

City of Long Beach Comprehensive Plan



December 3, 2008



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City of Long Beach Comprehensive Plan



Adopted: December 3, 2008

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CHAPTER 1 – INTRODUCTION

I. PURPOSE

The Long Beach Comprehensive Plan is a dynamic planning tool intended to guide the future decision making of the City, particularly as it relates to the growth and development of the City. The Comprehensive Plan is based on local and regional historical facts, trends, and governmental planning standards. This document presents the Comprehensive Plan for Long Beach, Minnesota, reflective of the community planning process conducted in 2008.

Planning begins with vision. This vision focuses on what a desirable future would include. When looking at the development of a community, a desirable future includes the availability of jobs and business opportunities, the quality of natural resources; the availability of a variety of housing that is affordable, the accessibility and adequacy of public utilities, parks and recreation, schools and social services, the condition of streets and highways and the strength of the community. These are, in summary, some of the basic elements, which contribute to a high quality of life.

Planning concepts must be integrated with background information to develop a Comprehensive Plan. An understanding of existing land uses, natural features, the transportation system and community facilities are required for developing a Comprehensive Plan which preserves valuable natural resources, provides for orderly development, and maximizes the efficiency of the transportation system and the delivery of services. In addition, population and employment trends and projections must be analyzed to determine future land use, transportation and facility needs.

The Comprehensive Plan is based upon local citizen input and careful consideration of significant natural and cultural resources. As a means of discerning, classifying, and analyzing historical information, this inventory of pertinent data has been compiled. The Comprehensive Plan identifies the type, amount, and pattern of growth that has taken place within the City and utilizes this information for the planning of future growth. Accordingly, the Comprehensive Plan provides a knowledge base for instituting a hierarchy of policies that will assist the community in processing a variety of development issues on a defined policy level. This information and policy base will allow decision-makers to evaluate and guide proposals benefiting the residents of Long Beach, and fulfilling the City's goals and objectives. While the Plan is intended to serve as a 20 - year guide, it should be reviewed periodically (every 5 to 10 years) to adequately address development and changes within the community as they occur.

II. SCOPE OF PLAN

This Comprehensive Plan encompasses eleven (11) general categories of information broken down by Chapter:

1. This **Introduction** includes the purpose of the plan, the scope of the plan, planning framework and the history and regional setting of the community.
2. A **Sense of Community** component which identifies the guiding principals at the core of the City's efforts to strengthen and build community. It is from this shared understanding and appreciation for community connectiveness that this Plan has been prepared.
3. The review of **Demographic Trends and Assumptions** contains historic and projected population information as it relates to growth, age characteristics, education, occupation, and income level.

4. A review of the **Physical Profile and Natural Resources** which indicates the geographical nature of the community in terms of a regional context along with an evaluation of the physical aspects of the City such as soils information, topographical elements and physical barriers to development.
5. The **Land Use** section includes elements that inventory existing land uses, identify potential infill or redevelopment areas and evaluate future land use. This section also categorizes the City into various land use districts for more detailed land use planning. This Chapter also discusses an Urban Growth Area and defines a growth area outside of the current municipal limits in which future growth may be anticipated, and where the City is able to service growth with future utilities.
6. The **Housing** section evaluates the current housing stock, identifies housing opportunities, establishes policies for future housing development and identifies housing financing programs to achieve the goals established.
7. A section on **Transportation** includes information on the current transportation system; goals and policies for future transportation planning and a transportation plan.
8. A section pertaining to **Public Utilities**. This section includes an overview of sanitary sewer, water and storm sewer utilities as they relate to the City's ability to service current and future growth area and capital improvements required to support growth.
9. The **Parks, Trails and Recreation** section includes an inventory of existing park and recreational amenities, an analysis of future needs and policies relating to the future parks, trails and other recreational offerings.
10. An **Economic Development** section details Economic Development policy statements relative to Commercial, Industrial and Housing growth.
11. An **Implementation** section describes and summarizes local controls pertaining to land use; the subdivision of land, orderly annexation, Capital Improvement Planning and implementation strategies.

III. PLANNING FRAMEWORK

The Long Beach Comprehensive Plan included the following tools:

- Community-wide survey
- Comprehensive Plan meetings
- Interviews by the consultant
- Discussion with neighboring jurisdictions
- Public Hearing

A. Comprehensive Plan Meetings

The City Council met numerous times, in a workshop setting, to review and comment on the different plan elements being prepared. These meetings were open to the public and anyone could attend.

B. Interviews by the Consultant

Throughout the planning process, interviews were held with a broad range of stakeholders to help identify the important issues and concerns addressed by the Plan. These stakeholders included local agency representatives, City officials and consultants, and others with an active involvement or interest in the issues that will shape the future. Comments and recommendations of the various interviews are located throughout the Plan.

C. Discussion with Neighboring Jurisdictions

Throughout the process, issues related to areas outside Long Beach's boundaries need to be discussed with the neighboring communities. The City of Glenwood, Minnewaska Township and Pope County will be directly and indirectly affected by the decisions made by Long Beach. Joint meetings were held to come to a consensus on items such as the future growth area of Long Beach.

D. Public Hearing

Public comment was heard at a public hearing on December 3, 2008 and the Plan was officially adopted on December 10, 2008.

IV. HISTORICAL AND REGIONAL SETTING

A. History

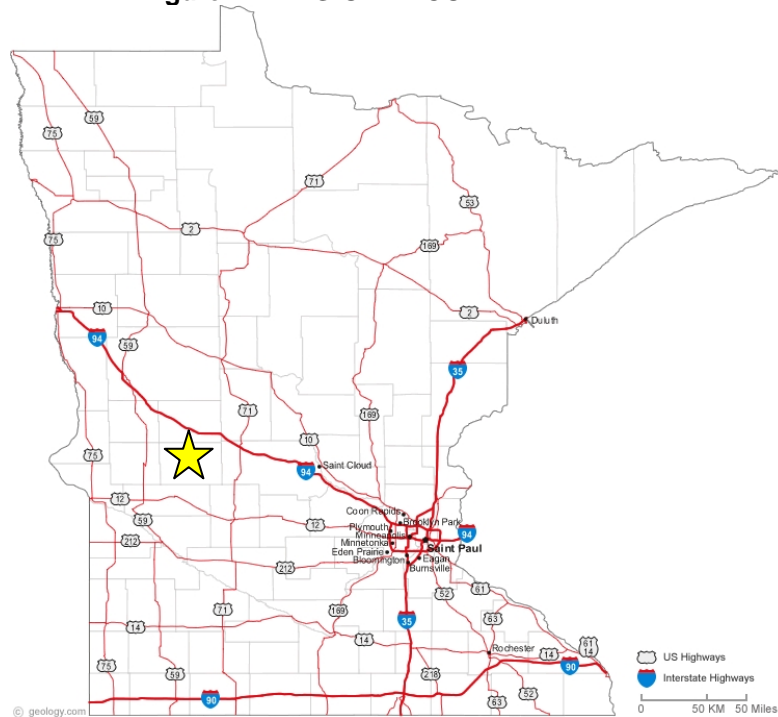
History reveals that prior to the founding of the City of Long Beach on May 18, 1938 this area was part of Minnewaska Township. Minnewaska Township, adjoining the northern shore of the largest lake in this county, bears the name given to the lake by the white settlers made from two Dakota or Sioux words, mini or minne, meaning water, and washta or waska, meaning good. The lake was originally designated by an Indian name, meaning dish lake, because of its being in a low basin. After that, when the Chief White Bear, was buried in a high hill on the north shore, it was called White Bear Lake. After a time it was changed to Lake Whipple, from Bishop Whipple, of Faribault, and by act of the state legislature in 1883 it was again changed to Minnewaska, or Good-water. It is said to be 85 feet deep in its deepest part and averages about 40 feet, and there is no known evidence of its having ever stood at a higher level. (Geological Survey of Minnesota, Thirteenth Annual Report, for 1884, p. 14.). Nicollet's map, published in 1843, has no delineation or name for this lake, which, with its grandly picturesque basin and inclosing bluffs, is the most noteworthy topographic feature of the county. Major Woods and Captain Pope, in their exploration in 1849, first mapped it as White Bear lake. The name Lake Whipple, in honor of Henry Benjamin Whipple (b. 1822, d. 1901), the revered and beloved Episcopal bishop of Minnesota, was applied to it during several years, when it was confidently expected that an Episcopal school would be founded at Glenwood.

"Waube-Mokwa" (the White Bear), who was a chief among the Ojibways, lived by these waters more than two centuries ago. The grave of the Ojibway chief, is located on a knoll on the north edge of the lake in Long Beach about 90 feet above the lake.

B. Regional Setting

The City of Long Beach is located on the north and west shore of Lake Minnewaska directly west of the City of Glenwood, the county seat of Pope County. Figure 1-1, illustrates Long Beach in its regional setting which is approximately 130 miles from the City of Minneapolis.

Figure 1-1 REGIONAL CONTEXT



Long Beach, the third largest of nine communities in Pope County, includes approximately 1.50 square miles (960 acres) of land and .12 square miles (77 acres) of water for a total area of 1.62 square miles (1,037 acres) and a population of 309, according to the 2006 State Demographer's estimate. This is an increase of 14.0% from the 271 reported 2000 population. Important traffic corridors in the City include State Highways 28/29, and County State Aid Highways 24 and 54. State Highway 55 intersects with State Highway 28 in the City of Glenwood about 2 miles east of Long Beach.

Long Beach is contained within the Chippewa River Watershed and within the political boundaries of US Congressional District 7 and MN Legislative District 13A. The City is bordered by Minnewaska Township on the north and west, the City of Glenwood on the east and Lake Minnewaska on the east and south.

CHAPTER 2 – SENSE OF COMMUNITY

I. INTRODUCTION

A sense of community is an elusive yet vital component of a healthy community. It encompasses elements such as image, spirit, heritage, character and pride, along with processes such as communication, inter-group relations, and networking. Many times a sense of community has deep historical roots and is centered around a place, building, or event such as a festival, church or 4th of July parade which has been in the community for generations. Long Beach has traditionally centered around Lake Minnewaska. Communities can also come together around a crisis or an opportunity, and find a shared purpose, intent, or vision such as protecting children, preventing crime or reinventing the community. A sense of community can also come from a collective vision, where community members are asked to participate in creating the vision versus being told what their vision is. Ease of mobility and increased ability to communicate mean that today many people have decreasing loyalty to their community of place. Many regularly uproot to follow economic opportunity. However, for an increasing number, quality of life is an important factor in their decision to relocate. As well as good schools, affordable housing, economic opportunities, clean air and water and low crime, a sense of community is increasingly a key factor. And for those people, communities that welcome newcomers, invite their participation, and value their residents, will surely attract those willing and active individuals, adding to the strength of the community. Building a sense of community requires fostering a sense of connection among citizens and developing a sense of civic provide.

The City of Long Beach has recognized that a sense of community is at the core of all efforts to strengthen and build community. It is from this shared understanding and appreciation for community connectiveness that this Plan has been prepared. Throughout the course of the Plan, each element has been established with the following vision in mind:

The City of Long Beach is committed to establishing a foundation from which a sense of community and pride is fostered for its citizens so that all families and individuals can experience quality of life, share in our economic prosperity, and participate in building a safe, healthy, educated, just and caring community.

Open communication and networking are key ingredients in fostering a sense of community. It also takes involved citizens. A sense of community involves joining together to work on community issues, celebrate, listen, vision, plan, problem solve and make decisions. Cities with a sense of community include those where members:

- Contribute to and hold a common vision for the future
- Respect and celebrate their heritage, diversity, and resources
- Share information
- Have a strong, positive identity,
- Uphold a shared set of values, rights and responsibilities
- Foster an atmosphere of civility, trust, and respect

Healthy, sustainable and safe communities do not just happen, they are the product of people working together and investing time, energy and commitment. Children and youth are critical to the future of the City and region. The entire community should share in supporting their growth and development. City government has an important role to play, but institutions alone cannot create or sustain community. By their involvement in civic and neighborhood activities, people see the impact of their own actions, recognize the difference they make, and can become acquainted with the people around them. This reinforces the understanding that personal responsibility is crucial to the development of a vibrant, growing community. Government can support efforts by encouraging participation from all sectors of the community.

II. OBJECTIVES AND RECOMMENDATIONS

The following objective and recommendations have been established to foster 'sense of community' within the City.

OBJECTIVE 1: **Sense of belonging.** Make Long Beach a place where people are involved in community and neighborhood life; where they help each other and contribute to the vitality of the city. Create a caring community that nurtures and supports children and families. Work toward achieving a sense of belonging among all residents.

Policies/Recommendations:

1. **Connections.** Promote opportunities that bring people together to help them build connections to each other, their peers, their neighbors and the greater community.
2. **Broad participation.** Strive to reach people in new ways to encourage broad participation in neighborhood and community activities and events.
3. **Volunteerism.** Promote volunteerism and community service and enhance people's access to information about opportunities to contribute their time, energy or resources for the betterment of the City.
4. **Community service projects.** Encourage people of all ages to be involved in creating and participating in community service projects.
5. **Involvement.** Strengthen efforts to involve people in the planning and decision-making that affect their lives.
6. **Organizational involvement.** Encourage other governments, schools, institutions and community based organizations to provide opportunities for people's participation in discussions that shape decisions about their neighborhoods and communities.
7. **Informed citizenry.** Keep citizens informed and involved, so they can make educated choices about their lives and assist in finding community solutions to issues and problems and responses to opportunities.

CHAPTER 3 – DEMOGRAPHIC TRENDS AND ASSUMPTIONS

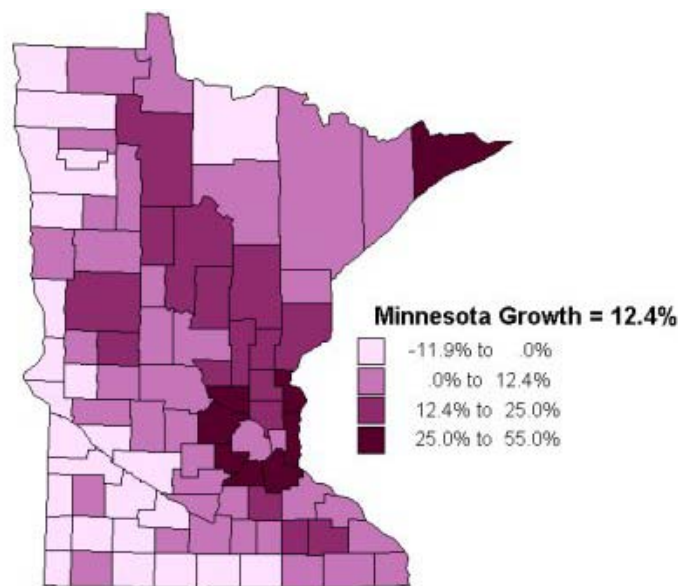
In order to analyze future housing, park and recreation, governmental, utility and transportation needs of the City, it is important to review historic trends that have occurred and develop assumptions for the future growth of the community. Population projections, land use and housing needs are dependent upon a number of factors including those which are outside of the City's control, however projections are necessary in order to assist the City in its long range planning for appropriate infrastructure and services and funding of those items. The information contained in this Chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographic Center, the Minnesota Department of Economic Security, the Minnesota Workforce Center, Pope County and City of Long Beach, including building permit activity.

I. POPULATION GROWTH

A. Regional and Statewide Context

According to information in the 1990 & 2000 U.S. Census and State Demographers estimates for 2006, the population of Long Beach has increased by 51.5% in the past 16 year period from 204 persons in 1990 to 309 persons in 2006. During this time, the City's population grew at an increased rate to that of the state as a whole, which increased in population by 12.4% during the same time. Pope County experienced a decline in growth of -1.0% from 2000 to 2006 but an overall increase of growth during the 16 year period at a rate of 4.3%. Figure 3-1 below illustrates Minnesota's Population Change according to County.

Figure 3-1
MINNESOTA POPULATION CHANGE BY COUNTY 1990 – 2000



Source: U.S. Census Bureau

Overall Minnesota's population is projected to grow to 5.45 million by 2010 and to 6.27 million by 2030. The current population is about five million. Gains are expected to be greatest in the Rochester-Twin Cities-St. Cloud corridor, but many rural areas can anticipate growth as well, especially if they have

lakes and forests. Scott, Sherburne and Carver counties are projected to be the fastest-growing in this decade while 21 counties, mostly in western Minnesota, are expected to lose population.

B. City of Long Beach Context

Growth within Long Beach has been facilitated by the presence of Lake Minnewaska and Pelican Lake and the recreational opportunities they offer. As more of the state becomes urbanized, greater Minnesota areas will offer a resource that is more in demand. These factors make Long Beach an attractive location for those desiring to live in a semi-rural setting, close recreational amenities. It is reasonable to expect that the City's population will continue to grow as people migrate from the growing metropolitan areas in search of a less urban lifestyle as well as retirement opportunities and as existing younger residents of the City begin to establish families. Increased population coupled with the national trend of lower density development and advances in technology allowing persons to work outside of large cities, essentially ensures that the City will increasingly experience growth.

Table 3-1 below, *Population Trends*, shows the changes in population that have taken place over time in Long Beach, Glenwood and Minnewaska Township. Comparisons also are made to Pope County and the State of Minnesota. Long Beach has grown at a faster pace than the surrounding area and the state of Minnesota since 1990 with Pope County actually decreasing in population since the year 2000.

Table 3-1 POPULATION TRENDS

	1970	1980	1990	2000	1970 - 2000		2006	2000 - 2006	
					Change	Percent Change		Change	Percent Change
Long Beach	219	263	204	271	52	23.7%	309	38	14.0%
Glenwood	2,584	2,523	2,573	2,594	10	0.4%	2,660	66	2.5%
Minnewaska Township	227	490	394	504	277	122.0%	515	11	2.2%
Pope County	11,107	11,657	10,745	11,236	129	1.2%	11,211	-25	-0.2%
Minnesota	3,806,103	4,075,970	4,375,099	4,919,479	1,113,376	29.3%	5,231,106	311,627	6.3%

Source: US Census Bureau & Minnesota State Demographers Office

Table 3-2, *Percent of County Population*, illustrates that while both the city and County are seeing growth since 1990, Long Beach is growing faster than Pope County and therefore has become a larger percent of the Pope County's total population from 1.9% in 1990 to 2.8% in 2006. This trend is expected to continue into the foreseeable future due to the higher growth rates projected for Long Beach, with Long Beach's population becoming almost 4% of Pope County's population by 2035.

Table 3-2 PERCENT OF COUNTY POPULATION

Year	Long Beach	Pope County	Long Beach Percent of County Population
1970	219	11,107	2.0%
1980	263	11,657	2.3%
1990	204	10,745	1.9%
2000	271	11,236	2.4%
2006 est.	309	11,211	2.8%

Source: US Census Bureau & Minnesota State Demographers Office

II. HOUSEHOLD GROWTH

Various data sources can be reviewed to provide a profile of the households in Long Beach. The State Demographer's Office and 1980, 1990 and 2000 census data indicates the number of households within

Long Beach increased 14.8% since 1980 from 115 in 1980 to 132 in 2006. During this period a large drop from 1980 to 1990 was recorded, however, since 1990 Long Beach's household growth has actually grown 48.3%. In the last six years Long Beach has grown faster than the surrounding communities, Pope County and the State of Minnesota.

The City's average household size increased from 2.29 persons per household in 1990 to an average of 2.40 persons per household in 2000 then decreased to 2.34 persons per household in 2006. Pope County's household size decreased as well from 2.42 persons per household in 2000 to 2.32 person per household in 2006. Table 3-3, *Household Trends*, compares the change in household numbers over the last decade and a half.

Table 3-3 HOUSEHOLD TRENDS

	1980	1990	2000	1980 - 2000		2006	2000 - 2006	
				Change	Percent Change		Change	Percent Change
Long Beach	115	89	113	-2	-1.7%	132	19	16.8%
Glenwood	1,033	1,093	1,131	98	9.5%	1,206	75	6.6%
Minnewaska Township	172	153	202	30	17.4%	212	10	5.0%
Pope County	4,241	4,135	4,513	272	6.4%	4,696	183	4.1%
Minnesota	1,445,222	1,647,853	1,895,127	449,905	31.1%	2,061,551	166,424	8.9%

Source: US Census Bureau & Minnesota State Demographers Office

III. POPULATION AND HOUSEHOLD PROJECTIONS

It is understood that the nature of the City's future with respect to housing, retail, commercial, and industrial market potentials depends to a great extent on the population growth that may take place in the coming years. As such, the confidence with which future market situations may be assessed is closely related to the quality of the population projections employed. A second consideration of significance is the development of a viable approach to the provision of municipal services. In administering the construction of these increasingly costly systems, the City must constantly anticipate, if not control, the amount and location of their demand. Failure to maintain a managed approach would be fiscally irresponsible and could put the City in jeopardy of engaging a trade-off between environmental quality and financial solvency. Throughout this document, references are made to various demographic and statistical data, with some further analogies made according to specific Chapter components.

The role that population projections play in all of these areas is central. As such, the provision of high quality projections has been a basic aim for this Chapter and for support of municipal service policy development and various methods for projecting population and demographic characteristics was employed within this Chapter.

A. Population Projections

When looking at the future growth of Long Beach, the Minnesota Demographers Office has projected the population of every county, city and township within the state from the year 2006 to 2035 in five year increments. The population projections developed, were made using four extrapolation methods. In these four extrapolation methods, Minor Civil Division (MCD) projections were controlled to the projected county total. The following four methods were used when determining the projections:

1. Share of growth. Each MCD's share of the growth or loss in the county population was calculated for the 1990-2006 period. In counties where every MCD was growing or declining, this proportion was held constant. Most counties have a mixture of growing and declining areas. If the county is projected to grow, the growing MCD's receive all the growth while declining MCD's are kept

constant. If the county is projected to decline, the declining MCD's share the loss while growing MCD's are kept constant.

2. Constant share. Each MCD's share of county population in 2006 is kept constant in the future.
3. Exponential. The exponential annual growth rate from 1990 to 2006 is kept constant.
4. Linear. Average annual numeric change between 1990 and 2002 is carried into the future. Population is not allowed to go below zero.

In many cases, the results of the four methods were similar, but in a substantial number of cases they were drastically different. Rapidly growing communities grew very fast in the exponential method. In counties with declining population, some communities fell to zero population in the linear method. In the final stage, the high and low values were discarded. The projections that were used are the average of the two middle values.

The following Table 3-4, *Population Projections*, illustrates the projected population growth of Long Beach, Pope County and the neighboring jurisdictions using the numbers from the Minnesota State Demographers office that were compiled using the above mentioned methods.

Table 3-4 POPULATION PROJECTIONS

Year	City of Long Beach	Percent Change	City of Glenwood	Percent Change	Minnewaska Township	Percent Change	Pope County	Percent Change
2006	309	-	2,660	-	515	-	11,211	-
2010	332	7.4%	2,735	2.8%	548	6.4%	11,560	3.1%
2015	379	14.2%	2,783	1.8%	604	10.2%	11,910	3.0%
2020	417	10.0%	2,841	2.1%	652	7.9%	12,270	3.0%
2025	453	8.6%	2,887	1.6%	697	6.9%	12,590	2.6%
2030	475	4.9%	2,874	-0.5%	724	3.9%	12,670	0.6%
2035	495	4.2%	2,883	0.3%	748	3.3%	12,760	0.7%
Total Increase	186	60.2%	223	8.4%	233	45.2%	1,549	13.8%

Source: Minnesota State Demographers Office

B. Household Projections

Continued household growth within Long Beach and Pope County is expected over the next couple of decades. The State Demographer's Office anticipates the number of households within Pope County to increase from 4,696 households in 2006 to 5,780 households in 2035 or a 23.1% increase. A breakdown of projected household growth within Pope County is illustrated in Table 3-5, *Projected Household Growth*, on the next page. Census data indicates the number of households within Long Beach increased 16.8% from 113 households in 2000 to 132 in 2006. Based on the population projections and average household size of 2.34 individuals in 2006, the number of households within Long Beach is projected to increase from 132 in 2006 to 211 households in 2035, a 59.8% increase. This is a higher percent pace than the household growth projected within Pope County. Again, this is indicative of the trend of people migrating to Long Beach in search of the recreational amenities and retirement opportunities of the City.

Table 3-5 PROJECTED HOUSEHOLD GROWTH

Year	2006	2010	2015	2006-2015		2020	2025	2030	2035	2006-2035	
				Change	% Change					Change	% Change
Pope County Households	4,696	4,920	5,120	424	9.0%	5,330	5,530	5,670	5,780	1,084	23.1%
Long Beach Households	132	142	162	30	22.7%	178	193	203	211	79	59.8%

Source: MN State Demographic Center & MDG, Inc. based on average of MN Demographic population estimate and average 2.34 persons per household in Long Beach in 2006.

C. Building Permits Trends

Building permits trends are a useful tool in projecting future growth. Since the 2000 Census data is already over eight years old, building permits assist with identifying more recent trends. The following Table 3-6, *New Residential Housing Construction Summary*, illustrates the number of new single-family homes and townhomes constructed since the year 2000. The City issued an average of 5.6 permits per year between 2000 and 2007.

**Table 3-6
NEW RESIDENTIAL HOUSING CONSTRUCTION SUMMARY**

Year	Single Family	Townhomes	Total New Units
2000	1	0	1
2001	6	0	6
2002	6	4	10
2003	6	2	8
2004	1	2	3
2005	2	2	4
2006	5	4	9
2007	4	0	4
2008*	2	0	2
TOTAL	33	14	47
Average**	3.9	1.8	5.6

Source: City of Long Beach Building Permit Records

*New units as of April 30, 2008.

**Average does not include the year 2008 because of incomplete data.

Using the average number of new home permits issued per year from 2000 to 2007 (with 2.34 persons per household), the City would increase its population by 362 people by the year 2035. If the population growth happens in that period of 2008-2035, it is anticipated that 156 new housing units would be constructed. A much higher percentage of growth is shown using the building permit trend when comparing these numbers with the State Demographers projections. Table 3-7 compares the states population and household projections with the projections using the building permit trends for the City of Long Beach.

Table 3-7
BUILDING PERMIT TREND HOUSEHOLD AND POPULATION PROJECTIONS

Year	New Single Family Building Permits	Building Permit Trend Population Projections*	State of Minnesota Population Projections	Building Permit Trend Household Projections**	State of Minnesota Household Projections
2006	-	309	309	132	132
2008-2010	16	346	332	148	142
2011-2015	28	411	379	176	162
2016-2020	28	476	417	204	178
2021-2025	28	541	453	232	193
2026-2030	28	606	475	260	203
2031-2035	28	671	495	288	211

Source: MN State Demographic Center & City of Long Beach Building Permit Records

*Population projection based on number of building permits multiplied by 2.34 people per household.

**Household projection based on number of building permits issued.

IV. LONG BEACH POPULATION CHARACTERISTICS

A. Household Size and Type

The U.S. Census Bureau classifies households by type according to the gender of the householder and the presence of relatives. Two types of householders are distinguished: a family householder and a non-family householder. A family householder is a householder living with one or more people related to him or her by birth, marriage, or adoption. The householder and all people in the household related to him are family members. A non-family householder is a householder living alone or with non-relatives only.

The most recent data on the types of households within Long Beach is from the 2000 Census. According to the 2000 Census the population of Long Beach was 271 persons with 236 people living in owner occupied housing units and 35 people living in rental units. The number of total households was 113 and 97 of those households were owner occupied while 16 were rental units. Of the total households 76.1% or 86 were family households and 23.9% or 27 were non-family households while 20.4% or 23 of these are householders living alone.

Generally speaking, persons living alone, unmarried couples without children, female heads of household and male or female householders living with non-relatives are more likely to prefer/demand rental units than homeownership. Conversely, married couples, especially those with children, are much more likely to be homeowners.

Census 2000 data shows that of the 159 households, 71.1% (113) were occupied housing units. Table 3-8, *Owner-Occupied and Rental Statistics*, on the following page, shows that of the occupied housing units, 85.8% were owner-occupied (97 units), while 14.2% (16 units) were renter-occupied. The housing statistics for Long Beach were very similar to those of Pope County with the exception that 77.4% (4,513 occupied units) of the 5,287 total housing units in Pope County were occupied compared to 71.1% (113 occupied units) of the 159 total housing units in Long Beach. This can be attributed to a higher amount of seasonal structure and cabins.

**Table 3-8
OWNER OCCUPIED AND RENTAL STATISTICS**

Area	Owner-Occupied	% of Total Units	Renter Occupied	% of Total Occupied Units
City of Long Beach	97	85.8%	16	14.2%
Pope County	3,654	81.0%	859	19.0%

Source: U.S. Census Bureau (2000 Statistics)

As depicted in the following Table 3-9, Census 2000 statistics indicate 74 or 86.0% of all family households consist of married couple households. Children 18 years and under reside in 100% of all family households.

**Table 3-9
FAMILIES BY PRESENCE OF CHILDREN AND FAMILY TYPE**

Family Type	Number of Families
Total Family Households	86
Married Couple-Family Household With and without children	74 (86.0% of all Family Households)
Male householder, no wife present with children under 18 years old	0 (0% of all Family Households)
Female householder, no husband present with children under 18 years old	12 (14.0% of all Family Households)

Source: U.S. Census Bureau (2000 Statistics)

Continued household growth within the County is expected over the next two decades. As indicated in the following table, the State Demographer's Office anticipates the number of households within Pope County to increase from 4,676 households in the year 2005 to 5,780 households or 23.6% over from 2005 to 2035 with the largest increases in living alone age 65 and older and householders age 65 and older as shown in Table 3-10, *Pope County Household Projections by Type of Household*. Certain household types are expected to see a decrease over that same time period. These household types are married couples with related children, other non-family households, householders ages 15 to 24 and householders ages 25 to 44.

**Table 3-10
POPE COUNTY HOUSEHOLD PROJECTIONS BY TYPE OF HOUSEHOLD**

Household Type	2005	2010	2015	2020	2025	2030	2035	Percent Change 2005 to 2015	Percent Change 2005 to 2035
Married Couples with Related Children	1,131	1,110	1,070	1,080	1,080	1,060	1,040	-5.4%	-8.0%
Married Couples without Related	1,609	1,750	1,890	2,030	2,130	2,190	2,210	17.5%	37.4%

Children									
Other Families with Related Children	299	330	360	350	350	340	340	20.4%	13.7%
Other Families without Related Children	143	150	150	150	160	170	170	4.9%	18.9%
Living Alone	1,321	1,400	1,470	1,550	1,650	1,760	1,860	11.3%	40.8%
Living Alone, Age 65 and Older	674	660	680	760	890	1,020	1,110	0.9%	64.7%
Other Non-Family Households	173	180	170	170	160	170	170	-1.7%	-1.7%
Householders Ages 15 to 24	219	180	150	140	150	160	150	-31.5%	-31.5%
Householders Ages 25 to 44	1,345	1,410	1,460	1,480	1,460	1,380	1,340	8.6%	-0.4%
Householders Ages 45 to 64	1,752	2,000	2,080	2,030	1,930	1,920	1,970	18.7%	12.4%
Householders Ages 65 and Older	1,361	1,330	1,430	1,670	1,990	2,220	2,320	5.1%	70.5%
TOTAL HOUSEHOLDS	4,676	4,920	5,120	5,330	5,530	5,670	5,780	9.5%	23.6%

Source: MN State Demographer's Center: August, 2007

B. Age

In 2000, the City had its largest percentages of the population in the 35 to 44, 45 to 54 and 65-74 old age groups. The 35 to 44 year old age group typically is viewed as the new generation of community leaders and business owners and their children are found throughout the school system from kindergarten to 12th grade. These age groups also tend to be active in the community and demand a high quality service and standard of living for their children and families. However, these age groups also tend to be more mobile and may move away from a community to find better opportunities. They tend to be first time homebuyers and are also within the move-up homebuyer market. The 65 to 85 year old age group tends to be empty nesters looking to downsize their housing and maintenance needs. They also may demand more social and medical services.

Table 3-11, *Population By Age Group*, identifies the age distribution within Long Beach, Pope County and the State of Minnesota. The City of Long Beach had a median age of 44.7 years, slightly higher than the Pope County median age (42.1). The median age in Minnesota was 35.4 years and the U.S. median age in 2000 was 48.8 years. Long Beach has followed the statewide trend of an increase in the median age.

