



HIBBING PLANNING COMMISSION
Regular Meeting
Monday, March 16, 2026
5:00 PM

Chairperson Gordon Smith
Commissioner Joseph Jump
Commissioner Jared Lubben
Commissioner Corey Lubovich
Commissioner Darlene Majkich

Ex. Officio Pat Green
Ex. Officio Tina Glad
City Administrator Greg Pruszinske
Community Development Director Betsy Olivanti

I. CALL TO ORDER:

II. APPROVAL OF THE AGENDA:

1. Acceptance of the agenda for recording purposes. Note additions, deletions or changes, if any.

III. APPROVAL OF MINUTES:

2. Approval of the Planning Commission minutes for February 2, 2026. Note corrections, additions or deletions, if any.

IV. NEW BUSINESS:

3. Recommend approval of an Ordinance adopting Minnesota Statutes § 2161.08 and establishing a site and route permit application process for large energy infrastructure facilities in the City of Hibbing.

V. PRESENTATIONS:

4. Iron Exchange at 400
5. Comprehensive Plan — Land Use Chapter Project

VI. DISCUSSION ITEMS:

6. Draft Shipping Container Ordinance

VII. ADJOURNMENT:

February 2, 2026

The Hibbing Planning Commission held a meeting on Monday, February 2, 2026 at 5:00 p.m. in the City Hall Council Chambers. Chairperson G. Smith, Commissioners J. Jump, J. Lubben, C. Lubovich, D. Majkich, Ex. Officio Members P. Green and T. Glad, City Administrator G. Pruszinske and Community Development Director B. Olivanti were present.

ACCEPTANCE OF AGENDA:

Chairperson G. Smith made a motion to accept the agenda as presented. Commissioner J. Jump seconded the motion. The motion carried unanimously.

APPROVAL OF MINUTES:

Commissioner D. Majkich, made a motion to approve the Hibbing Planning Commission Minutes of December 1, 2025. Commissioner J. Lubben seconded the motion. The motion carried unanimously.

REORGANIZATION OF THE PLANNING COMMISSION:

Commissioner J. Jump nominated Commissioner G. Smith for the Chairperson for the Planning Commission for 2026. Commissioner J. Lubben seconded the motion. Commissioner G. Smith accepted the nomination. There were no other nominations. Commissioner G. Smith was unanimously elected Chairperson for the Planning Commission for 2026. Commissioner D. Majkich nominated Commissioner C. Lubovich for the Acting Chairperson for the Planning Commission for 2026. Commissioner J. Jump seconded the motion. Commissioner C. Lubovich accepted the nomination. There were no other nominations. Commissioner C. Lubovich was unanimously elected Acting Chairperson for the Planning Commission for 2026.

The Zoning Amendment Committee members are Incumbents - Commissioner G. Smith and Commissioner C. Lubovich. Commissioner G. Smith volunteered to fill the Planning Commissioner vacancy on the Heritage Preservation Commission.

NEW BUSINESS:

At this time Chairperson G. Smith convened the public hearing scheduled for this time to consider an Interim Use Permit request of Kubena Sand & Gravel LLC, 3938 19th Ave. East, Hibbing, MN 55746 to allow for the operation of a gravel pit in the O, Open Space District, and the Hibbing City Code of Ordinances, on the subject properties, PID #'s 141-0050-02035 and 141-0050-02040, NE ¼ of SW ¼ and part of SE ¼ of NW ¼, (Section 15 Township 57 Range 21 Hibbing). P. Green presented the staff report. Jackie Kubena, 3938 19th Ave. East, Hibbing, MN 55746 was present. Chairperson G. Smith asked Ms. Kubena to explain what they are looking to do. Ms. Kubena explained that they own and newly manage a sand and gravel pit at this location; they want to go in the right direction with things. They will have common excavation removals, the storage of asphalt and concrete for future use of crushing. Commissioner J. Jump stated that they have been in existence, and asked Ms. Kubena if there was anything new that they would be bringing in with this operation for a Conditional Use Permit; Ms. Kubena stated possibly a screening plant and possibly a crushing plant. Chairperson G. Smith asked Ms. Kubena what they were looking for as far as days of the week and hours of operation; Ms. Kubena explained that they do a lot of their work in the pit on the weekends, so they would like to have the option to be in the pit working 7 days a week from 6:00am until 9:00pm. P. Green asked Ms. Kubena if they enter the pit on the backside of Kerr Location; Ms. Kubena stated yes. Commissioner J. Jump asked Ms. Kubena if this would be a year round use or seasonal; Ms. Kubena stated that it would all depend on the demand for sand. Commissioner D. Majkich asked Ms. Kubena if they previously used the crusher on the weekends; Ms. Kubena stated that she wasn't saying they would be crushing on the weekends, it would mostly be if someone wanted a load or two of sand. Ms. Kubena explained

that if they used a crusher, it would likely be for a two week rental period, used during daylight hours to get their money's worth on the rental. Commissioner C. Lubovich wished to clarify with the applicant that their application is for an Interim Use Permit (IUP) and not a Conditional Use Permit (CUP) due to there being some discrepancies on their application. P. Green stated that they are aware the application is for an IUP, and that he spoke to the applicant regarding the length of time they are requesting the IUP be valid for; they request 30 years. Commissioner C. Lubovich asked Ms. Kubena if they have trouble with the gravel freezing; Ms. Kubena stated yes, when moisture gets in there it freezes. Commissioner C. Lubovich asked Ms. Kubena if it would be necessary to put a hot pad in there at some point; Ms. Kubena stated if there was a demand for gravel possibly. Commissioner J. Lubben asked Ms. Kubena if they would be receiving materials for recycling; Ms. Kubena stated yes. Commissioner J. Lubben asked Ms. Kubena if that would happen during the normal operating hours as well; Ms. Kubena stated yes. There was no one in the audience wishing to speak. Chairperson G. Smith closed the Public Hearing. The Commission went through the findings of fact statements and agreed with them all. Chairperson G. Smith made a motion, seconded by Commissioner J. Jump, to approve the Interim Use Permit request with the following conditions:

- The days of operation shall be 7 days a week.
- The hours of operation shall be 6:00 am through 9:00 pm.
- This Interim Use Permit for the operation of a gravel pit shall be valid for 30 years.

The motion carried unanimously and will go to the City Council for final approval on Wednesday, February 18, 2026.

OPEN DISCUSSION:

Community Development Director B. Olivanti, along with Todd Guerrero and Colette Brashears with KutakRock spoke to the Commissioners regarding the proposed draft Transmission Line Ordinance. Mr. Guerrero went through the proposed draft Transmission Line Ordinance with the Commissioners. This was followed by a Q & A session with the Commissioners and Mr. Guerrero. Community Development Director B. Olivanti gave the Commissioners brief status updates on the progress of the Future Land Use Chapter Update, the 400 Block demolition and redevelopment and the Jefferson School.

Staff spoke to the Commissioners about a new draft Shipping Container Ordinance that the City Attorney is currently working on. It will go to the City Council for input along with the Zoning Amendment Committee and then come to the Planning Commission.

ADJOURNMENT:

Due to no further discussion, it was moved by Commissioner C. Lubovich seconded by Commissioner D. Majkich to adjourn until the next meeting. The motion carried unanimously.

G. Smith, Chairman
Hibbing Planning Commission

ATTEST:



Tina Glad, Secretary

Ordinance No. _____. An ordinance adopting Minnesota Statutes § 216I.08 and establishing a site and route permit application process for large energy infrastructure facilities in the City of Hibbing.

SUBDIVISION 1. AUTHORITY, PURPOSE, AND ADOPTION BY REFERENCE

(a) Authority. The City of Hibbing adopts and exercises local review authority under Minnesota Statutes § 216I.08 to review and approve site and route permits for eligible large energy infrastructure facilities located within the City, consistent with the City’s authority to regulate utility facilities reasonably necessary for the public convenience or welfare, as established under Local Ordinance 11.05, Subd. 6A. Local approvals granted under this ordinance are intended to satisfy the requirement to obtain a site or route permit from a local unit of government under Minnesota Statutes § 216I.08, Subd. 1.

(b) Purpose. The purpose of this ordinance is to establish a clear, orderly, and transparent review process guided by City and State goals to conserve resources; minimize environmental impacts and land-use conflicts; and ensure an efficient, cost-effective energy supply and reliable infrastructure, while protecting the public interest.

SUBDIVISION 2. DEFINITIONS.

(a) For purposes of this Chapter:

- 1) “City” means the City of Hibbing.
- 2) “Environmental Assessment,” or “EA” means an environmental assessment pursuant to Minn. Stat. Chapter 116D and Minnesota Rules Chapter 4400.
- 3) “Eligible Project” or “EP” means:
 - a. Large electric power generating plants and solar energy generating systems with a capacity of less than 80 megawatts;
 - b. Large electric power generating plants of any size that burn natural gas and are intended to be a peaking plant;
 - c. High-voltage transmission lines with a capacity between 100 and 200 kilovolts;
 - d. Substations designed for and capable of operation at a nominal voltage of 100 kilovolts or more;
 - e. A high-voltage transmission line service extension to a single customer between 200 and 300 kilovolts and less than ten miles in length;
 - f. A high-voltage transmission line rerouting to serve the demand of a single customer, if at least 80 percent of the rerouted line is located on property owned or controlled by the customer or the owner of the transmission line;

- g. Energy storage systems; and
 - h. Large wind energy conversion systems with a capacity less than 25 megawatts.
- 4) “Responsible Governmental Unit” or “RGU” means the Planning Commission or other governmental unit selected to oversee environmental review for a large energy infrastructure facility, including EA scoping and EQB Monitor publication, consistent with the local-review process described for Minnesota Statutes § 216I.08, subd. 4.
 - 5) “Large energy infrastructure facility” and other undefined terms have the meanings assigned in Minnesota Statutes § 216I.08, subdivision 2.

SUBDIVISION 3. APPLICABILITY; PROJECTS ELIGIBLE FOR LOCAL REVIEW.

(a) An applicant may seek approval under this [Ordinance] to construct an Eligible Project, consistent with Minn. Stat. § 216I.08, subd. 2:

SUBDIVISION 4. JURISDICTION; RGU.

(a) City review authorized. Pursuant to Minn. Stat. §§ 216I.08, Subd. 1(a), an applicant for an Eligible Project may apply to the City for approval.

(b) Planning Commission as RGU for Environmental Assessment. The City Council may direct the Planning Commission to oversee the Environmental Assessment, conduct a public scoping meeting, publish notice in the EQB Monitor, transmit the completed EA to the Commission, and otherwise comply with with Minn. Stat. § 216I.08, subd. 4.

SUBDIVISION 5. APPLICATION; FILING; CONTENTS.

(a) Application. A person that seeks to construct an EP and is seeking local governmental approval under Minn. Stat. § 216I.08, must apply to the City for a site or route permit, as applicable. The applicant may propose only a single route for a high-voltage transmission line.

(b) Contents. The application must include:

- 1) A statement of the proposed ownership of the EP at the time of filing the application and after the commencement of commercial operation;
- 2) The name of any person or organization initially named as permittee or permittees (and the name of any other person to whom the permit may be transferred if transfer of the permit is contemplated);
- 3) A description of the EP and all associated facilities, including size, type, and timing of the facility;
- 4) An explanation of why the applicant chose the proposed route/site versus other possible routes/sites.

- 5) The following environmental information:
 - a. a general description of the site's or route's environmental setting and conditions and its potential effect on the natural environment, including potential effects on air and water quality resources, flora, and fauna;
 - b. a description of the effects that the EP may have on public health and safety, noise, aesthetics, cultural and/or heritage values or artifacts, recreation, and public services;
 - c. a description of the EP's potential effect on land-based economies, including, but not limited to, agriculture, forestry, tourism, and mining;
 - d. a description of EP's effect on the natural environment, including effects on air and water quality resources, flora, and fauna;
- 6) A map or survey identifying existing utility and public rights-of-way that may be crossed or otherwise affected by the EP;
- 7) An analysis of the costs to construct, operate, and maintain the EP;
- 8) A list and brief description of other federal, state, or local permits that the EP may require;
- 9) A proposed plan for providing notice to all persons reasonably likely to be affected by the EP through direct mail (based on county tax assessment rolls or other accurate information), and through publication in a newspaper of general circulation notifying members of the public about the proposed project; and
- 10) Other information as may be deemed relevant by the applicant.

(c) Filing. Applications for approval must be filed with the City Clerk, or designee. The clerk, or designee, will refer the application to the Planning Commission for review and evaluation. Following its evaluation of the EP, the Planning Commission will make a recommendation to the City Council as to whether to approve (or not) the application, consistent with the criteria set forth in subdivision 9.

(d) Notice to MPUC. Within ten days after submitting an application to the City, the applicant must notify the Minnesota Public Utilities Commission that it has elected to seek local approval of the EP in accordance with Minn. Stat. § 216I.08, subd. 3.

SUBDIVISION 6. FEES; COST REIMBURSEMENT.

(a) Nonrefundable application fee. Each application must be accompanied by a nonrefundable fee in an amount established by City Council resolution to cover the City for its reasonable out-of-pocket expenses incurred in processing, reviewing, and acting on the application. These expenses include staff time, legal counsel, technical and engineering consultants, environmental review preparation, such as EA scoping,

EQB Monitor publication, printing, mailing, publication, facilities for public meetings, and necessary recordkeeping.

(b) Supplemental deposits. The City may require supplemental deposits if costs exceed the initial application fee and will provide periodic statements of costs.

(c) Suspension for nonpayment. Failure to pay the required fees may render an application incomplete or result in the suspension of processing until payment is current.

(d) Condition of approval. No route or site permit will be issued until the applicant has paid all fees and costs in full.

SUBDIVISION 7. COMPLETENESS; PUBLIC NOTICE; PUBLIC MEETING.

(a) Completeness. The City must determine whether an application is complete and advise the applicant of any deficiencies within ten working days of the date an application is received. An application is not incomplete if information that is not included in the application may be obtained from the applicant prior to the initial public meeting.

