.43%	0.20%
<b>Housing Unit Summary</b>			
2000 Housing Units	1,026	2,511	15,023
Owner Occupied Housing Units	78.5%	82.8%	71.5%
Renter Occupied Housing Units	16.3%	13.1%	24.5%
Vacant Housing Units	5.3%	4.1%	3.9%
2010 Housing Units	1,259	3,115	16,097
Owner Occupied Housing Units	65.8%	72.7%	67.0%
Renter Occupied Housing Units	27.2%	21.6%	27.0%
Vacant Housing Units	7.0%	5.7%	5.9%
2017 Housing Units	1,279	3,189	16,574
Owner Occupied Housing Units	64.5%	71.8%	64.4%
Renter Occupied Housing Units	30.0%	23.5%	28.1%
Vacant Housing Units	5.5%	4.6%	7.5%
2022 Housing Units	1,316	3,277	16,899
Owner Occupied Housing Units	63.8%	71.4%	63.9%
Renter Occupied Housing Units	30.3%	23.7%	28.0%
Vacant Housing Units	5.9%	4.9%	8.1%
<b>Median Household Income</b>			
2017	\$66,480	\$67,492	\$53,639
2022	\$74,476	\$75,276	\$56,431
<b>Median Home Value</b>			
2017	\$239,522	\$236,776	\$172,413
2022	\$284,892	\$285,656	\$197,790
<b>Per Capita Income</b>			
2017	\$34,182	\$34,590	\$28,432
2022	\$38,153	\$38,977	\$31,678
<b>Median Age</b>			
2010	42.6	41.3	37.3
2017	43.7	42.7	38.6
2022	43.5	43.0	39.8

**Data Note:** Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.





# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
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Prepared by Esri  
 Latitude: 46.83657  
 Longitude: -92.23840

	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>2017 Households by Income</b>			
Household Income Base	1,209	3,041	15,328
<\$15,000	6.6%	6.4%	10.5%
\$15,000 - \$24,999	9.9%	9.0%	12.8%
\$25,000 - \$34,999	7.4%	7.3%	9.5%
\$35,000 - \$49,999	12.2%	11.2%	12.7%
\$50,000 - \$74,999	18.6%	20.7%	21.3%
\$75,000 - \$99,999	12.1%	13.7%	13.3%
\$100,000 - \$149,999	20.6%	18.6%	12.7%
\$150,000 - \$199,999	6.7%	7.2%	4.5%
\$200,000+	5.7%	5.9%	2.7%
Average Household Income	\$88,412	\$89,491	\$69,175
<b>2022 Households by Income</b>			
Household Income Base	1,239	3,117	15,532
<\$15,000	6.8%	6.6%	10.6%
\$15,000 - \$24,999	9.5%	8.5%	12.3%
\$25,000 - \$34,999	6.8%	6.6%	8.9%
\$35,000 - \$49,999	11.1%	10.2%	11.6%
\$50,000 - \$74,999	16.1%	17.9%	19.0%
\$75,000 - \$99,999	11.5%	13.0%	13.4%
\$100,000 - \$149,999	23.3%	21.2%	15.3%
\$150,000 - \$199,999	8.2%	8.9%	5.6%
\$200,000+	6.7%	7.1%	3.2%
Average Household Income	\$99,560	\$101,421	\$77,657
<b>2017 Owner Occupied Housing Units by Value</b>			
Total	825	2,290	10,669
<\$50,000	3.2%	3.8%	4.0%
\$50,000 - \$99,999	3.5%	4.2%	10.2%
\$100,000 - \$149,999	10.2%	11.1%	26.5%
\$150,000 - \$199,999	20.2%	18.6%	20.7%
\$200,000 - \$249,999	16.5%	16.6%	13.1%
\$250,000 - \$299,999	15.2%	14.1%	8.6%
\$300,000 - \$399,999	16.5%	17.8%	9.4%
\$400,000 - \$499,999	10.5%	6.6%	3.7%
\$500,000 - \$749,999	2.4%	5.5%	2.5%
\$750,000 - \$999,999	0.6%	1.0%	0.7%
\$1,000,000 +	1.5%	0.7%	0.6%
Average Home Value	\$273,458	\$270,074	\$209,903
<b>2022 Owner Occupied Housing Units by Value</b>			
Total	839	2,339	10,801
<\$50,000	1.5%	1.8%	2.6%
\$50,000 - \$99,999	2.0%	2.5%	7.9%
\$100,000 - \$149,999	6.6%	7.3%	22.3%
\$150,000 - \$199,999	14.2%	13.2%	17.9%
\$200,000 - \$249,999	14.2%	14.1%	12.6%
\$250,000 - \$299,999	16.6%	15.6%	10.5%
\$300,000 - \$399,999	22.4%	24.4%	14.1%
\$400,000 - \$499,999	15.7%	10.1%	6.0%
\$500,000 - \$749,999	3.7%	8.3%	3.7%
\$750,000 - \$999,999	0.8%	1.6%	1.1%
\$1,000,000 +	2.4%	1.2%	1.1%
Average Home Value	\$321,429	\$320,737	\$246,514