Table 3-11 POPULATION BY AGE GROUP

Age Group	Long Beach		Pope County		Minnesota	
	Number	Percent	Number	Percent	Number	Percent
0-4	9	3.3	552	4.9	329,594	6.7
5 - 9	25	9.2	707	6.3	355,894	7.2
10 - 14	18	6.6	913	8.1	374,995	7.6
15 - 19	17	6.3	911	8.1	374,362	7.6
20 - 24	7	2.6	465	4.1	322,483	6.6
25 - 34	20	7.4	983	8.7	673,138	13.7
35 - 44	41	15.1	1,612	14.3	824,182	16.8
45 - 54	44	16.2	1,544	13.7	665,696	13.5
55 - 64	19	7.0	1,132	10.1	404,869	8.2
65 - 74	45	16.6	1,083	9.6	295,825	6.0
75-84	24	8.9	923	8.2	212,840	4.3
85 years +	2	0.7	411	3.7	85,601	1.7
Total	271	100.0	11,236	100.0	4,919,479	100.0
Median Age	44.7		42.1		35.4	

Source: US Census Bureau (2000 Statistics)

As indicated in the following Table 3-12, *Pope County & Minnesota Population Projections by Age Group*, the State Demographers Office estimated the population of Pope County to increase 12.3% by the year 2035 or 1,400 people to a 2035 estimated population of 12,760. This is less than Minnesota's 24.2% projected increase. It is important to note the significant increase in population in the 60 to 64 through the 85+ year-old groups with 51.5% to 90.1% increases for Pope County, while Minnesota is projected to increase at greater amounts in these same age groups. The majority of the age groups under the age of 30 are expected to have decreases in the Pope County population projections with the ages 15-19 and 20-24 to have the largest decreases, while Minnesota is projected to increase. Both Pope County and State are projected to lose population in the 40-44 and 45-49 age groups. The projections show the population overall in Minnesota will be older, due largely to continued aging of the baby boom generation. Age Cohort plays an important part in future planning as the various age groups will have an impact on the types of housing stock, parks and recreation, social services, medical services future school enrollments and the location of services.

**Table 3-12
POPE COUNTY & MINNESOTA POPULATION PROJECTIONS BY AGE GROUP**

POPE COUNTY								
Age Group	2005	2010	2015	2020	2025	2030	2035	2005 - 2035 % Change
0-4	602	640	650	620	590	570	550	-8.6%
5-9	558	640	670	680	660	620	610	9.3%
10-14	709	580	650	690	700	670	640	-9.7%
15-19	821	640	530	590	610	620	600	-26.9%

20-24	740	600	530	460	490	500	500	-32.4%
25-29	634	780	700	630	570	580	600	-5.4%
30-34	512	610	720	670	610	550	570	11.3%
35-39	606	600	660	770	730	680	610	0.7%
40-44	792	660	650	700	810	760	720	-9.1%
45-49	925	830	710	680	730	830	800	-13.5%
50-54	841	960	880	750	730	770	860	2.3%
55-59	734	940	1,070	1,000	860	820	860	17.2%
60-64	581	790	1,010	1,130	1,070	920	880	51.5%
65-69	505	610	830	1,040	1,180	1,110	960	90.1%
70-74	513	380	470	640	800	910	860	67.6%
75-79	508	440	350	430	570	710	810	59.4%
80-84	377	420	370	310	380	520	640	69.8%
85+	401	440	490	500	490	540	690	72.1%
Total	11,360	11,560	11,910	12,270	12,580	12,660	12,760	12.3%

STATE OF MINNESOTA

Age Group	2005	2010	2015	2020	2025	2030	2035	2005 - 2035 % Change
0-4	340,611	364,480	378,170	384,630	381,560	378,760	382,410	12.3%
5-9	330,292	355,050	379,370	391,240	395,660	392,430	390,690	18.3%
10-14	356,453	338,870	363,880	386,200	396,720	400,590	398,030	11.7%
15-19	375,222	364,070	346,050	369,120	289,010	399,010	403,150	7.4%
20-24	382,106	380,910	372,490	350,230	369,200	386,500	397,010	3.9%
25-29	350,969	401,420	402,780	391,440	364,530	382,400	399,680	13.9%
30-34	346,666	365,750	413,900	413,700	400,460	372,540	391,130	12.8%
35-39	373,450	354,960	372,700	416,880	415,570	402,710	375,680	0.6%
40-44	423,211	377,400	359,120	374,720	416,390	415,480	403,720	-4.6%
45-49	420,220	421,560	376,780	357,910	372,130	412,590	412,520	-1.8%
50-54	359,991	413,660	415,540	371,350	352,390	366,060	405,700	12.7%
55-59	294,630	349,470	401,870	403,710	360,960	342,930	356,530	21.0%
60-64	215,061	281,620	334,480	384,580	386,560	346,500	330,050	53.5%
65-69	164,903	200,020	262,930	312,560	359,650	362,590	326,350	97.9%
70-74	138,084	149,610	182,600	240,980	287,220	331,780	336,090	143.4%
75-79	124,157	119,560	130,880	160,960	213,830	256,420	298,110	140.1%
80-84	93,085	99,170	96,980	107,610	133,880	179,780	217,620	133.8%
85+	103,012	108,910	119,200	125,410	139,340	168,890	221,790	115.3%
Total	5,192,122	5,446,530	5,709,700	5,943,240	6,135,060	6,297,950	6,446,260	24.2%

Source: Minnesota State Demographers Office

C. Educational Attainment

According to the 2000 Census, there were 207 people in Long Beach 18 years of age and older. Of these, 88.4% graduated from high school. Of those not graduating from high school, 7.2% (15) completed less than nine years of education and 3.9% (8) completed between 9 and 12 years of education but did not obtain a diploma. Fifty-five (55) individuals or 27.6% of the population 25 years and over obtained bachelors degrees or higher.

D. Employment

Employment statistics from the 2000 Census indicates 120 people age 16 and over or 44.3% are in the labor force. Of those employed, the majority were in management, professional and related occupations (46.7%) with the remainder in sales and office positions (35.0%); production, transportation and material moving occupations (11.7%); service occupations (5.0%); and construction, extraction and maintenance occupations (1.7%). The mean time traveled to work was 21.2 minutes in 2000.

E. Income

It is noted that household income includes the income of the householder and all other individuals fifteen (15) years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income. Family income accounts for the incomes of all members fifteen (15) years old and over related to the householder.

The 2000 Census reports a median family income in Long Beach of \$56,250. The median household income was \$55,000 compared to Pope County at \$35,633 and the State of Minnesota at \$47,111. When comparing the average incomes with the other communities in Pope County, Table 3-13, *Income Comparison*, Long Beach's median household income was above all other communities within Pope County and the State of Minnesota. Minnewaska Township which is located to the north and west of Long Beach, was the third highest median household income at \$38,000.00 in Pope County.

Table 3-13 INCOME COMPARISON

Area	Per Capita Income	Per Capita Income Weekly Equivalency	Median Household Income	Median Family Income	Male full-time year-round income	Female full-time year-round income
Cyrus	\$19,836	\$381	\$26,875	\$40,500	\$32,000	\$13,750
Farwell	\$19,917	\$383	\$28,125	\$31,875	\$28,333	\$13,750
Glenwood	\$21,758	\$418	\$30,083	\$41,486	\$30,000	\$21,652
Long Beach	\$30,207	\$581	\$55,000	\$56,250	\$34,375	\$22,813
Lowry	\$16,234	\$312	\$31,591	\$35,000	\$28,472	\$18,215
Minnewaska Twp.	\$19,838	\$382	\$38,000	\$47,500	\$30,357	\$22,500
Sedan	\$16,355	\$315	\$29,375	\$40,833	\$31,458	\$16,750
Starbuck	\$15,030	\$289	\$28,235	\$40,875	\$30,865	\$21,184
Villard	\$14,154	\$272	\$24,688	\$33,214	\$25,156	\$15,357
Westport	\$14,501	\$279	\$38,438	\$38,750	\$22,188	\$19,688
Pope County	\$19,032	\$366	\$35,633	\$42,818	\$30,452	\$20,511
Minnesota	\$23,198	\$446	\$47,111	\$56,874	\$39,364	\$28,708

Source: U.S. Census Bureau

The 2000 Census indicates that 11 people, or 4.0% of the population in Long Beach, were below the poverty level. Pope County reported 962 people or 8.8% of the county's population were below the poverty level. Poverty is defined on a sliding scale by size of family and number of related children under the age of 18.

F. Race

2000 Census statistics indicate that 100% of the 271 residents of Long Beach classify themselves as white or Caucasian. In comparison to Pope County 98.9% or 11,107 out of 11,236 people classified themselves as white or Caucasian. The remainder of people in Pope County were classified as one of the following: black or African American (23 or 0.2%), American Indian or Alaskan Native (20 or 0.2%), Asian (9 or 0.1%), native Hawaiian or other Pacific Islander (1 or 0.0%), Hispanic or Latino (57 or 0.5%) or some other race (20 or 0.2%).

G. Gender

As defined in the latest Census, in 2000 out of 271 residents there were 9 more females (51.7% of the population) than males (48.3% of the population) residing in Long Beach. The distribution ratio is similar to that defined in the 1990 Census. The female/male population discrepancy is likely attributed to a historically documented longer life expectancy for females as it is most evident in the over 65-age group.

H. Ancestry

2000 Census statistics indicates 255 residents reported 386 different ancestries and of those, 124 people classified themselves with a single ancestry and 131 people classified themselves with multiple ancestries. Within the population of Long Beach, 120 people or 43.6% of the population classify themselves as German descent and another 120 people or 43.6% classified themselves as Norwegian descent. Other prominent ancestries include: Swedish (12.7%); Irish (7.6%); English (6.9%) and Danish (7%). Most people over the age of 5 (90.9%) speak English in the home. The other languages spoken were Spanish (8.0%) and Indo-European (1.1%).

V. OBJECTIVES AND RECOMMENDATIONS

The demographic and growth projections laid out within this Chapter will have a real impact on the future of Long Beach. With a current land area of 1,037 acres, Long Beach must adapt its land use practices to ensure this future growth and development in and around the City will not adversely affect its tax base and detract from the existing sense of place and community, but rather will preserve natural, scenic and recreational amenities; ensure long-term economic development; and improve the quality of life and level of services for current and future residents. The City should continue to work closely with the surrounding township to accommodate future growth in a manner that benefits the entire community.

OBJECTIVE 1: Young population. Retain and increase the City's population that falls within the 0-29 age group.

Policy/Recommendations:

1. Affordability. Identify and modify rules and regulations that may create barriers to affordable housing.
2. Young families. Promote attractive and affordable housing in order to help attract young families.
3. Education. Ensure a high quality of life within the City by working with the school district by placing a priority on providing the opportunity for all children to obtain a high level of education so they can qualify for high-tech jobs.

4. Parks & Rec. Develop a diversified array of recreational areas and activities to insulate the City's recreational/tourism needs from changing seasons and user interest.

OBJECTIVE 2: Aging population. Ensure excellent care and support for the current and future needs of the community's aging population.

Policy/Recommendations:

1. Access. Ensure all appropriate access to facilities throughout the City so as to provide easy entry for the elderly and the disabled and retain the elderly population by ensuring sufficient and affordable access to all services.
2. Support Services. Support beneficial services for the elderly such as meals on wheels and place an emphasis on home health care.
3. Senior Housing. Monitor to ensure adequate supply of housing opportunities for the community's senior citizens that meet all of their required needs.
4. Recreation. Develop recreation opportunities for the elderly population.
5. Healthcare. Maintain high quality health care facilities through partnerships and agreements with neighboring communities.

CHAPTER 4 – PHYSICAL PROFILE & NATURAL RESOURCES

Natural and physical features/attributes of the City of Long Beach are simultaneously a bountiful resource and a factor limiting development/redevelopment. Natural Resources in and around Long Beach provide the foundation for maintaining a healthy environment, high quality of life and growing sustainability. Long Beach's natural resources are one of its greatest assets. Preserving and improving on natural resources will not only continue to provide a base for recreation, but will also help to support the local economy by providing high quality resources from which to draw and because of increasing affluence and people's growing desire to vacation and reside in areas such as Long Beach with high scenic amenities, it is imperative that Long Beach plan for the protection of its natural resources.

Within Chapter 3 of this Plan (Demographic Trends and Assumptions), it is noted that Long Beach is projected to increase 60.2% in population throughout the course of the next two and a half decades. Much of this growth can be attributed to Long Beach's natural amenities. Efforts should be directed toward wetlands and water resources, soils and geology, topography and drainage, wildlife and rare species, natural scenery, forests and native plant communities. The concept of sustainable development should provide direction. Sustainable development can be seen as *"development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs."* (Minnesota Legislature, 1996) The perspective of sustainability calls upon us to invest our time and energy in efforts which simultaneously strengthen the environmental, economic and social dimensions of any issue.

This Chapter provides background information on the City of Long Beach's physical profile that is intended to assist in guiding growth and preserving natural resources. This Chapter includes:

1. A Physical Profile including information on area, climate, ecology, topography, soils, watershed, waters, air, vegetation, rare species, archeological resources and development constraints;
2. Natural Resource Objectives; and
3. Natural Resource Policies/Recommendations.

I. PHYSICAL SETTING

A. Size & Location

The City of Long Beach is located twenty-five (25) miles south of I-94 between the two regional trade centers of St. Cloud and Moorhead. Long Beach is approximately 130 miles northwest of the Twin Cities Metropolitan Area and was incorporated in May 18, 1938. Beautifully nestled along the Shores of Lake Minnewaska and Pelican Lakes, Long Beach benefits from the recreation and tourism generated from its location on these lakes while still preserving its genuine small town character and friendliness.

Long Beach is situated in central Pope County and includes 1.62 total square miles (1,037 acres), of which 1.50 square miles (960 acres) is land and 0.12 square miles (77 acres) is water (2000 census and annexation information). The 2006 State Demographers population estimate was 309 and since the 2000 Census the City has annexed 1 acre of land, which was an orderly annexation that was approved on June 9, 2000. Important traffic corridors in the City include State Highway 28/29 and County State Aid Highway 24. Map 4-1 at the end of this chapter indicates the location of Long Beach within Pope County.

Miles from Minnesota cities to Long Beach:

Duluth: 211 miles
Moorhead: 119 miles
Minneapolis: 131 miles
St. Paul: 140 miles
St. Cloud: 67 miles
Mankato: 163 miles
Rochester: 216 miles

Long Beach

Square miles: 1.62 (2000 Census & Annexation Information)

Population: 309
Households: 132
(2006 State Demographers Estimate)

B. Climate

Minnesota has a continental climate, with cold, often frigid winters and warm summers. The growing season is 160 days or more in the south-central and southeastern regions, but 100 days or less in the northern counties. Normal daily mean temperatures range from 7°F (−14°C) in January to 66°F (19°C) in July for Duluth, and from 12°F (−11°C) in January to 74°F (23°C) in July for Minneapolis-St. Paul, often called the Twin Cities. The lowest temperature recorded in Minnesota was −60°F (−51°C), at Tower on 2 February 1996; the highest, 114°F (46°C), at Moorhead on 6 July 1936.

Annual precipitation (1971–2000) averaged 31 in (79 cm) at Duluth and 29.4 in (75 cm) at Minneapolis-St. Paul. Precipitation is lightest in the northwest, where it averaged 19 in (48 cm) per year. Heavy snowfalls occur from November to April, averaging about 70 in (178 cm) annually in the northeast and 30 in (76 cm) in the southeast. Blizzards hit Minnesota twice each winter on the average. During late December, January, and early February, temperatures frequently remain below freezing. Frost in Minnesota takes place as early as September and ends as late as May. Soil freeze occurs in Minnesota during the late fall and early winter months. Tornadoes occur mostly in the south; on average there are 18 tornadoes in the state each year. The Long Beach area historical tornado activity is slightly below Minnesota state average and is 14% smaller than the overall U.S. average.

Noteworthy events include:

- 6/18/1964, a category 3 tornado 3.0 miles away from the Long Beach injured 13 people and caused between \$50,000 and \$500,000 in damages.
- 7/7/1959, a category 2 tornado 3.1 miles away from Long Beach caused between \$5,000 and \$50,000 in damages.
- 7/7/2000, Category 0 tornado 2 miles southwest of Long Beach, no damage reported.
- 6/22/2003, Category 1 tornado on southeast shore of Lake Minnewaska, \$10,000 of damage reported.
- 6/24/2003, Flooding from heavy rain, sewer system in Glenwood is overloaded and 4 families in northwest Glenwood had to be evacuated.
- 6/29/2005, Flooding from heavy rain, dirt berm constructed at highway 28 to stop flood waters by the county fairgrounds.

The following Table 4-1 reflects the monthly averages of the temperature and precipitation as well as record high and low temperatures for each month for Long Beach.

Table 4-1
MONTHLY AVERAGE TEMPERATURE AND PRECIPITATION FOR LONG BEACH

Month	Average High	Average Low	Mean	Average Precipitation	Record High	Record Low
January	20° F	0° F	10° F	0.61 in.	50°F	-41°F
February	27° F	7° F	17° F	0.51 in.	58°F	-37°F
March	39° F	20° F	29° F	1.31 in.	78°F	-32°F
April	57° F	33° F	45° F	1.73 in.	90°F	-3°F
May	71° F	45° F	58° F	3.33 in.	96°F	14°F
June	79° F	54° F	66° F	4.06 in.	102°F	28°F
July	83° F	58° F	71° F	3.42 in.	103°F	41°F
August	81° F	57° F	69° F	3.42 in.	102°F	30°F
September	72° F	47° F	59° F	2.32 in.	95°F	23°F
October	59° F	35° F	47° F	2.36 in.	90°F	3°F
November	39° F	21° F	30° F	1.20 in.	72°F	-22°F
December	25° F	7° F	16° F	0.42 in.	60°F	-34°F
Annual	54° F	32° F	43° F	24.71 in.	--	--

Source: www.weatherbase.com

II. LAND RESOURCES

A. Ecologic Framework

The Ecological Classification System (ECS) developed by the Minnesota DNR and U.S. Forestry Service for Minnesota uses a hierarchical system of land classifications to identify, describe, and map progressively smaller areas of land with increasingly uniform ecological features. ECS mapping helps users to consider ecological patterns at various levels from continents to small areas such as a single wooded area so as to identify areas with similar management opportunities or constraints. A conscious knowledge of ECS attributes can help local leaders manage natural resources on a sustainable basis.

ECS Provinces

An overview (interpret as a wide-angle view or zoomed out view) of Minnesota illustrates four of North America's ecological provinces or biomes which represent major climate zones are present in Minnesota. These are Prairie Parkland, Tallgrass Aspen Parkland, Laurentian Mixed Forest (coniferous forest) and Eastern Broadleaf Forest (deciduous forest).



Figure 4-1 ECOLOGICAL PROVINCES IN MN

Source: MNDNR

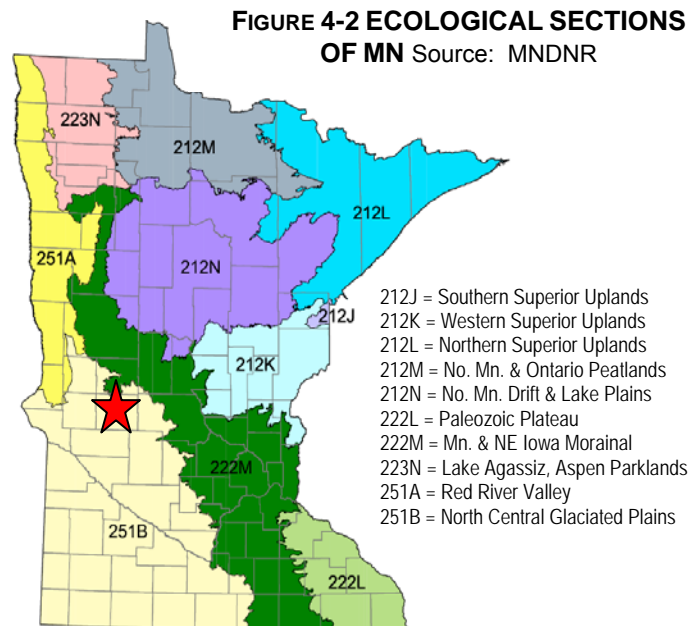
Long Beach is located in the Prairie Parkland Province which traverses western Minnesota, extending northwest into Manitoba, west into North Dakota and South Dakota, south into Iowa, Nebraska, Kansas, Oklahoma, and Missouri, and east into Illinois and Indiana. In Minnesota, the province covers just over 16

million acres. The eastern boundary of the province in Minnesota is sharply defined along much of its length as an abrupt transition from open grassland to forest and woodland.

ECS Sections

As we begin to view the area in a smaller geographic scale, Ecological Provinces are next categorized by “Sections” which are defined by the origin of glacial deposits, regional elevation, distribution of plants and regional climate.

As illustrated in Figure 4-2, Minnesota has ten ecological sections and Long Beach lies within the North Central Glaciated Plains Section. The North Central Glaciated Plains Section is level to rolling till plains, moraines, lake plains, and outwash plains covered much of the section and supported mainly treeless fire-dependent communities, with upland prairie communities by far the most common, covering 82% of the section. These landforms also supported smaller amounts of marsh, wetland prairie, and wet meadow communities. Rugged terrain and lands deeply dissected by rivers supported a mosaic of prairie and wooded communities. The historic pattern of vegetation in the CGP reflects features that affected the frequency and severity of fires.



ECS Subsections

As we drill down further in the scope of the Ecological Classification System we come to ECS Subsections. Subsections are defined by glacial deposition processes, surface bedrock formations, local climate, topographic relief, and the distribution of plants, especially trees.

Minnesota has 26 subsections, and Long Beach is located in the Minnesota River Prairie Subsection. The boundaries of this subsection coincide with large till plains flanking the Minnesota River. The subsection is bounded to the southwest by the Prairie Coteau and a series of end moraines define the eastern boundary, starting with the Alexandria Moraine to the northeast and ending with end moraines associated with the Des Moines lobe in the southeast. This subsection consists of a gently rolling ground moraine about 60 miles wide. The Minnesota River occupies a broad valley that was created by Glacial River Warren, which drained Glacial Lake Agassiz that splits the subsection in half.

The presettlement vegetation was primarily tallgrass prairie, with many islands of wet prairie. Forests of silver maple, elm, cottonwood, and willow grew on floodplains along the Minnesota River and other streams as well as around Lake Minnewaska. Agriculture is the dominant land use today and this subsection is the heart of the Minnesota cornbelt. Remnant stands of tallgrass prairie are rare. Fire was the most common natural disturbance before settlement and fire suppression has allowed woodlands to develop from what were originally oak openings or brush prairies. Other causes of disturbance are floods and tornados.

B. Topography and Drainage

Map 4-2 located at the close of this Chapter illustrates topography within the City of Long Beach and adjacent area. The area is relatively hilly interspersed with areas of intrinsic natural value, including wetland communities and tree stands. The area features large fluctuations in elevation in a very small area, from about 1370 feet to 1138 feet above sea level. The elevation change in the study area is over

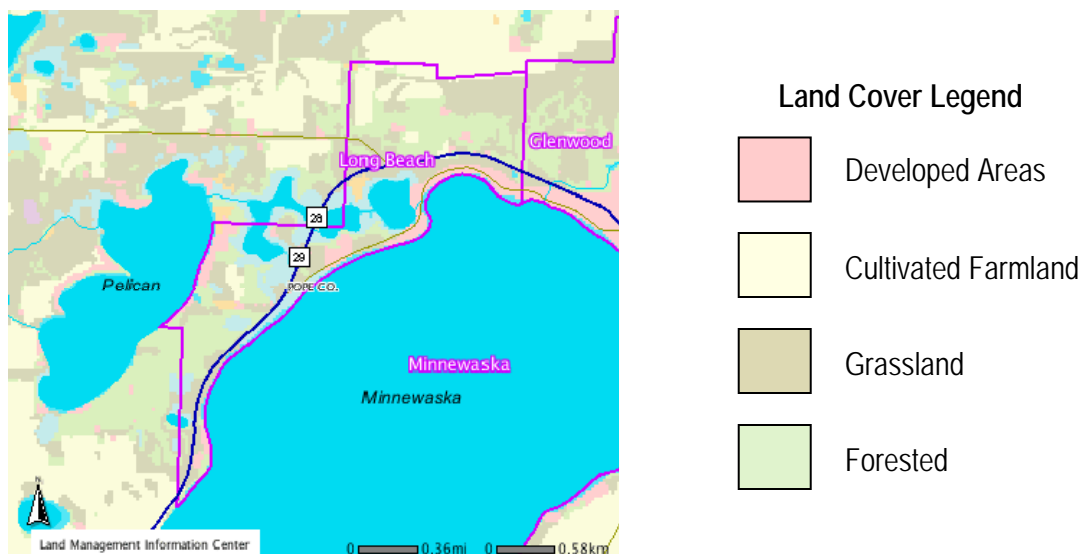
than 230 feet; and these variations in the City's topography allow for a diverse array of development possibilities and options. The highest elevations of the study area are on the north side of the City in the Minnewaska Golf Course and the lowest elevation of 1138 is the lake elevation of both Pelican Lake and Lake Minnewaska. The greatest area of fluctuation exists on the north side of the City north of State Highway 28/29 in a bluff area. These bluffs have an escarpment of about 150 feet change in elevation. These areas generally are of unique value to the community and function best if allowed to exist in a natural state or exist with limitation on development such that they will not be urbanized or irrevocably altered. The remainder of the City is characterized by gently sloping hilly topography with flat areas along the wetlands between Lake Minnewaska and Pelican Lake.

At this time topographic contour data is not available for the City. Digital raster graphics are available from the Land Management Information Center (LMIC) and shown on Map 4-2.

C. Vegetation and Rare Species

Pre-settlement vegetation is described in detail in Section II, Subdivision A (Ecological Framework) of this Chapter. Figure 4-3 below, which was created using NorthStar Mapper, illustrates current land cover within Long Beach and the surrounding areas. A large portion of the municipal incorporated area still remains forested due to the fact a lot of these areas have steep slopes and are very difficult to farm or develop and because of this they have been left in a natural state. After that cultivated farmland and grassland covers the second most land area, with the golf course containing a large portion of the grassland. Developed areas cover the least amount of land and it is located primarily along the lakeshore of Lake Minnewaska and Pelican Lakes.

Figure 4-3 LAND COVER



The Minnesota County Biological Survey (MCBS) is a systematic survey of rare biological features. The goal of the Survey is to identify significant natural areas and to collect and interpret data on the distribution and ecology of rare plants, rare animals, and native plant communities. Native plant communities are groups of native plants that interact with each other and with their environment in ways not greatly altered by modern human activity or by introduced organisms. These groups of native species form recognizable units, such as an oak forest, a prairie, or a marsh, that tend to repeat over space and time. Native plant communities are generally classified and described by considering vegetation, hydrology, landforms, soils, and natural disturbance regimes.

The Minnesota County Biological Survey completed in 2003 for Pope County used aerial photo interpretation followed by field surveys of selected sites. A review of MCSB data reveals that no areas of native plant communities were located within Long Beach, however just to the east of the City, in Glenwood, an area of dry sand-gravel prairie was inventoried, which also included rare plants. A site along Lake Minnewaska within the City was also found to have rare plants. The vegetation in Long Beach historically was variable with three types of dominant vegetation patterns. The area between Lake Minnewaska and Pelican Lake consisted of upland deciduous forest while the area on top of the bluff at the north end of the city was oak openings and barrens. The remainder of the City consisted of Prairie.

D. Soils

Many of the environmental decisions about using a resource are based on the kind of soil and the ability of the soil to support that resource use. The characteristics of the soils in the Long Beach area are examined in order to make proper decisions on the use of the land and to protect the natural environment. Existing soils in the City have been principally responsible for the area's overall development pattern and may impose limitations or increased sensitivity to future urban development/redevelopment.

Map 4-3 at the end of this Chapter, is an illustration of soils within the City of Long Beach and is reflective of USGS datum. Soil surveys from the USGS provide information about erosion rates, depth to groundwater, surface and subsurface (to 5 feet) soil texture, engineering interpretations and suitability for activities such as private sewage treatment, building limitations, and nonmetallic mining sites to name a few. This information is invaluable in making water and land resource management decisions.

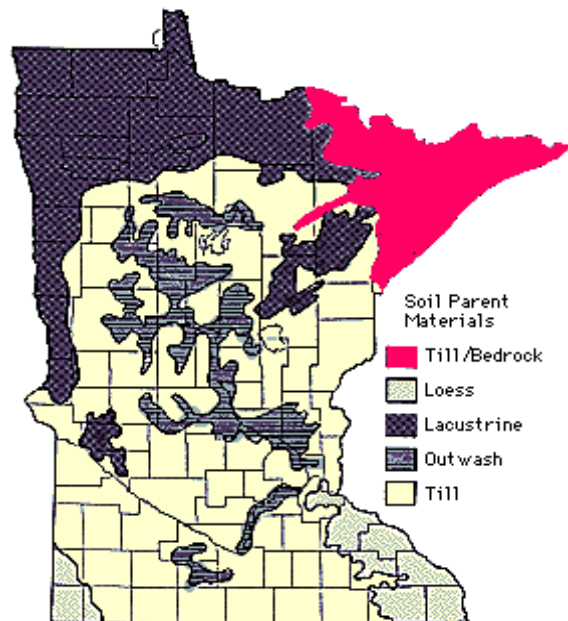
Soils with identical or near identical profiles are grouped into a soil series, normally named for a geographical feature where it was first described. Each series has the same characteristics, regardless of where it is subsequently found. Soil associations, which are described on a general county soils map, are a distinct pattern of soil series in defined proportions. Soil association maps provide an overview of the soils at a county level. These maps can help identify where high runoff or erosion could be expected, or where areas of high or low agricultural potential are likely to be located. They are not adequate for detailed planning and site selection of structures or roads.

The soils map reveals that a large area of the City consists of muck in the area between Lake Minnewaska and Pelican Lakes. In the areas of steep slopes Langheir loam is the dominant soil. A mixture of sandy loams make up the majority of the rest of the soils.

Soils are the basic resource upon which all terrestrial life depends. Many of the environmental decisions about using a resource are based on the kind of soil and the ability of the soil to support that resource use. The characteristics of the soils in the Long Beach area are examined in order to make proper decisions on the use of the land and to protect the natural environment. Existing soil conditions may impose limitations or increased sensitivity to urban development. Such limitations include but are not limited to erosion, drainage and water quality issues.

Several factors including climate, slope/aspect of the land, soil organisms and existing materials produce soil; however, the color, texture (number of various size particles, such as sand silt, and clay), and chemical makeup of the soil are closely related to the color, texture, and chemistry of the parent material. Between ten and twenty thousand years ago, Minnesota was largely covered with glaciers. The materials deposited through the direct and indirect action of the glaciers provide the parent material for soils. As indicated in the following Figure 4-4, assembled by the University of Minnesota, parent materials in and around the Long Beach area deposited by receding glaciers consist of glacial till (accumulations of unsorted, unstratified mixtures of clay, silt, sand, gravel and boulders) and outwash sediments (sand and gravel washed out of a glacier and deposited by meltwater streams).

Figure 4-4
SOIL PARENT MATERIALS



To understand and communicate about soils, a standard system of classes or categories was developed. These classes are based on the presence or absence of certain soil properties. Soils can also be categorized by their location (northern versus southern soils), the kind of vegetation growing on them (forest soils versus prairie soils), their topographic position (hilltop soils versus valley soils), or other distinguishing features. The system used to classify soils based on their properties is called Soil Taxonomy and was developed by the U.S. Department of Agriculture, with the help of soil scientists in universities throughout the country.

In Soil Taxonomy, all soils are arranged into one of twelve major units, or soil orders. The twelve orders are defined largely on the basis of having certain kinds of diagnostic horizons or diagnostic materials. These orders are further broken down into suborders, great groups, subgroups, families, and series. Suborders within a soil order are separated on the basis of important soil properties that influence soil development and plant growth. The most important property is how wet the soil is throughout the year.

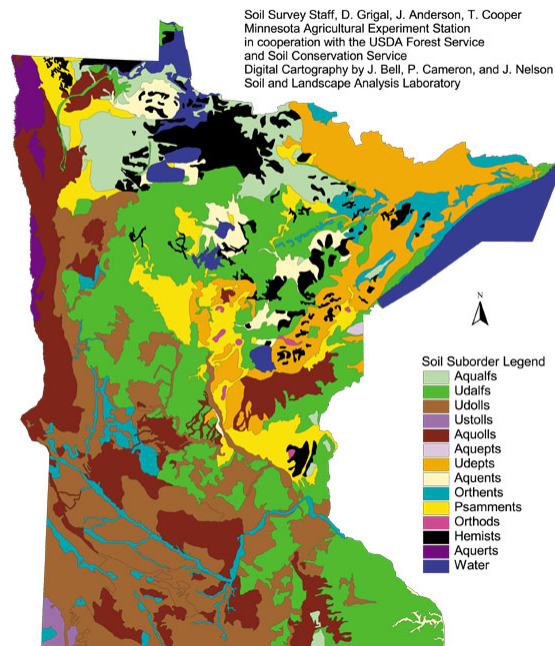
The Long Beach area includes two of the seven soil orders found in Minnesota. Mollisols and Entisols.