(b) Public notice. Upon completeness, the City will provide the public notice of the EP by publication in a newspaper of general circulation. The City will also require that the applicant show proof that it has mailed direct notice of the project to property owners within or adjacent to the proposed site or route. Each notice will use a clear, standardized format that includes: (1) a description of the EP, including a map displaying the general area of the proposed site or route; (2) a description detailing how a person may receive more information and future notices regarding the application; (3) a location where a copy of the application may be reviewed; (4) information regarding the date and location of the public meeting where the public may learn more about the EP and the City's review process.

(c) Public meeting. The Planning Commission will hold at least one public meeting so that the applicant can explain the EP, accept public comments on potential impacts, discuss alternative sites or routes, and respond to public questions and comments.

SUBDIVISION 8. ENVIRONMENTAL REVIEW.

(a) Environmental Assessment. The City must prepare, or require the applicant to prepare, an environmental assessment for the EP. The City must provide the public with an opportunity to participate in developing the scope of the environmental assessment before it is prepared.

(b) Implementation. The Planning Commission will oversee the EA scoping, conduct the required public scoping meeting, and ensure publication of the completed EA in the EQB Monitor.

(c) Governing rules; incorporation by reference. Environmental Assessments prepared under this ordinance shall be governed by the Minnesota Environmental Review Program rules promulgated by the Minnesota Environmental Quality Board, Minn. R. 4410.0200 et seq., as amended. Those rules are incorporated by reference as though fully set forth herein and shall control the procedural requirements for EA scoping, public notice, publication of notice in the EQB Monitor, receipt of public comments, and related environmental review activities conducted by applicant or the City acting through its RGU.

SUBDIVISION 9. DECISION CRITERIA; FINDINGS; PUBLIC INTEREST.

(a) Public interest and state goals. In deciding whether to approve an application for a site or route permit, the City shall be guided by goals to conserve resources; minimize environmental impacts and conflicts between human settlement and land-use; and ensure an efficient, cost-effective energy supply and reliable infrastructure. The Planning Commission shall recommend, and the City shall issue, a site or route permit only if the EP is demonstrated to be in the public interest.

(b) Review factors. The City's review should include, but is not limited to:

- 1) Evaluating the EP's effects on (i) land, water, and air resources; and (ii) the effects water and air discharges and electric and on public health and welfare, vegetation, animals, and aesthetics;
- 2) Consideration of the proposed route or site in conjunction with future City development plans;
- 3) Evaluating the environmental effects that are unavoidable should the proposed site or route be accepted;
- 4) Evaluating whether there exists reasonable alternatives to the EP's proposed site or route;
- 5) In the case of a route for a transmission line, whether existing utility right-of-way can be used;
- 6) Evaluating irreversible and irretrievable commitments of resources if the proposed site or route is approved;
- 7) Consideration of comments provided by persons other than the applicant;
- 8) Consideration of the EP's economic impact, during construction and while in operation; and
- 9) Other considerations the City may find reasonable and prudent.

(c) Additional Conditions. The City may impose any reasonable conditions on its authorization of the EP, including conditions relating to design, routing, right-of-way preparation, construction practices, mitigation measures, monitoring, reporting, and other provisions necessary to protect the public interest.

LAND USE PLAN

HIBBING, MINNESOTA
MARCH 2026



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ACKNOWLEDGEMENTS

Staff

- X
- X

Consultants

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LAND USE PLANNING

INTRODUCTION

The Land Use Plan serves as the City of Hibbing's city-wide, long-term guide for future community growth and land development. This Land Use Plan updates and replaces the Natural Environment chapter of the current 2018 Comprehensive Plan. The chapter consists of four key components:



An inventory, mapping, and analysis of existing land uses city-wide



Analysis of population and household trends and future projections



Designation and mapping of future land uses

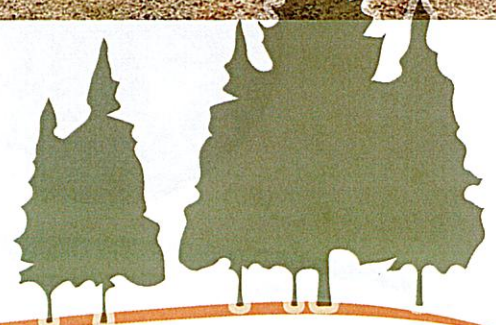


Identification of goals and policies for the city's future land uses

PURPOSE OF LAND USE PLANNING

As a city experiences change and growth over time, the types and mix of land uses and development patterns must adapt to meet a city's current and future needs. A land use plan, including a future land use map, provides guidance for the appropriate land use types and locations for future development, including residential, commercial, industrial, public, recreation, utilities/transportation, agriculture and forestry, and natural resources conservation. Strategically, the land use plan helps the city pursue efficient growth of commercial and industrial uses, retention and growth of jobs, identification of potential areas for housing development, and the desired land uses in priority areas and corridors. It enables a city to identify current and future issues, opportunities, and preferences for land uses and development.

The Land Use chapter is used to determine future public investments, make decisions concerning private development proposals, and set priorities for future planning efforts. The locations and patterns of the future land use map are approximate, subject to interpretation, and adjusted as needed based on actual site conditions as future development is considered.



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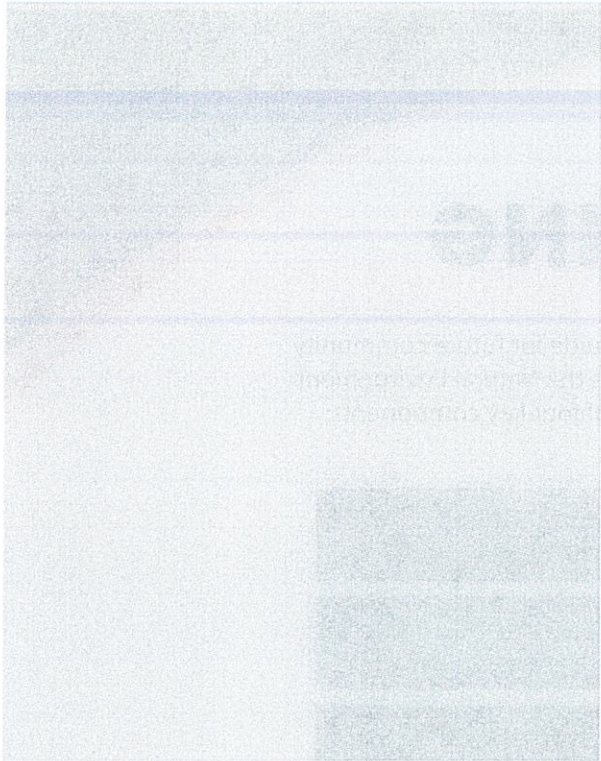


Image Caption

RELATIONSHIP BETWEEN LAND USE PLANNING AND ZONING








As a primary component of a city’s comprehensive plan, the land use plan lays out the city’s long-term preference for the mix, location, density, and timing of future development, redevelopment, and land conservation, whereas the zoning code and zoning map are tools for implementing the land use plan. The future land use plan and map are more general, focused on the long-term (typically 20 years into the future), and consider city-wide needs and preferences rather than each property. Zoning is focused on regulating current development and assigns each property to a zoning district, which has detailed standards for allowed uses and development design.

The Land Use chapter provides the basis and direction for the regulation of land development, implemented through the zoning code and zoning map. The future land use map provides guidance for updating the types of zoning districts in the zoning code and updating the application of the zoning districts throughout the city on the zoning map.

WHY IS THE NATURAL ENVIRONMENT CHAPTER BEING UPDATED?

The City of Hibbing decided to update the Natural Environment chapter to convert it to a Land Use chapter because it lacks the essential components (best practices) for effective land use planning. The current chapter lacks a meaningful existing land use map, future land use map, and a comprehensive set of land use goals and policies.

Land Use Plan Best Practices

-  An inventory and map of current land uses (agricultural, residential, commercial, industrial, etc.)
-  An analysis of land use trends and issues relating to current development patterns and capacity for future development.
-  Identification and map of development constraints (wetlands, floodplains, etc.).
-  Identification and map of potential developable land for growth, intensification, and redevelopment.
-  Projections for population, households, jobs, and demand for land to accommodate growth.
-  Defined future land use classifications and a future land use map.
-  Land use goals, policies, and strategies.



EXISTING LAND USE

LAND COVER

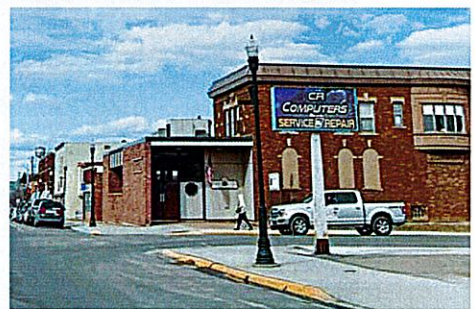
The City of Hibbing is 186 square miles, which makes it the largest city in Minnesota by land area. Figure 1.1 is a map of the land cover classifications for Hibbing. The map uses the 2024 National Land Cover Database from the USGS. Similar to the existing land use map, it shows the existing features of the land today. Whereas the existing land use map provides more detail on developed uses (e.g. residential, industrial, commercial), the land cover map provides more detail on natural and undeveloped areas, such as forests, wetlands, and agriculture. The land cover map helps clarify what exists in the areas of the city currently identified as undeveloped in the existing land use map.



Existing neighborhood

EXISTING LAND USE

Due to its size, there is a wide range in land uses across the city. The Existing Land Use Map (Figure 1.4) reflects how each parcel is being used today. Table 1.2 shows the acreage of each land use category identified on the map.



Existing retail

The existing land use dataset was developed by looking at the County's tax classification data for each parcel in the city and cross-referencing the tax data with aerial imagery. Though this provides a generally accurate view of how land is used, due to Hibbing's size and the types of classifications used in the tax data, some parcels may have different or multiple uses compared to those listed on the map in Figure 1.4. Existing land use is examined through a lens of broad land use categories. As a result, the existing land use map will not align directly with the zoning districts and zoning map because there are fewer general land use categories compared to the number of zoning districts.

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Land Cover Map

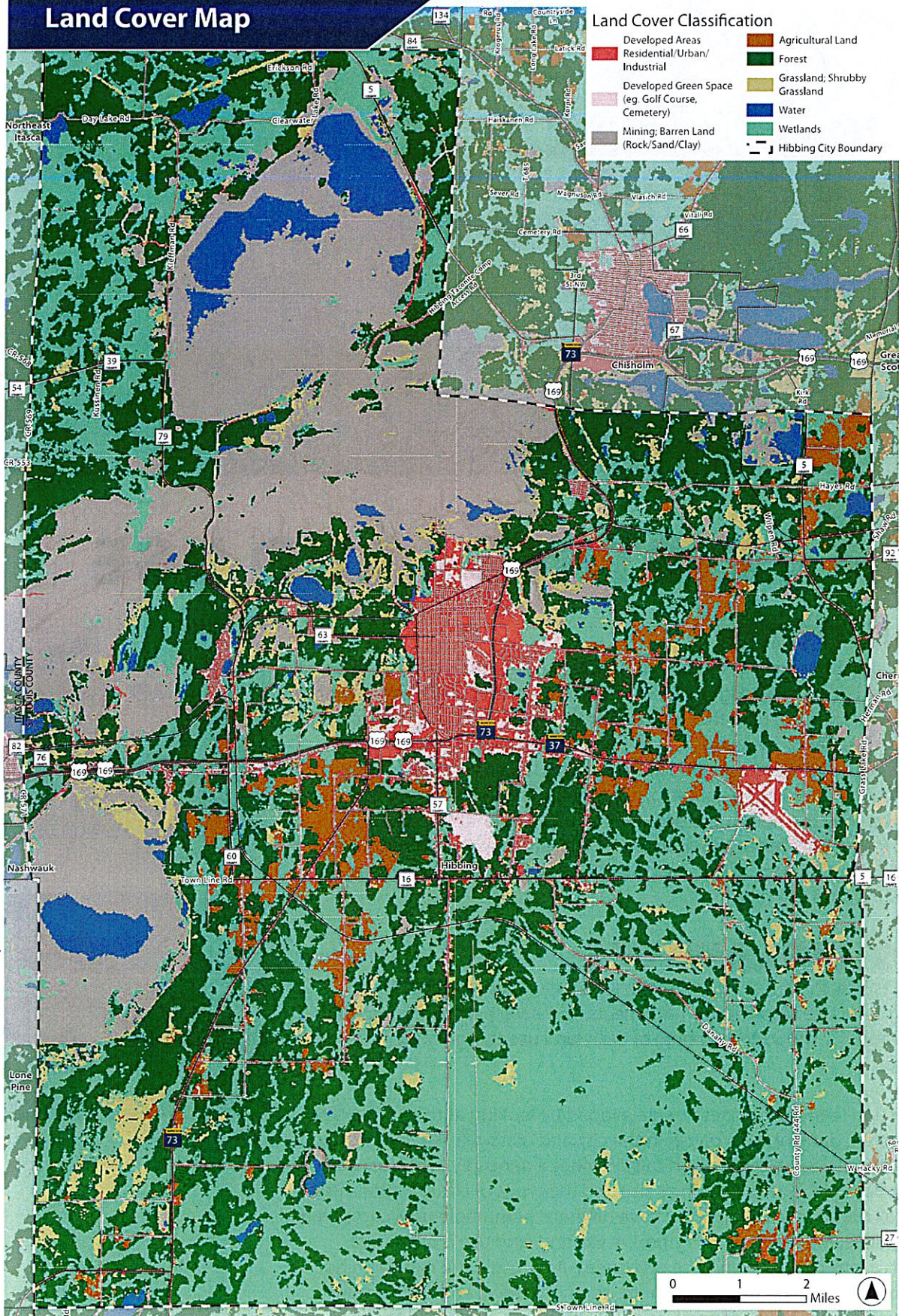


Figure 1.1 Land Cover Classification Map, Hibbing

Just under 45% (51,391 acres) of Hibbing is undeveloped or vacant land. This makes sense due to the size of the City and the natural features of the area, which is dominated by a large network of wetlands. The northwestern and southern portions of the city are the largest tracts of undeveloped land. Much of these undeveloped areas are zoned for agriculture/forestry or are wetland areas. Of land that is undeveloped or vacant, 39% is privately owned and 4% is publicly owned by the City, County, or State.