**Data Note:** Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
 County Road 48, Duluth, Minnesota, 55811  
 Drive Time Bands: 0-5, 5-10, 10-15 minute radii

Prepared by Esri  
 Latitude: 46.83657  
 Longitude: -92.23840

	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>2010 Population by Age</b>			
Total	3,599	7,687	37,595
0 - 4	4.9%	5.7%	5.5%
5 - 9	5.3%	6.4%	5.2%
10 - 14	5.7%	6.4%	5.0%
15 - 24	12.0%	12.5%	19.5%
25 - 34	11.9%	11.0%	12.5%
35 - 44	13.7%	13.2%	10.7%
45 - 54	16.2%	16.8%	14.2%
55 - 64	13.8%	13.4%	12.5%
65 - 74	7.3%	6.9%	7.1%
75 - 84	6.0%	5.2%	5.0%
85 +	3.3%	2.4%	2.8%
18 +	80.1%	77.2%	81.0%
<b>2017 Population by Age</b>			
Total	3,553	7,960	38,268
0 - 4	4.8%	5.2%	4.9%
5 - 9	5.0%	5.7%	5.1%
10 - 14	5.5%	6.3%	5.1%
15 - 24	11.1%	11.3%	17.0%
25 - 34	13.2%	12.6%	14.0%
35 - 44	11.9%	11.7%	10.6%
45 - 54	14.0%	14.1%	12.0%
55 - 64	14.3%	15.1%	13.5%
65 - 74	10.1%	9.7%	9.5%
75 - 84	6.2%	5.4%	5.0%
85 +	3.9%	3.0%	3.3%
18 +	80.9%	79.0%	82.0%
<b>2022 Population by Age</b>			
Total	3,644	8,181	38,896
0 - 4	4.7%	5.1%	4.9%
5 - 9	5.2%	5.7%	4.8%
10 - 14	5.5%	6.3%	5.1%
15 - 24	9.9%	10.3%	16.2%
25 - 34	13.6%	12.3%	12.9%
35 - 44	12.9%	12.7%	11.9%
45 - 54	12.6%	12.6%	10.7%
55 - 64	13.9%	14.6%	13.0%
65 - 74	11.7%	11.9%	11.2%
75 - 84	6.3%	5.7%	5.9%
85 +	3.6%	2.9%	3.3%
18 +	81.1%	79.2%	82.1%
<b>2010 Population by Sex</b>			
Males	1,933	3,963	18,532
Females	1,666	3,722	19,064
<b>2017 Population by Sex</b>			
Males	1,868	4,085	18,827
Females	1,684	3,875	19,441
<b>2022 Population by Sex</b>			
Males	1,922	4,209	19,144
Females	1,723	3,972	19,752

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
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 Drive Time Bands: 0-5, 5-10, 10-15 minute radii