Mollisols: This order covers a considerable land area of Minnesota and is the basis for the state's productive agricultural base. The formative syllable, *oll*, is derived from the Latin word *mollis* or soft. Its most distinguishing feature is a thick, dark-colored surface layer that is high in nutrients. It occurs throughout the former prairie areas of Minnesota. The Latin term for soft in its name is descriptive in that most of these soils usually have a rather loose, low density surface. Three suborders of mollisols occur in Minnesota: Aquolls, Udolls, and Ustolls.

Entisols: Soils of this order occur throughout Minnesota. The formative element here is *ent* which refers to recent soil. Soils developed in recent river bottom alluvium and sandy soils where the parent materials consist of weather-resistant quartz are typical of this soil order. Because of insufficient time or material resistant to weathering, soil properties change very little with depth. The major suborders of entisols that occur in Minnesota are Aquents, Orthents, and Psamments.

As depicted in Figure 4-5, *Soil Suborders of Minnesota*, which was created by the University of Minnesota Extension Agency, the suborder of soils contained within the Mollisols and Entisols soil orders within the Long Beach area are as follows: Aquolls, Udolls and Orthents.

Figure 4-5
Soil Suborders of Minnesota



Source: University of Minnesota Extension Service

Aquolls: Are wet prairie soils. Here the formative element is *aqua*, from the Latin word for water. The oll ending shows that this is a mollisol. These are mollisols that occur in areas where the water table is near the surface. The most extensive area of these soils is the Red River Valley, or the bed of an old glacial lake, although they also occur in the beds of other former glacial lakes. They are very productive soils, especially when excess water is removed by drainage. They produce small grains, sunflowers, and sugar beets in northwestern Minnesota, and corn and soybeans in the south.

Udolls: Are moist prairie soils. The Latin root *udus* refers to humid. These are soils of humid climates. These soils cover much of the western one-half and southern one-third of the state, and are very productive agricultural soils. The dominant crops on these soils are corn and soybeans.

Orthents: Are shallow or poorly developed soils. *Orthos* means true in Greek. These are the true or common entisols. These soils primarily occur in two areas. In northeastern Minnesota, they occupy tops of ridges where outcrops of rock are common. The trees that are present are usually pine. These soils and associated vegetation are picturesque reminders of wilderness. Orthents are also scattered in other areas of the state, especially the west-central and southwest, where glacial deposits have steep slopes and the material is not easily weathered.

III. SURFACE WATER RESOURCES

A. Watershed

The term 'watershed' refers to the entire physical area or basin drained by a distinct stream or riverine system. Gravity and topography are the two major factors that define a watershed. Watersheds help review authorities to evaluate the quality and quantity of local water resources. Long Beach is located in the Chippewa River watershed which is located in the Minnesota River Basin. This watershed is considered a major watershed.

According to data from the United States Department of Interior, the Chippewa River watershed consists of 2,083.3 square miles (1,333,312 acres) in the north central part of the Minnesota River Basin. The watershed is located in parts of Chippewa, Douglas, Grant, Kandiyohi, Otter Tail, Pope, Stearns, Stevens and Swift Counties and has over 2,000 miles of rivers and streams. The Chippewa River starts at Fish Lake in Otter Tail County and flows south 130 miles to its mouth at the Minnesota River in Montevideo. Major tributaries of the Chippewa River include Shakopee Creek, The Little Chippewa River, Dryweather Creek, and the East Branch of the Chippewa. The primary land use with the watershed is agriculture.

The Chippewa River watershed is further subdivided into sub-watersheds and minor watersheds and Long Beach is contained within the sub-watershed of the Little Chippewa River and two minor watersheds of the Trappers Run Above Lake Minnewaska and the Outlet Creek above Lake Minnewaska Outlet. All together the Chippewa River Watershed contains 127 minor watersheds. The Trappers Run above Lake Minnewaska minor watershed is 45.87 square miles (29,356.8 acres) with a main channel length of 14.58 miles and upstream minor watershed drainage of 1.81 square miles (1,158.4 acres). Lake area covers 6.9% of the total square miles which includes all of Pelican Lake and the wetland areas that drain Pelican Lake between Pelican Lake and Lake Minnewaska and areas to the north. The Outlet Creek above Lake Minnewaska Outlet minor watershed is 35.53 square miles (22,739.2 acres) with a main channel length of 22.6 miles and upstream drainage of 54.29 square miles (34,745.6 acres). Lake area, which includes all of Lake Minnewaska, covers 35.8% of the total square miles and covers areas in the north part of the City including the golf course as well as all of the southern part of the City.

B. Lakes, Rivers and Streams

Currently within Long Beach, 7.4% of the total land area is comprised of surface waters as classified by the Public Waters Inventory. Map 4-4 located at the end of this Chapter is reflective of the public water inventory and national wetland inventory for areas within the City of Long Beach and study area. In addition, several protected wetlands exist within and in close proximity to the corporate limits. Surface waters classified by the Minnesota Department of Natural Resources (MNDNR) are subject to shoreland regulations. The 1000-foot shoreland buffer adjacent to lakes and 300 foot shoreland buffer adjacent to rivers and streams, is illustrated on Map 4-5 at the end of this Chapter. Table 4-2 illustrates the surface waters within the City of Long Beach.

**Table 4-2
PROTECTED SURFACE WATERS**

Waterbody/ID	Surface Water Classification
Lake Minnewaska 61-130P	General Development
Pelican Lake 61-111P	Recreational Development
Shallow Pond 61-112P	Recreational Development
Unnamed Wetland 61-114W	Natural Environment
Unnamed Wetland 61-498W	Natural Environment
Unnamed Wetland 61-499W	Natural Environment
Unnamed to Lake Minnewaska	

Source: MNDNR

Clearly, the Long Beach area water bodies are an important resource to the community. Lakes in the area support a high quality of life for area residents and provide thousands of people with a range of recreational opportunities and economic gains.

The MNDNR has compiled extensive data on the majority of lakes within the State including: lake surveys, lake depth maps, designation of infested waters, lake water quality data and lake water clarity data (from the Pollution Control Agency), satellite-based water clarity information (from the University of Minnesota), lake notes and fish consumption advice (from the Department of Health). Lake Minnewaska

was included on the MNDNR, Division of Ecological Services *Designation of Invested Waters* list approved in October of 2007 as being invested with Eurasian water milfoil. The invested waters list cites those lakes infested with Eurasian water milfoil, spiny water flea, zebra mussels, flowering rush, New Zealand mud snail, brittle naiad, ruffe, white perch and round goby.

The shoreline within the City along the Lakes has been or is proposed to be almost entirely developed with year-round homes creating the potential to negatively impact the Lakes. Development on lakeshore has been shown to increase nutrient levels and increase shoreline erosion which leads to an increase in algae blooms and suspended solids, thereby decreasing water clarity and degrading habitat. Efforts should be made to monitor development related activities the contribute most to degradation of the lake(s) which include removing aquatic and terrestrial vegetation along the shore, increasing impervious surfaces, nitrogen and phosphorus fertilizers, using rip-rap and other harmful landscaping practices and compacting the soils.

C. Wetlands

Wetlands have historically been regarded as obstacles to development rather than areas of intrinsic value. However, it is now generally accepted that wetlands are valuable for storing essential surface waters, stabilizing surface waters to minimize the danger of droughts of floods and supporting wildlife habitat. Wetlands are also the primary method of recharging aquifers ensuring a continued water supply. Wetlands cleanse and purify surface water by removing nutrients and other contaminants from storm water runoff.

Wetlands identified in Long Beach are illustrated on Map 4-4. The source for these data is the National Wetland Inventory (NWI). Three wetlands within close proximity to Long Beach have been declared protected. The Army Corps of Engineers and the Department of Natural Resources are ultimately responsible for the overall protection of wetlands, however Long Beach is the local governmental unit that should be responsible for implementing wetland protection measures.

D. Flood Plains

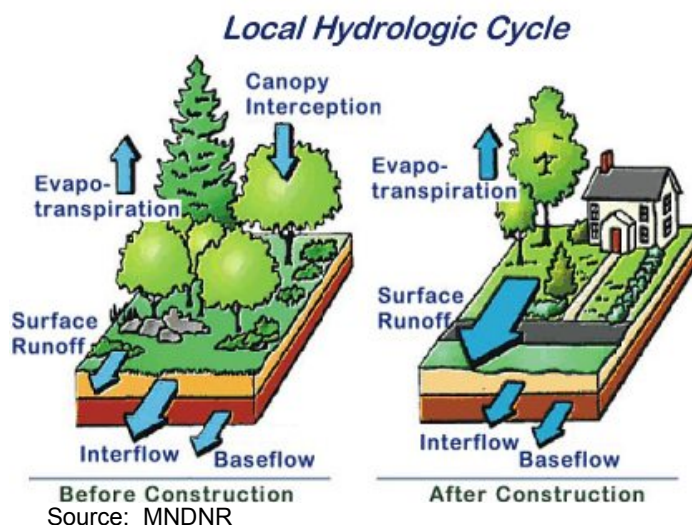
In 1969, the Minnesota Legislature enacted the State Flood Plain Management Act (Minnesota Statutes, Chapter 103F). This Act stresses the need for a comprehensive approach to solving flood problems by emphasizing nonstructural measures, such as floodplain zoning regulations, flood insurance, floodproofing and flood warning and response planning. By law, Minnesota floodprone communities are required to: 1) adopt floodplain management regulations when adequate technical information is available to identify floodplain areas, and 2) to enroll and maintain eligibility in the NFIP so that people may insure themselves from future losses through the purchase of flood insurance.

The Department of Natural Resources (DNR) is the state agency with the overall responsibility for implementation of the State Flood Plain Management Act. The Flood Emergency Management Association (FEMA) has issued a flood hazard boundary map for Pope County, however the City of Long Beach is excluded from the map. The City can regulate floodplain areas through a locally established floodplain ordinance which can be adopted and subsequently amended. At this time the City has no floodplain management ordinance in place and the City should adopt a form of the model ordinances developed by the MnDNR in 2005. Flood plain standards should be adopted for any affected areas.

E. Local Hydrologic Cycle

Groundwater and surface water are both part of the “hydrologic cycle”. Development has a profound influence on the quality of waters. To start, development dramatically alters the local hydrologic cycle (see Figure 4-6). The hydrology of a site changes during the initial clearing and grading that occur during construction. Trees, meadow grasses, and agricultural crops that intercept and absorb rainfall are removed and natural depressions that temporarily pond water, are graded to a uniform slope. Cleared and graded sites erode, are often severely compacted, and can no longer prevent rainfall from being rapidly converted into stormwater runoff.

Figure 4-6



The situation worsens after construction. Roof tops, roads, parking lots, driveways and other impervious surfaces no longer allow rainfall to soak into the ground. Consequently, most rainfall is converted directly to runoff. The increase in stormwater can be too much for the existing natural drainage system to handle. As a result, the natural drainage system is often altered to rapidly collect runoff and quickly convey it away (using curb and gutter, enclosed storm sewers, and lined channels). The stormwater runoff is subsequently discharged to downstream waters.

Water Quality is affected by the accumulation of trash, oil and rubber from cars, fertilizers and pesticides applied to lawns, sediment from bare or poorly vegetated ground and other pollutants entering streams, wetlands and other outlets. Inflow of sediment can cloud water, blocking sunlight from submerged plants. Sediment also settles to the bottom of streams, clogging the gravel beds used by fish for laying their eggs. Nutrients, such as phosphorus and nitrogen, from fertilizers enter the water and promote unusually rapid algae growth. As this algae dies, its decomposition reduces or eliminates oxygen needed by fish, shellfish, and other aquatic life for survival.

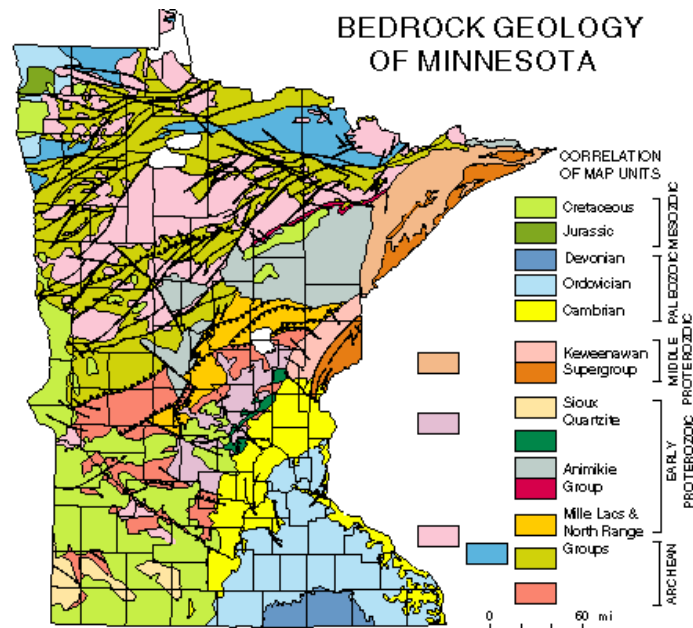
Proposed development is required to maintain compliance with Minnesota Pollution Control Agency standards through local stormwater and erosion control ordinances and procedures. At this time the City's ordinances and procedures are severely limited to respond to the proposed development patterns of today.

IV. GROUND WATER RESOURCES

A. Geologic Framework

Subsurface geology and groundwater are important considerations for all communities as they are the source of potable (i.e. drinkable) water. Hydrogeology is the study of the interrelation of subsurface geology and water. Because the consequences of human actions and forces at work above ground have a direct impact upon our ground water resources it is important to consider hydrogeologic resources.

Figure 4-7 BEDROCK GEOLOGY OF MINNESOTA



Source: Minnesota Geological Survey

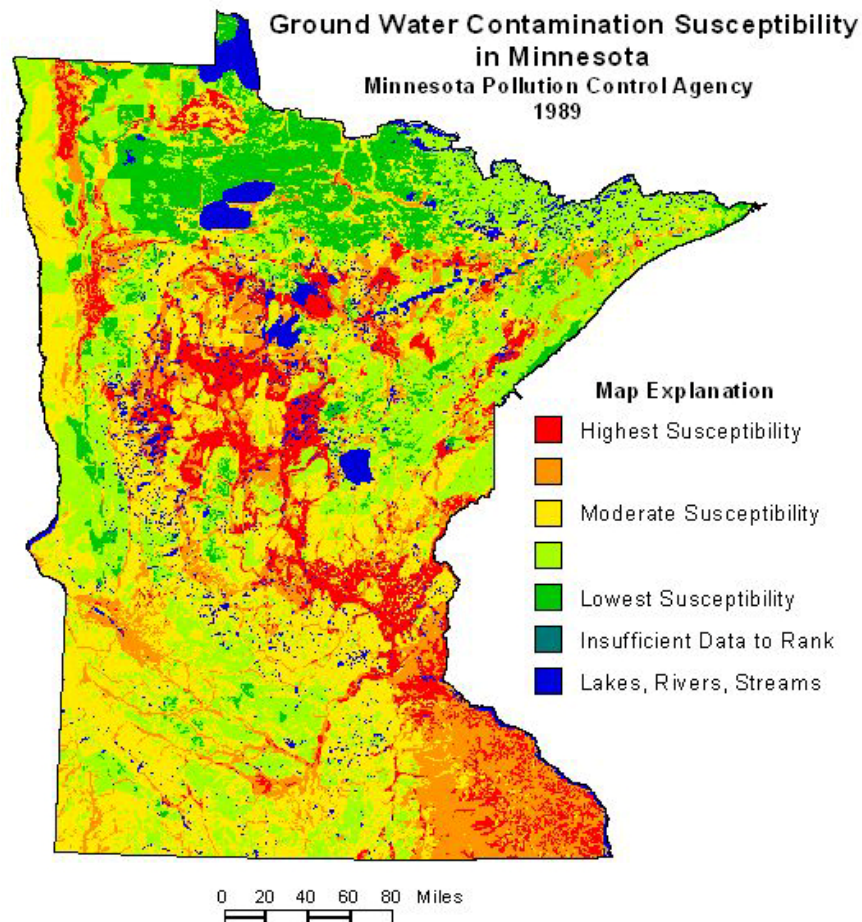
Topography and surficial material characteristics can be traced to the movement of glacial ice and water flowing across the land surface. Glacial deposits, collectively known as drift, make up these surficial materials. Ground moraines formed as these glaciers advanced and retreated. Long intervals between glacial episodes may have allowed for the deep erosion and weathering of drift and bedrock surfaces.

As shown in Figure 4-7 on the previous page, geologic bedrock conditions vary greatly in different parts of Minnesota.

B. Groundwater Sensitivity

Hydrogeologic conditions also determine how sensitive ground water may be to contamination by chemicals and pollutants introduced at ground level. Sensitivity to pollution is described in terms of the length of time it takes for a drop of water to cycle from absorption into the ground to discharge (removal) from an aquifer. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel: shorter cycle times may indicate a higher sensitivity, longer cycle times may represent a greater travel time and increased geologic protection. Contaminants are assumed to travel at the same rate as water.

Figure 4-8



There are four pollution sensitivity categories: Very High, High, Moderate, and Low. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel. Very High sensitivity indicates that water moving downward from the surface may reach the ground-water system within hours to months leaving little time to respond to and prevent aquifer contamination. Low sensitivity where it takes decades to centuries for the cycle to be complete may allow enough time for a surface contamination source to be investigated and corrected before serious ground-water pollution develops. It is important to note higher pollution sensitivity categories do not mean water quality has been or will be degraded and low sensitivity does not guarantee that ground water is or will remain uncontaminated. Figure 4-8 on the previous page shows that groundwater sensitivity in the Long Beach area is categorized as moderate to highest susceptibility according to the Minnesota Pollution Control Agency.

C. Groundwater Quantity

The quantity of groundwater and surface water available for drinking water supplies can be a severely limiting factor for development. The Minnesota Department of Natural Resources, Waters Division has compiled extensive information on groundwater availability and sustainability throughout the State. The DNR has identified six groundwater areas in Minnesota based on bedrock and overlaying sediment types. Long Beach is located within Area Four as is most of Pope County. The continued availability of groundwater is listed as 'good' within areas of surficial sands, moderate in areas of buried sands and limited in areas of bedrock. Since Area 4 ground water supports lakes, wetlands, and streams, the DNR states the continuing pumping of groundwater may eventually deplete these resources.

D. City Water Supply

Currently the City is serviced by individual wells on individual properties. As continued growth occurs the chance of contamination of these wells grows greater. The Minnesota Pollution Control Agency inventories all confirmed above and underground leaking storage tanks which can be a direct threat to the water supply. Although no leaking sites are reported within Long Beach, thirty (30) confirmed instances of gas, diesel, fuel oil, etc. leaking from above/underground storage tanks were reported in the City of Glenwood.

V. HAZARDOUS WASTE MATERIALS, AIR, NOISE AND LIGHT POLLUTION

A. Hazardous Waste.

Hazardous waste is any by-product that may pose or potentially pose a substantial hazard to human health or the environment if not properly managed. The U.S. Environmental Protection Agency regulates specific facilities that handle hazard waste materials.

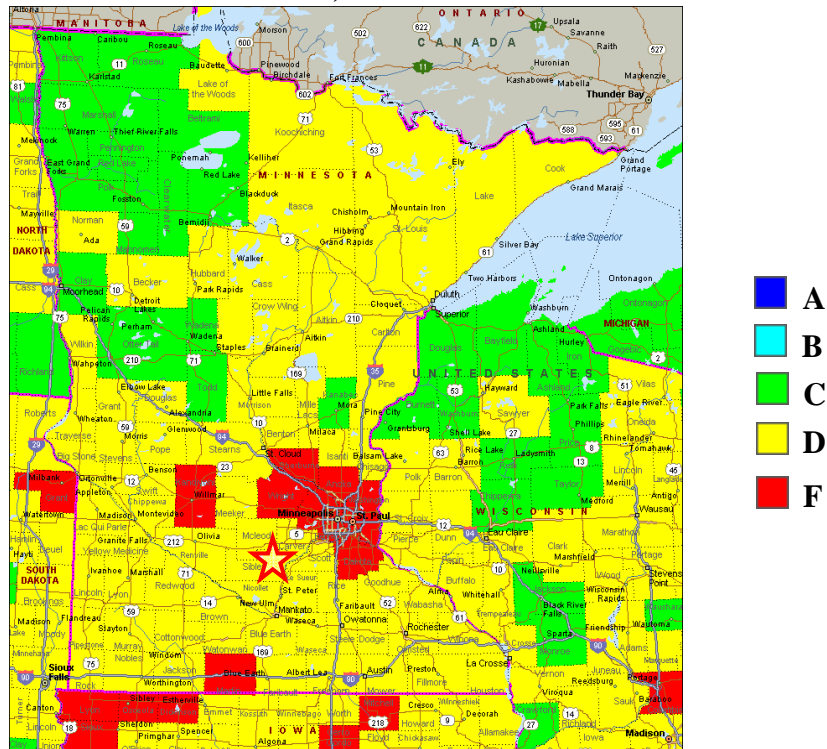
B. Air Pollution.

Air, noise and light pollution are significant and sometimes forgotten issues of importance for communities. For example, air pollution is increasingly a regional and global problem. Pollutants can blow in from cities hundreds of miles away.

The Environmental Protection Agency certifies all counties in Minnesota meet Clean Air Act National Ambient Air Quality Standards. The Minnesota Pollution Control Agency has developed an air quality map for the entire state of Minnesota. The map is represented in Figure 4-9 on the following page, which gives air quality in Pope County a grade of 'D'.

The MPCA conducted an extensive air toxic monitoring study from 1996 to 2001. Pope County was included in the north central study region. The closest test stations were in Alexandria and Wilmer. The Minnesota Statewide Air Toxics Monitoring Study measured 73 air toxins that are known or suspected carcinogens throughout the state. Overall both sites were found to be considered healthy but the Alexandria site was found to have significantly elevated concentrations of Chloroform.

Figure 4-9
MINNESOTA AIR QUALITY
A = Best/Cleanest in the US; F = Worst/Dirtiest in the US



Source: MPCA

C. Noise and Light Pollution.

Light and noise pollution can detract from the small town and recreational atmosphere of the City. Lighting should not detract from the enjoyment of the residents and blinking, flashing and bright lights are a nuisance and can easily be controlled through modern advances in lighting which reduce glare and concentrate lighting on-site. Not only can good lighting design and devices control light pollution, they also are more cost efficient and energy efficient. Furthermore, commercial and industrial lighting should not detract from residential uses. Noise ordinances can ensure that noises do not cause nuisances to residents as well.

VI. ARCHEOLOGICAL AND CULTURAL RESOURCES; KNOWN HISTORIC SITES

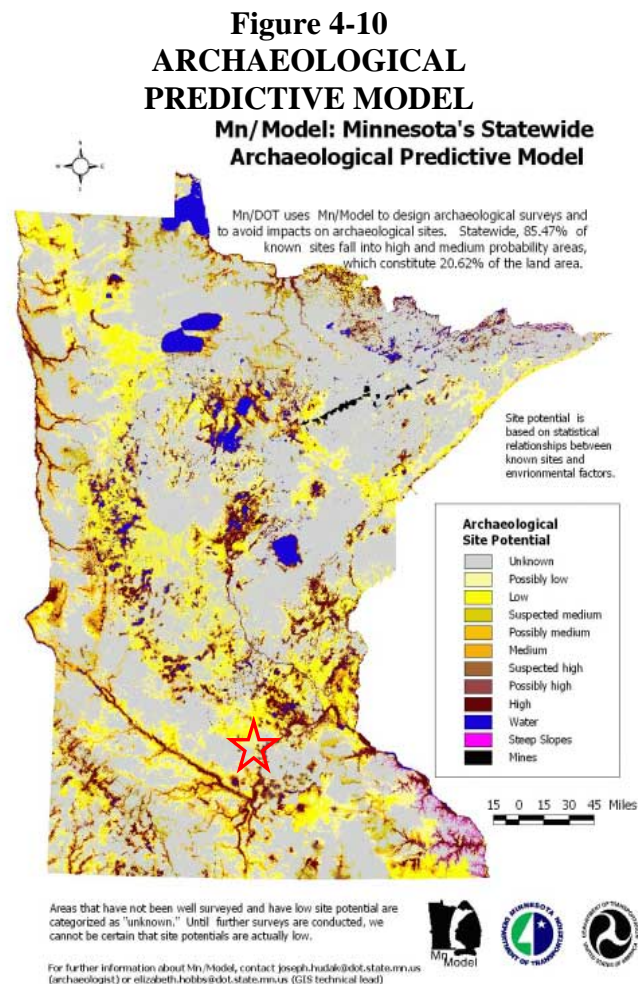
A. Archeological and Cultural Resources.

The history of a City helps a community define its sense of "place". Historic patterns of development, to a large measure, dictate where a community will grow in the future. History also gives us a window to view the lives of our forbearers and a mirror to reflect their images in our own endeavors.

As time progresses, Long Beach may face the loss of truly non-renewable resources. These resources are the archaeological and historic sites that give the City's modern day residents a tie to the past. Cultural resources may be demolished or destroyed while others face the natural elements and slowly erode away, some without any knowledge. One threat to these resources is that their significance, or even their existence, is largely unknown. Development, redevelopment, or failure to maintain these sites can diminish or destroy historic and archaeological resources. However, widespread knowledge of

archaeological sites can increase the likelihood that they will be disturbed or vandalized. Development and modernization require the need for preservation of archaeologically and historically significant sites. Because the known, or suspected, historic resources may have no significant relationship to current or likely future uses or activities in Long Beach, it is questionable if they will play a role in determining or affecting the City's character. However, State guidelines call for municipalities to review construction or other ground disturbing activity within historic archaeological sensitive and historic sensitive areas.

The Office of the Minnesota State Archaeologist (OSA) and MnDOT have produced "Mn/Model" Minnesota's Statewide Archeological Predictive Model. The Model is included as Figure 4-10 on the following page. The Model categorizes most of Pope County within the Long Beach area as having low to unknown archaeological potential. Areas in relation to Native American burial sites on top of the bluff in the northern part of Long Beach are known to have high archaeological potential.



Site potential is based upon statistical relationships between known sites and environmental factors and information can be obtained from the Office of the State Archaeologist, MnDOT and the State Historic Preservation Office.

B. Known Historic Sites.

No registered historic sites are located on the National Register of Historic Places, however that does not mean there is history within the City. Traditionally the City could be considered a resort community and

due to the demand of lakeshore property, the City is slowly losing this history. This is one area that preservation could be applied.

VII. DEVELOPMENT CONSTRAINTS

A review of several natural features has been reviewed in this Chapter. It should be noted that several of the natural features identified in this Chapter, including but not limited to lakes, soils, wetlands, flood prone areas, geology, potential archeological sites and regionally significant ecological areas, will present constraints to future development. Several of these significant natural features/areas exist in the proposed growth area of the City. Following the close of this Chapter is a Map 4-6 illustrating potential constraints to development. The boundaries on the map are a compilation of National Wetland Inventory areas, public waters and DNR Public Waters Inventory data. Field verification was not done to determine wetland existence. It should be noted that further review of these and sites identified is required prior to development. This map is intended to provide a general overview.

While the development constraints map is a useful tool it does not reflect the range of potential environmentally sensitive or significant areas or attributes as described within this physical profile. It should be noted that further review of these and sites identified is required prior to development.

VIII. OBJECTIVES AND RECOMMENDATIONS

OBJECTIVE 1: Groundwater. Protect and preserve groundwater supply and quality, particularly as it relates to the water supply of the City, but also in recognition of the vital importance of this resource outside of the community.

Policy/Recommendations:

1. Wellhead protection. Look to protect ground water resource from contamination through the implementation of the Wellhead Protection Plan or other similar program.
2. Private wells. Carefully monitor the construction of new and operation of existing private wells within the city limits. Continually weigh the benefits of converting the city's water consumption to a municipal supply system, versus having the consumption somewhat decentralized through the allowance or encouragement of private wells. Allow additional large capacity wells only in cases where it is determined that the benefits of such installation are equal to or greater than the adverse consequences of the creation of that well.

OBJECTIVE 2: Stormwater. Preserve and enhance the quality of the natural environment—water and land resources in particular—by addressing stormwater management in an environmentally conscience manner.

Policy/Recommendations:

1. Raingardens. The City shall encourage the use of raingardens as a means of reducing the amount of developable land consumed by stormwater ponds, and reducing the volume of water that enters surface water bodies. This recommendation shall have several key concepts, as follows.
 - A. Employ the use of raingardens on City projects to the extent practical in order to encourage, by example, the use of this stormwater alternative upon private property developments.
 - B. To ensure that raingardens are designed in an aesthetically pleasing manner, so as to encourage the proliferation of raingardens and to maintain the beauty of the community.

- C. To ensure that policies and enforcement efforts are aggressive enough to ensure proper maintenance of private raingarden systems.
- 2. Infiltration. Encourage the use of infiltration strategies—particularly near the lakeshore and wetland areas—as a way to reduce the amount of stormwater that enters surface water bodies, and decreases the need for stormwater detention ponds. Careful consideration shall be given to the use of infiltration systems where the groundwater may be particularly susceptible to contamination.
- 3. Street maintenance. In recognition of the effect that debris in roadways has on the pollutants in stormwater, maintain the cleanliness of streets by employing the following practices.
 - A. Conduct street sweeping at frequent intervals, particularly when there is a lot of debris upon the streets (i.e., after spring thaw, and during fall defoliation).
 - B. When treating icy roadway conditions utilize best management practices that minimize environmental impacts, while maintaining basics levels of motorist safety.
 - C. Aggressively discourage private property owners from depositing debris in roadways; such as the tracking of dirt from vehicle traffic, and blowing lawn or leave clippings in the street.
- 4. Street widths. The City should consider narrower street widths in certain situations, as a means of reducing the volume of stormwater generated. This objective shall be subordinate to meeting the traffic and parking needs in each individual case.
- 5. Erosion Control. Sustain aggressive enforcement efforts during public and private construction projects to ensure that appropriate erosion control devised are in place and maintained. Also take measures to ensure that all areas have established permanent vegetation, when not under construction.

OBJECTIVE 3: Air, light and noise pollution. Protect and enhance the quality of life in the City by aggressively minimizing the extent of air, light and noise pollution.

Policy/Recommendations:

- 1. Air quality. Review performance standards within the Zoning Ordinance to ensure that they adequately control dust and wind erosion related to land use and development activities.
- 2. Light pollution. Enforce lighting performance standards to the strictest manner possible on individual private and public developments. Also, make all decisions on street lighting policies and individual installations while keeping in mind the need to minimize the light pollution cause by streetlights.
- 3. Noise pollution. In recognition of the fact that quiet neighborhoods, and a quiet community, are key elements in a small town atmosphere, strictly enforce the performance standards related to noise. Additionally, the potential for nuisance noise levels should be a principal consideration when courting new businesses to the community; or, to a lesser extent, when making land use decisions for existing businesses.
- 4. Incompatible land uses. To the extent that various pollutions or nuisances cannot be eliminated, the secondary objective shall be to avoid land use decisions that would create incompatible uses.

OBJECTIVE 4: Development. To the extent practical, establish a consistent and appropriate balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, steep slopes,

surface waters and groundwater) while managing the desire for economic development.

Policy/Recommendations:

1. Habitat areas. Encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.
2. Adhering to development plans. Continue ensuring compliance with approved subdivision grading/drainage plans are maintained. Compliance checks/certifications upon site grading completion, at the time of building permit issuance and immediately prior to issuance of a certificate of occupancy should be considered.
3. Natural limitations. Encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.
4. Open spaces. Identify and protect significant scenic areas, open spaces, historic or archaeological sites. Emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features.

OBJECTIVE 5: Surface water. Protect the quality and use of surface water bodies in the community.

Policy/Recommendations:

1. Utilization. Seize or create opportunities to increase the utilization of Lake Minnewaska and Pelican Lake in ways which don't materially degrade the value of these resources; whether for visual enjoyment, recreation and education.
2. Coordination. Support the coordination of planning and implementation efforts between any lake associations, soil and water conservation districts, Land and Resource Management Offices as well as state and federal agencies.
3. Enforcement. Enforce existing regulation and develop programs and new regulations where necessary to protect surface water.
4. Surface Water Management Plan. Evaluate the impact of stormwater runoff on surface water in the City and respective growth areas and determine and develop a Citywide Surface Water Management Plan or proactive implementation of watershed management tools.
5. Monitoring. Establish a priority listing of water areas to monitor surface water quality and quantity.
6. Inventory. Complete a detailed inventory of stormwater infrastructure along with other information to develop a hydrologic flow model for management practices.
7. Land Use. Encourage and promote land use practices to protect and improve surface water resources.

OBJECTIVE 6: Education. Educate the community about its natural resource assets and encourage them to think about their use of and impact on the natural resources of the community and greater areas.