After undeveloped land, mining and mineral resource land uses make up the largest single land use at 24% (28,009 acres). The majority of mining occurs in the northern part of Hibbing, with additional mining on the western boundary.

Residential uses account for a large amount of remaining land use. Rural residential uses, which are residential parcels not served by City water and sanitary sewer utilities account for 14% (16,334 acres) of land uses. Low density residential, which includes single, two, and three-unit residences accounts for 3% (3,429 acres) of land, while medium and high density residential uses (4 or more units), makes up only 0.10% (114 acres). Commercial and industrial uses make up 0.6% (673 acres) and 0.5% (591 acres) respectively.

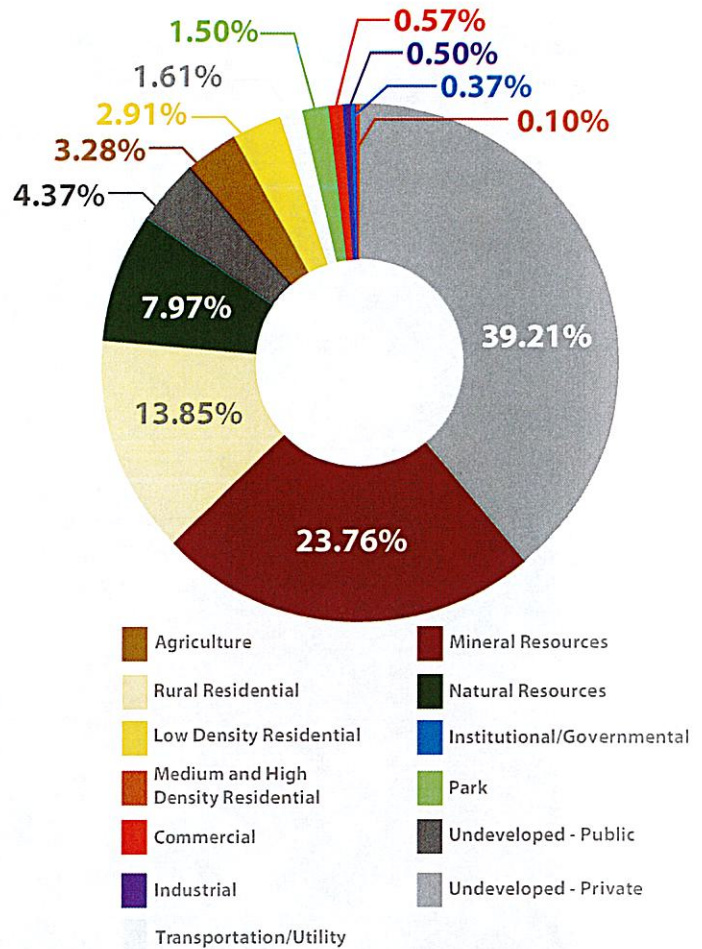


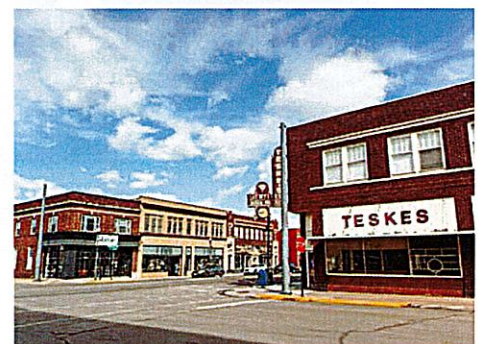
Figure 1.2 Distribution of land by existing land use category

EXISTING LAND USES	TOTAL ACREAGE	% OF LAND
Mineral Resources	28,009.43	23.76%
Rural Residential	16,334.10	13.85%
Natural Resources	9,397.00	7.97%
Agriculture	3,862.61	3.28%
Low Density Residential	3,428.47	2.91%
Transportation/Utility	1,898.41	1.61%
Park	1,771.15	1.50%
Commercial	672.79	0.57%
Industrial	590.93	0.50%
Institutional/Governmental	437.00	0.37%
Medium and High Density Residential	113.80	0.10%
Undeveloped/Vacant - Private	46,235.47	39.21%
Undeveloped/Vacant - Public	5,155.58	4.37%
Total	117,906.73	100.00%

Table 1.3 Existing Land Use by Acreage



Existing single family homes



Downtown Hibbing

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Existing Land Use Map

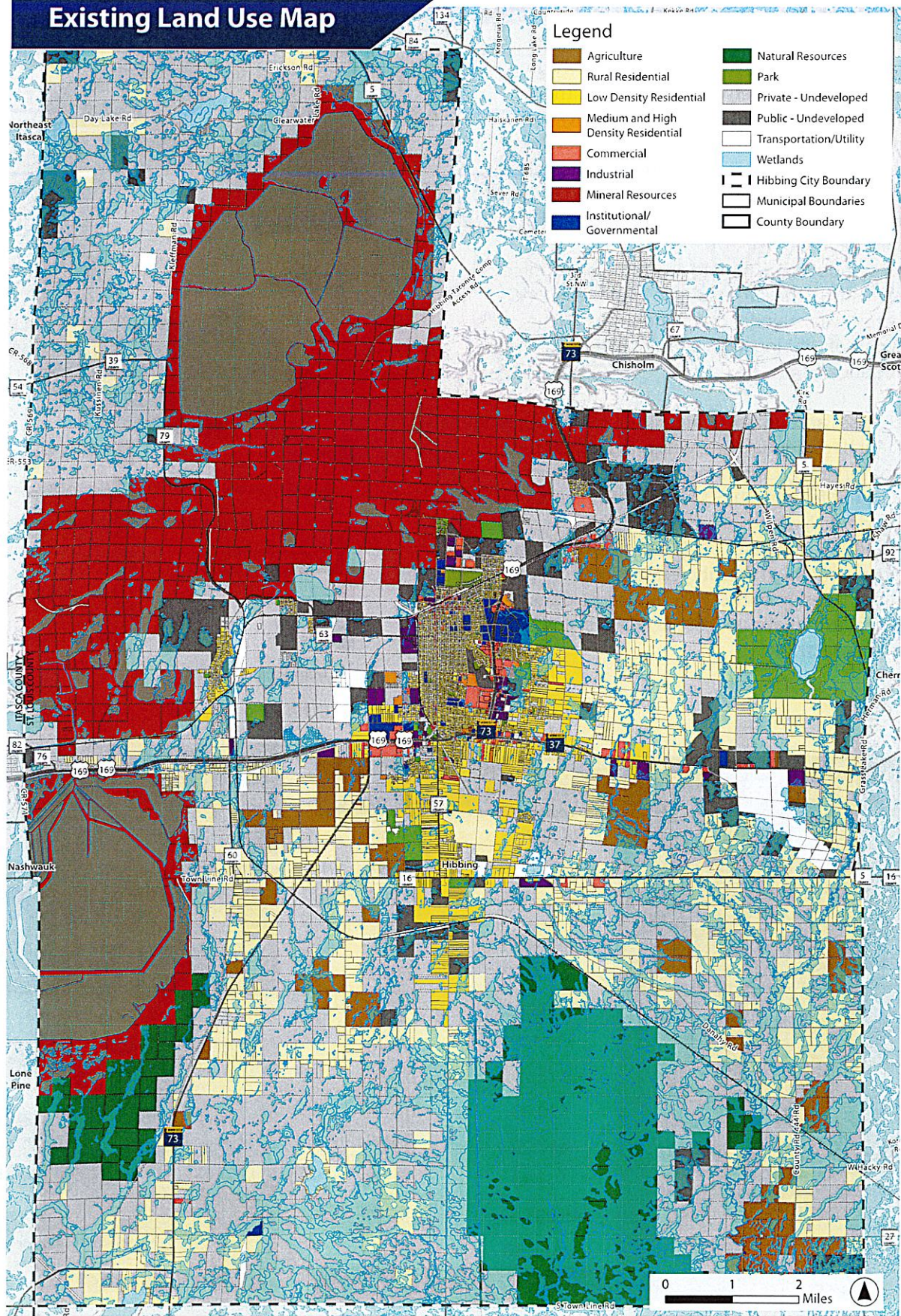
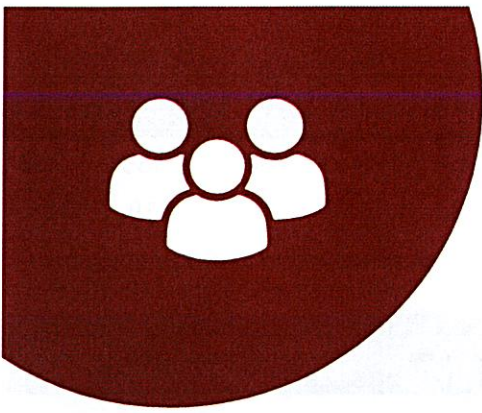


Figure 1.4 Existing Land Use in Hibbing, 2025



DEMOGRAPHICS AND HOUSING

POPULATION TRENDS

Population and household projections help predict and determine how and where land should be guided to meet the needs of the City today and in the future. This chapter provides updated population counts and projections building upon the same data sources and methodology used in the original Comprehensive Plan adopted in 2018.

AREA	1990	2000	2010	2020	2024
Hibbing	18,046	17,071	16,361	16,214	16,057
St Louis County	198,213	200,528	22,226	200,231	200,123
Minnesota	4,782,264	4,919,479	5,303,925	5,576,606	5,706,494

Table 1.5 Change in population (Source: US Decennial Census, 2024 5-year ACS)

PERCENT CHANGE	1990-2000	2000-2010	2010-2020	2020-2024	1990-2024
Hibbing	-5.40%	-4.16%	-0.90%	-0.97%	-11.02%
St. Louis County	1.17%	-0.15%	0.00%	-0.05%	0.96%
Minnesota	2.87%	7.81%	5.14%	2.33%	19.33%

Table 1.6 Change in population (Source: US Decennial Census, 2024 5-year ACS)

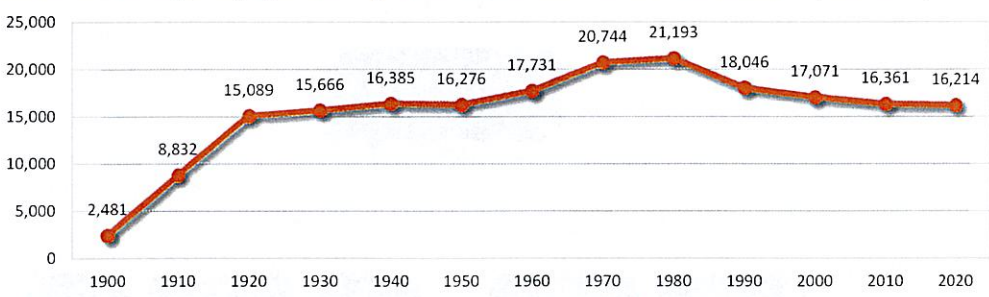


Table 1.7 Historic population for Hibbing (Source: US Decennial Census)

The current population of Hibbing, according to the 2024 5-year American Community Survey (ACS) estimates, is 16,057, which is a decrease of 1.07% from the 2016 population reported in the 2040 Comprehensive Plan. Overall, Hibbing’s population declined by 11% from 1990 through 2024. This is a much greater decline than seen at the county level, which was a decrease of 1% over the same period.

POPULATION PROJECTIONS

Population projections are calculated using the methodology of the 2040 Comprehensive Plan, which includes -3% and -5% decrease scenarios. The projected populations are shown in table 1.8.

While the County population declined at a lessor rate over the last 34 years, projections from the State Demographer’s Office show much larger decreases for St. Louis County going forward, with a decrease of 4.5% by 2040 and decrease of 8.5% by 2060.

HIBBING	2030	2040
-3% scenario	15,575	15,108
-5% scenario	15,254	14,491

Table 1.8 Projection scenarios for 2030 and 2040

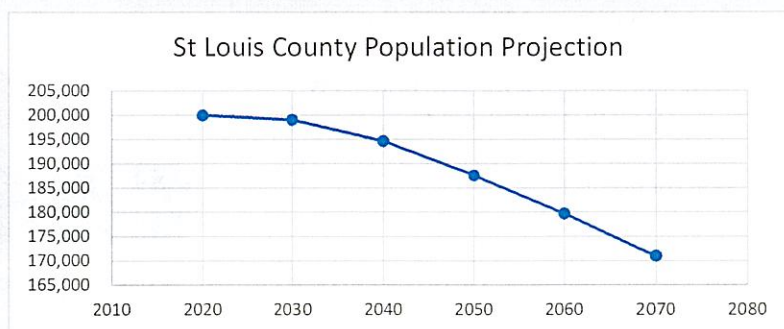


Table 1.9 Population projections for St Louis County (Source: State Demographer’s Office)

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HOUSEHOLDS

The number of households in Hibbing declined from 1990 to 2000, but at a slower rate than the population. The estimated number of households in the 2024 5-year ACS estimate shows an increase from the 2020 census by 8.8%, which is an anomaly compared to the previous changes recorded in the decennial census. It should be noted there is a margin of error of +/- 346 households with the 2024 5-year ACS, though even accounting for the margin of error, there is an increase in households. Previous

Since 1990, the average household size declined from 2.38 in 1990 to 2.19 in 2020. The 2024 5-year ACS estimates an average household of 2.03. The decreasing household size helps explain why the number of households are declining at a slower rate than the total population, as there are fewer individuals living in each household.