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	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>2010 Population by Race/Ethnicity</b>			
Total	3,600	7,684	37,596
White Alone	92.3%	95.3%	91.8%
Black Alone	2.6%	1.0%	2.0%
American Indian Alone	1.7%	1.1%	2.3%
Asian Alone	1.2%	0.9%	1.2%
Pacific Islander Alone	0.0%	0.0%	0.0%
Some Other Race Alone	0.5%	0.3%	0.3%
Two or More Races	1.7%	1.4%	2.4%
Hispanic Origin	2.1%	1.2%	1.5%
Diversity Index	18.2	11.2	18.2
<b>2017 Population by Race/Ethnicity</b>			
Total	3,552	7,960	38,267
White Alone	91.4%	94.4%	90.5%
Black Alone	2.9%	1.2%	2.5%
American Indian Alone	1.7%	1.2%	2.3%
Asian Alone	1.5%	1.2%	1.5%
Pacific Islander Alone	0.1%	0.0%	0.0%
Some Other Race Alone	0.6%	0.4%	0.4%
Two or More Races	1.9%	1.6%	2.7%
Hispanic Origin	2.8%	1.6%	2.1%
Diversity Index	20.9	13.7	21.3
<b>2022 Population by Race/Ethnicity</b>			
Total	3,646	8,180	38,894
White Alone	90.1%	93.6%	89.3%
Black Alone	3.3%	1.4%	2.9%
American Indian Alone	1.7%	1.3%	2.4%
Asian Alone	1.8%	1.4%	1.8%
Pacific Islander Alone	0.1%	0.0%	0.0%
Some Other Race Alone	0.7%	0.4%	0.4%
Two or More Races	2.3%	1.9%	3.1%
Hispanic Origin	3.4%	2.0%	2.6%
Diversity Index	23.9	15.9	24.0
<b>2010 Population by Relationship and Household Type</b>			
Total	3,599	7,685	37,596
In Households	87.6%	95.7%	92.7%
In Family Households	72.9%	81.9%	69.5%
Householder	24.5%	27.0%	23.6%
Spouse	20.7%	22.8%	17.9%
Child	24.9%	28.9%	24.1%
Other relative	1.1%	1.3%	1.7%
Nonrelative	1.7%	1.9%	2.2%
In Nonfamily Households	14.7%	13.9%	23.2%
In Group Quarters	12.4%	4.3%	7.3%
Institutionalized Population	11.5%	3.5%	3.0%
Noninstitutionalized Population	0.9%	0.8%	4.3%