Policy/Recommendations:

1. Solid waste. Promote environmental stewardship including reducing, recovering and recycling waste materials.
2. Use by public. Encourage the public's use and enjoyment of the City's natural resources as a way to educate them on the existence of these resources in the community, and their fragile nature.
3. Professional development. Seek opportunities, such as conferences and publications to learn about emerging issues regarding the environment and provide training for elected and appointed officials to assist them in dealing with the complexities of environmental issues.

OBJECTIVE 7: General. Protect, enhance and even create other natural resources in the community.

Policy/Recommendations:

2. Trees. Increase the number of trees in the community.
 - A. Develop and strictly enforce policies pertaining to the preservation of trees upon new development sites.
 - B. Develop programs that would promote the planting of trees in boulevards in existing neighborhoods.
 - C. Encourage the inclusion of boulevard trees as a design element in new platted developments.
 - D. Develop and strictly enforce policies that prohibit clearcutting of trees without good cause, in both new and existing neighborhoods.
3. Archaeological. Applicants with land use proposals that the City believes contain areas identified as being archaeologically sensitive should be required to conduct an investigation of the area's archaeological significance. The scale and location of the proposal will determine if such an investigation will be required.
4. Inter-agency. Work to maintain a strong relationship with Pope County, the City of Glenwood, Minnewaska Township, lake associations and state and federal agencies in order to work cooperatively on concerns pertaining to the City's natural resources, and for the sake of obtaining assistance from these agencies.

OBJECTIVE 8: Preservation. To the extent possible establish a balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, steep slopes, surface waters, groundwater) while managing requests for development and redevelopment.

Policy/Recommendations:

1. Encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.
2. Encourage the use of natural resource data/studies for planning and review of development and redevelopment such as soils, topography, groundwater etc.
3. Require continual compliance with approved subdivision grading/drainage plans and make sure such approvals are maintained.

4. Carefully regulate development in areas adjacent to shorelands, wetlands and floodprone areas to preserve these as environmentally significant and visually attractive amenities.
5. Encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.
6. Identify and protect significant scenic areas, open spaces, historic or archaeological sites. Emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features.

OBJECTIVE10: Regulations/Policies. Preserve the environment as a sustainable resource by helping ensure both present and future generations are left with a high quality of life.

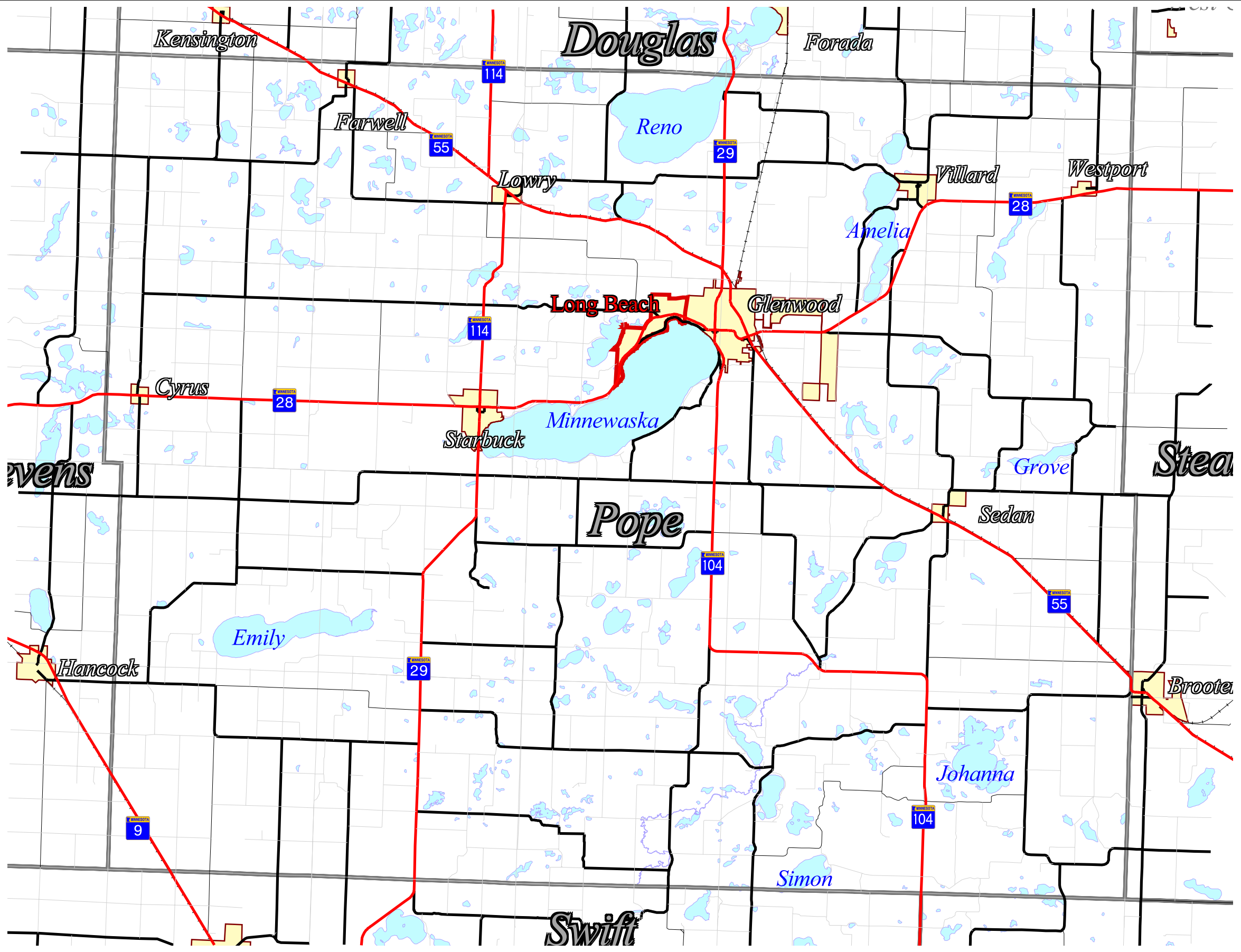
Policy/Recommendations:

1. Coordinate plans and work with all agencies responsible for the protection and restoration of our environment.
2. Administer and support the state environmental review program (EAW, EIS).
3. Initiate plans to correct any and all abuses and preserve areas critical to the City's way of life.
4. Encourage tree planting on private property within the City and investigate the adoption of a tree preservation and replacement ordinance as a part of the Zoning Ordinance to protect valuable trees in areas which will be developed in the future.
5. Examine specific requirements for environmental protection that may be incorporated into the City's Subdivision regulations such as identification of subdivision landscaping standards and identification of existing trees of a substantial size as part of the preliminary plat required data.
6. Amend local controls to provide for 'green' development concepts.

OBJECTIVE 11: Education. Educate the community about its natural resource assets and encourage them to think about their use and impact on the natural resources of the community and greater areas.

Policy/Recommendations:

1. Maintain a current list of persons to contact at various local, state and federal agencies which are responsible for protecting the environment.
2. Distribute new information relating to environmental regulations to all policy makers and elected officials as it becomes available.
3. Promote environmental stewardship including reducing, recovering and recycling waste materials.
4. Maintain data that reflects the economic benefits of clean water to the local economy.
5. Proactively build an appreciation for environmentally sensitive or significant areas within the community.
6. Seek opportunities, such as conferences and publications to learn about emerging issues regarding the environment and provide training for elected and appointed officials to assist them in dealing with the complexities of environmental issues.



City of Long Beach

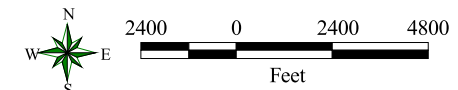
Pope County
Map 4-1

Legend

- Municipal Boundaries
- County Boundaries
- DNR 100k Lakes and Rivers
- MN/DOT Major Roads
- MN/DOT County State-Aid Highways
- MN/DOT County State-Aid Highways
- MN/DOT Basemap Railroads

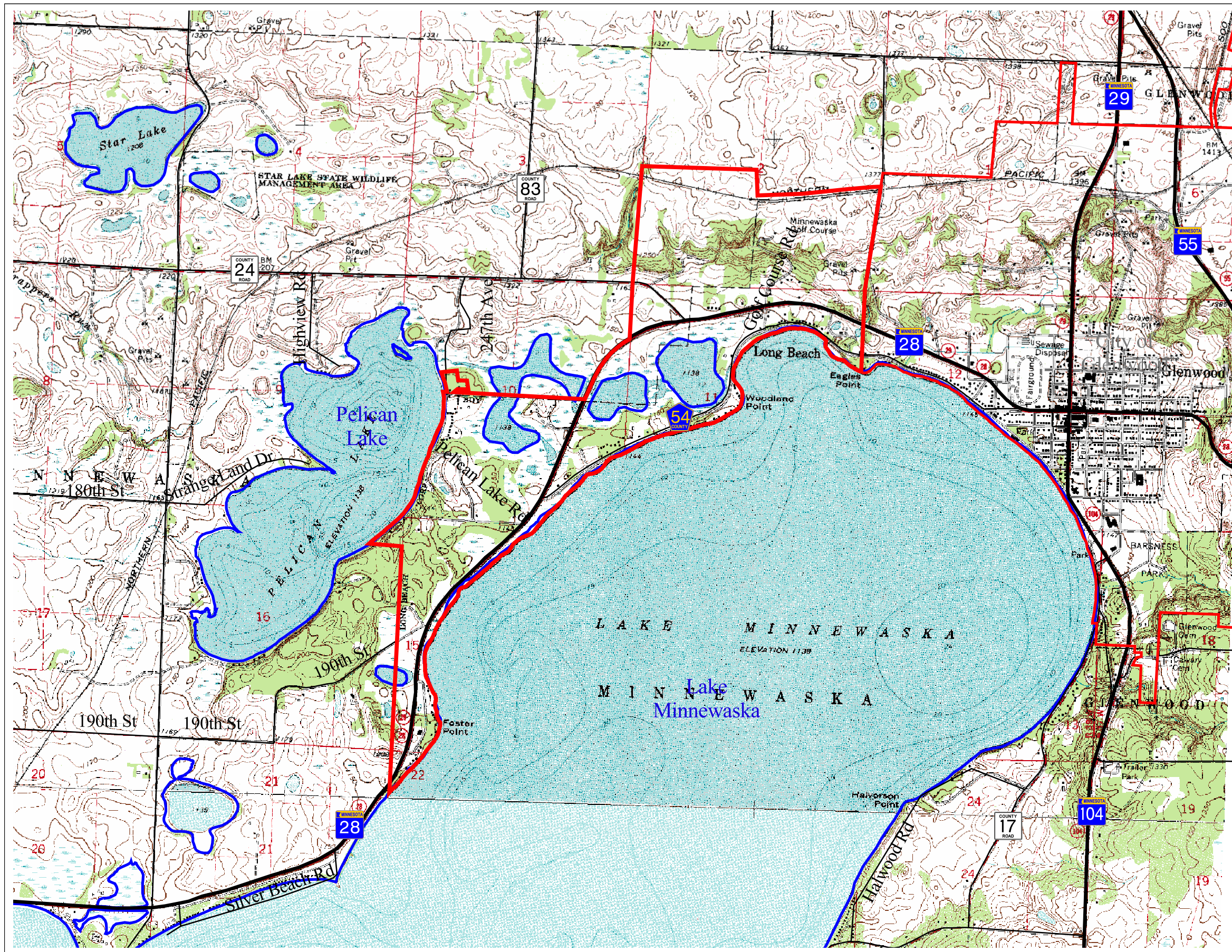
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Map Date: June 1, 2008



Scale: 1 inch = 4800 feet
R.F.: 1 : 57,600










City of Long Beach

DNR 24k Digital Raster Graphic

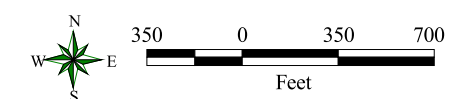
Map 4-2

Legend

-  DNR 100k Lakes and Rivers
-  Municipal Boundaries
-  MN/DOT Major Roads
-  MN/DOT City Roads
-  MN/DOT Basemap Railroads

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Map Date: September 1, 2008



Scale: 1 inch = 700 feet







R.F.: 1 : 8,400



City of Long Beach
SSURGO Soils
Map 4-3

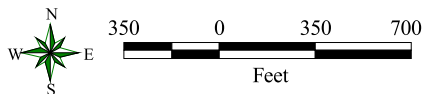
Legend

- See Soils Legend -

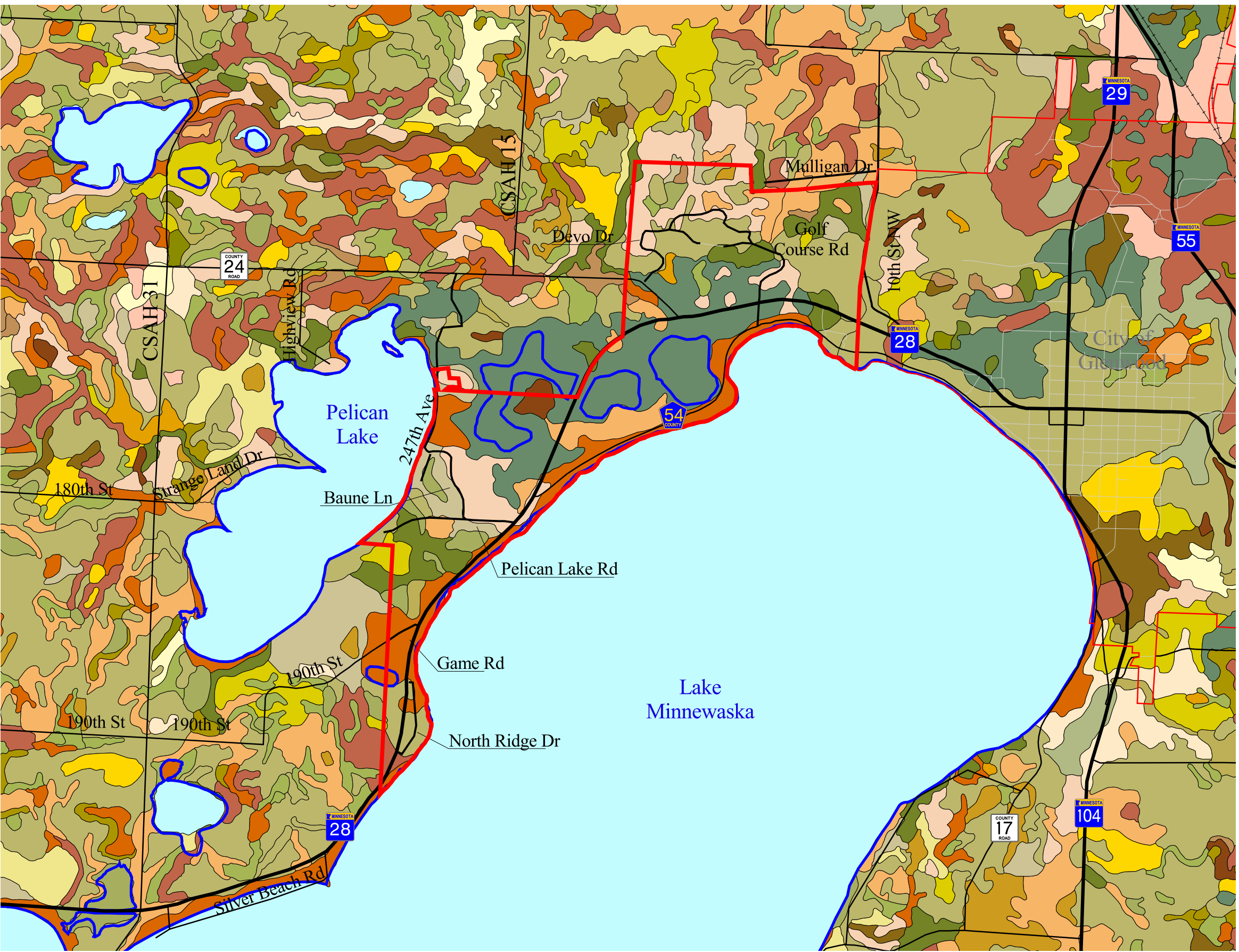
-  DNR 100k Lakes and Rivers
-  Municipal Boundaries
-  Local Roadways
-  MN/DOT Major Roads
-  MN/DOT City Roads
-  MN/DOT Basemap Railroads

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



























Map Date: September 1, 2008



Scale: 1 inch = 700 feet
R.F.: 1 : 8,400



Soils Legend

	Alluvial land		Mayer loam, depressional
	Barnes loam, 0 to 2 percent slopes		Mayer loam, sandy subsoil variant
	Barnes-Langhei loams, 2 to 6 percent slopes, eroded		Muck
	Barnes-Langhei loams, 6 to 12 percent slopes, eroded		Muck over loam
	Barnes-Langhei-Renshaw loams, 2 to 6 percent slopes, eroded		Muck over sand
	Barnes-Langhei-Renshaw loams, 6 to 12 percent slopes		Muck, calcareous
	Blue Earth silt loam		Muck, calcareous, over loam
	Canisteo loam		Muck, calcareous, seeped
	Darnen silt loam, 0 to 4 percent slopes		Oldham silty clay loam
	Estelline silt loam, moderately well drained variant		Osakis sandy loam, 0 to 2 percent slopes
	Estherville loam, 0 to 2 percent slopes		Parnell and Flom silty clay loams
	Estherville loam, 2 to 6 percent slopes		Parnell silty clay loam
	Estherville loam, 6 to 12 percent slopes, eroded		Renshaw loam, 0 to 2 percent slopes
	Estherville loam, thick solum, 0 to 2 percent slopes		Renshaw loam, 2 to 6 percent slopes
	Estherville loam, thick solum, 2 to 6 percent slopes		Renshaw loam, 6 to 12 percent slopes, eroded
	Fordville loam, 0 to 2 percent slopes		Salida gravelly sandy loam, 12 to 35 percent slopes
	Fordville loam, 2 to 6 percent slopes		Salida sandy loam, 0 to 6 percent slopes
	Glencoe silty clay loam		Salida sandy loam, 6 to 12 percent slopes, eroded
	Gravel pits		Sioux gravelly sandy loam, 6 to 35 percent slopes
	Hamerly loam, 0 to 3 percent slopes		Sioux sandy loam, 0 to 6 percent slopes
	Lake beaches, sandy		Sioux sandy loam, 6 to 12 percent slopes, eroded
	Lamoure silt loam		Svea loam, 0 to 2 percent slopes
	Langhei loam, 18 to 25 percent slopes		Svea loam, 2 to 4 percent slopes
	Langhei loam, 25 to 40 percent slopes		Sverdrup loam, 0 to 2 percent slopes
	Langhei stony loam, 6 to 40 percent slopes		Sverdrup sandy loam, 2 to 6 percent slopes, eroded
	Langhei-Barnes loams, 12 to 18 percent slopes, eroded		Sverdrup sandy loam, 6 to 12 percent slopes, eroded
	Langhei-Barnes loams, 2 to 6 percent slopes, eroded		Vallers silty clay loam
	Langhei-Barnes loams, 6 to 12 percent slopes, eroded		Wadena loam
	Langhei-Barnes-Sioux complex, 12 to 18 percent slopes, eroded		Water
	Maddock loamy sand, 12 to 25 percent slopes		Waukon clay loam, 6 to 12 percent slopes, eroded
	Maddock loamy sand, 6 to 12 percent slopes		Waukon loam, 0 to 2 percent slopes
	Maddock sandy loam, 2 to 6 percent slopes		Waukon loam, 12 to 18 percent slopes
	Marsh		Waukon loam, 2 to 6 percent slopes
	Mayer loam		Waukon loam, 6 to 12 percent slopes

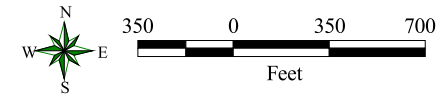
City of Long Beach
National Wetland Inventory
Public Waters Inventory
Map 4-4

Legend

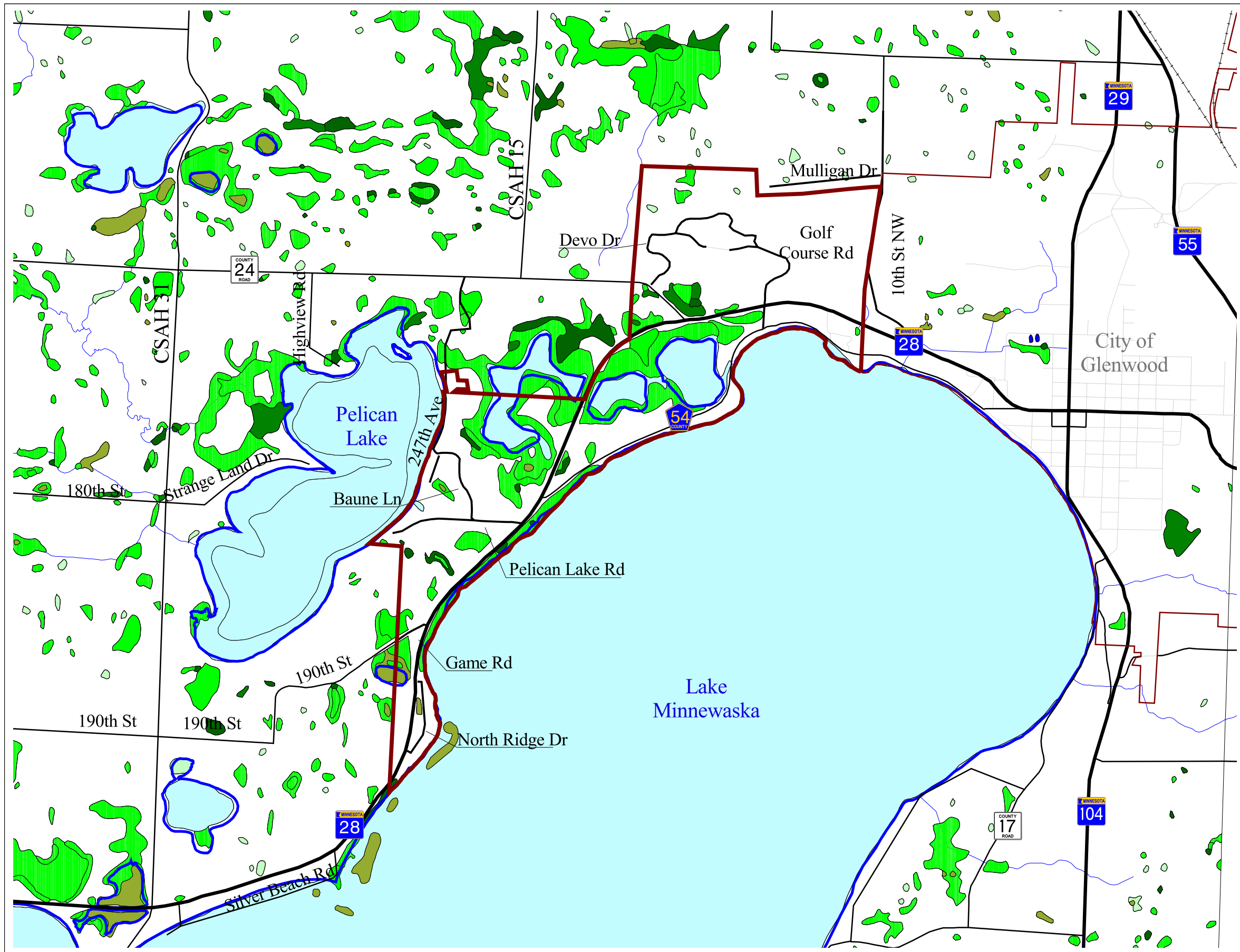
- National Wetland Inventory
- Wooded swamps
 - Shrub swamp
 - Deep marsh
 - Shallow marsh
 - Wet meadow
 - Seasonally flooded basin or flat
 - Shallow open water
 - Municipal and industrial activities
 - Uplands
- DNR 100k Lakes and Rivers
- Municipal Boundaries
- Local Roadways
- MN/DOT Major Roads
- MN/DOT City Roads
- MN/DOT Basemap Railroads

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Map Date: September 1, 2008



Scale: 1 inch = 700 feet
R.F.: 1 : 8,400



City of Long Beach

Shoreland Areas

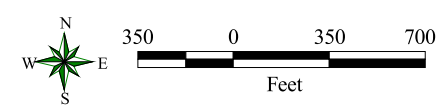
Map 4-5

Legend

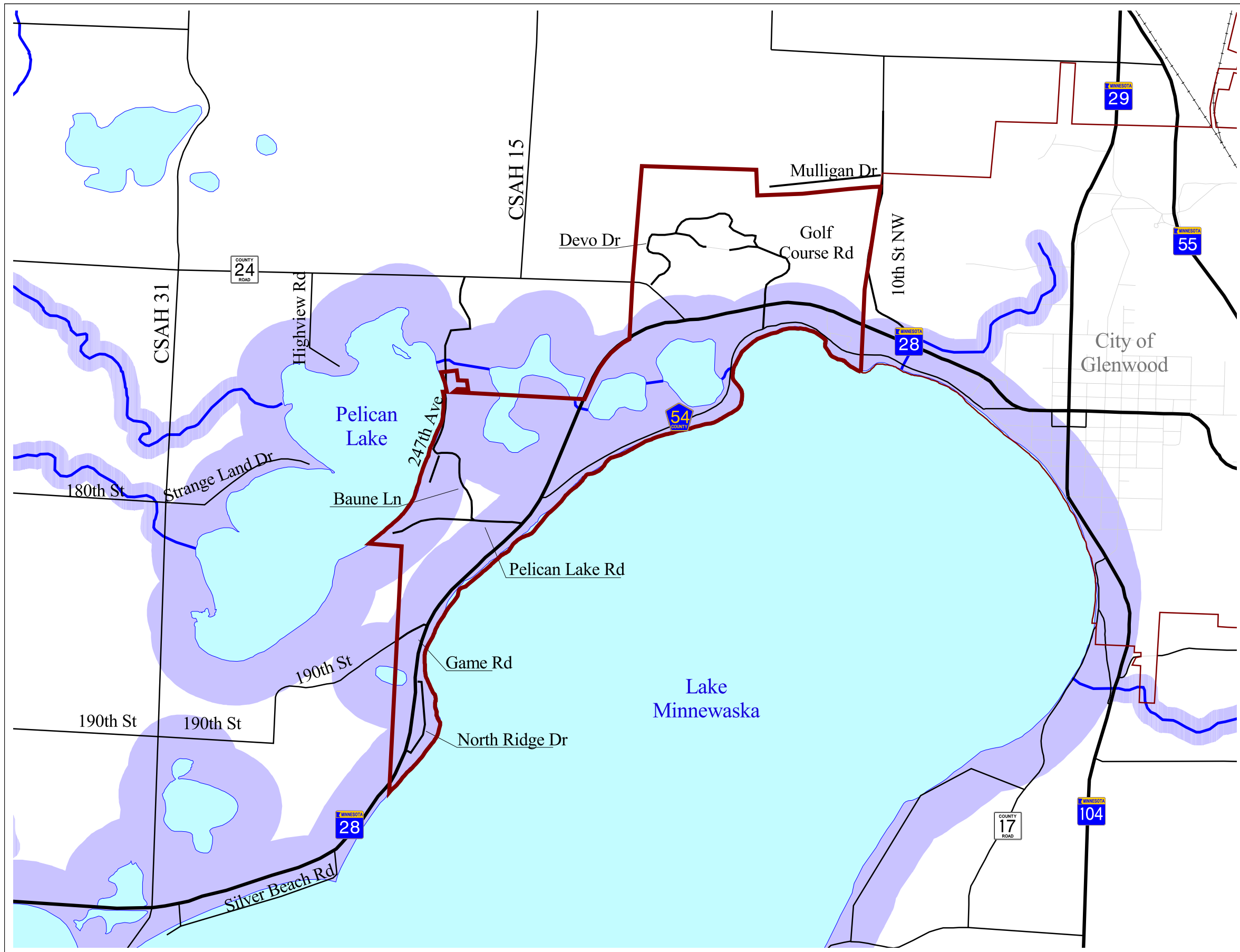
- Shoreland Areas
(1000-foot shoreland buffer adjacent to lakes and 300 foot shoreland buffer adjacent to rivers and streams)
- DNR 100k Lakes and Rivers
- DNR 100K Streams
- Municipal Boundaries
- Local Roadways
- MN/DOT Major Roads
- MN/DOT City Roads
- MN/DOT Basemap Railroads

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City of Long Beach

Development Constraints

Map 4-6

Legend

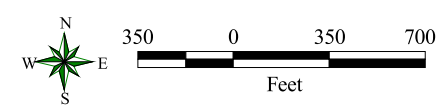
- Development Constraints
- DNR 100k Lakes and Rivers
- Municipal Boundaries
- Local Roadways
- MN/DOT Major Roads
- MN/DOT City Roads
- MN/DOT Basemap Railroads

Development Constraints Note: The boundaries shown on this map are a compilation of FEMA flood plain, National Wetland Inventory, DNR Public Waters Inventory - Basin Delineation, Steep Slopes (greater than 18% - using the SSURGO soil classification), and Shoreland Areas. Field verification was not done to determine wetland existence.

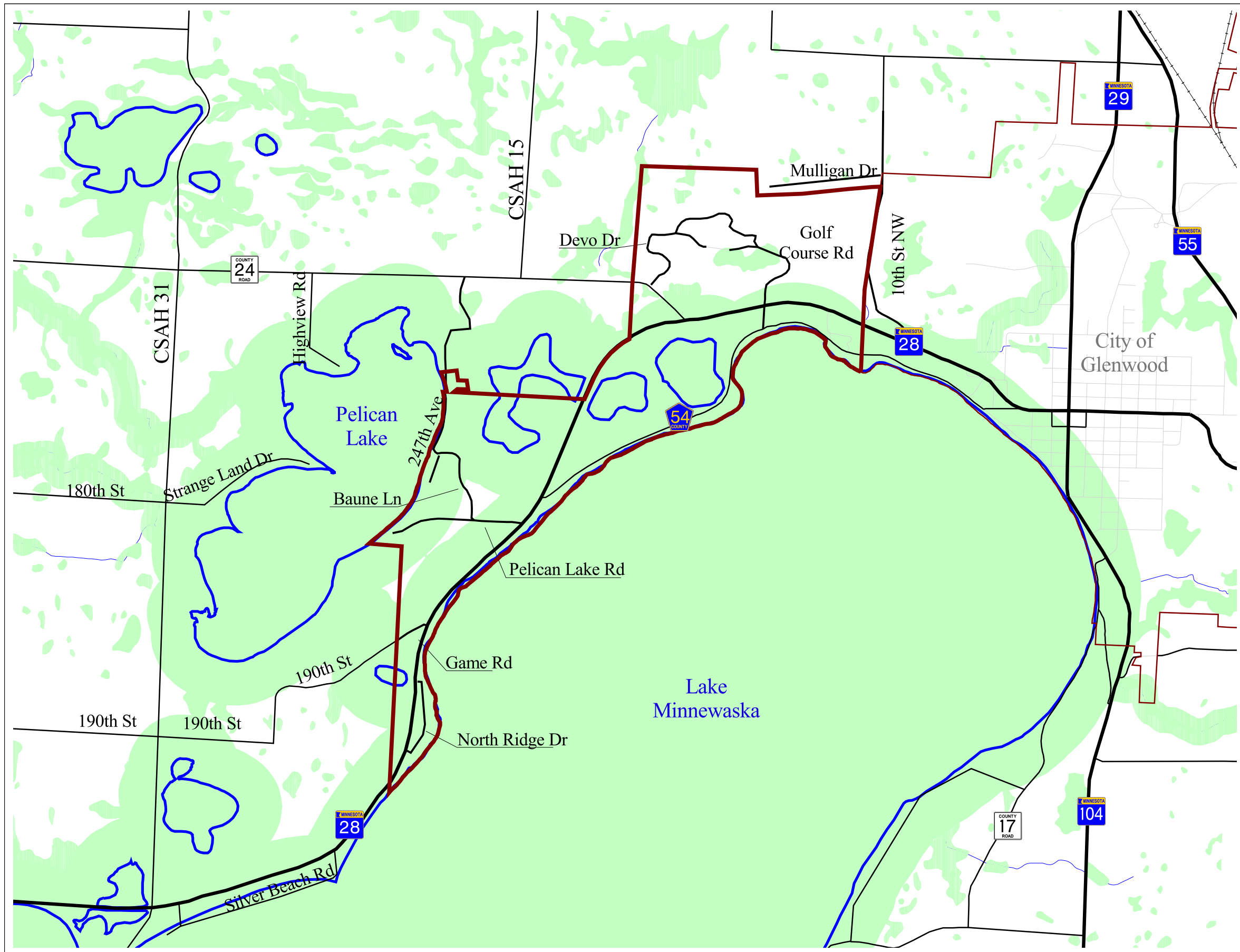
Additional field work must be completed prior to development. This map was created for reference purposes only, and intended to provide a general overview of areas with possible development constraints.