Looking at total households and average household size is important for land use because it helps determine

HOUSEHOLDS	1990	2000	2010	2020	2024
Total	7,439	7,445	7,414	7,135	7,760
Avg. Size	2.38	2.24	2.17	2.19	2.03

Table 1.10 Total number of households and average household size (Source: US Decennial Census, 2024 5-year ACS estimates)

PERCENT CHANGE	1990-2000	2000-2010	2010-2020	2020-2024
Change in number of Households	0.08%	-0.42%	-3.76%	+8.76%

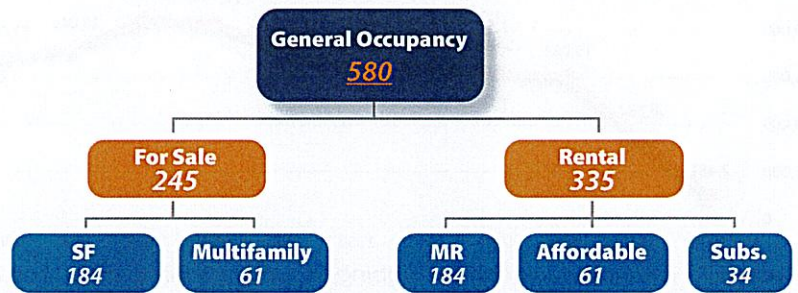
Table 1.11 Percent change in total households (Source: US Decennial Census, 2024 5-year ACS estimates)

how much land will be needed for housing. Despite a declining population, there is still a need for additional housing units due to the number of households. Additionally, changes in the make-up of a population, such as an aging population, also impacts the number of housing units required. For example, an older population typically has a lower average household size and requires more housing units, specifically senior-friendly housing types.

2023 HOUSING STUDY

The City of Hibbing completed a housing study in 2023. The study looked at population projections and available housing stock to determine the number of units and amount of land that will be required to provide for adequate housing in Hibbing. The study found that, from 2023-2035, there is a projected demand for an additional 580 units of general occupancy housing. This is further broken down to estimate a demand for 245 for-sale units and 335 rental units. The study also looked at the demand for senior housing and found that, from 2023-2028, there is a projected demand for 638 units of senior housing. Of the 638 units, it is estimated that 334 should be active adult units and 294 should be service-enhanced units.

HIBBING PROJECTED GENERAL OCCUPANCY DEMAND 2023-2035



HIBBING PROJECTED SENIOR DEMAND 2023-2028

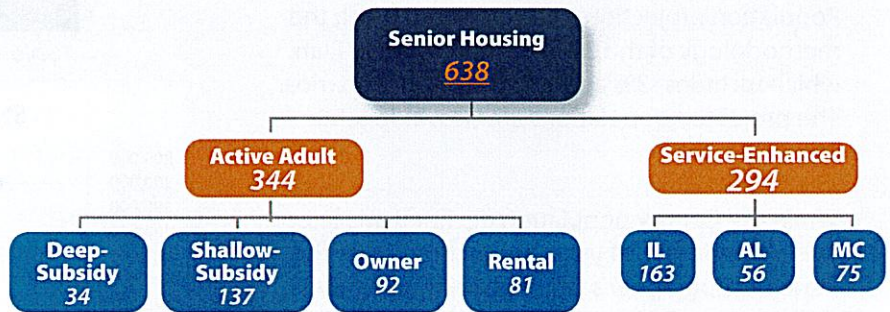


Table 1.12 Projected housing demand in Hibbing (Source: 2023 Hibbing Housing Study)



FUTURE LAND USE

FUTURE LAND USE DESIGNATIONS

Future land use designations are different than both existing land uses (which catalog what is there today) and zoning districts (which align properties with certain sets of regulations for what is allowed on any given property). Future land use categories incorporate a broad mix of land uses rather than a strict listing of permitted and/or conditional uses. The Future Land Use Map (Figure 1.8) identifies:

- The 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 in the City for the land use designations

Land use designations are intended to represent the community’s long-range intentions and preferences, rather than its current regulatory environment. Since the Zoning Ordinance is one of the major implementation tools of the Comprehensive Plan, the Zoning Ordinance and Zoning Map should be ultimately be updated to be consistent with the future land use designations and the future land use map.

The future land use plan adopted as part of the 2018 Comprehensive Plan is not a citywide plan, nor does it identify specific future land uses, rather it identifies specific focus areas and corridors using the zoning map. The updated future land use plan in this chapter provides a city-wide map, specific goals and policies for city-wide future land use, and key objectives for three priority areas in the City. The land use designations were developed through conversations with City staff with input from St. Louis County staff.

LAND USE DESIGNATION	DESCRIPTION
Natural Resources	Land, both publicly and privately owned, is guided for conservation of vital environmental resources including waterways, shorelands, wetlands, floodplains, forests, and steep slopes.
Agriculture and Forestry	Land is guided for continued use as productive agricultural land or land used for timber production and other forestry uses. Residential uses associated with the operation of agricultural or forestry land is permitted.
Parks	Land is guided for regional and community scale public parks.
Rural Residential	Land is guided for rural large lot residential uses not connected to urban services.
Suburban Neighborhood	Neighborhoods generally having a curvilinear street pattern, lots with a wider dimension facing the street, and connected to urban services. Land is guided for a mix of low density residential uses including single-unit detached dwellings, two-unit dwellings, accessory dwelling units, along with neighborhood parks.

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Traditional Neighborhood	Neighborhoods generally having a traditional street grid pattern, lots with a narrower dimension facing the street, and connected to urban services. Land is guided for a mix of low/medium residential uses including single-unit detached dwellings, attached dwellings (up to four units), courtyard cottage/bungalow dwellings, townhouses, accessory dwelling units, along with neighborhood parks.
Urban Neighborhood	Land is guided for a mix of attached dwellings (duplexes, triplexes, quadplexes, up to four units), townhouses, and apartment buildings, along with a well-connected street network, convenient access to neighborhood parks, and access to urban services.
Neighborhood Mixed Use	Land is guided for a mix of neighborhood-scale commercial uses that primarily serve the residents of the adjacent neighborhoods and residential uses at the scale of traditional neighborhoods. Commercial uses do not result in significant extra traffic through the area and are compatible with adjacent residential uses. Stand alone residential uses are allowed in alignment with the Traditional Neighborhood designation.
Downtown Mixed Use	Land is guided for a mix of community-scale commercial uses that including eating/drinking, entertainment, small retail, other goods and services, and civic uses. Residential uses are allowed only if they are in mixed-use buildings. Buildings and uses should be scaled appropriately to fit into the existing character of downtown and surrounding residential uses.
Highway Commercial	Land is guided for regional-scale commercial uses including eating/drinking, entertainment, offices, shopping centers, freestanding retail/services, multi-story office buildings, automobile dealerships, and institutions. Commercial areas are in places with visibility and access from the regional highway system.
Institutions	Land is guided for public, semi-public, and private institutions, such as government, educational, religious, social, and healthcare.
Light Industrial	Land is guided for predominantly light industrial and office uses. Outdoor storage uses are limited and screened to increase compatibility with non-industrial uses. Since light industrial uses have few off-site impacts, commercial and residential uses may be allowed on the edges of these areas where adjacent to non-industrial uses.
General Industrial	Land is guided for a wide range of industrial uses. Uses may have off-site impacts, so must meet performance standards and are generally isolated or buffered from other uses. Outdoor storage areas are allowed.
Mining/Extractive Industrial	Land is guided for mining and extractive industrial uses that require buffer areas between adjacent non-industrial uses.
Buffer Area	Land is guided for open space adjacent to mining and heavy industrial uses. This land serves as a buffer between mining uses and adjacent non-industrial uses.
Transportation/Utility	Land is preserved for public and semi-public infrastructure and transportation-related uses, such as road right-of-way, railroad right-of-way, airports, energy plants, sanitary sewer facilities, water utilities, and similar uses.

Table 1.13 Future Land Use Designations

“ Future land use provides a broader, future-oriented picture of land use in the City. ”

FUTURE LAND USE AND ZONING COMPARISON

As noted on the previous page, future land planning use provides a broader, future-oriented picture of land use in the City. As future land use acts as a guide to better plan for and frame future development, it should align with the current Zoning Districts in that all zoning districts should fit into different future land use categories. Table 1.14 below shows how the current zoning districts fit with the future land use designations in this plan.

FUTURE LAND USE DESIGNATIONS	CURRENT ZONING DISTRICTS
RESIDENTIAL	
Urban Neighborhood	R-4
Traditional Neighborhood	R-2, R-3
Suburban Neighborhood	R-1
Rural Residential	A-R, R-R, S-R
MIXED USE & COMMERCIAL	
Downtown Mixed Use	C-2
Neighborhood Mixed Use	C-1
Highway Commercial	C-3
INDUSTRIAL	
Light Industrial	I-1
General Industrial	I-2
Mining/Extractive Industrial	I-2
Buffer Area	O
PUBLIC	
Institutional	None
Transportation/Utility/ROW	A-P, AMU-P
OPEN AREA	
Natural Resources	O-1
Agriculture/Forestry	A-1, F-A
Park	None

Table 1.14 Relationship between future land use designations and zoning districts

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MINING AND FUTURE LAND USE

St. Louis County recognizes the importance of the mining industry to the region. In its most recent Land Use Plan, the County stated that "given the county's history of mining and its untapped mineral potential, one of the primary objectives of the County Comprehensive Land Use Plan is to protect opportunities for future mining activity."

In identifying future land use for the City of Hibbing, existing and future mining uses and potential mining areas was given careful consideration. The City met with the County to understand and better identify areas that should be guided for extractive industrial uses. In the 2019 St. Louis County plan, the County notes that, "given active mining and the potential for industry expansion in these areas, the county will proceed cautiously with permitting of uses that are not related to mining, especially within Tiers 1 and 2. This discretion is needed to preserve opportunities for mining industry growth, to mitigate environmental hazards, and to avoid potential land use conflicts before they begin. This approach is intended to provide clarity to all current and future owners of land and minerals within the mining impact areas."

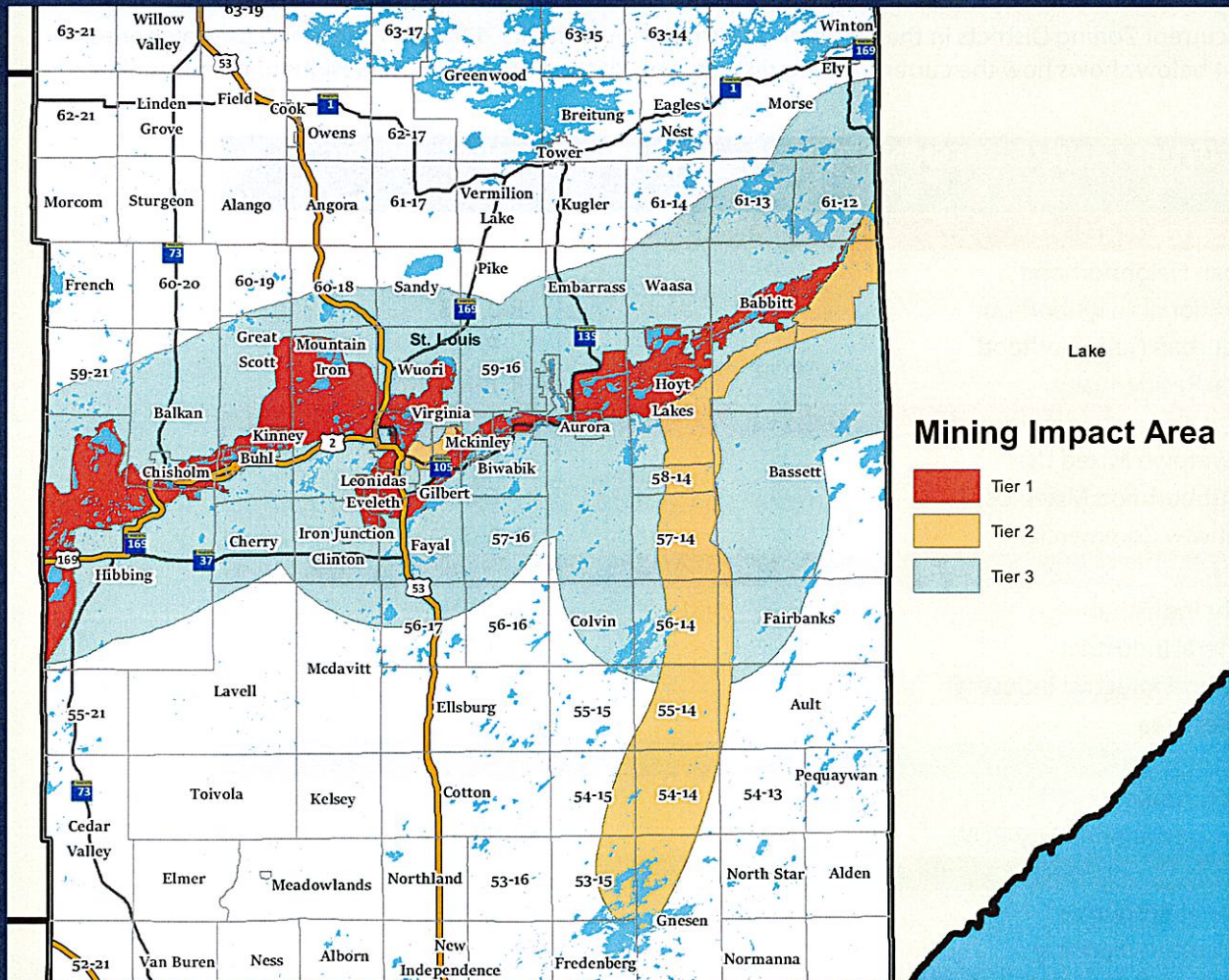
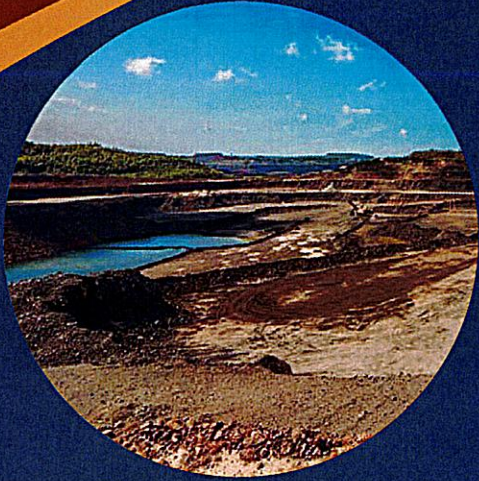


Figure 1.15 Mining Impact Area Map from St. Louis County Land Use Plan

FUTURE LAND USE DISTRIBUTION

Table 1.16 shows the breakdown of land guided for each of the future land use categories. Mining and extractive industrial uses remains the largest land use, at 27% (32,306 acres), which aligns with the County land use priorities (see more information on pg. 14) and the existing land uses in Hibbing. Agriculture and forestry also make up one quarter (25%, which is 30,039 acres) of the future land use area in Hibbing. This represents a lot of the undeveloped land in the southern portion of the city and the northwestern area of Hibbing. Residential uses are a combined 22% of future land use, with 18% (21,544 acres) of rural residential, 3% (3,582 acres) of suburban neighborhood, 0.3% (370 acres) of traditional neighborhood, and 0.31% (364 acres) of urban neighborhood. Some residential uses are allowed in the mixed-use districts, which account for 0.04% of future land area, or 50 acres. The mixed-use districts are in the downtown corridor.