**Data Note:** Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.

October 02, 2017



# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
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	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>2017 Population 25+ by Educational Attainment</b>			
Total	2,613	5,686	26,004
Less than 9th Grade	2.0%	2.0%	1.7%
9th - 12th Grade, No Diploma	3.8%	3.6%	4.8%
High School Graduate	27.2%	26.9%	25.1%
GED/Alternative Credential	5.1%	2.6%	4.4%
Some College, No Degree	19.6%	21.4%	22.7%
Associate Degree	9.6%	9.3%	11.2%
Bachelor's Degree	21.2%	23.8%	19.8%
Graduate/Professional Degree	11.4%	10.4%	10.3%
<b>2017 Population 15+ by Marital Status</b>			
Total	3,008	6,585	32,499
Never Married	27.6%	25.1%	38.3%
Married	55.1%	59.4%	45.3%
Widowed	7.1%	5.9%	5.7%
Divorced	10.2%	9.6%	10.6%
<b>2017 Civilian Population 16+ in Labor Force</b>			
Civilian Employed	94.7%	96.5%	94.8%
Civilian Unemployed (Unemployment Rate)	5.3%	3.5%	5.2%
<b>2017 Employed Population 16+ by Industry</b>			
Total	1,587	3,973	19,121
Agriculture/Mining	1.3%	0.9%	0.9%
Construction	6.8%	7.5%	5.6%
Manufacturing	9.1%	7.5%	7.0%
Wholesale Trade	2.2%	3.3%	1.7%
Retail Trade	12.5%	12.7%	12.3%
Transportation/Utilities	5.2%	6.3%	6.1%
Information	1.8%	2.0%	1.2%
Finance/Insurance/Real Estate	7.1%	6.0%	5.5%
Services	47.6%	47.6%	56.2%
Public Administration	6.4%	6.1%	3.6%
<b>2017 Employed Population 16+ by Occupation</b>			
Total	1,586	3,973	19,124
White Collar	65.5%	65.4%	60.4%
Management/Business/Financial	18.5%	16.9%	12.3%
Professional	21.7%	24.7%	24.4%
Sales	9.7%	9.9%	10.3%
Administrative Support	15.6%	13.9%	13.3%
Services	17.1%	14.9%	21.9%
Blue Collar	17.3%	19.8%	17.7%
Farming/Forestry/Fishing	0.6%	0.4%	0.2%
Construction/Extraction	4.9%	5.2%	4.1%
Installation/Maintenance/Repair	4.0%	3.6%	3.4%
Production	2.3%	2.7%	4.8%
Transportation/Material Moving	5.5%	7.8%	5.2%
<b>2010 Population By Urban/ Rural Status</b>			
Total Population	3,599	7,685	37,596
Population Inside Urbanized Area	44.5%	36.1%	78.7%
Population Inside Urbanized Cluster	0.0%	0.0%	0.1%
Rural Population	55.5%	63.9%	21.2%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
 County Road 48, Duluth, Minnesota, 55811  
 Drive Time Bands: 0-5, 5-10, 10-15 minute radii

Prepared by Esri  
 Latitude: 46.83657  
 Longitude: -92.23840

	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>2010 Households by Type</b>			
Total	1,171	2,938	15,140
Households with 1 Person	25.3%	22.5%	29.8%
Households with 2+ People	74.7%	77.5%	70.2%
Family Households	68.4%	71.4%	59.5%
Husband-wife Families	57.6%	60.2%	45.2%
With Related Children	22.5%	24.4%	16.4%
Other Family (No Spouse Present)	10.8%	11.2%	14.2%
Other Family with Male Householder	3.8%	4.0%	4.1%
With Related Children	2.2%	2.4%	2.3%
Other Family with Female Householder	7.0%	7.2%	10.2%
With Related Children	4.6%	4.3%	6.6%
Nonfamily Households	6.3%	6.2%	10.7%
All Households with Children	29.9%	31.6%	25.7%
Multigenerational Households	1.6%	1.5%	1.7%
Unmarried Partner Households	5.8%	5.9%	7.4%
Male-female	5.4%	5.5%	6.9%
Same-sex	0.4%	0.4%	0.6%
<b>2010 Households by Size</b>			
Total	1,172	2,939	15,139
1 Person Household	25.3%	22.5%	29.8%
2 Person Household	37.3%	38.3%	36.6%
3 Person Household	15.3%	15.2%	14.8%
4 Person Household	13.7%	15.3%	11.7%
5 Person Household	5.9%	6.2%	5.0%
6 Person Household	2.2%	2.0%	1.4%
7 + Person Household	0.4%	0.5%	0.7%
<b>2010 Households by Tenure and Mortgage Status</b>			
Total	1,171	2,938	15,140
Owner Occupied	70.7%	77.1%	71.2%
Owned with a Mortgage/Loan	47.8%	52.8%	48.8%
Owned Free and Clear	22.9%	24.3%	22.4%
Renter Occupied	29.3%	22.9%	28.8%
<b>2010 Housing Units By Urban/ Rural Status</b>			
Total Housing Units	1,259	3,115	16,097
Housing Units Inside Urbanized Area	39.2%	41.6%	79.6%
Housing Units Inside Urbanized Cluster	0.0%	0.0%	0.1%
Rural Housing Units	60.8%	58.4%	20.3%

**Data Note:** Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Market Profile

County Road 48, Duluth, Minnesota, 55811 3  
 County Road 48, Duluth, Minnesota, 55811  
 Drive Time Bands: 0-5, 5-10, 10-15 minute radii