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Map Date: September 1, 2008



Scale: 1 inch = 700 feet
R.F.: 1 : 8,400



CHAPTER 5 – LAND USE

I. PURPOSE

The purpose of the Land Use Chapter is to quantify and analyze existing development within the City and surrounding areas and provide guidance for future development and redevelopment. Virtually every policy or decision of the City may affect the way land is used; this makes careful consideration of the City's future land use very important.

Additionally as provided in Chapter Three (Demographic Trends & Assumptions), the City of Long Beach is projected to see steady growth over the next two decades; at 60.2%. This continued growth will pose many land use challenges. The strain between the demands of an urban community and the character of the surrounding township may be at the forefront of this struggle. As vacant developable land in the City decreases, urban land uses will continue to extend into the neighboring Township, putting development pressure on the surrounding areas. As residential and commercial development expands, there will be increased pressure on the City to closely scrutinize land for development. Annexation dynamics will also become increasingly important. This Chapter also addresses urban growth areas.

The Land Use Section of the Long Beach Comprehensive Plan includes:

- Analysis of existing land uses by type and volume;
- Examination of parcels within existing developed areas which provide an opportunity for land use redevelopment and/or infill;
- Calculation/identification of forecast land use volumes and types to support future growth;
- Future land use plan, policies and recommendations; and
- Staging of annexation and urban growth boundaries.

II. LAND USE INVENTORY

A. Inventory By Zoning Classification

The following, Table 5-1, illustrates the gross acres of land uses by zoning classification in the City of Long Beach in 2008 as depicted on the Official Zoning Map. Please note Table 5.1 includes calculations only by land use type according to existing zoning districts. The 2008 Zoning Map (Map 5-1) is included at the close of this Chapter. The current zoning map has been used in this Chapter as the starting point for examining alternative strategies for future land use.

**Table 5-1
EXISTING ZONING DISTRICT AREAS**







Zoning District	Gross Acres	Percent of City Total
R, Residential	212	20.7%
CD, Conservancy	365	35.7%
LDR, Low Density Residential	95	9.3%
CR, Residential-Commercial	132	12.9%
GU, General Use	218	21.4%
Total	1,022	100.0%

B. Inventory By Existing Land Use

To better analyze and more realistically prepare a future land use map, an existing land use map was created in July, 2008 (Map 5-2). Prior to preparing this land use map, a list of land use categories was formulated. These categories reflect uses grouped together that will generally be compatible with each other. They do not reflect the City's existing zoning district categories, but were used as a guide to develop the future land use map. These categories are further discussed below in Table 5.2 with examples of the type of use or development associated with each. From these categories, a map was prepared using Pope County Assessor data by parcel and visual and physical surveys; the color coding within the table is reflective of the Existing Land Use Map. Please note, finite details were omitted in the categorization (i.e. seasonal recreation residential categorized with residential). However, said generalizations do not affect the implication for future land use.

The breakdown according to estimated existing land use with descriptions at the time of this Comprehensive Plan (June 2008) follows below:

Table 5-2 EXISTING LAND USES

Land Use Category	Description	Gross Acres	Percent of Total Study Area
Low to Medium Density Residential 	Residential development (up to four units). Housing types include detached single family units, duplexes, triplexes and townhomes.	374	36.6%
Vacant Residential 	This would be any land that is vacant but homes could be constructed on the site.	100	9.8%
Seasonal Recreational/ Commercial 	The category includes that of general commercial uses (retail and wholesale trade, services and entertainment) and the resorts located on both Minnewaska and Pelican lakes that are seasonal or commercial in nature	52	5.0%
Public/Governmental Facilities 	This category includes all governmental facilities such as City Hall and the DNR facilities.	15	1.5%
Golf Course 	This land use category includes the Minnewaska Golf Course	150	14.7%
Open Space/ Parks 	Included in this category are Morning Glory Gardens and open space areas which includes wetlands and DNR properties.	331	32.4%
Total		1,022	100%

III. FORECAST LAND USE DEMAND

The City of Long Beach will need additional land to accommodate forecasted household and employment growth through the year 2035. Projections of population and households in Long Beach identified in Chapter Three (Demographic Trends & Assumptions) of this Plan were developed on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals, with emphasis on the detailed profile of the City developed in this planning inventory. Specific data applied to the projections were of U.S. Census data, residential

building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns. The rate and timing of growth within a community are influenced by several factors some of which may be controlled by the City and others over which the City has little or no control. The following are some factors which influence the rate/timing of growth:

<u>FACTOR</u>	<u>AMOUNT OF LOCAL CONTROL</u>
Economy	Very Limited
Availability of Developable Acreage	Some
Presence of Sewer Treatment/Water Capacity	Significant
Zoning Ordinance	Significant
Subdivision Ordinance	Significant
Capital Improvement Plan	Significant

A. Projected Residential Density

Market conditions will have a major impact on housing types as well as the City progresses toward the year 2035. Interest rates, land/material prices and inflation, gas prices, among other factors will significantly impact buyer preferences. Since housing types are difficult to forecast, the land use plan focuses on density rather than housing types. Residential use computation is based on current City indices relative to life-cycle housing and density.

In Chapter Three (Demographic Trends & Assumptions), four different methods of calculating future population estimates were employed by the Minnesota State Demographers Office with an average of the methods used to forecast population in five-year incremental stages until 2035.

Table 5-3 illustrates the estimated population and household growth expected in Long Beach through 2035.

**Table 5-3
SUMMARY OF POPULATION PROJECTIONS AND HOUSEHOLD GROWTH**

Year	Population	Percent Change	Households	Percent Change
2006	309	-	132	-
2010	332	7.4%	142	7.6%
2015	379	14.2%	162	14.1%
2020	417	10.0%	178	9.9%
2025	453	8.6%	193	8.7%
2030	475	4.9%	203	5.2%
2035	495	4.2%	211	3.9%
Total Increases	186	60.2%	79	59.8%

Source: Minnesota State Demographers Office & MDG, Inc. based on average of MN Demographic population estimate and average 2.34 persons per household in Long Beach in 2006.

Table 5-4 illustrates the number of housing units in each of the classifications utilized by the US Census in 2000. Due to the additional growth in housing over the past few years, permits issued since the 2000 enumeration have been added to allow projections to be based on the most recent housing mix statistics.

Table 5-4 COMMUNITY HOUSING MIX

Type	2000 Census			Bldg Permits 2000-2008	Totals	Total Percent
	Owned	Rental	Vacant			
SF Detached	89	11	35	33	168	83.2%
SF Attached	0	0	2	14	16	7.9%
Two-Family Units	0	2	0	0	2	1.0%
Triplex/Quad	0	0	0	0	0	0.0%
5 or more units in structure	0	0	0	0	0	0.0%
Manufactured Home	9	0	7	0	16	7.9%
TOTALS	98	13	44	47	202	100.0%

Source: 2000 US Census & City of Long Beach Building Permit Records

Future land use needs may be calculated based on densities allowed in Zoning Ordinance or on historic trends. The Zoning Ordinance allows single-family homes to be constructed on lots as small as 15,000 square feet with public sewer and 20,000 square feet without public sewer in the Residential-Commercial and General Use Districts. The Residential District allows a minimum lot size of 20,000 with public sewer and 40,000 square feet without public sewer and the low density Residential District allows minimum lot sizes of 80,000 square feet. The future land use needs projected in Table 5-5 are based on average lot size of 0.5 acres per housing unit.

**Table 5-5
PROJECTED NET RESIDENTIAL DENSITY ASSUMPTIONS**

LAND USE	2008 No. of Units	2008 Res. Acres	Historical Average Density Per Acre	2010 Acres	2015 Acres	2020 Acres	2025 Acres	2030 Acres	2035 Acres	Total New Acres	Total Est. Acres 2035
Total Residential	138	367	.38	8	14	14	14	14	14	70	489

- Based on 2006 MN State Demographer Estimates.
- Acreage requirements are based on average density of 0.5 units per acre.
- Assumes growth is constant for homes/year over the period of years.

B. Projected Commercial and Industrial Densities

Estimating the future demand of commercial and industrial land is more difficult than the projection of residential demand due to fluctuating market conditions and the wide variability of industry employment patterns and needs. Due to Long Beach's desire to remain residential and not look to add industrial growth and very little if any commercial growth, this Plan will further forecast just commercial acreage using a comparative methodical approach. To that end, one alternative to forecast commercial acreage was used, the 70/30 residential to C/I planning benchmark. Since no historical building permit activity was available the historical commercial growth patterns were not looked at as part of the commercial planning. It is noted that a "market factor" or multiplier to anticipate the affect of local 20 year development trends or patterns was used in to figure into a greater semblance of the real world real estate marketplace. The principle is that without the market factor, the plan assumes that every property included in the area acreage allocation is available and desirable for development. Proponents of a market factor feel a conservative acreage calculation doesn't allow flexibility for over-priced properties, properties not being placed on the market, or buyer whimsy.

It is generally accepted that the ratio of residential to commercial/industrial acreage representative of a healthy environment is seventy percent residential growth to thirty percent commercial/industrial growth. It is noted the current ratio of residential to commercial acreage, since there is no industrial acreage in Long Beach, is 88% residential to 12% commercial. Under this planning principal, it is assumed 9 additional net acres will be needed to support future commercial growth within Long Beach. This Plan utilizes the current ratio of residential to commercial.

The following Table 5-6 represents projected net and gross acreages, which is projected to be used for residential, commercial and industrial land uses through the year 2025. It is noted that the net acreage does not include land needed to support development such as additional right-of-way, utilities and park and open space where the gross calculation does.

**Table 5-6
NET/GROSS ACREAGE FORECASTS:
RESIDENTIAL AND COMMERCIAL LAND USES**

Land Use	Current Acres 2008	Additional Net Required Acres 2035	Additional Gross Acres Required 2035	Total Gross Acres 2035
Residential Acre Forecast	367	70	91	458
Commercial Acre Forecast	52	9	11	572
Total Forecast	419	79	102	521

- Total acreage based on 2008 City land use acres plus projected land uses based on C/I Projection Average Method Projections.
- Net acreage does not include acreage for parks, ROW and utility needs, gross acreage includes 20% additional acreage for commercial and industrial for ROW, utility etc. and 30% additional for residential for ROW, utility and park/open space.

After comparing projected gross acreage demand with the 88 acres that are available to accommodate forecast growth to the year 2035. It is important to note that future growth boundaries should be larger than the 102 acres projected as portions of land in the growth boundaries are already developed with rural residential subdivisions and/or businesses located in the township or contain wetlands or creeks. A summary of the future land use acreages including growth boundary area follows:

Total Land City Limits = 1,022 acres

Minus Un-developable 934 acres (Physical Constraints/Developed) = 88 acres

Total Land Growth Boundaries = 2,335 acres

Minus Un-developable 1,683 acres (Physical Constraints/Developed) = 652 acres

2035 City & Growth Boundary Developable Area = 740 acres

Up to this point, the modeling process has focused on projecting the amount of development and corresponding land absorption required to satisfy future demand. However, the total amount of land identified in the Future Land Use Plan for possible use needs to be substantially greater than projected absorption through 2035 in order to support efficient functioning of the market. Additionally, land will be required for public and institutional uses. Definitive guidelines regarding the extent of such overage do not exist, but a general rule of thumb is two to three times the total projected absorption, depending on use. Some geographic dispersion of these future growth areas is necessary. For these reasons, the Future Land Use Plan more conservatively illustrates 652 acres of developable property to depict future land use needs to 2035 and beyond. While the entirety of these

acres will likely not be annexed into City limits by 2035, it is imperative that the Township and City view these areas as a part of a cooperative joint planning area.

IV. FUTURE LAND USE PLAN

A. Planning Compared to Zoning

The Future Land Use Plan was developed as part of the Comprehensive Plan for Long Beach. It is an overall growth and development guide for a 20+ year period. The Future Land Use Plan (planning) and the Zoning Map (zoning), along with their respective texts, have different yet complementary roles in guiding and regulating land development in Long Beach. They should be used jointly to review the merits of a proposed development to ensure that it meets the legal regulations pertaining to land use and complies with the City's goals and policies. The relationship between land use planning and zoning is an important one. Planning is basically the act of planning the uses of land within a community for the future, while zoning is the act of regulating the use of these lands by Ordinance.

The differences between planning and zoning are further noted in the following Table 5-7.

**Table 5-7
PLANNING AND ZONING DIFFERENCES**

Planning	Zoning
Provides general policies for the City (i.e. attract new businesses to City and provide a mixture of housing).	Sets forth zoning regulations – <u>the law</u> . (i.e. notes location where uses are allowed, setbacks, density etc.)
Flexible, written to be able to respond to changing conditions.	Rigid, requiring formal amendment and details of how to administer.
The Future Land Use Map is a 20+ year distant snapshot of the community's preferred future mix of land uses. The map shows what the community <i>prefers</i> – the map guides land use decisions for the next 20 years.	The Zoning Map is a regulatory map for the immediate future. The map shows what the community has already decided to <i>allow</i> today.
The Land Use Plan reflects, in general terms, the relationships that ensure compatible land uses and the overall soundness of the Plan.	The Zoning Map is specific in nature. It identifies the zoning classification for each land parcel in the City and allowable uses.
The Plan projects land needs into the future, thus serving as a policy <u>guide</u> for future development.	The Map is updated as soon as a zoning application is approved and reflects current opportunities for development.
The Plan enables government officials to anticipate future public expenditures more effectively. This results in more efficient use of tax dollars.	The Map permits development to occur in accordance with present opportunities and constraints.
Provides a background on the community, issues, goals, citizen desires and potential actions and recommendations.	Deals just with physical development and how to administer the zoning ordinance.
The Plan provides an opportunity for citizens, developers, and affected agencies or governmental jurisdictions to determine the City's goals.	The Map is an official document that is legally binding and reflects the current development potential of land parcels.

The most immediate outcome of the future land use map will be in the review and update of the City's development ordinances (zoning, subdivision, floodplain, shoreland, and others). While zoning and land use maps are distinctly different, as are the zoning district descriptions and land use categories, the official controls such as the zoning ordinance must be consistent with the Plan and the Plan's future land use map. As the City creates or modifies zoning districts and the zoning map, each

decision must be evaluated against the yardstick of the Comprehensive Plan; does the proposed change rationally move the City toward the land use future portrayed in the land use map?

B. Future Land Use

The Future Land Use Map presents a geographic representation of the City's preferred future land use scenario. The map summarizes the community's discussion of how development and public investment should play out over the next twenty plus years. Being able to see a picture of the end result is helpful in directing the myriad large and small decisions and investments over this timeframe. The future land use map is intended to be used in conjunction with the written content of the Plan. The map shows the geographic layout of Long Beach's preferred land uses, but does not capture the full detail of Comprehensive Plan policies, nor does it identify the full range of recommended strategies, or any staging of development priorities. The recommendations and policies provide additional direction on staging of growth, on priorities within land use categories, and on implementation preferences.

The FLU map is not an exact prediction of future land use patterns, however through forecasting and analysis tools the City has allocated land uses in probable locations. The FLU estimates what the City may look like if population and housing forecasts prove true, and if land policies, implemented to reach the desired future, are successful.

The land use plan is generally consistent with existing development. Dramatic changes in existing land uses are not proposed, as the land use pattern is generally one that the City wishes to see continued. Also, there is no public interest served in making large groups of houses and businesses non-conforming under zoning. Thus, areas that are stable or not undergoing change are preserved. There are a few areas that the plan recommends to correct inconsistencies with the existing land use or to bring the specific site into closer correspondence with its neighbors.

Map 5-3 at the close of this Chapter offers a visual representation of future land use projections. The Future Land Use map also provides the future land uses. The future land use map has been developed based on:

1. Ability to serve areas with public utilities;
2. Projected land uses for each category with an underlying assumption that the City may see increases in commercial growth;
3. Tiered land uses with more intense land uses adjacent to arterials and collector streets and more compatible land uses adjacent to each other;
4. Land topography and natural resources; and
5. Community input in the process through community input meetings and City Council meetings.





C. Potential Development Constraints (PDC) Overlay

In addition to the future land uses, a Potential Development Constraints Overlay (PDC) has been added to the future land use map. A critical element of land use planning is setting aside the community's 'green infrastructure' before identifying where development is preferred. Green infrastructure includes a variety of natural systems, such as groundwater recharge and storm water infiltration; passive and active recreation areas; and viewsheds and open space that sustain quality of life and help maintain property values of adjacent developed lands.

Long Beach has identified areas where natural functions and systems need to be preserved or restored, yet can also sustain some development. Over these areas the future land use map shows

the PDC overlay. The overlay lies on both developed and undeveloped lands, including all Long Beach's shoreland, wetlands and protected waters.

Table 5-8 FUTURE LAND USE ACREAGES AND PERCENTS

Future Land Use Category	Map Designation	Description	Gross Acres City	Percent of Total City	Gross Acres Growth Boundary	Percent of Total Growth Boundary
Low to Medium Density Residential		This category depicts those areas that are now developed, or appropriate to be developed, in a low to moderate density residential manner; and to recognize such areas as primarily well suited for residential uses.	468	45.8%	2,117	90.9%
Public/Governmental Facilities		This category depicts those areas that are developed into governmental facilities such as city hall , schools and the DNR facilities.	25	2.4%	140	6.0%
Seasonal Recreational/Commercial		The District is to provide space for the resort areas and commercial properties within the community. This would include any expansion or new commercial activities.	46	4.5%	0	0.0%
Open Space/Golf Course		This land category includes either publicly or privately owned lands and/or facilities and may include parks, playgrounds, golf courses, wildlife management areas, recreation centers and similar uses.	483	47.3%	72	3.1%
Totals			1,022	100%	2,329	100%

V. FUTURE LAND USE POLICIES

A. Overall Land Use Concept

Long Beach is a vibrant community with a great amenity in its lakes, a growing number of residents, and assorted recreational opportunities. Community leaders and participants in the comprehensive planning process have expressed a desire to retain the “resort town” rural residential atmosphere. The following guiding principals have also been considered:

- *Retain the spirit of a resort town.* The goal of retaining the resort town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses and recreation to offer quality of life amenities.
- *A more-balanced tax base* – In order to assist with the fiscal health of the City with employment offerings, a range of land uses including commercial have been planned for.
- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2035. As market demands change the plan will need periodic review and updates. The future land use plan has included recommendations to complete comprehensive water and sanitary sewer plans and identify future transportation or collector street locations to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure.

B. Residential Land Uses

As noted within this Chapter, it is anticipated an additional **70** acres will be required to serve residential growth. Policies and objectives for existing as well as future residential areas have been developed to protect the integrity of residential neighborhoods and the character of Long Beach.

Existing Residential Neighborhood Objectives

1. Encourage the continued maintenance and quality of existing neighborhoods.
2. Minimize the development of incompatible land uses adjacent to and traffic through residential neighborhoods.

Existing Residential Neighborhood Recommendations

1. Monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, etc. as well as research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock.
2. Discourage through traffic on local residential streets while preserving emergency access by following a transportation plan, which includes a recommended collector street system.
3. Prohibit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
4. Require infill residential units to be compatible in use and scale with the surrounding neighborhood.
5. Look at upgrading infrastructure such as streets and sewer in existing neighborhoods as needed, as well as a city wide water system.

6. Restrict home occupations to businesses customarily found in homes which employee only household residents and that do not sell products or services to customers at the premises.

New Residential Neighborhood Objectives

1. Plan residential areas to encourage neighborhood unity and cohesiveness while protecting the integrity of the natural environment and providing access to other community amenities.
2. Provide a variety of life-cycle housing for the diverse needs of the community.

New Residential Neighborhood Recommendations

1. Incorporate natural features into new residential neighborhoods while protecting the features through ordinances.
2. Limit access points directly onto arterial streets or collector streets by requiring driveway accesses and lots to front streets within the subdivision.
3. Require the development of parks, trails and/or sidewalks along collector streets to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.
4. Plan residential subdivisions while following a comprehensive transportation plan which includes a recommended collector street system to encourage connection of neighborhoods to commercial areas and arterial streets.
5. Consider the changing housing needs of the community and review residential housing land areas to accommodate the changing needs and demands.
6. Specific sites for high density residential uses have not been specified on the future land use map. Additionally, high-density residential uses should be developed as a part of a master planning process within mixed use proposals. The Planning Commission and Council should consider high density residential land uses in areas designated for medium density residential if they are adjacent to major collector streets, arterials or major arterials, are near community services and/or provide tiered land uses (higher intensity to lower intensity). The City should avoid locating all multiple-family housing in one concentrated area.

C. Commercial Land Uses

Currently the City has 52 acres or 5.1 percent of the City's land inventory is commercial in nature, within its commercial zoning districts. It is projected an additional 9 acres would be needed for commercial expansion.

Long Beach's commercial uses have historically been lake oriented and served as the heart of the community. Input relating to the desire to protect and maintain this central focus occurred during the planning process. Retaining the resorts and commercial uses similar in nature will help keep the identity of the community. The following objectives and policies have been prepared for the commercial uses.

Commercial Objectives

1. Continue to promote on a regional basis, the lake oriented commercial uses to attract customers to the community and as a focal point of the community.
2. Develop plan that takes into consideration the changing resort market and how it can be preserved and stay compatible with surrounding residential uses.

3. Provide and enhance convenient and aesthetically pleasing areas for customers and employees.
4. Promote land uses that will reinforce business synergy.
5. Provide commercial areas for businesses which are vehicle oriented along State Highway 28/29.

Commercial Recommendations

1. Continue to encourage private sector rehabilitation and renovation of existing buildings in the resorts.
2. Continue, through the business organizations, to promote unified commercial and service promotional events to attract customers.
3. Monitor traffic and provide safe and convenient access to businesses for vehicular and pedestrian traffic.
4. Continue to enforce design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings.

D. Public Land Uses

As of 2008, 16 acres 1.6% of land were used for public/semi-public uses including the city hall, park and DNR property.

Public Land Use Objectives

1. Provide needed public facilities to support future growth.

Public Land Use Policies

1. Begin planning and budgeting for future public facilities.
2. Provide sufficient land for future public facilities including utility sites and buildings.

Public park and recreational land uses comprise under 1% of the acres of the City. Park and open space will be necessary to support the additional acres of land guided for residential and commercial development. It is recommended the City plan for a ratio of park space to other land uses as the Long Beach looks to future growth.

Park and Recreation Objectives

1. Expand the quality of life offered by parks and recreational amenities in the City of Cold Spring as it continues to grow.
2. Retain the small town feel of the City of Cold Spring.
3. Improve the quality of Cold Spring's City's parks.
4. Provide park and recreation opportunities for all ages of the population.

Park and Recreation Policies

1. Require park land dedication and fees to add parks and recreational amenities in new growth areas.

2. Plan for trail and/or sidewalk connections from neighborhoods to parks and linkages between parks.
3. Budget for parks within the capital improvement plan and work with local organizations to upgrade existing parks.
4. Look to offer park and recreational amenities for all age groups such as playground equipment for children, recreational opportunities for adults, and passive recreation for seniors.
5. Work with the school district to provide for joint use of school/park facilities.

VI. ANNEXATION AND URBAN GROWTH BOUNDARIES

A. Annexation

As the population increases, it may become necessary to expand City services outside of the current municipal boundaries. To remain healthy, Long Beach must be allowed to grow. The benefits of annexation include that of protecting the environment and natural resources, providing a wider variety of housing and commercial options than what low-density, rural zoning can offer, fairly distributing the costs of urban services among all that benefit, providing urban services where possibly more efficiently and without costly duplication, and providing sound land use planning practices by using land resourcefully.

State Statutes allow three forms of annexation:

- Automatic
 - Annexation by Ordinance (MN Statute §414.033)
 - Ordered Service Extension (MN Statute §414.0335)
- Negotiated
 - Orderly Annexation (MN Statute §414.0325)
- Contested
 - Unincorporated Land, City/Township (MN Statute §414.031)
 - Concurrent Detachment, City/City (MN Statute §414.061)

Each of these procedures can be used, but only one may apply and be appropriate in any given situation at one time.

Currently, annexations are completed irregularly as landowners adjacent to the City petition for annexation in order to gain city services such as sewer service. This approach makes it difficult for the City to budget and plan for the increased services and for the Township to absorb a sudden decrease in property tax revenues that it depended on to provide services to the remaining portions of the Township. An orderly annexation agreement would establish Long Beach's potential for residential growth within the City's planning area beyond the current corporate limits, allowing the City to take a more comprehensive approach when considering strategies for land use, public facilities, recreation/open space, transportation and economic development. There is the opportunity to consider in a rational manner new directions for public policy relating to concepts such as quality of life, sustainable economic, social and ecological development practices and growth management techniques.

B. Urban Growth Area (UGA)

“Urban Growth” is generally defined as residential, commercial or industrial growth that requires additional or expanded services for sanitary sewer, public water supply and storm drainage facilities, parks and police and fire protection. In Long Beach's case sanitary sewer to protect the surface and sub-surface waters, would be the main reason. An urban growth area is the land needed to accommodate the estimated urban growth of a community during a specified time period or simply, where the City is expected to grow. The rationale for defining this area is for communities to most efficiently provide public

facilities and infrastructure by identifying where development is likely or desired to occur. UGA's help to hold down the costs of public services and facilities, save agriculture from urban sprawl, lead to better coordination of City and township/county land-use planning and they bring greater certainty for those who own, use, or invest in land at the City's edge.

Drawing an urban growth area is a joint effort between the City, surrounding Townships and counties. UGA's typically creates an urban growth area that encircles the City. Land in that area is not within the City's corporate limits and is under county jurisdiction. Since much of that land may be annexed to the City, it is important for the City and county to work together in planning and zoning that area. Usually, the urban growth area is subject to the City's Comprehensive Plan, but the county controls zoning and land use permits there until the area is annexed or becomes developed to urban standards. Cities and counties coordinate planning and zoning in urban growth areas through "urban growth management agreements." Such agreements provide the answers to important questions such as:

- Which local government will administer land-use regulations in the urban growth area?
- How should the growth area be zoned until it becomes urbanized?
- What standards for public services and facilities should be applied there?
- What interim controls should be used to protect the growth area's potential for urban development?

Outside of a joint urban growth management agreement or orderly annexation agreement, State Statutes 462.358, Subd. 1 states, *"A municipality may by resolution extend the application of its subdivision regulations to unincorporated territory located within two miles of its limits in any direction but not in a town which has adopted subdivision regulations; provided that where two or more noncontiguous municipalities have boundaries less than four miles apart, each is authorized to control the subdivision of land equal distance from its boundaries within this area."*

At this time the County has zoning authority over these areas, however, the City of Long Beach should at minimum, comment on projects proposed within the Township in order to protect roadway corridors and ensure the proposed use is consistent with the proposed future land use map.

The following recommendations have been developed to ensure that Long Beach has the ability to grow outside of its boundaries and develop in an orderly manner:

1. Establish open communication with Minnewaska Township about growth and annexation issues affecting the area.
2. Develop an evaluation program to determine when a property should be annexed into the City. Although there is vacant land available within the City, higher density developments are likely to occur outside of the City limits as development pressure increases. Higher density developments that have access to City services should be annexed into the City if they meet a certain threshold. Part of the evaluation process should include determining if the properties to be annexed want to be annexed into the City.
3. Develop an orderly growth and annexation plan with Minnewaska Township. It is imperative that the City and the township work in cooperation to ensure that orderly growth occurs in the region and to keep friendly working relationships between the City, neighboring City, County, and Township. The City should focus primarily on *orderly annexation* rather than the other procedures for annexation. The orderly growth and annexation plan should include provisions for property owners that petition to be annexed into the City.
4. Work with Minnewaska Township, the City of Glenwood and Pope County toward an urban growth boundary agreement which would apply agreed upon zoning and subdivision controls within the two-mile buffer around the City. In order to provide City services new development must be at a certain density level. The two-mile buffer acts as an urban transition zone that provides housing and commercial options at urban and rural densities. Requiring higher density

development in the undeveloped areas immediately surrounding the City makes it more efficient to connect City services to the development and to annex the property into the City.













5. Land immediately adjacent to the City limits shall be annexed into the corporate limits prior to development.
6. Annex land as the area is about to become urban or suburban in nature or if surrounded by City limits.