Compared to the existing land use, there is an increase in land guided for commercial, light industrial, and general industrial uses. 1,047 acres (0.9%) are guided for highway commercial, 904 acres (0.8%) are guided for light industrial, and 808 acres (0.7%) are guided for general industrial.

FUTURE LAND USE DESIGNATION	TOTAL ACREAGE	% OF LAND
Suburban Neighborhood	3,581.72	3.04%
Traditional Neighborhood	369.93	0.31%
Urban Neighborhood	364.31	0.31%
Neighborhood Mixed Use	20.89	0.02%
Downtown Mixed Use	29.25	0.02%
Institutional/Governmental	171.86	0.15%
Highway Commercial	1,046.54	0.89%
Light Industrial	903.72	0.77%
General Industrial	808.35	0.69%
Mining/Extractive Industrial	32,305.59	27.40%
Buffer Area	10,242.72	8.69%
Natural Resources	12,766.42	10.83%
Park	1,784.84	1.51%
Agriculture/Forestry	30,039.17	25.48%
Rural Residential	21,544.32	18.27%
Transportation/Utility/ROW	1,927.1	1.63%
Total	117,906.73	100.00%

Table 1.16 Land area by future land use designation

Future Land Use Map

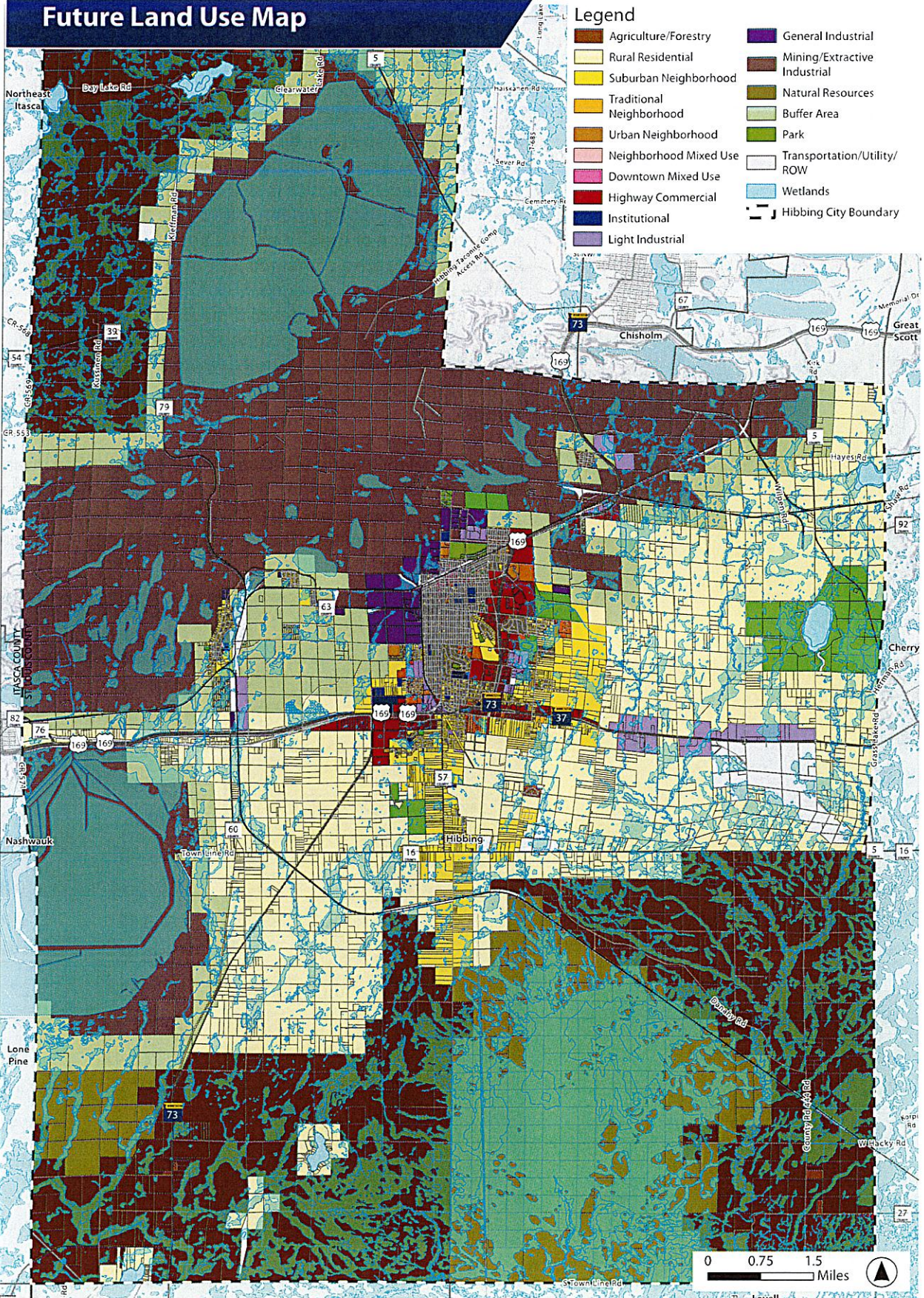


Figure 1.17 Future Land Use Map

City Center Future Land Use Map

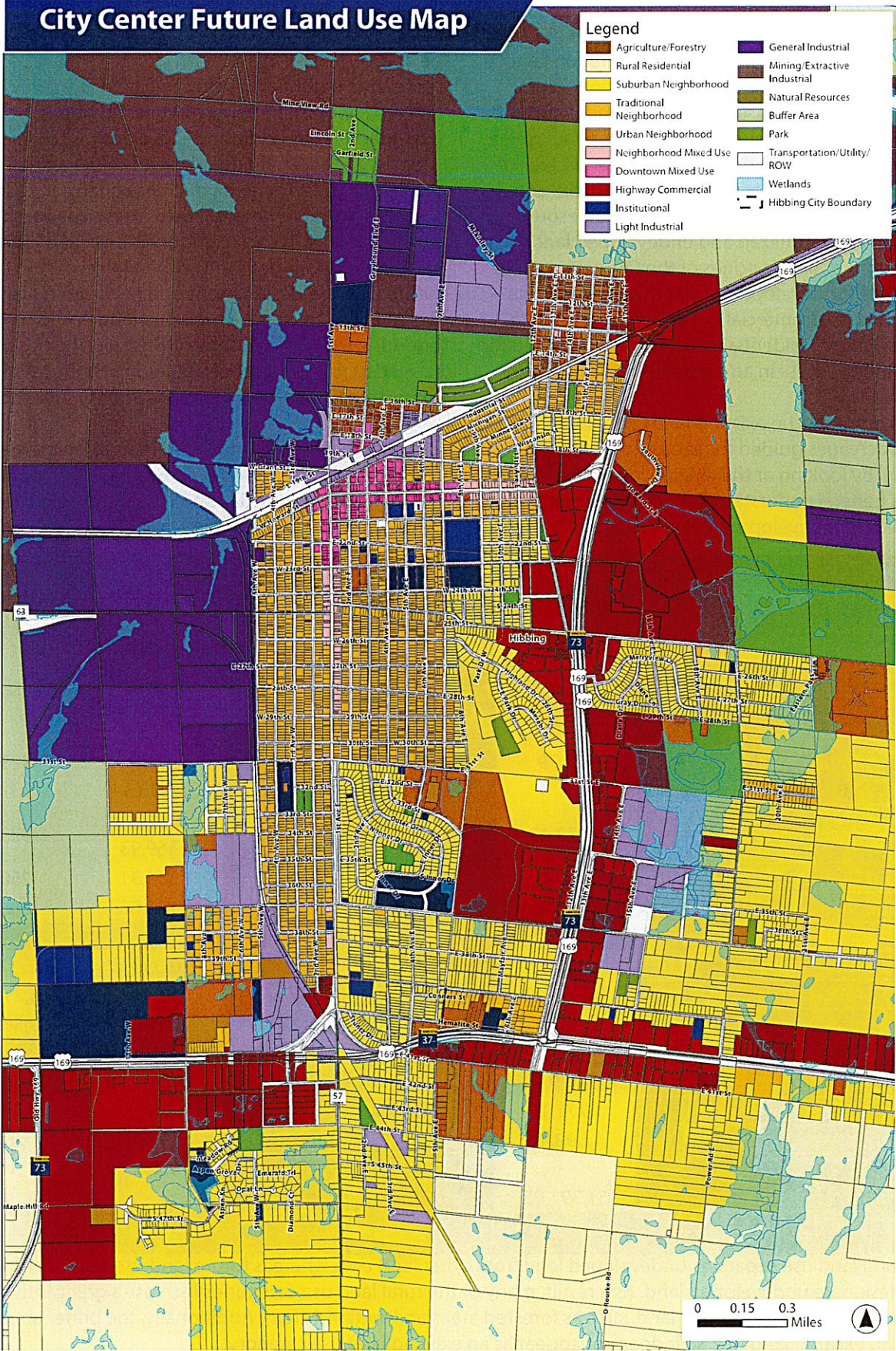


Figure 1.18 Future Land Use Map - City Center

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DEVELOPABLE LAND ANALYSIS

The future land use map takes into consideration factors that shape where and how land development occurs. Due to the size of Hibbing, about 45% of land is currently undeveloped. However, much of this land is unsuitable for most types of development due to wetlands, lack of utility access, inadequate transportation network access, or restrictions relating to mining and mineral resources. There remains underutilized and undeveloped land available within or on the edges of the City's urban core that is suitable for development. Much of the land use guided for future commercial or industrial uses falls in these areas. Future residential development is guided for areas with utility access in and around the urban core.

Table 1.19 compares the existing land use acreages to the land acreages guided for each future land use designation. By looking at the change in acreage in each category, a general understanding of available land for development or redevelopment in each category can

be approximated. Increases in categories in urban areas represents potential developable land, primarily infill and redevelopment opportunities. The future land use map identifies an additional 424 acres for commercial uses, 1,121 acres for industrial uses, 1,044 acres for residential uses. There is a decrease of 265 acres for institutional/governmental uses. These changes to the amount of land in each category is a result of guiding existing undeveloped land with utility access to different future land use designations and re-assigning land use designations for some developed land based on City priorities. For example some industrial land has been re-guided for commercial uses along Highway 169 (for more information on this see the Priority Areas section).

Changes to the amount of land in rural land uses largely comes from guiding undeveloped land for agriculture/forestry, rural residential, and natural resources uses. While there is a large amount of land in each category,

EXISTING LAND USE	EXISTING LAND USE ACREAGE	FUTURE LAND USE	FUTURE LAND USE ACREAGE	CHANGE IN ACREAGE
Urban Land Uses				
Industrial	590.93	Light Industrial	903.72	1,121.14
		General Industrial	808.35	
Commercial	672.79	Neighborhood Mixed-Use	20.89	423.90
		Downtown Mixed-Use	29.25	
		Highway Commercial	1,046.54	
Low Density Residential	3,428.47	Suburban Neighborhood	3,581.72	523.18
		Traditional Neighborhood	369.93	
Medium and High Density Residential	113.80	Urban Neighborhood	364.31	250.51
Institutional/Governmental	437.00	Institutional/Governmental	171.86	(265.14)
Rural Land Uses				
Agriculture	3,862.61	Agriculture/Forestry	30,039.17	26,176.56
Rural Residential	16,334.10	Rural Residential	21,544.32	5,210.21
Natural Resources	9,397.00	Natural Resources	12,766.42	3,369.42
Other Land Uses				
Mineral Resources	28,009.43	Mining/Extractive Industrial	32,305.59	4,296.17
Park	1,771.15	Park	1,784.84	13.70
Transportation/Utility	1,898.41	Transportation/Utility	1,927.10	28.69
-	-	Buffer Area	10,242.72	n/a
Undeveloped (Public + Private)	51,391.05	-	-	n/a
Total	117,906.73		117,906.73	

Note: Existing land use separates undeveloped land from other land uses whereas future land use guides all land and does not designate undeveloped land. As a result, many of the rural land use categories increase significantly due to the incorporation of undeveloped land, such as forested areas and wetland areas. Additionally, the buffer area is not factored into existing land use, so it does not appear as an existing land use category.

Table 1.19 Comparison of Existing Land Use and Future Land Use acreages

it is important to note that wetlands are present in many of these areas. Table 1.20 shows the net amount of currently undeveloped land in each future land use category once wetland areas are excluded. This table does not account for land with existing uses that could redevelop in the future, such as underutilized land along Highway 169 or redevelopment sites in downtown. Figure 1.22 Undeveloped Land by Future Land Use Designation shows the distribution of undeveloped land by future land use across the City.