Prepared by Esri  
 Latitude: 46.83657  
 Longitude: -92.23840

	0 - 5 minute	5 - 10 minute	10 - 15 minute
<b>Top 3 Tapestry Segments</b>			
1.	In Style (5B)	Green Acres (6A)	Green Acres (6A)
2.	Comfortable Empty	In Style (5B)	Midlife Constants (5E)
3.	Green Acres (6A)	Comfortable Empty	Comfortable Empty
<b>2017 Consumer Spending</b>			
Apparel & Services: Total \$	\$2,791,985	\$7,089,869	\$28,109,511
Average Spent	\$2,309.33	\$2,331.43	\$1,833.87
Spending Potential Index	107	108	85
Education: Total \$	\$1,943,814	\$4,930,432	\$19,657,459
Average Spent	\$1,607.79	\$1,621.32	\$1,282.45
Spending Potential Index	110	111	88
Entertainment/Recreation: Total \$	\$4,123,962	\$10,479,119	\$41,142,892
Average Spent	\$3,411.05	\$3,445.95	\$2,684.17
Spending Potential Index	109	110	86
Food at Home: Total \$	\$6,421,237	\$16,357,034	\$66,644,189
Average Spent	\$5,311.20	\$5,378.83	\$4,347.87
Spending Potential Index	105	107	86
Food Away from Home: Total \$	\$4,306,285	\$10,937,835	\$43,874,482
Average Spent	\$3,561.86	\$3,596.79	\$2,862.37
Spending Potential Index	107	108	86
Health Care: Total \$	\$7,574,351	\$19,287,495	\$74,575,811
Average Spent	\$6,264.97	\$6,342.48	\$4,865.33
Spending Potential Index	112	113	87
HH Furnishings & Equipment: Total \$	\$2,586,924	\$6,573,754	\$25,698,259
Average Spent	\$2,139.72	\$2,161.71	\$1,676.56
Spending Potential Index	110	111	86
Personal Care Products & Services: Total \$	\$1,056,595	\$2,687,685	\$10,552,090
Average Spent	\$873.94	\$883.82	\$688.42
Spending Potential Index	110	111	86
Shelter: Total \$	\$20,903,175	\$52,898,575	\$214,666,375
Average Spent	\$17,289.64	\$17,395.12	\$14,004.85
Spending Potential Index	106	107	86
Support Payments/Cash Contributions/Gifts in Kind: Total	\$3,207,937	\$8,122,043	\$31,009,630
Average Spent	\$2,653.38	\$2,670.85	\$2,023.07
Spending Potential Index	113	114	86
Travel: Total \$	\$2,848,301	\$7,223,477	\$27,039,413
Average Spent	\$2,355.91	\$2,375.36	\$1,764.05
Spending Potential Index	114	115	85
Vehicle Maintenance & Repairs: Total \$	\$1,410,328	\$3,586,857	\$14,215,176
Average Spent	\$1,166.52	\$1,179.50	\$927.40
Spending Potential Index	109	110	86