City of Long Beach

Existing Zoning

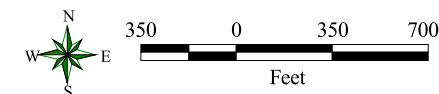
Map 5-1

Legend

-  R - Residential
-  LDR - Low Density Residential
-  CR - Residential - Commercial
-  CD - Conservancy
-  GU - General Use
-  DNR 100k Lakes and Rivers
-  DNR 100K Streams
-  Municipal Boundaries
-  Local Roadways
-  MN/DOT Major Roads
-  MN/DOT City Roads
-  MN/DOT Basemap Railroads

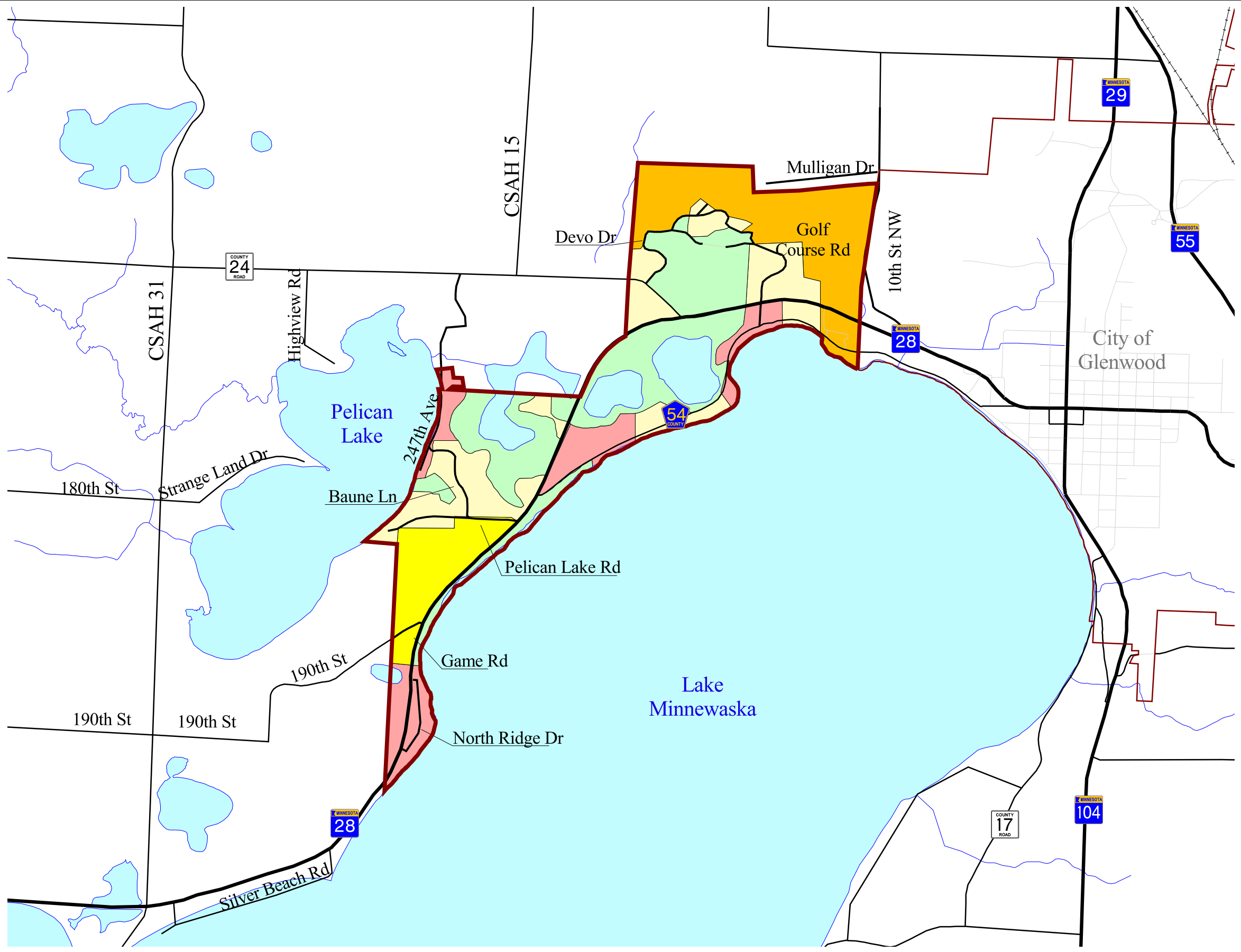
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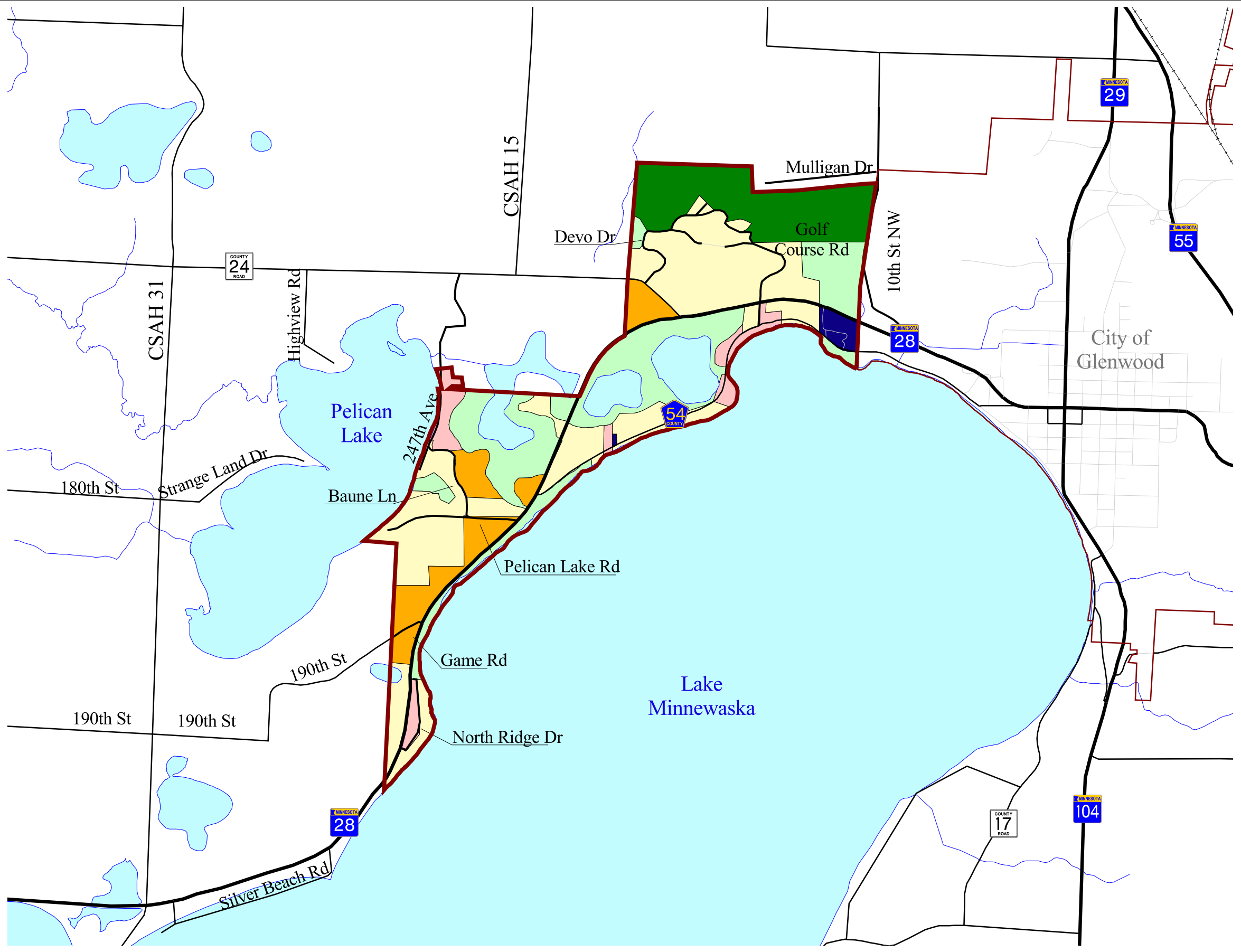
Map Date: October 5, 2008



Scale: 1 inch = 700 feet

R.F.: 1 : 8,400





City of Long Beach

Existing Land Use

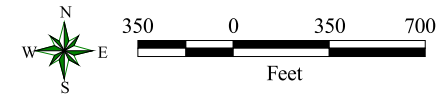
Map 5-2

Legend

- Low Density
- Medium Density
- Vacant Residential
- Rural Residential
- Seasonal / Recreational / Commercial
- Golf Course
- Open Space
- Public / Government Facilities
- DNR 100k Lakes and Rivers
- DNR 100K Streams
- Municipal Boundaries
- MN/DOT Major Roads
- MN/DOT City Roads
- MN/DOT Basemap Railroads

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City of Long Beach

Future Land Use

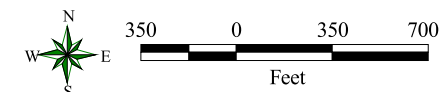
Map 5-3

Legend

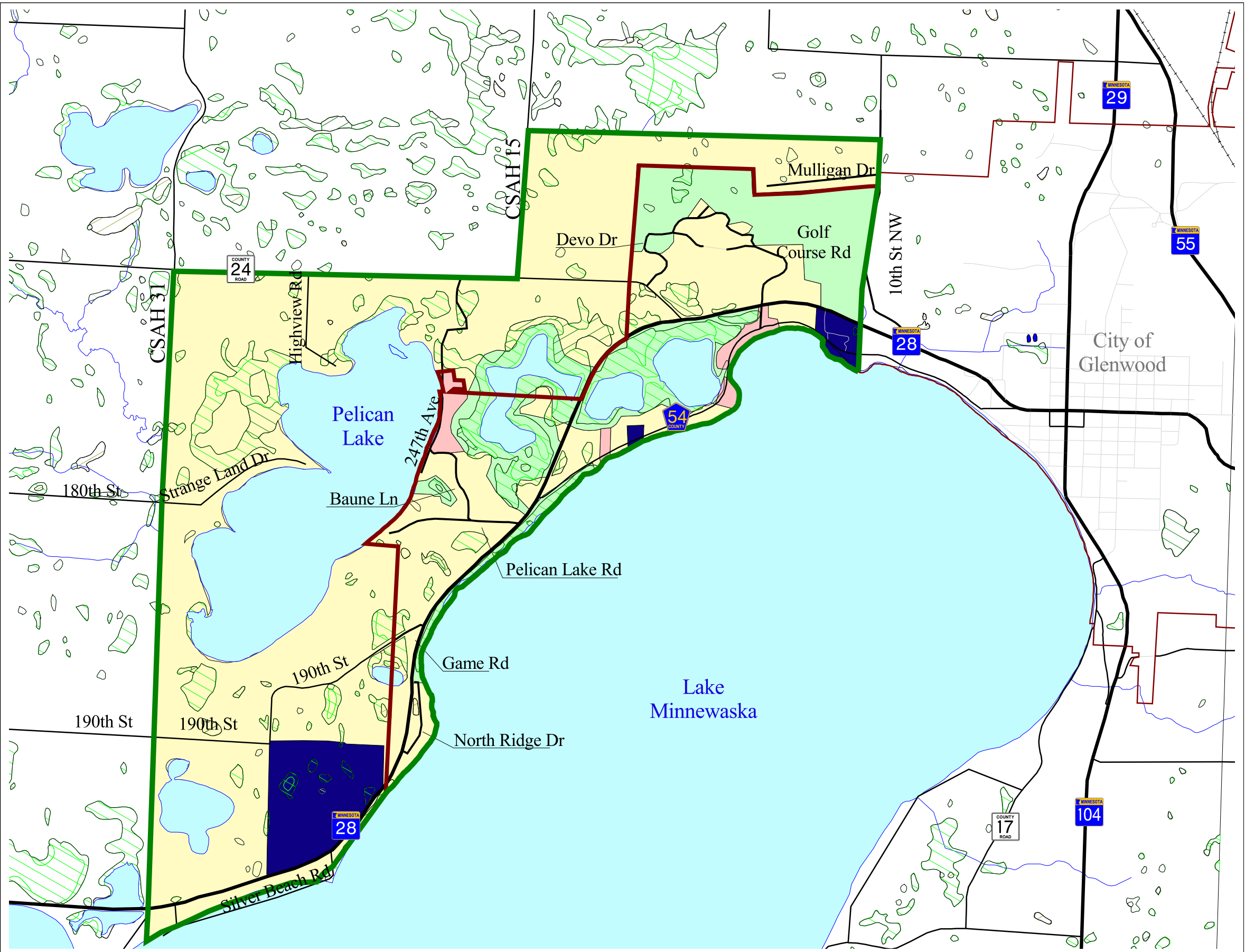
- Low to Medium Density
- Open Space/Golf Course
- Seasonal recreational/Commercial
- Public/Governmental Facilities
- Growth Boundary
- Wooded swamps
- Shrub swamp
- Deep marsh
- Shallow marsh
- Wet meadow
- Seasonally flooded basin or flat
- DNR 100k Lakes and Rivers
- DNR 100K Streams
- Municipal Boundaries
- Local Roadways
- MN/DOT Major Roads
- MN/DOT City Roads
- MN/DOT Basemap Railroads

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Map Date: October 5, 2008



Scale: 1 inch = 700 feet
R.F.: 1 : 8,400



CHAPTER 6 – HOUSING

The purpose of this Chapter is to summarize housing issues within Long Beach and establish goals and recommendations to promote a healthy residential infrastructure and furthering a variety of life-cycle housing options. The issues have been identified through:

1. An analysis of City demographics;
2. An evaluation of historical building trends gathered from building permit information on file at City offices;
3. An evaluation of existing housing conditions gathered through a windshield survey of the City;
4. A review of land use options for housing growth;
5. Public meetings; and
6. Housing objectives, policies and recommendations.

Suitable housing is a basic need and a key to quality of life. A wide choice of housing styles and price ranges is a major community asset. This section of the Comprehensive Plan includes descriptive data about Cold Spring's housing stock plus a review of local, regional and national housing assistance programs/resources.

I. HOUSING ISSUES

A. Life Cycle Housing Variety

The housing stock within a community must be responsive to the needs of its residents. Housing needs are not static but change over time as people move through different stages of their lives. Housing needs tend to evolve from: (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units (owner-occupied and rental) for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

To address the life-cycle needs of residents, it is critical that a community provide a wide range of housing:

- **Types** (i.e. apartment/townhome/condominium rental, townhome/condo/single-family owner occupied, assisted living);
- **Sizes** (i.e. one, two, three bedroom rentals; starter homes; move-up homes; and,
- **Values:** (i.e. efficiency – luxury rental units; starter homes – executive homes).

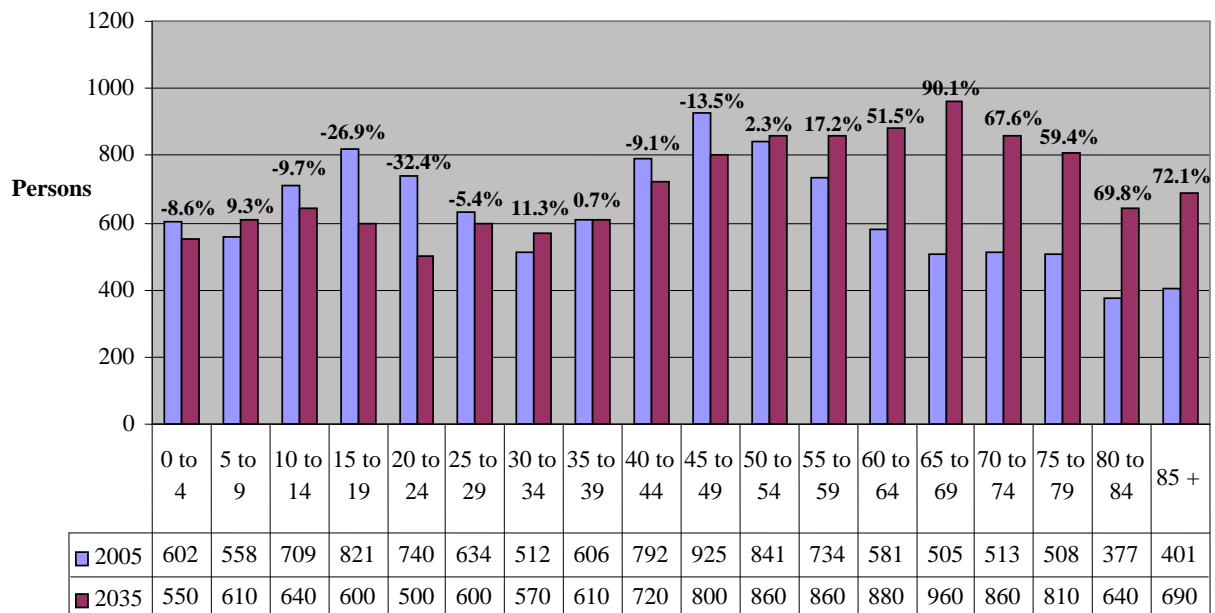
The development of life-cycle housing works to sustain the community by preventing a polarization of residents in one age or income group. As one generation of residents moves through its life cycle it can move into the housing provided by the previous generation, just as the next generation will move into the housing being vacated.

B. Population Age Characteristics and Available Housing Choices

Population age characteristics and available housing options are essentially interrelated and can be analyzed in terms of correlative trends over time. National demographic trends affecting the housing market at this time are the general aging of the population (increased need for retirement housing/assisted living facilities) and the presence of grandparents in caregiver roles for grandchildren (an increasingly popular alternative to day care) leading to a delay in the movement from larger move-up homes to empty-nester type housing options.

Based upon the population by age projection presented in Chapter 3 (Demographic Trends and Assumptions), the changing age composition of the County's population through the remainder of the decade will have an impact on the demand for housing. Figure 6-1, *Pope County Population Projections by Age Group*, below, illustrates the change in population by age cohort. The State Demographer's Office projects future population by age group at county levels. Projections from 2005 to 2035 suggest the fastest growing age groups in Pope County are anticipated to be those 65 to 69 years (90.1% increase); 85 and older (72.1% increase) and 80 to 84 years (69.8% increase). Within Long Beach the same age groups can also be anticipated to be the fastest growing. The majority of the age groups under the age of 29 are as well as 40 to 44 and 45 to 49 are anticipated to decline during this time period. This will have an impact on the type of housing required in the future as shown in the age cohort discussion below.

Figure 6-1
POPE COUNTY POPULATION PROJECTIONS BY AGE GROUP



Source: Minnesota State Demographers Office

0 to 4 Years Old – The projection used for this update expects a decrease in the number of children under the school age through the year 2035 (-8.6% decrease from 2005 to 2035) This can mean there is less young families staying in the area and having children.

5 to 9 Years Old – The projection used for this update expects a increase in the number of elementary school aged children through the year 2035 (9.3% increase from 2005 to 2035).

10 to 14 Years Old – The projection used for this update expects a decrease in the number of early teenage children through the year 2035 (-9.7% decrease from 2005 to 2035).

15 to 19 Years Old – The projection used for this update expects the second largest decrease in the number of young adults through the year 2035 (-26.9% decrease from 2005 to 2035). Past tenure patterns indicate that as many as 80% of those households in this age group will rent their housing. Households in this age range tend to have a median income that is well below the overall median. A stable household count in this age range should mean that rental demand from younger households will remain relatively unchanged for the remainder of the decade.

20 to 24 Years Old – The projection used for this update expects the largest decrease in the number of young adults through the year 2035 (-32.4% decrease from 2005 to 2035). This age group is projected to have the least amount of people by 2035 at only 500 throughout the entire county. Past tenure patterns indicate that as many as 80% of those households in this age group will rent their housing. Households in this age range tend to have a median income that is well below the overall median. A decrease household count in this age range should mean that rental demand from younger households will decline as younger adults seek other opportunities as they move away.

25 to 29 Years Old – The projection used for this update expects a more modest decrease in through the year 2035 (-5.4% decrease from 2005 to 2035). Within this age range, households often move from rental to ownership housing. The projected decrease within this age range will generate less of a demand for both first-time home buyer and rental opportunities.

30 to 34 and 35 to 39 Years Old – This 10-year age cohort is expected to increase slightly in size through the year 2035 with 11.3% and 0.7% growth respectively. In the past, this age group has had a very high rate of home ownership. Households within the range often represent both first-time buyer and households looking to trade-up in housing, selling their starter home for a more expensive house.

40 to 44 and 45 to 49 Years Old – The projection for both of these groups is expected to decrease at 9.1% and 13.5%. Most of this age group will represent “aging in place” as existing residents of the County move through the aging cycle, but it will also represent some new households to the area. This age group historically has had a high rate of home ownership, and will often look for trade-up housing opportunities.

50 to 54 Years Old – The projections show an expected small increase of 19 additional persons (2.3%) in this age range by the year 2035. Attached housing construction, such as town house units, is often well suited to the life-cycle preferences of this age group, as no maintenance/low maintenance housing has become a popular option for empty-nesters.

55 to 59 and 60 to 64 – This is the age groups were the large growth for the county starts at 17.2% and 51.5%. These two age groups become two of the largest age groups in the county at 1,740 people between the two. Attached housing construction, such as town house units, is often well suited to the life-cycle preferences of this age group, as no maintenance/low maintenance housing has become a popular option for empty-nesters. Ownership preferences for town house-style and condominium units should increase, both from household growth within this age cohort and from increased market share as these type of units gain greater acceptance with the marketplace.

65 to 69 and 70 to 74 Years Old – Large household growth is expected within this age range, with the projections showing an increase of 802 persons by the year 2035 in both groups (90.1% and 67.6% increases). These age groups become two of the largest for the county in this time. While this group will begin moving to other life-cycle housing options as they age, the younger seniors are still predominantly home owners. Once again, ownership preferences for town house-style and condominium units should increase, both from household growth within this age cohort and from increased market share as these type of units gain greater acceptance with the marketplace.

75 to 79 and 80 to 84 Years Old – Growth is expected to occur within this age range, with a projected increase of 560 persons between 2005 and 203 between the two groups. That is a 59.4% and 69.8% increase respectively. In the past, households within this 10-year age range have had a

relatively high rate of home ownership. While this is likely to continue, it is anticipated than an expansion of housing options, for seniors, including high quality rental housing, will appeal to this age group. In most cases, income levels for senior households have been improving, as people have done better retirement planning. As a result, households in this age range may have fewer cost limitations for housing choices than previous generations of seniors.

85 Years and Older – Growth is also projected among older seniors, with the expected addition of 289 persons (72.1% increase from 2005). Expansions of senior housing with services options will help to address the needs of this population of older seniors.

Table 6-1, Long Beach Householder by Year Moved In, illustrates 2000 Census data that reflects 70.2% of households occupying housing units within the community moved in between 1990 and March, 2000.

**Table 6-1
LONG BEACH HOUSEHOLDER BY YEAR MOVED IN**

Year Household Moved In	Number of Owner Occupied Units	Percent of Owner Occupied Units	Number of Renter Occupied Units	Percent of Renter Occupied Units	Total Number of Occupied Units	Total Percent of Occupied Units
1995 – March 2000	31	31.6	8	61.6	39	35.1
1990 -1994	39	39.8	0	0.0	39	35.1
1980 - 1989	19	19.4	3	23.1	22	19.8
1970 – 1979	0	0.0	0	0.0	0	0.0
1969 or earlier	9	9.2	2	15.4	11	10.0
Total	98	100.0	13	100.0	111	100.0

Source: U.S. Census (2000 Statistics)

C. HOUSING AFFORDABILITY – DEFINED

“Affordable Housing” is defined differently by various organizations. The United States Department of Housing and Urban Development generally defines housing as affordable if it costs less than thirty (30) percent of a household’s income. However, HUD’s Section 8 Income Guidelines are the basis for most affordable housing programs. Section 8 guidelines define low and moderate incomes on a sliding scale, depending on the number of persons in the family. For example, a four person household is considered ‘moderate income’ if their family income is 80 percent of the area’s median family income. The 2000 Census reports that the median percent of household income in 1999 that Long Beach households spent on mortgages was 15.3%.

The U.S. Census Bureau classifies household and family income differently. Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income, however, most housing data references family income rather than household income. ‘Median’ income differs from ‘average’ income. ‘Median’ is created by dividing income distribution data into two groups, one having incomes greater than the median and the other having incomes below the median. ‘Average’ income is calculated by adding all incomes together and dividing the total by the number of responses. The following Table 6-2, *Affordable Housing – General Definition 30 Percent of Median Household Income* and Table 6-3, *Affordable Housing – Section 8 Definition*, will compare the City of Long Beach and Pope County housing affordability data in terms of median household income

Table 6-2
AFFORDABLE HOUSING – GENERAL DEFINITION
30 PERCENT OF MEDIAN HOUSEHOLD INCOME

Area	Median Household Income	"Affordable" Monthly Mortgage Payment*	"Affordable" Home Value at 6% interest/30 year term
Long Beach	\$55,000	\$1,375	\$229,167
Pope County	\$35,633	\$891	\$148,500
State of Minnesota	\$47,111	\$1,178	\$196,250

Source: U.S. Census (2000 Statistics)

Note: Does not include down payment or taxes and insurance which may be reflected in monthly mortgage payment.

Table 6-3
AFFORDABLE HOUSING – SECTION 8 DEFINITION

Area	City of Long Beach			Pope County		
			Rental			Rental
	Annual Income	"Affordable" Home Value at 6% interest/30 year term	"Affordable" Monthly Rent Payment	Annual Income	"Affordable" Home Value at 6% interest/30 year term	"Affordable" Monthly Rent Payment
Median Family Income	\$56,250	\$234,333	\$1,406	\$42,818	\$178,333	\$1,070
Moderate income - one person household	\$31,500	\$131,250	\$788	\$23,978	\$99,833	\$599
Moderate income - two person household	\$36,000	\$150,000	\$900	\$27,403	\$114,167	\$685
Moderate income - four person household	\$45,000	\$187,500	\$1,125	\$34,254	\$142,667	\$856
Low income - one person household	\$19,688	\$82,000	\$492	14,986	\$62,500	\$375
Low income - two person household	\$22,500	\$93,833	\$563	\$17,127	\$71,333	\$428
Low income - four person household	\$28,125	\$117,167	\$703	\$21,409	\$89,167	\$535

Source: U.S. Census & Department of Housing and Urban Development for Income. MDG, Inc. calculations of affordable mortgage and rent rates, based on Section 8 definition of affordable. Affordable mortgage based on 6% interest and a 30-year term, with no money down.

Notes: Does not include down payment or taxes and insurance which may be reflected in monthly mortgage payment; "Moderate" income defined here as 80% of median family income for Counties; "Low" income defined here as 50% of median family income for the Counties.

D. Affordable Housing in Long Beach

By condensing data in the previous section, it is possible to develop a range of affordability for owner-occupied and rental units in Long Beach. Table 6-4, *Range of Housing Affordability – Family of Four Persons*, depicts the range of affordability for housing Long Beach residents can afford.

**Table 6-4
RANGE OF HOUSING AFFORDABILITY –
FAMILY OF FOUR PERSONS**

Group	Owner – Occupied Home Value	Monthly Rental Cost
Affordable for Median Incomes	\$234,375	\$1,406
Affordable for Moderate Incomes (80% of Median)	\$187,500	\$1,125
Affordable for Low Incomes (50% of Median)	\$117,167	\$703

Source: MDG, Inc. calculations of affordable mortgage and rent rates, based on Section 8 definition of affordable. Affordable mortgage based on 6% interest and a 30-year term, with no money down.

It is noted most housing affordability programs and data place emphasis on creating owner-occupied units at 80% of the median family income (moderate income) and, rental units at 50% of the median family income (low income). Since low-income persons are typically renters, the definition of 'low income' is tied to the number of persons in each unit. Therefore, the Comprehensive Plan as will identify "affordable owner-occupied units" as those affordable for moderate income families (80% of median income). Existing and new homes that are 'affordable' will be those between \$117,167 and \$187,500. Affordable rental units are based on 50% of the median income and will be in the range of \$703 per month.

It is important to note the definition of 'affordable' in terms of a dollar amount will change as the cost of living increases and interest rates change. Additionally, since the Census data is already eight years old, the range of affordability would have likely increased slightly. Therefore, the City should periodically review income/housing statistics and update the definition as warranted. Factors such as interest rates will impact housing affordability.

The U.S. Census Bureau reports the actual income distribution in the City in terms of both median household and median family incomes. Income distributions can be compared to affordability standards to determine how many households and families in the City of Long Beach may require affordable housing. In Table 6-5, *Long Beach Family Income Affordability* on the following page, households that may require affordable housing (based on family income) are depicted in the shaded areas. Over half of the households (62.7%) do not require affordable housing.

**Table 6-5
LONG BEACH FAMILY INCOME AFFORDABILITY**

Annual Family Income	Number of Families in Category	Percent of Total	Maximum Sustainable Monthly Rent - Efficiency Apt.	Maximum Sustainable Monthly Rent - One Bedroom	Maximum Sustainable Monthly Rent - Two Bedroom	Maximum Sustainable Home Value
Less than 10,000	9	8.2	\$175	\$225	\$250	\$42,000
10,000 – 14,999	8	7.3	\$263	\$338	\$375	\$52,250
15,000 – 24,999	15	13.6	\$438	\$563	\$625	\$83,500
25,000 – 34,999	4	3.6	\$613	\$788	\$875	\$125,000
35,000 – 49,999	5	4.5	\$875	\$1,125	\$1,250	\$177,000
50,000 – 74,999	27	24.5	\$1,313	\$1,688	\$1,875	\$260,250
75,000 – 99,999	21	19.1	\$1,750	\$2,250	\$2,500	\$364,250
100,000 – 149,900	15	13.6	\$2,625	\$3,375	\$3,750	\$520,500
150,000 – 199,999	0	0.0	\$3,500	\$4,500	\$5,000	\$728,508
200,000 or more	6	5.5	\$3,500+	\$4,500+	\$5,000+	\$832,500
Total	110	100.0				
Median family income for Long Beach in 1999 = \$56,250						

Source: U.S. Census Bureau (2000 Statistics) and MDG Calculations of Approximate Maximum Sustainable Home Value based on 6% interest and 30 year term, at 30% of average family income range.

The U.S. Census data reveals 11 individuals in Long Beach are living in poverty (4.0% of the City's population). Within Pope County, 962 people are living in poverty (8.8%% of the county population).

The 2000 Census indicates the median monthly mortgage payment, with select monthly homeowner costs, in Long Beach was \$979; the median gross rent per month was \$408. As indicated in Table 6-6, the median value of a home within the City was \$124,100 in 2000. In April, 2008, the County Assessor determined that the median value of the homes within Long Beach was \$165,010. Other communities in the vicinity of Long Beach have median values as follows: Glenwood \$105,150; Minnewaska Township \$164,273; Lowry \$79,065; Starbuck \$94,875 and Glenwood Township 174,650.

Table 6-6 ESTIMATED ACTUAL HOUSING COSTS

Area	All Occupied Housing Units	Owner Occupied Median Value	Median Owner-Occupied Units With Mortgage	Median Owner-Occupied Units Without Mortgage	Median Gross Rent
Long Beach	113	\$124,100	\$979	\$250	\$408
Pope County	4,513	\$74,100	\$704	\$230	\$363
State of Minnesota	1,895,127	\$122,400	\$1,044	\$271	\$566

Source: U.S. Census Bureau (2000 Statistics)

The median housing costs including rent and mortgage payments indicate a base of affordable units exist within the City, but fail to consider when owner-occupied units were purchased, average monthly rental payments and number of units available. The 2000 Census indicates 44 vacant housing units within the City; of those:

- 35 were detached structures (79.5% of structures)
- 2 were attached structures (4.5%)
- 7 were mobile homes (15.9%)

Over half of the 44 vacant units (29 or 65.9%) were in buildings built in 1959 or earlier. Units most likely to be vacant varied between no bedrooms (7); one bedroom (11); two bedrooms (12); three bedrooms (10); and four bedrooms (4). Of the 44 housing units that were vacant, five were for sale, 36 were considered seasonal, recreational or occasional use, reflecting the large influence of the lakes within Long Beach. The remainder of the vacant units are classified as other.

A recent concern that many people have expressed is the rising costs of housing, which will continue to be a growing concern. An increase in housing costs was a trend statewide with the metro areas seeing huge increases in the median housing price, however in the last year housing values have begun to decrease, with selected areas, such as lake properties, remaining stable.

A variety of solutions to addressing affordable housing are available. The solutions should include, but are not limited to, increased funding (primarily at state/federal levels), supportive local regulations and increased private sector participation. For simplicity purposes the affordable housing issue may be separated in two categories: affordable existing homes and affordable new construction.

1. Primary obstacles to access to ownership of existing homes for first time homebuyers and lower-income households are: (1) lack of savings for down payment and closing costs and (2) credit history difficulties. Several entities at the local, regional and state levels are active in assisting individuals in overcoming the obstacles identified above. It is recommended the City continue to promote such activities. It is further recommended the city participate in the development of rehabilitation programs which allow low and moderate income homeowners and potential homeowners to fix up existing older homes.
2. It is noted new single-family construction often exceeds the payment ability of first-time homebuyers and low and moderate income persons. Costs of land, labor and materials are frequently cited as factors impeding the production of new affordable housing. Other factors limiting the production of affordable housing are: local zoning and subdivision controls, reaction from the community, taxes, financing issues and development fees. Despite the various factors limiting the production of affordable housing some developers, builders and local housing agencies are producing such housing. Government assistance in the form of financial assistance and regulatory waivers are often cited as elements required for the production of affordable new housing. It is recommended the City continue to seek alternatives to promote the production of affordable new single-family units. Alternatives may include the participation of several entities in the demolition of substandard existing units on smaller lots within the City and the construction of new units (Partnership including the City and County). Other alternatives may include an area development. An interesting model of new affordable housing development is located in Pine Island, Minnesota. A new neighborhood development provides a mix of housing options including 24 rental units, 9 detached single family homes, 12 for-sale twinhomes and 12 single level for-sale townhomes. The development is a coordinated effort of local and regional organizations, the City of Pine Island, the State of Minnesota and several local/regional businesses.

E. Owner-Occupied Housing Supply

Census 2000 indicates that of the 113 occupied housing units, 97 (85.8%) were owner-occupied units and the majority of the owner-occupied housing units are single detached units (91.8%). The owner-occupied segment of Long Beach's housing unit supply can be further described in terms of the value of the home as shown in Table 6-7, *Long Beach Owner-Occupied Housing Values* and the monthly mortgage payment for those with mortgages in Table 6-8, *Long Beach Households by Monthly Mortgage*.

**Table 6-7
LONG BEACH OWNER OCCUPIED HOUSING VALUES**

Value	Number of Units	Percent of Units
\$50,000 – \$99,999	26	32.9
\$100,000 – \$149,999	34	43.0
\$150,000 – \$199,999	13	16.5
\$200,000 – \$299,999	6	7.6
Median Value (\$124,100)	79	100.0

Source: U.S. Census Bureau (2000 statistics)

**Table 6-8
LONG BEACH HOUSEHOLDS BY MONTHLY
MORTGAGE (IF UNIT MORTGAGED)**

Monthly Mortgage	Number of Units	Percent of Units
Less than \$400	0	0.0
\$400-\$599	3	7.0
\$600-\$799	11	25.6
\$800-\$999	9	20.9
\$1,000-\$1,499	16	37.2
\$1,500-\$1,999	2	4.7
\$2,000 or more	2	4.7
Total	43	100.0

Source: U.S. Census Bureau (2000 Statistics)

F. Rental Unit Supply

Of the total number of housing units (159) in Long Beach enumerated in the 2000 Census, 113 were occupied housing units. Of the occupied housing units, 13 (11.5%) were occupied by renters. No rental units were estimated to be vacant in 2000 for a total of 13 rental units. Since the 2000 Census, no new units have been added to the rental housing inventory, for a total of 13 rental units as of 2008.

II. EXISTING HOUSING STOCK

A. Type of Housing

Long Beach's housing stock is a diverse mix of owner-occupied and rental units with a variety of styles, conditions and values. The City's neighborhoods range from densely developed along the lakeshore to suburban style near the golf course with remainder of the housing developed as low density on larger lots. Homeownership is a strong tradition in Long Beach and no large scale conversion of single-family homes into apartments appears to be occurring which helps maintain

strength and stability in the City's housing stock. Conversion of resorts into single family, owner occupied lots is a reality in Long Beach. These conversions are often a result of the increased demand for lakeshore and lakeshore access and typically the lots created do not meet standard zoning regulations and are governed under some sort of PUD. The existing housing supply in Long Beach includes single family, townhomes, mobile homes, seasonal cabins and converted lakeshore cabins.

According to the 2000 Census the make-up of the existing occupied housing stock is shown in Table 6.9. As mentioned earlier additional housing units exist within the City but are not full time occupied units. Since 2000, 47 housing units have been added to the City's housing stock and they include 33 single family and 14 townhomes.

Table 6.9 TYPES OF HOUSING IN LONG BEACH

Type	Total	Owner		Renter		Vacant	
		Totals	Percent	Totals	Percent	Totals	Percent
Single-family Detached	135	89	90.8	11	84.6	35	79.5
Single-family Attached	2	0	0.0	0	0.0	2	4.5
Two-family Units	2	0	0.0	2	15.4	0	0.0
Manufactured Home	16	9	9.2	0	0.0	7	15.9
Total	155	98	100.0	13	100.0	44	100.0

Source: U.S. Census Bureau (2000 Statistics)

B. Density

As of 2008, the City's zoning ordinance includes three residential zoning districts, Low Density Residential, Residential, and Residential-Commercial. Within these districts single family dwellings require a minimum lot area of 80,000 square feet in the Low Density Residential District, 40,000 square feet without public sewer and 20,000 square feet with public sewer in the Residential District and 20,000 square feet without public sewer and 15,000 square feet with public sewer in the Residential-Commercial District. The density of development per acre varies throughout the City and numerous properties along the lakes do not meet these requirements.