DEVELOPABLE LAND & HOUSING

To ensure there is adequate land guided to meet the projected housing demands identified in the 2023 Housing Study, we can look at the area of land guided for each residential land use designation that is currently classified as vacant based on the existing land use information and the projected density of residential uses. Comparing the results of this analysis to the anticipated housing needs from the housing study will provide an estimated number of units that could potentially develop. It is important to note that the potential maximum density for guided land is unlikely to fully develop as it depends on the market and private developer interest. Table 1.21 below uses anticipated densities for each residential land use and applies that to the amount of vacant/undeveloped land guided within each category on the future land use map. Based on these calculations, there is sufficient land guided at varying densities to meet the projected housing needs.

FUTURE LAND DESIGNATION	TOTAL UNDEVELOPED ACREAGE	NET UNDEVELOPED ACREAGE (NO WETLANDS)
Agriculture/Forestry	22,664.43	13,969.44
Rural Residential	9,814.55	7,259.91
Suburban Neighborhood	1,014.46	823.59
Traditional Neighborhood	20.73	19.49
Urban Neighborhood	97.67	84.28
Neighborhood Mixed Use	1.69	1.69
Downtown Mixed Use	1.98	1.98
Highway Commercial	298.82	281.67
Light Industrial	483.20	362.12
General Industrial	649.65	593.45
Mining/Extractive Industrial	4,769.65	3,817.40
Institutional/Governmental	15.82	10.57
Buffer Area	7,441.95	5,697.86
Natural Resources	3,919.37	2,064.34
Park	5.00	3.93
Transportation/Utility/ROW	192.07	136.55
Total	51,391.05	35,128.29

Table 1.20 Undeveloped land by future land use designation

FUTURE DESIGNATION LAND USE	ANTICIPATED DENSITY	NET VACANT PUBLIC ACREAGE	NEW UNITS ON PUBLIC LAND	NET VACANT PRIVATE ACREAGE	NEW UNITS ON PRIVATE LAND	NET TOTAL VACANT ACREAGE	TOTAL NEW UNITS
Suburban Neighborhood	4 units/acres	218.35 acres	873 units	605.21 acres	2,421 units	823.56 acres	3,294 units
Traditional Neighborhood	15 units/acre	0.62 acres	9 units	18.87 acres	283 units	19.49 acres	292 units
Urban Neighborhood	30 units/acre	37.35 acres	1,120 units	46.93 acres	1,408 units	84.28 acres	2,528 units
Neighborhood Mixed Use*	15 units/acre	0.36 acres	5 units	1.33 acres	20 units	1.69 acres	25 units
Downtown Mixed Use*	50 units/acre	0.87 acres	43 units	1.10 acres	55 units	1.98 acres	98 units

*Mixed use areas will not be entirely residential

Table 1.21 Undeveloped land by residential land use designation and potential new housing units

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Undeveloped Land by Future Land Use

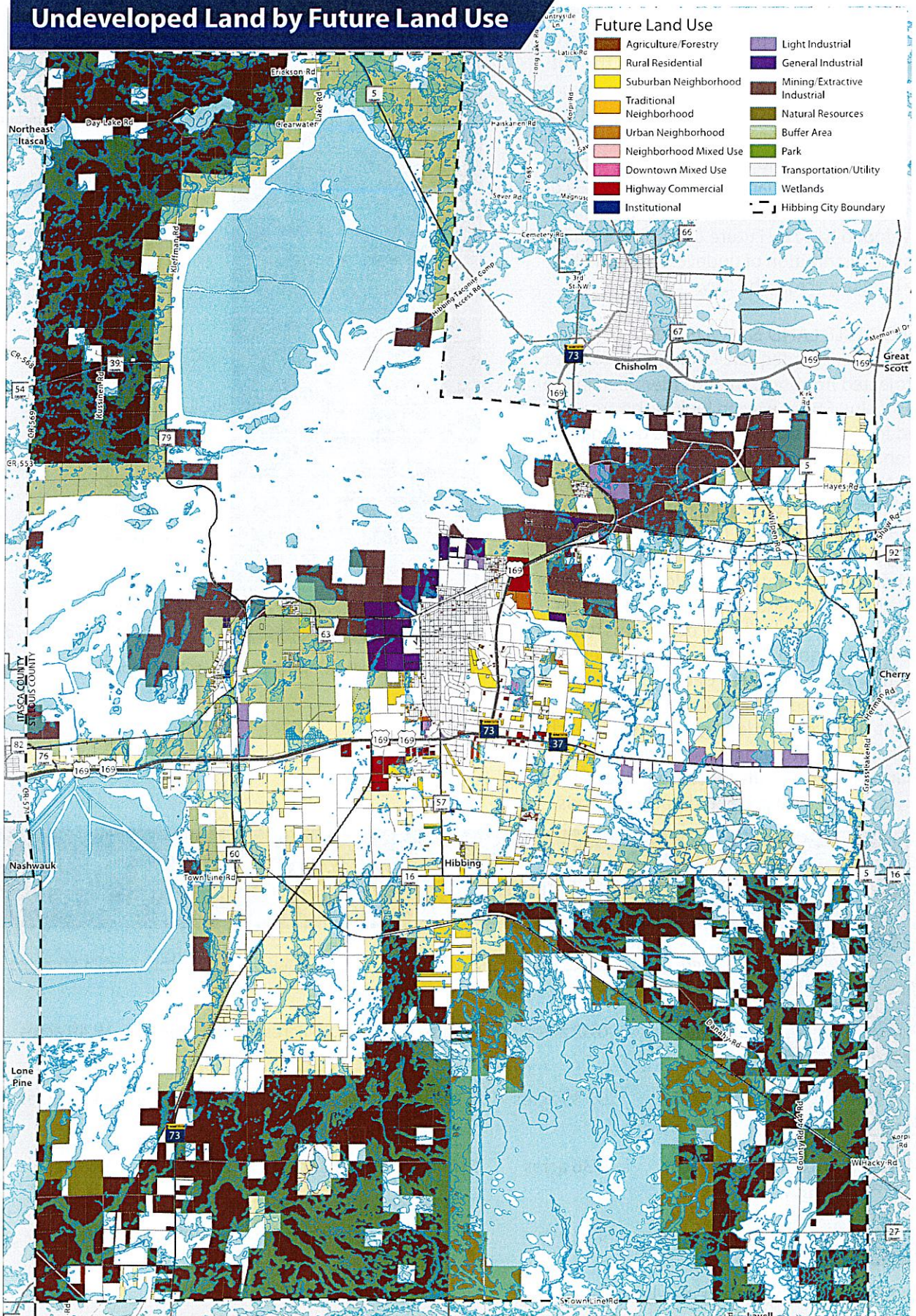


Figure 1.22 Map of undeveloped land by future land use designation

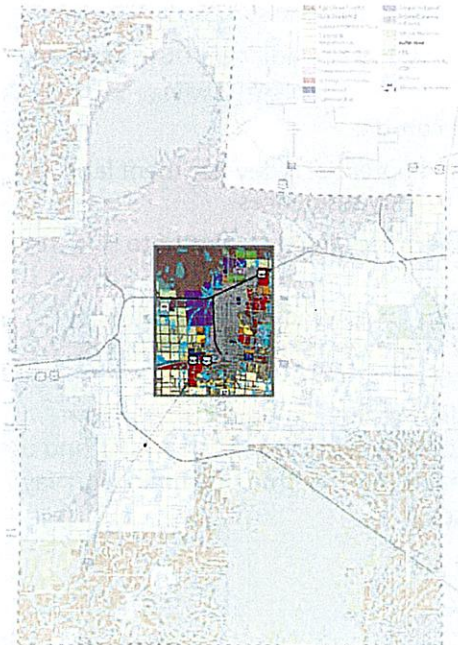
PRIORITY AREAS

The land use plan identifies three priority areas for the greatest degree of planned changes in future land uses and development patterns. The priority areas are all key corridors running along major roadways and business areas, including Hwy 169, Hwy 37, and Downtown (both the Howard St and 1st Ave corridor). The following section identifies the future land uses in these areas and specific objectives for each priority area.



HIGHWAY 169 LAND USE ANALYSIS

As a key gateway to the City and one of the primary business corridors, the Highway 169 corridor (Figure 1.24) currently contains a wide mix of land uses. The corridor consists of a north-south segment and an east-west segment as it routes along the east side and south sides of central Hibbing. From a land use perspective, the existing character can be understood by looking at the mix of existing land uses and the current districts on the zoning map.



HWY 169 CORRIDOR	PREDOMINANT EXISTING LAND USES	PREDOMINANT ZONING DISTRICTS
North-South Segment	<ul style="list-style-type: none"> • Institutional/ government • Industrial • Commercial • Low density residential 	<ul style="list-style-type: none"> • R-1 Single family residence • I-1 Light industry • C-3 Highway service commercial
East-West Segment	<ul style="list-style-type: none"> • Low density residential • Commercial • Institutional/ government • Industrial 	<ul style="list-style-type: none"> • C-3 Highway service commercial • R-1 Single family residence • R-3 Multiple family residence • I-1 Light Industry

Table 1.23 Highway 169 Corridor existing land use and zoning districts

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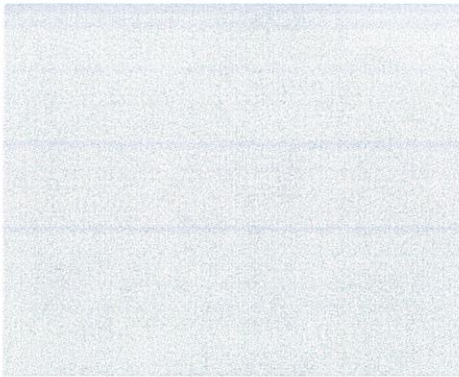


Image Caption

The corridor lacks a cohesive development pattern and does not provide a desirable gateway identity for Hibbing. Additional characteristics and issues of the existing Hwy 169 corridor are:

- Hwy 169 is a wide divided highway corridor with adjacent development that is low-scale (primarily one story) and set back from the highway resulting in challenges with visibility of commercial businesses; frontage roads provide an additional separation between the highway and businesses
- Existing commercial areas are disconnected from each other
- Roadway access points for commercial businesses are not appropriately convenient and visible for retail customers
- The street network east and west of Hwy 169 is not very connected, so connecting to and from Hwy 169 businesses is not convenient
- The C-3 Highway service commercial zoning district allows light manufacturing, warehousing, wholesaling, storage, and mini-storage units, which are not compatible uses for creating desirable commercial destinations

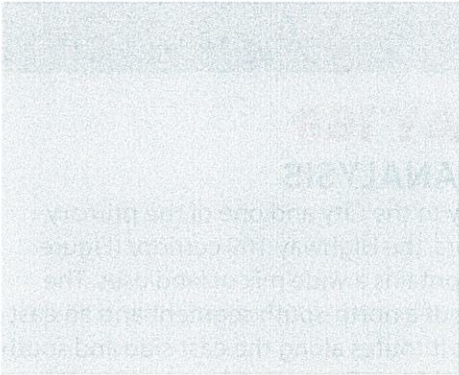


Image Caption

Existing non-commercial buildings are generally not designed to attract customers so the architectural character of the corridor is not high quality. Generally, the Hwy 169 corridor is underutilized in terms of development and would benefit from infill development and redevelopment to create a destination commercial corridor. This corridor has the potential for growth of retail and employment opportunities that increase the quality of life for residents and serves as a regional commercial destination for visitors.

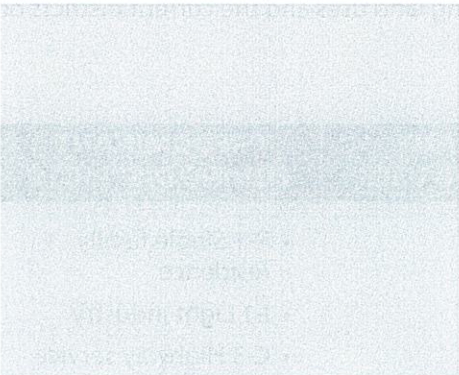


Image Caption

From an infill development and redevelopment perspective, some of the key challenges for the Hwy 169 corridor are:

- Increasing the visibility of new development from the highway, including buildings, signage, and roadway access
- Roadway connections between Hwy 169 and adjacent businesses are often not clear and convenient for commercial customers
- Limited undeveloped land in the corridor
- Much of the undeveloped land and potential redevelopment land is directly adjacent to existing low density residences
- Odd parcel shapes and small parcel sizes directly adjacent to Hwy 169, particularly on the west side
- Reuse of non-commercial buildings for commercial uses will likely demand significant architectural improvements to the buildings

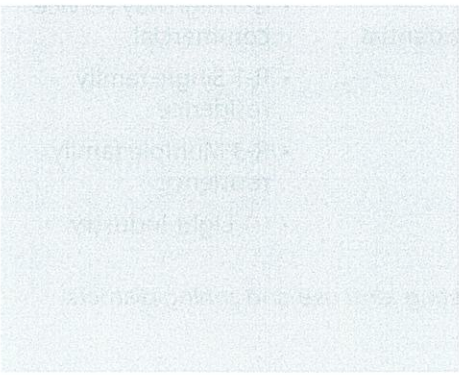


Image Caption

The future land use plan guides additional land along this corridor for future commercial uses compared to what exists today. The future land use map also continues to guide land that is set back from the main highway frontage areas for light industrial uses.