**Data Note:** Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

**Source:** Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
Rings: 2 mile radii

Prepared by Esri  
Latitude: 46.83654  
Longitude: -92.23839

**2 miles**

<b>Population Summary</b>	
2000 Total Population	2,937
2010 Total Population	3,377
2017 Total Population	3,333
2017 Group Quarters	355
2022 Total Population	3,425
2017-2022 Annual Rate	0.55%
2017 Total Daytime Population	3,661
Workers	2,159
Residents	1,502
<b>Household Summary</b>	
2000 Households	831
2000 Average Household Size	3.01
2010 Households	1,034
2010 Average Household Size	2.80
2017 Households	1,071
2017 Average Household Size	2.78
2022 Households	1,100
2022 Average Household Size	2.79
2017-2022 Annual Rate	0.54%
2010 Families	706
2010 Average Family Size	3.32
2017 Families	724
2017 Average Family Size	3.30
2022 Families	740
2022 Average Family Size	3.32
2017-2022 Annual Rate	0.44%
<b>Housing Unit Summary</b>	
2000 Housing Units	870
Owner Occupied Housing Units	77.9%
Renter Occupied Housing Units	17.6%
Vacant Housing Units	4.5%
2010 Housing Units	1,102
Owner Occupied Housing Units	64.8%
Renter Occupied Housing Units	29.0%
Vacant Housing Units	6.2%
2017 Housing Units	1,120
Owner Occupied Housing Units	63.8%
Renter Occupied Housing Units	32.0%
Vacant Housing Units	4.4%
2022 Housing Units	1,154
Owner Occupied Housing Units	63.0%
Renter Occupied Housing Units	32.3%
Vacant Housing Units	4.7%
<b>Median Household Income</b>	
2017	\$68,714
2022	\$76,713
<b>Median Home Value</b>	
2017	\$234,211
2022	\$276,050
<b>Per Capita Income</b>	
2017	\$34,339
2022	\$38,300
<b>Median Age</b>	
2010	42.2
2017	43.1
2022	42.7

**Data Note:** Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.

October 02, 2017



# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
Rings: 2 mile radii

Prepared by Esri  
Latitude: 46.83654  
Longitude: -92.23839

**2 miles**

### 2017 Households by Income

Household Income Base	1,071
<\$15,000	6.7%
\$15,000 - \$24,999	10.5%
\$25,000 - \$34,999	6.6%
\$35,000 - \$49,999	11.4%
\$50,000 - \$74,999	18.3%
\$75,000 - \$99,999	13.4%
\$100,000 - \$149,999	20.5%
\$150,000 - \$199,999	6.7%
\$200,000+	6.0%
Average Household Income	\$89,690

### 2022 Households by Income

Household Income Base	1,100
<\$15,000	6.8%
\$15,000 - \$24,999	9.9%
\$25,000 - \$34,999	6.1%
\$35,000 - \$49,999	10.2%
\$50,000 - \$74,999	15.8%
\$75,000 - \$99,999	12.7%
\$100,000 - \$149,999	23.2%
\$150,000 - \$199,999	8.2%
\$200,000+	7.0%
Average Household Income	\$100,920

### 2017 Owner Occupied Housing Units by Value

Total	714
<\$50,000	4.1%
\$50,000 - \$99,999	3.1%
\$100,000 - \$149,999	8.7%
\$150,000 - \$199,999	21.3%
\$200,000 - \$249,999	18.6%
\$250,000 - \$299,999	14.7%
\$300,000 - \$399,999	15.0%
\$400,000 - \$499,999	9.7%
\$500,000 - \$749,999	3.1%
\$750,000 - \$999,999	0.3%
\$1,000,000 +	1.3%
Average Home Value	\$267,942

### 2022 Owner Occupied Housing Units by Value

Total	727
<\$50,000	2.1%
\$50,000 - \$99,999	1.9%
\$100,000 - \$149,999	5.8%
\$150,000 - \$199,999	15.3%
\$200,000 - \$249,999	16.5%
\$250,000 - \$299,999	16.4%
\$300,000 - \$399,999	20.4%
\$400,000 - \$499,999	14.4%
\$500,000 - \$749,999	4.8%
\$750,000 - \$999,999	0.4%
\$1,000,000 +	2.2%
Average Home Value	\$315,076