Residential development within the City is partially driven by the availability of sanitary sewer. Low-density residential development patterns consume large quantities of land, provide fewer homes, and increase infrastructure expenses for the City. Recently, the City has approved residential developments with higher densities as a part of a planned development approach in the case of multi-family housing. The City should determine if current zoning ordinances adequately address higher density housing to meet the demand for housing in City limits. The City should also assess the demand for municipal sanitary sewer services in Minnewaska Township and encourage future development and expansion that meets the needs of the entire community.

C. Building Activity

Historical building permits were analyzed for new multiple and single-family construction permits.

Table 6-10 on the following page illustrates new single and multiple family construction since the year 2000. Within this timeframe, 47 units were constructed.

Multiple-family housing construction has constituted 0% of the total new housing units constructed between 2000 and 2008 with all the new units being either owner occupied single family or multi-family. A 70/30 owner occupied to rental mix is a benchmark for a healthy housing inventory.

**Table 6-10
NEW HOUSING CONSTRUCTION SUMMARY**

Year	Single Family	Townhomes	Total New Units
2000	1	0	1
2001	6	0	6
2002	6	4	10
2003	6	2	8
2004	1	2	3
2005	2	2	4
2006	5	4	9
2007	4	0	4
2008	2	0	2
TOTAL	33	14	47
Average	3.9	1.8	5.6

Source: City of Long Beach Building Permit Records

*New units as of April 30, 2008.

**Average does not include the year 2008 because of incomplete data.

D. Condition of Existing Housing Stock

The condition of the existing housing stock in Long Beach has been documented to be in good condition. A windshield survey of various residential areas conducted in March 2007 reveals that most single family structures are well maintained. There were few areas where evidence of deterioration was cited. Overall, overwhelming majority of both structures and yards were found to be well maintained, even those homes with an advanced age. The most visible signs of housing investment in the City of Long Beach are the newer single-family homes near the golf course, the new multi-family housing on Highway 28/29 and numerous individual lakeshore properties.

While not necessarily a determining factor of condition, structure age is a good indicator as to the need to aggressively promote maintenance, rehabilitation and even redevelopment, for as a structure ages, maintenance needs increase. The advanced age of the housing stock and converted resort cabins to owner occupied structure may become a challenge. Neglected maintenance, especially for older structures, can lead to deterioration that will have a blighting influence to adjacent properties and the entire neighborhood. However, older homes were often very soundly constructed and if well maintained can provide for a very attractive and desired housing demand. Based upon the 2000 Census data, 17.4% of the existing housing within the City was built before 1939. This is less than the statewide average of 25%. The median age of homes within the City was 1945. Based upon the age of the City's housing stock, on-going maintenance and rehabilitation efforts will continue to be required. Residents should continue to invest in existing neighborhoods and the City should encourage people to maintain their homes and provide assistance to those who are not able to care for their homes properly.

Community Partners Research conducted a windshield survey in 2007 of the existing conditions of the housing stock in Long Beach. Houses that appeared to contain three or more units and homes that appeared to be seasonal homes and not permanent residences were excluded from the survey. Results from the survey showed 123 single family and duplex house in Long beach with 91 (74%)

being sound, 24 (19.5%) needing minor repair and 8 (6.5%) needing major repair. Overall the housing stock is in excellent condition with no homes rated as dilapidated and possibly beyond repair.

The 2000 Census gathered data regarding the structural and facility characteristics of housing within the City of Long Beach. According to the Census:

- 0 housing units lack complete plumbing facilities.
- 0 housing units lack complete kitchen facilities.
- 0 housing units lack telephone service.
- 27 housing units (11 owner-occupied, 6 renter occupied and 10 vacant) were built prior to 1939.

The City does not have a rental property registration and inspection program.

III. HOUSING PLAN

A. BALANCED SUPPLY OF HOUSING

The City of Long Beach strives to provide life cycle housing for all market needs including (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

Based on 2000 Census data it appears over fifty percent of the single family units are considered in the “affordable” range, when comparing home values with median family and household incomes. The construction values, along with lot prices, have increased significantly in the past few years affecting the ability for move-up housing being constructed within Long Beach.

In order to maintain a balance of housing options available in the City, the future land use plan includes designations for low to moderate and high-density residential developments. The densities allowed in each district should be reviewed to ensure the City’s objectives are met.

B. Variety of Housing Types

The City of Long Beach currently has a variety of housing options available with the 2000 census reporting 87.1% of all units as detached single-family units, 1.3% of the city’s housing units as single-family attached, 1.3% of the units in two-family units and 10.3% were mobile homes. The types of housing units constructed have changed in the past few years with the construction of owner-occupied attached units. The style and type of housing constructed has been a result of market conditions. This is anticipated to drive future housing types in the future.

C. Well Maintained Housing

Less than 20 percent of long beach’s housing stock was constructed prior to 1939, with the median construction year of 1945. The 2000 census reported 20.0% of all units (31 units) were constructed after 1990. Since the year 2000, 47 additional single-family and multi-family homes have been constructed. With the relatively new housing stock, minimum maintenance concerns arise. Even with older housing stock it appears the units have been well maintained.

Long Beach’s rental housing is relatively older than the owner-occupied units. Typically maintenance concerns are greater with rental units than owner-occupied units due to a higher turn-over rate.

To address future maintenance of both owner-occupied and rental housing the city should continue to address areas such as outdoor storage, landscaping requirements, parking requirements, etc. In its zoning ordinance as well as investigate a rental maintenance ordinance.

D. Linkages Between Housing and Recreation

One of the goals of the comprehensive plan is to improve linkages between housing and recreation. This may be accomplished through subdivision design with collector streets, trail and sidewalk connections.

As the city grows additional recreational opportunities will need to be available for residents. Providing pedestrian routes for those walking or bicycling, especially along collector streets and arterials will assist in providing important links between residential neighborhoods and places of recreation.

IV. OBJECTIVES AND RECOMMENDATIONS

OBJECTIVE 1: **Growth.** Accommodate 98 additional households over the period covered by this Comprehensive Plan.

Policy/Recommendations:

1. **Policies consistent with goals.** Review the City's Zoning Ordinance and allowable densities to ensure the ordinances match the desired goals of the City (e.g. providing lots for move up and executive homes and preservation of open space).
2. **Orderly growth.** Assure that residential growth is orderly and that infrastructure keeps up with demand for new housing within City limits. Seek to establish an equitable "Orderly Annexation Agreement" with Minnewaska Township.
3. **PUD.** Promote the use of planned unit developments among developers to provide a mixture of housing types, better aesthetic design, preservation of desirable natural amenities, and the creation of a stronger sense of neighborhood.
4. **Marketing.** The City shall stabilize and sustain the community through the promotion of Long Beach as a retirement destination for the aging population that has a high quality of life, strong neighborhoods and a wide variety of housing options (including type, size, and value) with expanding recreational opportunities.
5. **Appropriate location.** The City should protect low-density residential neighborhoods from encroachment or intrusion of incompatible higher intensity residential land uses, as well as non-residential use categories through adequate buffering and separation. Residential developments shall be protected from and located away from sources of adverse environmental impacts including noise, air, and visual pollution.
6. **Central services.** Require developers to provide sanitary sewer, connecting streets and stormwater control in new developments.

OBJECTIVE 2: **Neighborhood Design.** Establish a housing pattern that respects the natural environment while striving to meet local housing needs and the community's share of the housing growth.

Policy/Recommendations:

1. **Open space integration.** Require the integration of open spaces within residential developments in order to maintain a living environment that is consistent with the City's vision and guiding principals.
2. **Connectivity.** Improve access and linkages between housing and recreational areas within Long Beach. Encourage developers to provide recreational trail connections and/or wildlife corridors in new residential subdivisions.
3. **Stormwater ponds.** Develop stormwater ponds as a park or open space amenity to the fullest extent possible. Each new pond should be treated as an opportunity to provide a desirable resource for neighboring residents.
4. **Pedestrian.** Design neighborhoods in such a fashion that there are attractive and practical alternatives for non-motorized transportation.
5. **Buffers.** Protect the integrity of residential neighborhoods by requiring buffers (such as berms and screening) between neighborhoods and high traffic roads or non-compatible land uses.
6. **Lakeshore.** Maintain and improve the character of all aspects of the lakes with respect to future residential lakeshore development. Ensure that new development, landscaping or other alterations on lakeshore properties maintains and enhances native trees and vegetation along the shoreline to ensure natural beauty and aquatic habitat.

OBJECTIVE 3: **Affordability.** Take measures to make certain that the price of the housing supply in Long Beach has the broadest range possible in order to ensure that there are options for homeowners and renters that allow them to choose their housing based upon their preferences and affordability; based upon the following guiding principals.

- A. **Attainability.** The determination of what is "affordable" needs to be tempered with what is "attainable" for individuals seeking housing in Long Beach. It is not reasonable for government to guarantee that home *ownership* is available to each resident; but rather, that there is an abundant supply of safe, clean and affordable housing.
- B. **Realistic expectations.** Market forces (such as land prices, demand for housing, quality of homes and the like) along with City policies (requirements for sidewalk, curb & gutter and other required amenities) will dictate the range of housing prices in the community.
- C. **Regional perspective.** To some degree, it is necessary to view housing supply beyond that of just those within the city, to the supply available in neighboring communities. Homes located within other communities and that are more or less expensive than those within the price range in Long Beach provide important housing opportunities for people that conduct business in Long Beach.

Policy/Recommendations:

1. **Programs.** When participating in projects that have the objective of producing below market rate rental or home ownership, the City shall require developers to design the project such that it will maintain its price characteristics through subsequent resales.

2. **Rental housing.** Recognizing the necessity of rental housing as the first step in the housing cycle for most residents, the City shall ensure that there is an abundance of clean, safe and affordable rental housing.
3. **Life cycle housing.** Keep the concept of “life cycle housing” as one of the central themes of decisions related to housing.
4. **Starter homes.** Recognize the fact that the homes in the older areas often provide the most affordable “starter homes” in a community; accordingly, land use decisions for existing homes shall be based upon the need to keep housing true to its original designed purpose, particularly those that are in the older areas.
5. **Habitat for Humanity.** Examine the potential for collaborations such as Habitat for Humanity or similar organizations and programs to provide below market rate housing.

OBJECTIVE 4: **General.** Maintain and even enhance the livability and appeal of the community through the adherence to variety of general housing policies.

Policy/Recommendations:

1. **Rental housing.** Recognizing that the condition of rental housing and the actions of renters has the potential to have significant internal and external impacts on the community; the City shall carefully monitor rental activity, and act expeditiously when necessary.
 - A. Single-family homes. Be supportive of the use of single-family homes as rental housing; but strictly regulate these homes to prevent nuisance impacts (parking, maintenance, noise and the like) to neighborhoods.
 - B. Management assistance. Take opportunities—through the police and administrative departments in particular—to assist landlords and managers with operation of rental properties to encourage the selection of quality renters, proper reporting and treatment of conflicts and a high degree of accountability.
2. **Safety.** In the absence of a rental ordinance, respond promptly and assertively to reports of substandard residential conditions.
3. **Property maintenance.** The City shall take a strong, proactive approach to ensuring that the exterior condition and yards of residential properties are well maintained; because of the impact that this has on the standard to which other properties are maintained in the neighborhood, and the extent of pride that residents feel for their community. Violations of property maintenance which infringe upon residential neighborhood quality, pose public health and safety problems and threaten neighboring property values shall be aggressively eliminated.
4. **Variety.** Encourage the greatest variety of housing types in Long Beach to allow residents (owners and renters) to choose the housing that meets the lifestyle they are seeking.
5. **New styles.** The City shall support in particular projects involving housing types that are not currently available in the community; such as condominiums, attached units of more than two units, cooperative ownership and the like.
6. **Financial assistance.** The City should consider financial assistance programs for the development of housing for special needs populations (elderly, physically challenged) as funding sources and market conditions allow. Also, explore and utilize home-improvement grants and loans to keep homes well maintained.

V. Resources

The programs listed below are currently in use or are available and may be used in the City as market factors allow, assisting the City in implementing the aforementioned recommendations.

1. The HUD HOME Program helps to expand the supply of decent, affordable housing for low and very low- income families by providing grants to States and local governments called participating jurisdictions.
2. The HUD SHOP program provides funds for non-profit organizations to purchase home sites and develop or improve the infrastructure needed to set the stage for sweat equity and volunteer-based homeownership programs for low-income families.
3. Housing Minnesota Campaign. Minnesota Housing Partnership (MHP) is leading an expanding collaboration of nonprofits (over fifty have joined to date) in a public relations campaign to improve the image of people who need and/or live in affordable housing. The public relations campaign is part of a larger, multi-year effort to increase the availability and improve the quality of housing affordable to low and moderate-income Minnesotans.
4. Regional Network Project. MHP developed the Regional Network Project to enable housing groups in Greater Minnesota to better understand regional housing issues, then develop strategies to address affordable housing needs within the Network regions.
5. Continuum of Care. In Greater Minnesota, MHP coordinates Continuum of Care (CoC) planning, now a requirement of state and federal homelessness prevention funding, is an inclusive, region-wide process of evaluating resources available to homeless persons and developing strategies to fill service gaps.
6. AmeriCorps*Vista. MHP recruits, places, and supports VISTA volunteers with nonprofits working to create and preserve affordable housing in Minnesota. The Corporation for National Service has contracted with MHP to provide this service for several years. In the past year, MHP has partnered with Habitat for Humanity on implementing the VISTA program.
7. Community Building Grants. These grants facilitate multi-agency or multi-county efforts to help communities plan for adding or preserving affordable housing and is based on the premise that an effective collaborative effort can reduce costs and duplication and can result in greater accomplishments than any one agency could achieve individually.
8. Greater Minnesota Housing Fund (GMHF) serves Greater Minnesota with funding and technical assistance for the creation of affordable housing. GMHF concentrates efforts in areas of "economic vitality" where jobs are growing and housing shortages need to be addressed to meet the needs of working families and to further economic growth. GMHF seeks to work directly with local communities, employers, builders and state and local public agencies to address housing shortages through a wide array of strategies and partnerships. The Greater Minnesota Housing Fund has developed a three-part Homeownership Assistance Program: Gap Financing, Homebuyer Education Financing and Entry Cost Assistance.
9. GMHF: Home at Last: Up to \$10,000 per unit is available for buyers of newly constructed homes, built in a manner that realizes specific economies in land use, construction management, economies of scale and local financial participation.
10. GMHF/Rural Development New Construction Program. Up to \$10,000 per unit in gap financing is available for new homes constructed by non-profit developers selling to qualified

buyers. GMHF gap financing is combined with USDA Rural Development first mortgages, participation loans or guarantees.

11. GMFH: Employer Assisted Housing. GMHF will match employer contributions to single family housing development projects on a 1:1 basis, up to \$15,000 per unit.
12. Minnesota Housing Finance Authority (MHFA) Partnership: Community Rehabilitation Fund and Housing Trust Fund. These funds are distributed to non-profit and public agencies to assist new construction and rehabilitation of single family homes. GMHF will partner with MHFA to provide an affordability or value gap subsidy on new construction or rehabilitation.
13. MHFA Entry Cost Homeownership Opportunity (ECHO) Program: GMHF down payment assistance funding is coordinated with the ECHO program, which provides up to \$4,000 (in entry costs) per homebuyer. If a local resource will pay 50% of the ECHO discount, GMHF will pay the remaining 50%.
14. GMHF Employer Assisted Housing: GMHF will match employer contributions for employee down payment assistance on a 1:1 basis, up to \$2,000 of GMHF funds per employee.
15. GMHF will consider GMHF will consider locally administered down payment assistance program requests on a case-by-case basis, matching local funds up to \$2,000 per family.
16. GMHF funding activity: GMHF is committed to spending up to \$5 million per year on its employer assisted housing program, including both single family and multi-family funding initiatives.
17. GMHF Affordable Housing Specialists are professionals who have earned the designation from the Mortgage Association of Minnesota (MAM). The title of Affordable Housing Specialist is awarded to those members of MAM who have successfully completed a comprehensive training course designed to help them assist lower income people obtain a mortgage.
18. MHFA Fix-Up Fund. This program provides home improvement loans to assist current homeowners improve the livability, energy efficiency or accessibility of their existing housing. The program is offered in Minnesota by local lenders, HRAs, or CAPs. There are income limits for this program. The interest rate on the loan is below market, but may vary based on market conditions. The maximum loan amount is \$25,000.
19. MHFA Rehabilitation Loan Program. This program provides deferred loans to very low-income Minnesota homeowners to make home improvements related to the safety, energy efficiency, accessibility, or livability of their homes. There are income limits and asset limits for this program. The loan must be repaid if you sell your home within ten years. After ten years, the loan is forgiven. Funds for this program are extremely limited. This program is available through local administrators.
20. Low Income Home Energy Assistance Program (LIHEAP). This is a federally funded program that has three main components: Primary Heat, Crisis Assistance and Energy-Related Repair. Primary Heat provides grants to low-income households' pay for home heating costs. Crisis Assistance includes grant funding that allows low-income households to keep their utility service from being disconnected, or to obtain a delivery of fuel. Energy-Related Repair allows low-income households to make repairs or replace heating systems to cut energy consumption. These programs are available from Community Action Programs (CAPs), local governments, or social service agencies.
21. FHA 203(k) Loans The FHA 203(k) program is a special type of mortgage loan. This mortgage program may be used to finance both the purchase and remodeling costs for a

property in one loan. A 203(k) loan may be used to buy and remodel a property or to refinance your current mortgage and remodel your home.

22. Rural Development (RD) Home Improvement Loans and Grants RD is an agency of the U. S. Department of Agriculture (formerly the Farmers Home Administration, or RECD). It offers several programs for home improvement. To be eligible, you must live on a farm, in the open country, or in a town of less than 10,000 people. There are income limits for most programs and some require that you be unable to qualify for other types of financing from commercial lenders. Loans are available with interest rates between 1% and 3%. Very low-income families or people over 62 years of age may qualify for grants that do not have to be repaid. If you do not see a listing for RD programs available for your county in this directory, call the local county office of the Rural Development Agency listed in the telephone book under "U. S. Government - Agriculture."
23. Weatherization. This is a federally funded program that assists low-income households in reducing their energy costs. It is available to homeowners as well as renters. Priority is given to the elderly, people with disabilities, high-energy consumers and households where a safety hazard exists. The program can help you with an energy audit, add wall or attic insulation, improve ventilation, and offer energy education. CAPs and local government agencies administer the program.

Federal Government Programs

Section 8 vouchers and certificates programs

Shelter Plus Care (S + C)

Supportive Housing Demonstration Program

Federal Home Loan Bank

Section 202: Supportive Housing for the Elderly

Section 811: Supportive Housing for Persons with Disabilities

Home Investment Partnership Program

HOPE 3

Minnesota Housing Finance Agency Programs

West Central Minnesota Communities Action, Inc.

Pope County HRA

West Central Minnesota Housing Partnership

Minnesota Mortgage Program

Home Ownership Assistance Fund

Urban Indian Housing Program/Tribal Indian Housing Program

Purchase Plus Program

Partnership for Affordable Housing

Minnesota Cities Participation Program

Entry Cost Home Ownership Program (ECHO)

MHFA Rental Assistance for Family Stabilization (RAFS)

Low Income Housing Tax Credit Program

New Construction Tax Credit Mortgage Builders Loans

Low and Moderate Income Rental Program

Affordable Rental Investment Fund

Home Rental Rehabilitation Program

Rental Rehab Loan Program

Community Revitalization Fund

The Great Minnesota Fix-Up Fund

Affordable Rental Investment Fund

Blighted Properties Community Rehabilitation

Community Rehabilitation Fund

CHAPTER 7 – TRANSPORTATION

I. INTRODUCTION

One of the essential components of a high quality of life is the mobility- the freedom to go anywhere at any time, and transportation plays an important role. Mobility affects everything from duration of travel, to air quality, to how land is developed, to the installation of sidewalks on neighborhood streets.

This Chapter of the Comprehensive Plan shall be referred to as the Transportation Plan; it is developed in order that a total transportation plan is considered. Such a plan embraces several modes, including automobile, bicycle, pedestrian, rail, public transit, and air. Other important elements include access management of the roadway system and the goals of this Plan. Each of these is intended to serve the existing and projected land use patterns and plans within the community. The Transportation component is also designed to complement the Future Land Use (FLU) Plan to ensure that land use and transportation planning are integrated effectively. The FLU guides development in the City. It serves as the primary policy document to establish the overall character, extent and location of various land uses, and serves as a guide to communicate the policy of the City Council to citizens, the business community, developers and others.

This Plan is proposed with the goal of providing a system that accommodates the growth of Long Beach. As with most plans, it requires continuous monitoring and revision in order to react to presently unforeseen changes in the economy and in the market conditions that foster expansion of the community. This Chapter of the Comprehensive Plan includes a planning level overview of various transportation system components within the City of Long Beach. The principal components of this section include:

1. Functional Classification System of Roadways;
2. Analysis of Existing Transportation System;
3. Land Use Impact on Future Volumes;
4. Local, Regional and State Transportation Plans; and
5. Transportation Goals and Recommendations.

This element of the Comprehensive Plan is intended to provide guidance for the development of a transportation system that serves the access and mobility needs of the City in a safe, efficient and cost-effective manner. It is important that the local transportation system is coordinated with respect to county, regional and state plans, and that the system enhances quality economic and residential development within the City.

II. FUNCTIONAL CLASSIFICATION SYSTEM OF ROADWAYS

Roadways are classified based on the type of function they are performing or intended to perform, within and through the City. The purpose of classifying roadways is to ensure that they provide access in a safe and efficient manner. The classification assists in designing the appropriate roadway widths, speed limits, intersection control, design features (such as weight capacities, street lighting and pedestrian access), accessibility and maintenance priorities. Land use and development should be taken into account when planning functional classifications and roadway design. The ideal system is not always possible due to existing conditions, topography or other natural features. The classification system is intended to be used as a guideline and may need to be adapted as actual roadways are developed. The Federal Highway Administration (FHWA) has established detailed

criteria for all of the different functional classifications. State and local jurisdictions may also develop criteria for road classifications.

Access and mobility are the two of six key elements in transportation planning. Mobility is more important on arterials, which requires limited access points onto the arterial roadways. Access is more important on local roadways, which results in more limited mobility. The six key functional design stages include:

- Main movement
- Transition
- Distribution
- Collection
- Access; and
- Termination

As a part of this Transportation Plan analysis, an inventory of the roadway system is necessary in order to view certain characteristics. A key transportation goal for road authorities is to attempt to balance mobility (through traffic need) and access (abutting property owner need) functions of roadways. The concept of functionally classifying a road system provides some guidance and suggests that a complete system should consist of a mix of various types of roads to best address the needs of a variety of users. Therefore, an ideal system includes major arterials (strictly emphasizing mobility), minor arterials (which emphasizes mobility), collectors (address mobility and limited access) and local (focus on access) streets. Functional classes of the same roadways may vary in different areas and access management guidelines and roadway characteristics differ depending on the nature of the surrounding land use (i.e. urban, urbanizing or about to become urban and/or rural). Although, the population in Long Beach is less than 1,000, for the purposes of this Transportation Plan, all street classifications within Long Beach are defined as being within an urban growth boundary (as opposed to urbanizing and/or rural areas). The functional classification of roadways within the City of Long Beach, are illustrated on Map 7-1. They are classified as follows: Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local Roadways.

A. Principal Arterials

The only roadway to be classified as a Principal Arterial within Long Beach is State Highway 28/29. Principal arterials connect communities with other areas in the state and other states. Emphasis is placed on mobility rather than land access. Intersections with principal arterials are usually limited and controlled. Direct access to principal arterials from local or residential streets is generally not allowed and should be discouraged. The nature of land uses adjacent to principal arterials is typically of a higher intensity. Principal arterials are typically spaced every 2 to 3 miles for developed areas and about 10 miles in rural areas. Principal arterials generally carry 5,000 to 25,000 vehicles per day with rural speed limits of 55 to 70 miles per hour. Also, little or no direct land access should be allowed with an urban area.

B. Minor Arterials

There are no minor arterials located within Long Beach, however the closest principal arterial to Long Beach would be Highway 55 on the East side of the City of Glenwood. Like principal arterials, minor arterials emphasize mobility as opposed to land access. Minor arterials generally connect urban service areas in developed communities to areas outside. They typically provide access for medium to short trips. Minor Arterials are generally spaced every $\frac{1}{4}$ to $\frac{3}{4}$ miles apart in metropolitan areas and 1 to 2 miles apart in developing areas.

C. Major Collector Streets

The major collector street system facilitates movement from minor arterials and serves shorter trips within the County. Major collector streets have equal emphasis on both access and mobility and

are typically spaced every ¼ to ¾ mile in a fully developed areas and ½ to 1 mile in developing areas. Major collector streets within the City of Long Beach area include County State Aid Highway (CSAH) 24.

D. Minor Collector Streets

Minor collector streets within the Long Beach area include CSAH 31 and CSAH 15. Minor collectors provide connections between neighborhoods and commercial/industrial areas and the major collector/minor arterial system. Access is slightly emphasized over mobility in minor collectors and they are typically spaced every ¼ to ¾ mile in fully developed areas and ½ to 1 mile in developing areas.

E. Local Streets

Local streets connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collector streets. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds. Local streets generally occur at every block. Due to the number of local streets, a listing of street names is not included. One county road, CSAH 54, is classified as a local road.

III. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM

The existing conditions of the transportation system are an important consideration in the determination of future needs. Discussion of certain existing elements of the roadway and transit systems in Long Beach, follow:

A. Existing Traffic Counts

The Minnesota Department of Transportation has recorded traffic volume information for major roadways within the City of Long Beach and Glenwood area. Daily volumes are illustrated in Table 7-1 and indicative of 2000, 2003 and 2007 data. The historic volumes are also indicated and reflect the growth/decline percentage at each location from 2000 to the most current estimate available (2007). As the numbers indicate traffic volumes have been falling for most areas of Long Beach. Map 7-2 at the end of this chapter, graphically represents the Traffic Count data for 2007.

**Table 7-1
HISTORIC AVERAGE DAILY TRAFFIC COUNTS**

Roadway	Location	ADT 2000	ADT 2003	ADT 2007	Percent Change
Highway 28/29	From CSAH 24 intersection east to City Limits	4,300	4,950	4,800	11.6%
Highway 28/29	From CSAH 24 intersection south to City limits	4,150	3,850	3,700	-12.2%
CSAH 54	From Golf Course Road SW to City Hall	970	1,050	890	-8.2%
CSAH 54	From City Hall SW to Highway 28/29 intersection	730	690	640	-12.3%
CSAH 54	From Golf Course Road East to City limits	1,350	1,500	1,500	11.1%
CSAH 24	From Highway 28/29 intersection West to City limits	NA	710	730	2.8%*

Source: Minnesota Department of Transportation

*Percent change from 2003 to 2007.

B. Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are not limited to the development of large, regional trails. Local sidewalk linkages, as well as bicycle lanes, routes and paths can play an important role in the transportation network. Long Beach currently has no sidewalks or trails within the City, however subdivision regulations could require the installation of sidewalks and/or trails within new subdivisions according to street classification.

Recommendations relative to bicycle and pedestrian facilities follow below:

1. Construct continuous pedestrian facilities along all major streets and highways; these should be direct and interconnect with all other modes of transportation.
2. Relate sidewalk design to the function and the anticipated amount of pedestrian traffic. Locate sidewalks to take advantage of views and other amenities, when appropriate.
3. Require pedestrian facilities as land is developed based on standards for the street classification; Implement a Subdivision Ordinance to relate to an established Functional Classification System as provided for within this Plan. Prioritize areas for future pedestrian ways.

Additional information relating to trails is contained within Chapter 9 entitled, "Parks, Trails and Recreation".

C. Aviation

The City of Long Beach has no aviation facilities but the Glenwood Municipal Airport, located 3 miles east of Glenwood, services the Long Beach area. The airport has been in operation since 1938 and features two runways, a 4,500 foot by 75 foot asphalt runway and a 2,801 foot by 209 foot turf runway with a green/white non-directional beacon (lighted land airport). A total of 10 aircraft are housed on site with an average of 94 operations per week. The majority of the operations are for local general aviation (69%) with the remaining operations for transient general aviation (31%) The airport is manned from 8:00 a.m. to 5:00 p.m., Mondays through Fridays.

D. Other Transit Service

Rainbow Rider bus service is available within the City of Long Beach. The Rainbow Rider Bus System services Pope, Traverse, Douglas, Todd and Stevens County. The bus service is available to the general public with no age or income requirements and all buses are handicapped accessible. Service for the Long Beach-Glenwood-Starbuck area runs from Monday through Friday from 7:30 a.m. to 4:00 p.m.

Greyhound Bus service is also available in Alexandria, approximately 15 miles north of Long Beach.

IV. LAND USE IMPACT ON FUTURE TRAFFIC VOLUMES

The analysis of the transportation system of Long Beach is primarily concerned with the roadway system since that is the principal element through which people and goods are transported. The preparation of a thoroughfare plan considers many factors including, but not limited to; existing roadways, regional transportation plans (state and county) and future volume projections.

A. Projected Traffic Volumes

The projection of traffic volumes to a future year is highly dependent upon expected development within the City of Long Beach and the growth area. Another factor, particularly as it relates to arterial roadways, is the expected increase in through traffic volumes on those facilities. Those volumes, which may or may not have destination within the City, are dependent upon regional and state growth. Table 7-2 illustrates projected traffic (average trips/day) based upon land use calculations (acreages needed to support growth versus actual acreages included in the growth boundaries) established in Chapter 5 of the Comprehensive Plan.

**Table 7-2
VEHICULAR TRIPS GENERATED BY NEW DEVELOPMENT**

Land Use	Total Units Assumed	Daily Trip Rate per Unit	Estimated Daily Trips
Residential–Low Density (Single & Two Family Residential, Including Manufactured Homes)	79	10.0/DU	790
Residential – High Density	0	7.0/DU	0
Commercial	--	55/ac	0
Sub Total Additional Trips			790
Assume 50 percent of the Commercial Trips are Pass-By or Dual Purpose Trip Types			-
Total Net Additional Trips			790

- Assumes 100% of new households are low density and no new commercial construction
- The assumed land use traffic generation is developed by application of trip generation rates in the Institute of Transportation Engineers (ITE) report title Trip Generation, 7th Edition, 2003.

The calculations for the new development assumptions indicate approximately 790 additional daily vehicle trips could be generated by projected land uses within the City by the year 2035. Although these trips will be spread out across the entire roadway system, roadways primarily being impacted are expected to include: Highways 28/29, CSAH 24, 54 15 and 31. This does not take into consideration any growth from neighboring areas, which may create additional traffic on State Highway 28/29, a principal arterial which runs through Long Beach. One other factor is the amount of seasonal properties located within the City. As these properties keep converting to year round properties as trend has been lately additional vehicle trips could be generated as well.

B. Access Management

The management of access along roadway systems, particularly arterial and collector roadways is a very important component of maximizing the capacity of a roadway and decreasing the crash potential along those facilities. Arterial roadways have a function of accommodating larger volumes of traffic and often at higher speeds. Therefore, access to such facilities must be limited in order to protect the integrity of the arterial function. Collector roadways provide a link from local streets to arterial roadways and are designed to provide more access to local land uses since the volumes and speeds are often lesser than arterial roadways.

The Minnesota Department of Transportation reports that studies have shown that as the density of accesses increase, whether public or private, the traffic carrying capacity of the roadway decreases and the vehicular crash rate increases. Businesses suffer financially on roadways with poorly designed access. Well-designed access to commercial properties supports long-term economic vitality.

As with many transportation related decisions, land use activity and planning is an integral part of creation of a safe and efficient roadway system. Land use decisions have a major impact on the access conditions along the roadway system. Every land use plan amendment, subdivision, rezoning, conditional use permit or site plan involves access and creates potential impact to the efficiency of the transportation system. Properties have access rights and good design will minimize the deleterious effect upon the roadway system. Access management is a combination of good land use planning and effective design of access to property.

The granting of access in the City of Long Beach is shared by the City, Pope County and by MnDOT, with each having the permitting process responsibility over roadways under their control. The guidelines are presented for functionally classified arterial and collector roadways without reference to the jurisdiction over these roadways. The basic references for the spacing guidelines are MnDOT guidelines. The access guidelines are presented in Table 7-3, which follows. The stated values are meant to be “minimum” values and greater spacing is beneficial. It is also recognized that some existing connections, both public and private, may not meet these guidelines. It is also recognized that, due to various circumstances, access may need to be granted that cannot adhere to these guidelines.