Highway 169 Priority Area Future Land Use Map

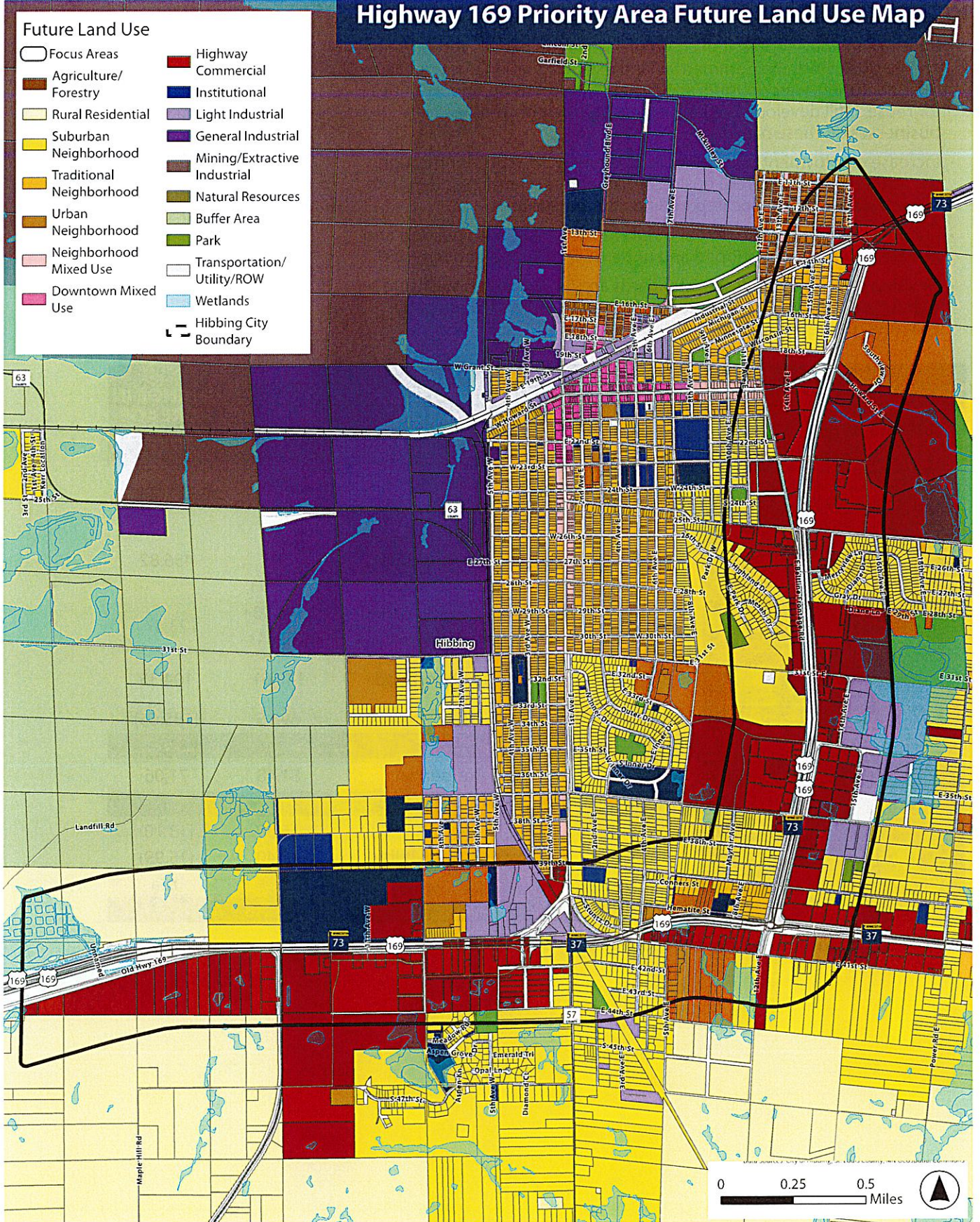


Figure 1.24 Highway 169 Focus Area Future Land Use Map

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KEY OBJECTIVES:

- Prioritize the development of commercial uses on parcels with frontage on Hwy 169; since the Commercial land use designation does not allow manufacturing, warehousing, and storage use, focus on opportunities for reuse, infill development, and redevelopment of commercial businesses on these parcels
- Increase employment opportunities in the Hwy 169 corridor through the addition of commercial businesses as well as retention and growth of light industrial uses located behind commercial uses
- Encourage infill development and redevelopment of both publicly and privately owned undeveloped and underutilized land along Hwy 169
- Develop development design standards and/or guidelines to ensure that future Hwy 169 development reflects the community gateway character desired by the City

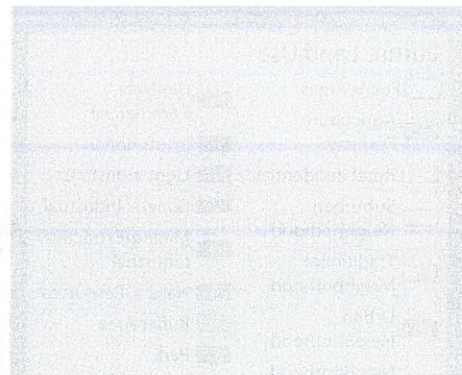
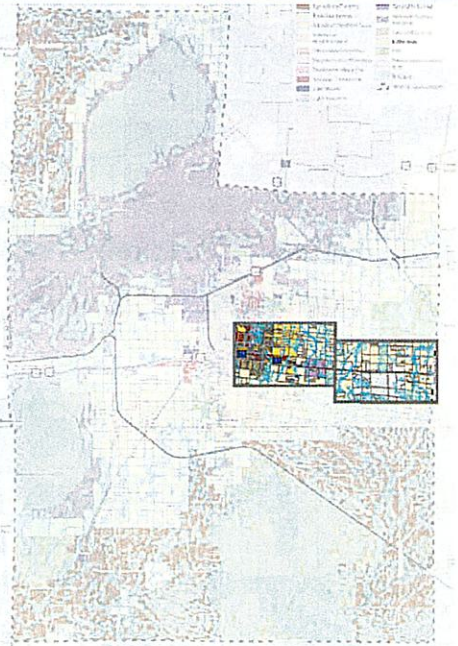


Image Caption

EXISTING LAND USE (ELU) CLASSIFICATION	ELU ACREAGE	FUTURE LAND USE (FLU) DESIGNATION	FLU ACREAGE	CHANGE IN ACREAGE
Urban Land Uses				
Industrial	104.55	Light Industrial	74.86	(29.69)
		General Industrial	-	
Commercial	301.70	Neighborhood Mixed-Use	-	456.82
		Downtown Mixed-Use	-	
		Highway Commercial	758.53	
Low Density Residential	360.90	Suburban Neighborhood	348.93	23.87
		Traditional Neighborhood	35.84	
Medium and High Density Residential	36.26	Urban Neighborhood	140.61	104.35
Institutional/Governmental	254.80	Institutional/Governmental	69.15	(185.65)
Rural Land Uses				
Rural Residential	10.42	Rural Residential	81.48	71.06
Other Land Uses				
Park	28.50	Park	15.39	(13.10)
Transportation/Utility	33.39	Transportation/Utility	17.40	(15.99)
Undeveloped (Public + Private)	411.67	-	-	n/a
Total	1,542.18		1,542.18	

Table 1.25 Highway 169 Corridor change in existing and future land use



HIGHWAY 37

LAND USE ANALYSIS

The Highway 37 corridor is a secondary gateway into the urban center of Hibbing. Connecting the airport to the city center, this corridor currently consists of a mix of urban land uses near its intersection with Hwy 169 with rural and airport related land uses to the west.

HWY 37 CORRIDOR	PREDOMINANT EXISTING LAND USES	PREDOMINANT ZONING DISTRICTS
Western Segment (access to urban services)	<ul style="list-style-type: none"> Low density residential Commercial Institutional/ government Undeveloped - private 	<ul style="list-style-type: none"> C-3 Highway service commercial R-1 Single family residence
Eastern Segment (rural)	<ul style="list-style-type: none"> Rural residential Commercial Airport Undeveloped - public 	<ul style="list-style-type: none"> C-3 Highway service commercial R-1 Single family residence R-3 Multiple family residence I-1 Light Industry

Table 1.26 Highway 37 Corridor existing land use and zoning districts

The future land use map guides the western segment of the Hwy 37 corridor, which has access to urban services, for a mix of commercial uses along the highway surrounded by suburban neighborhood residential uses. The eastern rural segment of the corridor is guided primarily for airport and light industrial uses along the highway surrounded by rural residential uses. As another gateway to the City, this corridor should promote Hibbing's identity through thoughtful land use planning.

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Highway 37 Priority Area Future Land Use Map

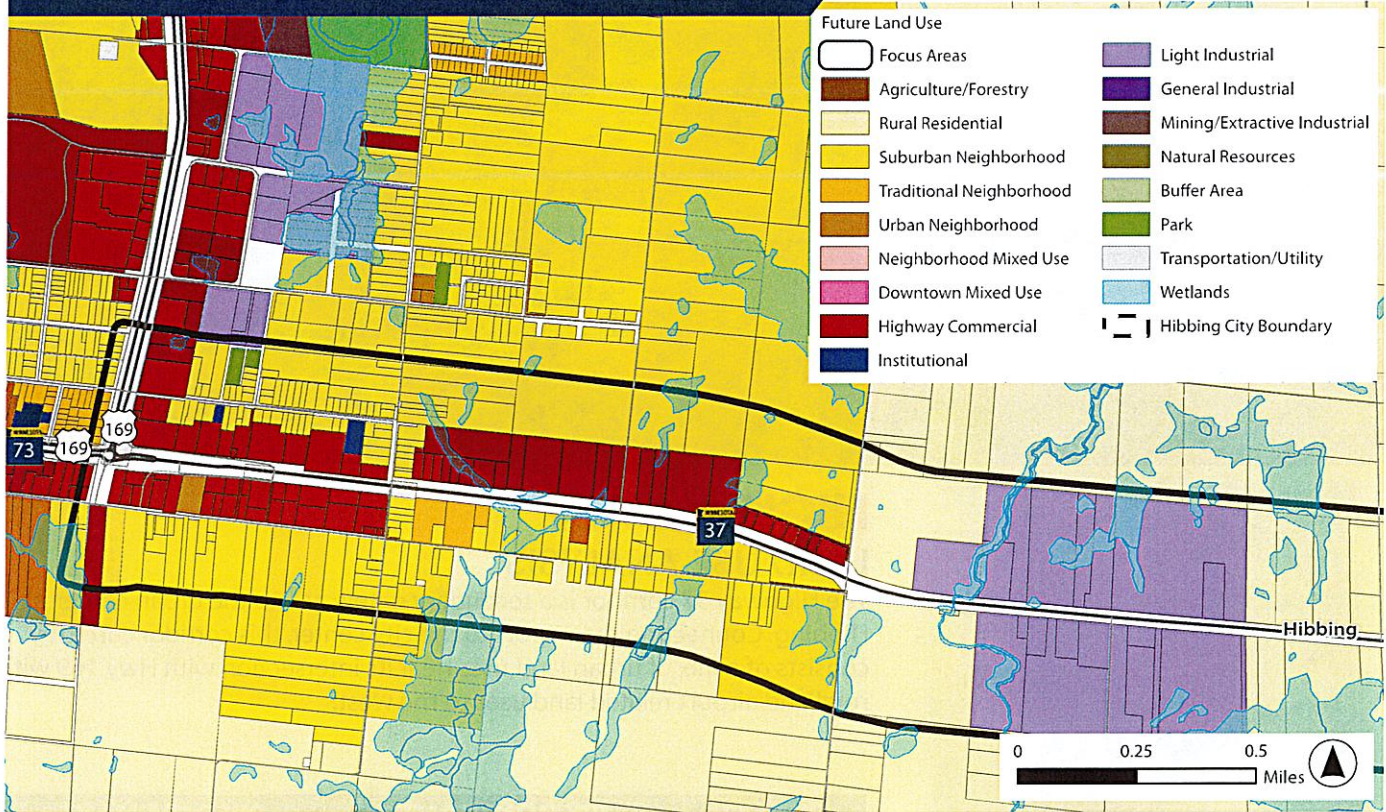


Figure 1.27 Highway 37 Focus Area (western segment) Future Land Use Map

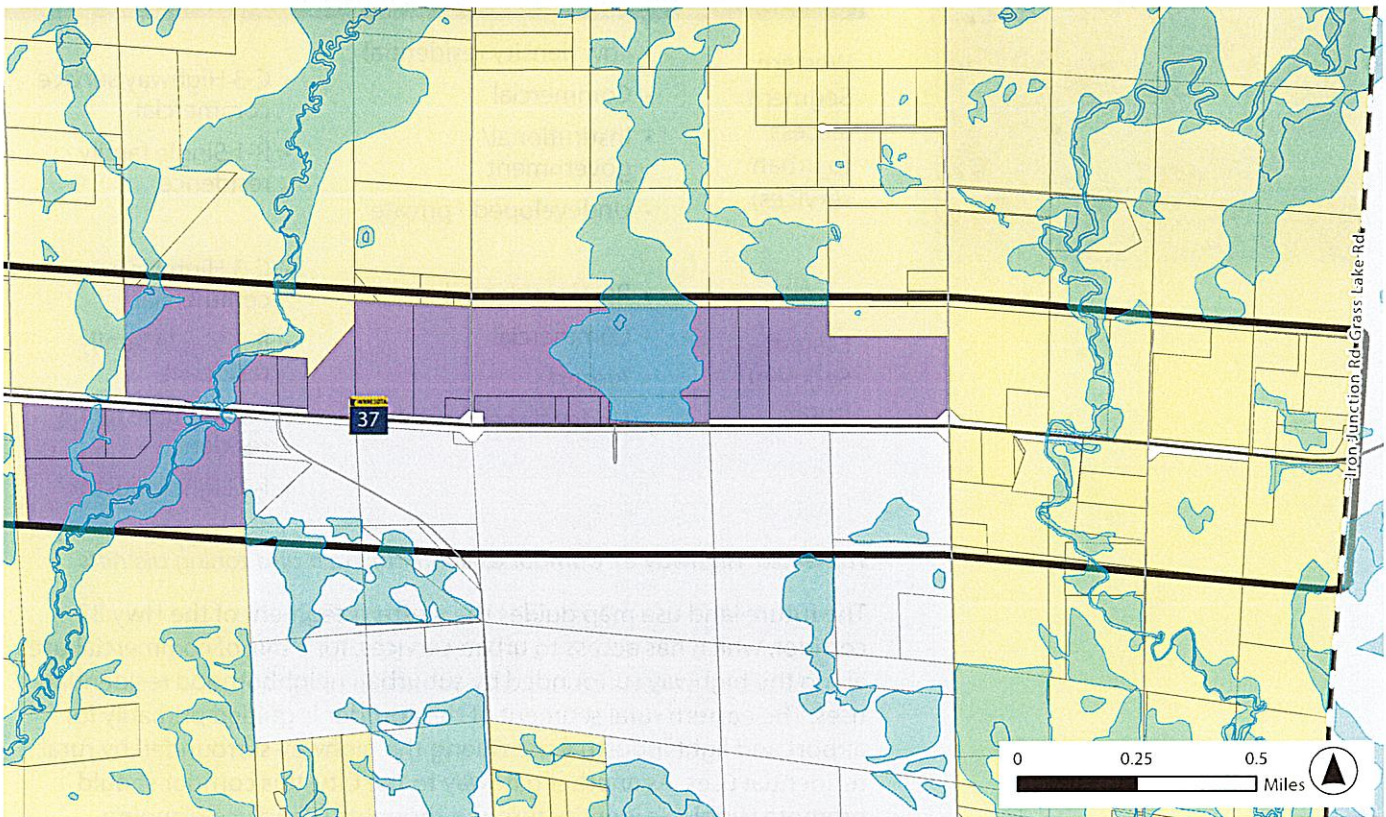


Figure 1.28 Highway 37 Focus Area (eastern segment) Future Land Use Map

KEY OBJECTIVES

- Encourage compatible land uses including commercial uses in the western segment and light industrial uses in the eastern segment extending toward the airport.
- Consider opportunities for existing industrial and institutional/ government uses along the Hwy 169 corridor to relocate and grow along the Hwy 37 corridor.
- Create a gateway commercial area to enhance the appeal of this corridor and promote the City's identity for Hibbing residents and visitors.