**Data Note:** Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.

October 02, 2017





# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
Rings: 2 mile radii

Prepared by Esri  
Latitude: 46.83654  
Longitude: -92.23839

**2 miles**

<b>2010 Population by Age</b>	
Total	3,379
0 - 4	5.1%
5 - 9	5.2%
10 - 14	5.5%
15 - 24	12.0%
25 - 34	12.4%
35 - 44	13.9%
45 - 54	15.9%
55 - 64	13.2%
65 - 74	7.0%
75 - 84	6.2%
85 +	3.5%
18 +	80.2%
<b>2017 Population by Age</b>	
Total	3,334
0 - 4	4.9%
5 - 9	5.0%
10 - 14	5.5%
15 - 24	11.1%
25 - 34	13.7%
35 - 44	12.1%
45 - 54	13.8%
55 - 64	13.8%
65 - 74	9.7%
75 - 84	6.3%
85 +	4.1%
18 +	80.9%
<b>2022 Population by Age</b>	
Total	3,426
0 - 4	4.8%
5 - 9	5.3%
10 - 14	5.5%
15 - 24	9.9%
25 - 34	14.2%
35 - 44	13.1%
45 - 54	12.5%
55 - 64	13.5%
65 - 74	11.1%
75 - 84	6.2%
85 +	3.9%
18 +	80.8%
<b>2010 Population by Sex</b>	
Males	1,838
Females	1,539
<b>2017 Population by Sex</b>	
Males	1,773
Females	1,560
<b>2022 Population by Sex</b>	
Males	1,828
Females	1,597

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
Rings: 2 mile radii

Prepared by Esri  
Latitude: 46.83654  
Longitude: -92.23839

**2 miles**

### 2010 Population by Race/Ethnicity

Total	3,377
White Alone	91.6%
Black Alone	3.0%
American Indian Alone	1.8%
Asian Alone	1.3%
Pacific Islander Alone	0.0%
Some Other Race Alone	0.5%
Two or More Races	1.7%
Hispanic Origin	2.3%
Diversity Index	19.8

### 2017 Population by Race/Ethnicity

Total	3,334
White Alone	90.5%
Black Alone	3.4%
American Indian Alone	1.7%
Asian Alone	1.7%
Pacific Islander Alone	0.1%
Some Other Race Alone	0.7%
Two or More Races	2.0%
Hispanic Origin	3.1%
Diversity Index	22.8

### 2022 Population by Race/Ethnicity

Total	3,426
White Alone	89.2%
Black Alone	3.9%
American Indian Alone	1.8%
Asian Alone	2.0%
Pacific Islander Alone	0.1%
Some Other Race Alone	0.8%
Two or More Races	2.3%
Hispanic Origin	3.7%
Diversity Index	25.9

### 2010 Population by Relationship and Household Type

Total	3,377
In Households	85.7%
In Family Households	71.0%
Householder	23.9%
Spouse	20.0%
Child	24.3%
Other relative	1.1%
Nonrelative	1.6%
In Nonfamily Households	14.7%
In Group Quarters	14.3%
Institutionalized Population	13.5%
Noninstitutionalized Population	0.8%

**Data Note:** Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.

October 02, 2017



# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
Rings: 2 mile radii

Prepared by Esri  
Latitude: 46.83654  
Longitude: -92.23839

**2 miles**

<b>2017 Population 25+ by Educational Attainment</b>	
Total	2,450
Less than 9th Grade	2.6%
9th - 12th Grade, No Diploma	4.1%
High School Graduate	26.0%
GED/Alternative Credential	5.3%
Some College, No Degree	20.2%
Associate Degree	9.1%
Bachelor's Degree	22.1%
Graduate/Professional Degree	10.7%
<b>2017 Population 15+ by Marital Status</b>	
Total	2,819
Never Married	27.4%
Married	54.7%
Widowed	7.1%
Divorced	10.9%
<b>2017 Civilian Population 16+ in Labor Force</b>	
Civilian Employed	95.1%
Civilian Unemployed (Unemployment Rate)	4.9%
<b>2017 Employed Population 16+ by Industry</b>	
Total	1,472
Agriculture/Mining	1.2%
Construction	5.8%
Manufacturing	8.3%
Wholesale Trade	2.9%
Retail Trade	13.3%
Transportation/Utilities	5.4%
Information	2.0%
Finance/Insurance/Real Estate	7.1%
Services	47.8%
Public Administration	6.4%
<b>2017 Employed Population 16+ by Occupation</b>	
Total	1,473
White Collar	65.9%
Management/Business/Financial	18.6%
Professional	23.9%
Sales	9.4%
Administrative Support	14.0%
Services	16.0%
Blue Collar	18.1%
Farming/Forestry/Fishing	0.7%
Construction/Extraction	4.0%
Installation/Maintenance/Repair	3.9%
Production	1.9%
Transportation/Material Moving	7.5%
<b>2010 Population By Urban/ Rural Status</b>	
Total Population	3,377
Population Inside Urbanized Area	48.7%
Population Inside Urbanized Cluster	0.0%
Rural Population	51.3%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.



# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
Rings: 2 mile radii

Prepared by Esri  
Latitude: 46.83654  
Longitude: -92.23839

	<b>2 miles</b>
<b>2010 Households by Type</b>	
Total	1,034
Households with 1 Person	25.1%
Households with 2+ People	74.9%
Family Households	68.3%
Husband-wife Families	57.3%
With Related Children	22.7%
Other Family (No Spouse Present)	10.9%
Other Family with Male Householder	3.8%
With Related Children	2.2%
Other Family with Female Householder	7.2%
With Related Children	4.8%
Nonfamily Households	6.6%
All Households with Children	30.3%
Multigenerational Households	1.5%
Unmarried Partner Households	5.7%
Male-female	5.3%
Same-sex	0.4%
<b>2010 Households by Size</b>	
Total	1,034
1 Person Household	25.1%
2 Person Household	37.5%
3 Person Household	15.0%
4 Person Household	13.7%
5 Person Household	6.2%
6 Person Household	2.0%
7 + Person Household	0.4%
<b>2010 Households by Tenure and Mortgage Status</b>	
Total	1,034
Owner Occupied	69.1%
Owned with a Mortgage/Loan	46.3%
Owned Free and Clear	22.7%
Renter Occupied	30.9%
<b>2010 Housing Units By Urban/ Rural Status</b>	
Total Housing Units	1,102
Housing Units Inside Urbanized Area	43.3%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	56.7%

**Data Note:** Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.

October 02, 2017



# Community Profile

5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811 5  
 5298 Miller Trunk Hwy, Hermantown, Minnesota, 55811  
 Rings: 2 mile radii

Prepared by Esri  
 Latitude: 46.83654  
 Longitude: -92.23839

**2 miles**

## Top 3 Tapestry Segments

1. In Style (5B)
2. Comfortable Empty
3. Green Acres (6A)

## 2017 Consumer Spending

Apparel & Services: Total \$	\$2,503,391
Average Spent	\$2,337.43
Spending Potential Index	108
Education: Total \$	\$1,735,731
Average Spent	\$1,620.66
Spending Potential Index	111
Entertainment/Recreation: Total \$	\$3,701,053
Average Spent	\$3,455.70
Spending Potential Index	111
Food at Home: Total \$	\$5,776,372
Average Spent	\$5,393.44
Spending Potential Index	107
Food Away from Home: Total \$	\$3,866,093
Average Spent	\$3,609.80
Spending Potential Index	108
Health Care: Total \$	\$6,800,393
Average Spent	\$6,349.57
Spending Potential Index	114
HH Furnishings & Equipment: Total \$	\$2,319,883
Average Spent	\$2,166.09
Spending Potential Index	111
Personal Care Products & Services: Total \$	\$947,167
Average Spent	\$884.38
Spending Potential Index	111
Shelter: Total \$	\$18,766,394
Average Spent	\$17,522.31
Spending Potential Index	108
Support Payments/Cash Contributions/Gifts in Kind: Total	\$2,876,258
Average Spent	\$2,685.58
Spending Potential Index	115
Travel: Total \$	\$2,544,752
Average Spent	\$2,376.05
Spending Potential Index	115
Vehicle Maintenance & Repairs: Total \$	\$1,266,634
Average Spent	\$1,182.66
Spending Potential Index	110

**Data Note:** Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

**Source:** Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2017 and 2022 Esri converted Census 2000 data into 2010 geography.

October 02, 2017