EXISTING LAND USE (ELU) CLASSIFICATION	ELU ACREAGE	FUTURE LAND USE (FLU) DESIGNATION	FLU ACREAGE	CHANGE IN ACREAGE
Urban Land Uses				
Industrial	92.92	Light Industrial	493.14	400.22
		General Industrial	-	-
Commercial	87.36	Neighborhood Mixed-Use	-	-
		Downtown Mixed-Use	-	2.73
		Highway Commercial	90.09	-
Low Density Residential	304.56	Suburban Neighborhood	339.37	42.63
		Traditional Neighborhood	7.82	-
Medium and High Density Residential	-	Urban Neighborhood	1.61	1.61
Institutional/Governmental	21.95	Institutional/Governmental	1.67	(20.28)
Rural Land Uses				
Agriculture	9.48	Agriculture/Forestry	-	(9.48)
Rural Residential	541.96	Rural Residential	563.74	21.78
Other Land Uses				
Transportation/Utility	247.15	Transportation/Utility	311.89	64.74
Undeveloped (Public + Private)	503.95	-	-	n/a
Total	1,809.33		1,809.33	

Table 1.29 Highway 37 Corridor change in existing and future land use

DOWNTOWN CORRIDOR LAND USE ANALYSIS

The downtown corridor today contains a traditional downtown mix of commercial, institutional/government, and residential uses, including mixed use buildings on Howard Ave and 1st Ave with commercial at street level and residences or offices on upper floors.

The future land use plan aims to continue and expand this mix of uses. Two mixed use land use designations have been developed for the downtown area. The Downtown Mixed Use designation guides downtown's core area for a mix of community-scale commercial uses typical of a traditional downtown. Residential uses are allowed only if they are in mixed-use buildings in order to preserve a strong downtown commercial core. The Neighborhood Mixed Use designation guides the edges of downtown for a



Image Caption

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mix of neighborhood-scale commercial uses.

It is applied to the Howard Ave corridor east of 8th Ave and the 1st Ave corridor south of 23rd Street. Stand-alone residential uses are allowed here and offer opportunities for bringing new housing options (beyond single-family homes) to downtown in a walkable environment to businesses, services, schools, and parks. Through the mixed-use designations, the City can continue to preserve and promote uses that complement the historic character of downtown Hibbing.

DOWNTOWN CORRIDOR	PREDOMINANT EXISTING LAND USES	PREDOMINANT ZONING DISTRICTS
Howard Ave Segment	<ul style="list-style-type: none"> Commercial Low density residential Institutional/government High density residential 	<ul style="list-style-type: none"> C-2 General Commercial R-2 One to four family residence
1st Ave Segment	<ul style="list-style-type: none"> Commercial Low density residential Institutional/government High density residential 	<ul style="list-style-type: none"> C-2 General Commercial R-2 One to four family residence R-4 Multiple family residence

Table 1.30 Downtown Corridor existing land use and zoning districts

KEY OBJECTIVES

- Retain and expand a broad mix of commercial uses in the downtown area to promote a defined and walkable downtown area with community destinations.
- Foster a mixed-use downtown that reflects the current land use patterns of commercial, institutional/government, and residential uses compatible with adjacent residential neighborhoods.
- Consider opportunities to expand housing opportunities and densities in downtown on redevelopment sites as allowed by zoning regulations, e.g. maximum building height.
- Consider the development of form-based standards for new development to retain a cohesive, well-defined traditional downtown character that integrates with surrounding neighborhood uses.

EXISTING LAND USE (ELU) CLASSIFICATION	ELU ACREAGE	FUTURE LAND USE (FLU) DESIGNATION	FLU ACREAGE	CHANGE IN ACREAGE
Urban Land Uses				
Industrial	1.57	Light Industrial	1.14	(0.43)
		General Industrial	-	
Commercial	22.35	Neighborhood Mixed-Use	15.83	19.44
		Downtown Mixed-Use	25.96	
		Highway Commercial	-	
Low Density Residential	90.50	Suburban Neighborhood	-	(6.07)
		Traditional Neighborhood	84.43	
Medium and High Density Residential	9.10	Urban Neighborhood	4.56	(4.54)
Institutional/Governmental	6.63	Institutional/Governmental	4.01	(2.62)
Other Land Uses				
Transportation/Utility	1.04	Transportation/Utility	0.49	(0.55)
Undeveloped (Public + Private)	5.22	-	-	n/a
Total	1,809.33		1,809.33	

Table 1.31 Downtown Corridor change in existing to future land use

Downtown Priority Area Future Land Use Map

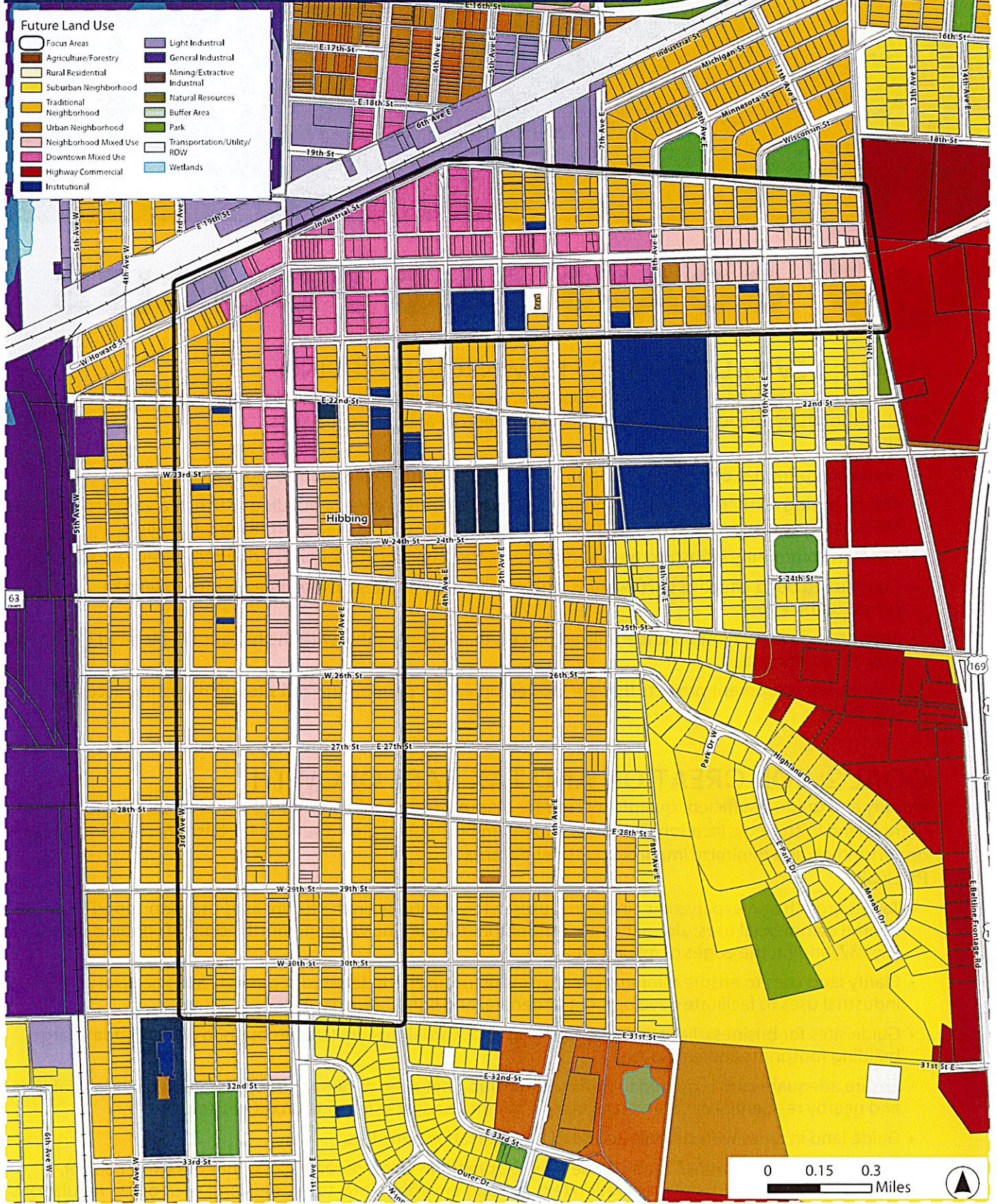


Figure 1.32 Downtown Corridor Focus Area Future Land Use Map

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GOALS AND POLICIES

GOAL 1: REVITALIZATION OF DOWNTOWN HIBBING

Promote and incentivize reuse, infill development, and redevelopment in the downtown corridor and adjacent neighborhoods by encouraging a broad mix of commercial and residential uses.

POLICIES

- Guide and prioritize efficient redevelopment on key sites and in targeted corridor areas.
- Ensure zoning districts' uses and standards allow for adaptive reuse of buildings, such as a variety of housing types and mixed uses, especially in the designated historic district and other historic buildings.
- Invest in community infrastructure improvements that support and prioritize downtown revitalization.
- Continue to build effective partnerships with other public entities private investors to undertake revitalization efforts.
- Support redevelopment on underutilized parcels that is compatible with the historic character of downtown and surrounding uses.
- Prioritize development projects that are located on vacant or underutilized sites with existing access to city utilities.

GOAL 2: JOB CREATION AND TAX BASE GROWTH

Identify and guide a sufficient quantity of land for manufacturing, mining, and other industrial uses to ensure there is land in strategic locations to attract and retain businesses, grow the local tax base, increase local job opportunities, and minimize impacts on residential areas.

POLICIES

- Target growth and expansion of industrial uses in key locations on the future land use map: along Hwy 169 behind commercial uses; along the rail corridor that runs on the west and north edges of Hibbing, along Hwy 37, and on the edges of mining areas.
- Clarify land uses to ensure mining/extractive industrial uses are denoted separately from general and light industrial uses to facilitate development of general and light industrial uses.
- Guide sites for business, light manufacturing, and industrial that are large enough to accommodate large building footprints and employers.
- Ensure adequate land is guided to buffer or transition between mining/extractive or general industrial uses and nearby residential or commercial uses to minimize adverse impacts on other uses.
- Guide land in areas with suitable access to transportation corridors.
- Ensure that 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.

GOAL 3: VIBRANT REGIONAL COMMERCIAL HUB

Encourage and promote development of commercial uses along key corridors, prioritizing commercial development sites in gateway areas, along high traffic corridors, and downtown to foster an attractive commercial environment and support a high quality of life for residents and visitors.

POLICIES

- Encourage concentration of commercial uses along the Highway 169 Corridor, prioritizing business frontage, access, and visibility from major roadways.
- Investigate opportunities for city acquisition and/or assembly of land to accelerate economic development.
- Prioritize redevelopment of city-owned land and public uses along the Hwy 169 corridor for commercial uses.
- Develop and adopt design guidelines for commercial uses along key corridors to create attractive destinations for visitors and residents alike.
- Enhance gateway areas for the commercial areas and the community, including the Hwy 37/Hwy 169 roundabout and Hwy 169/Howard St intersection, to attract visitors and promote Hibbing's identity.

GOAL 4: HOUSING REVITALIZATION AND DEVELOPMENT

Facilitate housing reinvestment and new residential development that increases the diversity of housing options while preserving and enhancing the character of existing neighborhoods.

POLICIES

- Support new housing developments that expand the range of housing options in the community, including multi-unit housing and senior housing opportunities.
- Encourage infill development of diverse housing types throughout the downtown corridor and traditional neighborhood areas.
- Guide higher density residential development to major road corridors and other areas with convenient access to businesses, services, schools, and recreation facilities.
- Update the zoning regulations to allow more medium and high-density housing options.
- Provide support and education around financial tools for housing rehabilitation and development.

GOAL 5: CONSERVATION OF NATURAL AND RECREATIONAL RESOURCES

Guide land development in a manner that ensures the responsible protection and management of Hibbing's natural resource areas, including its lakes, creeks, wetlands, forests, as well as recreational lands.

POLICIES

- Preserve and enhance wetlands to improve water quality, store floodwater, and provide plant and animal habitats.
- Improve and enforce the city's shoreland regulations and promote development techniques that improve water quality and reduce the quantity of stormwater runoff.
- Improve and enforce the city's floodplain management regulations to limit the impacts of flood events, including loss of life and property, health and safety hazards, and costs to the city and individuals.
- Provide adequate buffer areas between mining/general industrial uses and natural resource, forestry, and agricultural uses.
- Ensure zoning districts and standards are updated to balance market appropriate uses and development designs with the conservation of natural and recreational areas.