**Table 7-3
MN/DOT RECOMMENDED ACCESS SPACING**

Functional Class	Median Treatment	Existing and Proposed Land Use	Typical Posted Speed (MPH)	Full Median Opening Spacing (Miles)	Minimum Signal Spacing (Miles)	Spacing Between Connections (Feet)*
Principal Arterial	Divided	Rural	65	1	1	1320
		Urban	≥45	1/2	1/2	1320
		Urban Core	<45	1/4	1/4	440
	Undivided	Rural	55	NA	1	860
		Urban	≥45	NA	1/2	860
		Urban Core	<45	NA	1/4	440
Minor Arterial	Divided	Rural	55	1/2	1/2	820
		Urban	≥40	1/2	1/2	490
		Urban Core	<40	1/4	1/4	275
	Undivided	Rural	55	NA	1/2	820
		Urban	≥40	NA	1/2	490
		Urban Core	<40	NA	1/4	350
Collector Highways	Divided	Urban	≥40	1/4	1/4	435
		Urban Core	<40	1/8	1/8	275
	Undivided	Rural	55	NA	1/2	585
		Urban	≥40	NA	1/4	435
		Urban Core	<40	NA	1/8	310

Source: MnDOT

*Distances are based upon spacing between connections (major roads, local public streets and private driveways).

C. Traffic Calming

During the past few years, traffic calming in residential areas has been a hot topic. In the very near future, it is expected that calming may be a technique that could spread to collectors and arterials and in some areas of the country, traffic calming of collectors is being pursued.

Traffic calming is a popular way of addressing various traffic aspects on residential streets. It allows interested citizens to voice their opinions on what they don't like, and to suggest improvements. Traffic calming can be a viable approach to decreasing volume and speed problems on residential

streets. Residential traffic calming and traditional neighborhood designs are tools that can be used to help address the complex demands for more livable communities. The goal of moving traffic efficiently and safely and, at the same time, providing more “comfort” in our communities is bringing together the many various elements used when analyzing roadways. This concept of bringing together various transportation planning and design features is called harmonization.

There are many residential street traffic-calming techniques being used throughout the United States. Some are successful and some are not. A wide range of traffic calming techniques has been used over the years. They range from physical changes to the roadway system to traffic control techniques that use signing and/or pavement markings. It may be beneficial for the City to research the integration of traffic calming techniques into the residential areas as a means of promoting safe and efficient traffic movement.

D. Safety and Accident Analysis

Analyzing accident data is crucial to understanding safety trends, designing strategies to combat safety problems, and evaluating impact on safety measurement. Improving transportation safety requires a good data-analysis system with easy data extraction processes and analytic capabilities. Currently the City has not developed an accident data program. Using accident data collected by law enforcement agencies and annually compiled by the Minnesota Department of Public Safety, the City may wish to seek to develop a GIS map showing locations of all accidents on roadways.

V. TRANSPORTATION PLANS

The thoroughfare plan for the City in conjunction with the land use plan and other infrastructure plans, provides a guideline for which growth can be accommodated in a reasonable fashion and existing issues regarding transportation can be addressed. Local, regional and state transportation plans follow below.

A. City Plans

At this time there are no street projects planned in the City of Long Beach.

B. County Plans

The 2008-2012 Pope County five year road plan, indicates no road construction, reconstruction or maintenance will take place in the Long Beach area during that time period.

C. State Plans

There are no MnDOT projects included in the Department’s capital improvement plan at this time affecting Long Beach or surrounding area.

D. Transportation Funding

There are a number of various funding mechanisms available to support transportation projects these include but are not limited to the following:

1. **Federal Funding.** Long Beach may apply for federal funds for highways through the Surface Transportation Program of the Federal Highway Trust Fund, through MnDOT’s District 4. Solicitation occurs approximately every two years, with federal funding covering 80% of a project cost. Types of projects funded include highway reconstruction, safety projects, trails which are part of a project, transit and park-and-ride projects.
2. **MnDOT Cooperative Funds.** The State of Minnesota has funds available to assist with

cooperative projects which increase safety and mobility.

3. **The FHA's Safe Routes to School** is a new program in the federal transportation bill, SAFETEA-LU, designed to improve the conditions and quality of bicycling and walking to K-8 schools. The goal of the program is to reverse the 30 year decline in the numbers of children walking to school and reintroduce opportunities for regular physical activity. Eligible infrastructure projects are planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.
4. **MN Department of Natural Resources Grants.** Various federal and state grants are available for the development or reconstruction of trails. Typically grants require a 50% match and illustration that the trail is not only of local importance but also of regional significance. Grant programs through the DNR for trail projects include the Federal Recreational Trail Grant Program, Regional Trail Grant Program, Outdoor Recreation Grant Program, and Local Trail Connections Program.
5. **Development Control.** Developers may be required to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.

VI. TRANSPORTATION GOALS AND RECOMMENDATIONS

The thoroughfare plan for the City in conjunction with the land use plan and other infrastructure plans, provides a guideline for which growth can be accommodated in a reasonable fashion and existing issues regarding transportation can be addressed. The transportation plan consists of a map illustrating potential roadway projections and a written discussion regarding transportation issues and goals. Map 7-1 illustrates functional classifications and potential roadway projections as previously itemized within this Chapter. It is important to note the attached map is for illustrative purposes only and not intended to constitute an official transportation map. The City of Long Beach, in order that a safe and efficient transportation system can be provided, is committed to adherence to the following goals. Such goals are dependant upon the ability to finance the elements needed to improve safety and mobility for the citizens and businesses of the community. The following lists the goals of the overall transportation system.

A. Highway 28/29

Specific Policies/Recommendations:

1. **Official Map.** In the context of regional transportation planning and to most efficiently provide for the development of future roadways, intersections and interchanges, the City should develop an official future transportation map and plan depicting future intersections with Highway 28/29 and the extension of existing or future collector streets. In addition, the Transportation Plan should reflect spacing guidelines consistent with urbanizing and rural development factors projecting future volume/capacity analysis and outlining an improvement schedule and revenue streams.
2. **Access Management.** Highway 28/29 serves as a primary route moving moderate and long distance travelers to and from Long Beach and other communities or points of interest. Although it is likely future uses with highway visibility will attempt to capitalize on traffic volume, Highway 28/29 shall remain of primary importance to commuters traveling to destinations either within or external to the area. Therefore, transportation officials should continue to promote integrity of Highway 28/29 as a mobility corridor in urbanizing (adjacent to existing intersections) or rural areas guided by Mn/DOT or County recommended access management guidelines.
3. **Improve Entrance Appearance.** The City should promote the Highway 28/29 entrance

to Long Beach from east and south as a high quality, aesthetically pleasing corridor which creates a distinctive impression of the City. Distinguishing architectural design, quality building materials, limited outdoor storage, preservation of existing environmental features and civic entrance monuments of superior quality could be emphasized.

4. **Development Along Corridor.** In addition, the City should consider the implementation of strict environmental protection and enforce building design standards for development adjacent to the Highway 28/29 corridor in order to enhance the corridor as a quality entry point to the City of Long Beach.
5. **Pedestrians.** The City should promote safe pedestrian crossing of Highway 28/29.
6. **Safe Intersections.** The City should actively work with other transportation entities to investigate and promote vehicular safety at intersections with Highway 28/29, including but not limited to reviewing warrants for intersections with Highway 28/29 on an annual basis.

B. Collector Streets

The location of community collector streets is a major determinant of what land use patterns will look like. Potential future collector streets have been identified on Map 7.3. The location of these collector streets has been based on recommended spacing of collector streets, land uses, topography and existing roadways. It is important to note the attached map is for illustrative purposes only and not intended to constitute an official transportation map.

Specific Policies/Recommendations:

1. **Planned Growth.** Future growth patterns shall correspond to existing community collector streets where possible. The spacing of future community and neighborhood collector streets should balance a strong need for mobility with a lesser need for land use access.
2. **Traffic Control.** Collector streets shall be designed to provide continuity and prudent access to minor and principal arterials. Since the primary purpose of collector streets is to provide large volumes of through traffic with a high level of mobility, continuity is critical. Intersections should be controlled with cross street stop signs. Stop signs should not be used to stop traffic on collector streets except for intersections with other collector or arterial streets. Each segment of the collector street system should be designed to satisfactorily perform its specific role within the overall transportation system.

C. Local Streets

Local streets primarily function to serve residential neighborhoods and other areas of lesser daily traffic volumes. The extension and/or spacing of future local streets should promote excellent access to lower intensity land uses and discourage excessive vehicle speeds. Local streets should not be used for on-site traffic circulation which should be accommodated off the right-of-way (for circulation within a parking lot for example).

Local streets should be laid out to permit efficient plat layout while being compatible with the area's topography, municipal utility plans and environmental constraints.

Specific Policies/Recommendations:

1. **Traffic Calming.** Traffic calming alternatives should be explored to provide a viable approach to decreasing volume and speed problems on residential streets.

2. **Utility/Street Reconstruction.** To avoid duplicate costs the City should continue to correlate future road construction/reconstruction with municipal sewer construction and reconstruction.
3. **Utility Notification.** The City should advise private utility service providers of proposed urban subdivisions and/or construction/reconstruction project to ensure efficient construction/repair/replacement of services including natural gas, electrical and telephone facilities.

D. Future Roadways/Land Use

The various sized roadways form an interrelated network which can easily either benefit or detract from the community. When determining the size, location and timing of construction of roadways, an essential function of a City, the following principals shall be considered: Land uses that generate heavy traffic loads require efficient access and should be located near roadways designed to carry heavy volumes, such roadways shall be designed to carry heavy volumes and provide mobility rather than land access. Conversely, land uses which generate very little traffic and do not benefit from through traffic (i.e. residential uses) should be located away from the noise, pollution and bustle of roadways designed to carry heavy traffic volumes.

In the context of regional transportation planning and to most efficiently provide for the development of future roadways, the City should develop an official future transportation plan and map examining:

- The capacity of existing streets and the timing of improvements/reconstruction based on threshold increases in vehicle trips;
- The projected costs of said improvements/reconstruction;
- Depicting future collector street corridors which reflect spacing guidelines consistent with urbanizing and rural development factors;
- Projected municipal costs associated with the identification of collector street corridors, right of way acquisition, etc.

The City should consider the incorporation of access management guidelines for local and collector streets within a Subdivision Ordinance.

E. Roadway Infrastructure

As the street system continues to expand, street maintenance such as snowplowing, seal coating, grading rural roadways, dust coating, routine maintenance, etc. will become increasingly important issues. Additional street construction will either increase contracted labor expenses or necessitate an expansion of the City's services including a municipal public works department. Prior to approving proposed subdivisions, consideration should be given to the City's ability to provide municipal services, facilities and equipment for snowplowing, street grading, minor street repair, dust-coating, etc. on either a contracted or staff basis.

Additional vehicle trips generated by proposed development and dispersed over the existing roadway system shall be examined relative to the capacity of existing roadways to accommodate increased traffic.

The City's Capital Improvement Plan should contain elements for new construction, reconstruction and scheduled upgrading of the street system. Scheduled maintenance should be included in annual budgets. Street maintenance should include routine patching, crack filling, and sweeping. The City should implement a schedule for roadway maintenance and reconstruction (e.g. seal coating two years after construction, every seven years thereafter; complete reconstruction or mill/overlay every 15-20 years).

To avoid duplicate costs the City should correlate future road construction/reconstruction with municipal utility construction and reconstruction. In addition, the City should advise private utility service providers of proposed urban subdivisions and/or construction/reconstruction project to ensure efficient construction/repair/replacement of services including natural gas, electrical and telephony facilities.

F. Transit/Alternate Modes of Transportation

The City should encourage alternate and/or integrated transportation methods which are less dependent on motor vehicles. The City could promote and encourage walking and biking as alternate transportation methods. As the population ages and diversifies, bus service will become an important amenity in the community and should be promoted. Special attention should be given to improving pedestrian access, movement and crossings throughout the neighborhoods and lake areas to provide both convenience and safety.

G. General Objectives

There are a variety of policies and recommendations that are general in nature, with the objective of addressing within the time period covered by this Comprehensive Plan certain specific transportation deficiencies that presently exist. Although they may be of equal importance to the other objectives in this chapter, they are listed here.

1. **Access Improvements.** Maintain safe and effective accesses to properties for all land uses. With the objective of
 - A. **Shared access.** Maximize the number of shared accesses serving properties abutting Highway 28/29.
 - B. **Identify concerns.** Develop an inventory of specific access concerns that ought to be addressed over time, so that information is readily available should individual site development plans arise.
 - C. **Access improvements.** As opportunities arise, particularly through land use approvals, eliminate or modify (as appropriate) accesses that are counter to safe and efficient transportation objectives.
 - D. **Access design.** Carefully review access proposals as part of site approvals for development projects and aggressively ensure that developers have followed through with access conditions established by the City.
2. **Inter-jurisdictional.** Maximize planning efforts between the City and other governmental entities, with the objective of coordinating transportation routes that provide a seamless system for the public.
 - A. **Minnewaska Township.** To the extent practical, ensure that there are logical connections of roadways which are under the jurisdiction of the Minnewaska Township.
 - B. **City of Glenwood.** To the extent practical, ensure that there are logical connections of roadways which are under the jurisdiction of Glenwood.
 - C. **Pope County.** Garner input from Pope County when development activity on individual lots has the potential to impact County transportation systems. Also, work jointly with Pope County to gradual implementation of shared transportation route improvements.
3. **Private roadways.** Prohibit the creation of private roadways for single family residences, which function essentially as public streets.

City of Long Beach

Functional Classifications and Transportation Plan Map 7-1

Legend

Functional Classifications

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Transportation Plan

- Future Minor Collector
- Minor Collector

- Municipal Boundaries

- Local Roadways

- MN/DOT County and Township Roads

- MN/DOT City Roads

- MN/DOT Basemap Railroads

- DNR 100k Lakes and Rivers

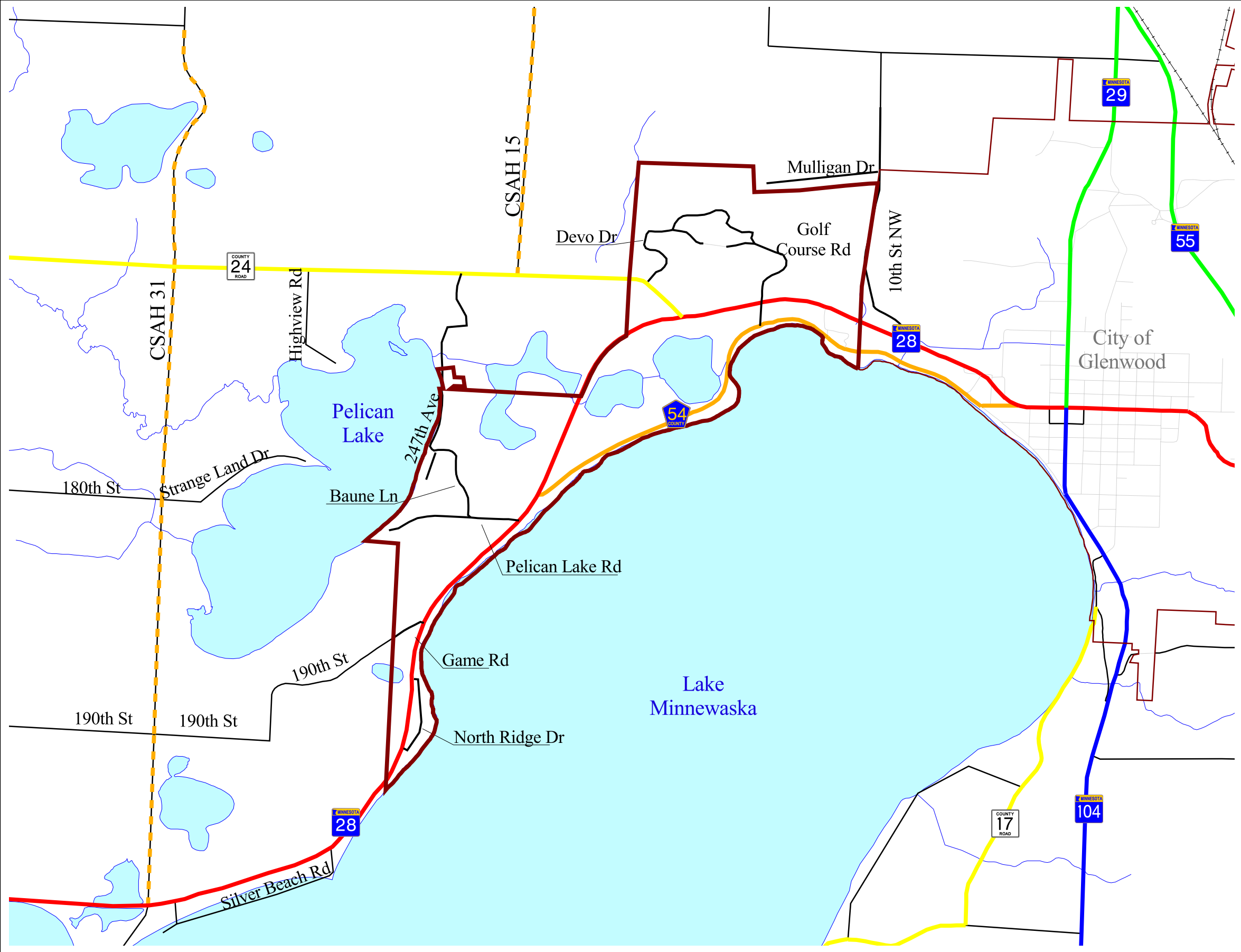
- DNR 100K Streams

Map/Data Disclaimer:
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Map Date: September 1, 2008



Scale: 1 inch = 700 feet
R.F.: 1 : 8,400











City of Long Beach

2007 Traffic Counts

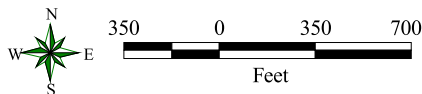
Map 7-2

Legend

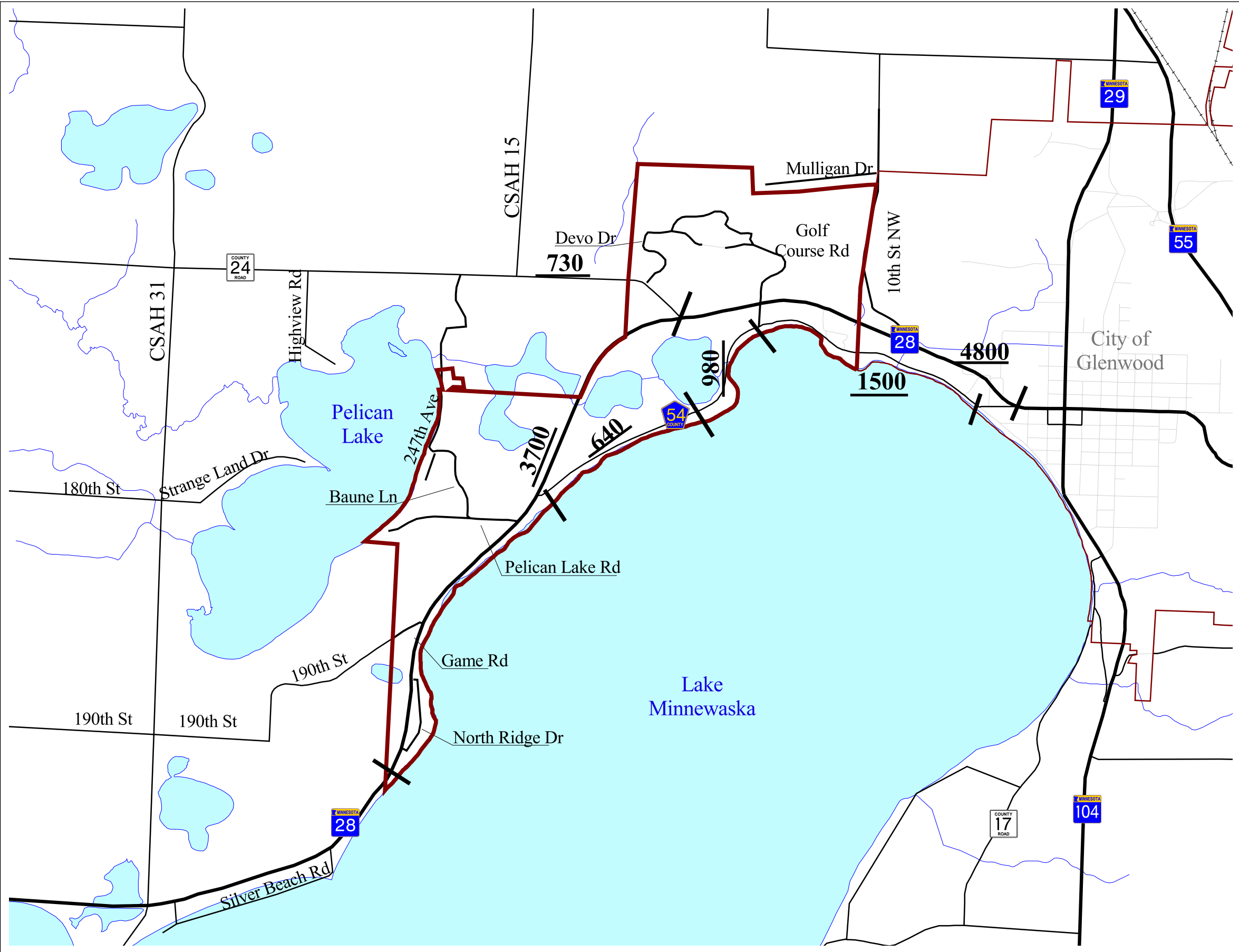
-  Municipal Boundaries
-  Local Roadways
-  MN/DOT Major Roads
-  MN/DOT County and Township Roads
-  MN/DOT City Roads
-  MN/DOT Basemap Railroads
-  DNR 100k Lakes and Rivers
-  DNR 100K Streams

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Map Date: September 1, 2008



Scale: 1 inch = 700 feet
R.F.: 1 : 8,400



CHAPTER 8 - PUBLIC UTILITIES

I. INTRODUCTION

This portion of the Comprehensive Plan includes a planning-level review of the:

- Municipal Wastewater Treatment/Sanitary Sewer System
- Municipal Water System
- Municipal Storm Water System
- Identifies Public Utilities Policies and Recommendations

II. SANITARY SEWER SYSTEM

A. Existing Sanitary Sewer System

The City of Long Beach's sanitary waste collection system is a pressure sewer system which was installed in 1986, and the treatment system discharges into the joint treatment system with Glenwood, MN. The joint treatment system was also constructed in 1986, and consists of a lift station and forcemain discharging into a facultative lagoon system whereby the effluent is spray irrigated on to crop land.

The Long Beach system is a pressure sewer system which consists of 6-8 miles of 1.5-4 forcemains with grinder pump stations at homes and businesses.

B. Future Sanitary Sewer Projections

The City of Long Beach is currently adding 13,000 ft of 6-inch high density polyethylene force main piping to accommodate future growth and to handle existing flows from the county/community school system which is located at the west end of the Long Beach municipal city limits.

C. Sanitary Sewer Plans

A Comprehensive Sewer Plan has not been developed for the City, however the Pope County conducted the Lake Minnewaska Area Planning Framework which identified two possibilities for a regional approach to serving the Lake Minnewaska area, including Long Beach. This consisted of a single large sewer pipe extending around the lake to serve existing and new development, connected to an off-site treatment basin outside the immediate Glenwood area. Several years ago this was projected at over 15 million dollars. The second option was design several smaller, decentralized systems which may save costs and be less complicated. By using the smaller systems, development could be phased to areas where on-site sewage treatment systems were failing and threaten ground and surface water or growth was taking place, rather than waiting for the large single pipe system to encircle the entire lake.

Priority should be given to areas within a half mile of Lake Minnewaska and Pelican Lake to encourage a decentralized system to take sewage away for the lake or connect to the current sanitary sewer system in place.

The City has not adopted a capital improvement plan (CIP) for future sewer projects and there are no sanitary sewer related capital expenditures planned. However, it is evident that ongoing upgrades to the sewer system are needed to accommodate the projected growth and service the remaining households within Long Beach and Minnewaska Township that may become residents of Long Beach in the future who are still serviced by individual on-site sewage treatment systems. The City may wish to consider the completion of a Comprehensive Sewer Plan which would not only assist the City

in determining sanitary sewer collection and treatment system issues but provide recommendations for future facilities to handle the projected growth. The Plan will establish: priority replacements for mains/services; methods of financing (i.e. SAC charges, assessments, user charges) and capacity requirements and orderly improvements for expansion of the system.

D. Maintenance of the Sanitary Sewer System

Generally improvements have been done on an as needed basis to maintain the system. Jetting to the system occurs annually with approximately 1/3 of the lines completed. Problem areas within the system are addressed annually. Replacement of mains and lines are coordinated with street and other utility projects.

D. Sanitary Sewer Rates and Fees

Sewer rates effective in 2008 are based on a flat fee of \$30.00 per month per household. The sewer system rates include costs for conveyance and maintenance of the system in conjunction with the City of Glenwood. Discussion has taken place with Glenwood about future maintenance costs and whether the sewer rate would have to be raised to keep up with the additional maintenance taking place.

Capital expenses should be included in a capital improvement fund and paid for through an Enterprise Operating Fund or through the issuance of bonds and repayment from trunk area charges and/or connection fees (SAC).

III. WATER

A. Existing Water System

The City of Long Beach currently does not have a municipal water system serving the community. The entire community, including all residents and businesses use private wells. A Comprehensive Water Study has not been completed for the City. A Water Study would evaluate the potential for a municipal drinking water system and areas proposed to be serviced by municipal drinking water and identify proposed routes of water utility extension to future areas. It has been indicated that establishing a municipal water system is a priority for Long Beach. Numerous possibilities as to how this is accomplished have been discussed, including establishing its own municipal water system and connecting to the City of Glenwood's water system.

B. Wellhead Protection Plan

The City of Long Beach should also complete a detailed Wellhead Protection Plan. The purpose of a Wellhead Protection Plan is to ensure the current and future safety of the City's drinking water supply and should include the following elements as required by the Minnesota Department of Health:

1. The delineation of the wellhead protection area and the drinking water supply management area.
2. An assessment of the vulnerability of the drinking water supply management area.
3. A review of expected changes to the physical environment, land use and surface and ground water sources.
4. A plan for the management of the wellhead protection area.
5. A plan to monitor the adequacy of wellhead protection measures and a plan to implement the wellhead protection plan.

E. Proposed Water Facilities

The City has not adopted a capital improvement plan (CIP) for future water projects. There are no water related capital expenditures planned in the next five year period. The City may wish to consider the completion of a Comprehensive Water Plan which would assist the City in determining future improvements to a municipal water system to accommodate anticipated growth, reduce the number of individual private wells in the community to limit the possibilities of contamination and aid in capital expense planning.

IV. STORM WATER UTILITY

A. Existing Storm Water Facilities

Long Beach's Storm Water facilities include a combination of storm sewer lines, pipes, channels, overland drainage ways, catch basins and ponds.

B. Storm Water Plans

At this time no storm water plans are in place. The city should look to establish a plan which should include assessment of the current system; the identification of an ultimate storm drainage system for the entire City; reduction of public expenditures necessary to control excessive volumes and rates of runoff; flood prevention especially those urban in nature; identification of current and future drainage patterns; protection and enhancement of the areas natural habitat; promotion of ground water recharge and definition of all drainage outlets and reduction in erosion from surface flows.

C. Storm Water Fees

The City does not currently have a storm water utility fee in place. As the City continues to grow, a storm water utility fee should be established on the fee schedule.

V. MUNICIPAL UTILITIES POLICIES AND RECOMMENDATIONS

Municipal Utility Objectives

1. Continue to provide quality municipal sewer services to Long Beach residents and businesses at cost effective rates.
2. Continue to plan for future utility needs and structure rates and fees to ensure future development pays for infrastructure costs needed to support the growth, focusing on SAC, WAC and connection fees.
3. Continue to upgrade existing utility infrastructure as well as plan for future extensions and improvements.
4. Manage and collect storm water to prevent flooding, erosion and contamination/destruction of water bodies, wetlands and native/aquatic species.
5. Plan for the installation of a municipal water system to serve the current residents as well as future growth.
6. Continue to expand the sanitary sewer system to residents who are currently served by individual sewage treatment systems.

7. To continue to work with Pope County and the City of Glenwood to establish a region wide sanitary sewer system to help preserve the quality of the regions water resources.

Municipal Utility Recommendations

1. The City should review and calculate the impact of all proposed development and land subdivision in and adjacent to city limits on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner (i.e. two years).
2. The City should emphasize redevelopment/infill in the current city limits where municipal sanitary sewer is available to maximize existing municipal sewer service.
3. The City should continually review the appropriateness and establishment of: utility rates, sewer availability and connection charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the municipal sewer system.
4. To avoid duplicate costs the City should continue to coordinate future street construction/reconstruction with needed municipal utility construction and reconstruction.
5. Have discussions with the City of Glenwood in regards to a shared municipal water system to see what the best options are for implementing the system.
6. The Subdivision Ordinance for the City should be updated to include a "Premature Subdivision" section, which addresses infill policies, adequacy of roads or highways servicing the development, adequacy of storm water management, safe water supply, sewage disposal, support facilities (i.e. police, fire, schools, parks, etc.), consistency with environmental protection policy and consistency with the City's capital improvement program. In addition, the Subdivision Ordinance should be updated to address design standards for utilities to be consistent with any respective comprehensive utility plans adopted by the City.
7. Enact a Wellhead Protection Plan to preserve quality drinking water for years to come and protect the ground water until such time as it is needed for a municipal system.
8. Upon completion of the Wellhead Protection Plan, development proposals shall be reviewed in accordance with the Plan. Any potentially contaminating land uses should be sited outside the wellhead protection area.
9. The City shall coordinate extension of municipal sanitary sewer service to areas about to become urban in nature or in need of sewer upgrades with the extension of municipal sewer service. In addition, the City should plan for the future servicing of parcels currently surrounded by City limits which are currently in Minnewaska Township and served with Individual Sewer Treatment Systems.
10. The City may wish to consider a policy to reserve a portion of sewer system capacity specifically for the purpose of commercial development (e.g. 10% of capacity reserved for future commercial development, based on estimated usage of 2,000 gallons/acre/day).
11. The City should review assessment policies relative to development review and financing, including but not limited to cost-sharing in conjunction with extension of wastewater collection mains/lift stations in newly developing areas (i.e. City responsible only for over-sizing of mains).
12. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City should review and calculate the impact of all proposed development and land

subdivision on the capacity of the existing and future water supply and sanitary sewer systems.

13. The City should examine the impact of private wells on future municipal well fields as part of the wellhead protection planning process.
14. To plan for future water supply and storage needs the City should consider the completion of a Comprehensive Water Study.

CHAPTER 9 – PARKS, TRAILS AND RECREATION

I. Introduction

Parks, trails and recreational facilities can be a valuable community resource that contributes positively to the quality of life offered within Long Beach. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the activities people usually do and the places where we spend most of our time.

Providing quality recreational opportunities begins with proper planning. To assure adequacy and maximum usability, recreation areas and facilities shall be developed with regard for the needs of the people and the area they serve. Proper planning must take into consideration a number of factors, including but not limited to, location of existing recreational areas (i.e. proximity to the area served, separation from incompatible land uses), adequacy of existing facilities, site planning for the location of future facilities, access to current and future facilities, provisions for recreation programs, and financing, maintenance and management of existing and proposed parks, trails and recreational facilities.

This Chapter shall:

1. Provide Park Classification;
2. Existing Parks and Recreational Opportunities;
3. Discuss Trails and Pedestrian Ways;
4. Examine Recreational Facility Standards;
5. Establish tangible recommended goals and policies for future parks, trail and recreation facilities and programs.

II. INVENTORY

A. Park Classifications

The City of Long Beach features a number of recreational features, which are located throughout the community and neighboring areas. Recreational features within the City can be typically described according to their type, population served and location. The following terms and descriptions shall be used to classify recreational facilities:

- **Neighborhood Parks** provide open space for passive recreation for all ages within a neighborhood, particularly for the elderly and families with young children. An ideal neighborhood park site is scenic or wooded and located a maximum of one-quarter mile, which is normal walking distance, from primary users. Suggested minimum size for this type of park is one acre. Site development should include sidewalk, benches, landscaping, and play features for preschoolers. Neighborhood parks should connect with trails which connect to other parks and neighborhoods.
- **Neighborhood Playgrounds** are usually provided in conjunction with education and institutional facilities and primarily serve the recreation needs of children ages 5 to 12. Individual neighborhood playground size is dependent on the types of activities it supports and the facilities it provides. Play features, ball fields, basketball and tennis courts, and open play fields are common components. The service area is highly variable, but it usually has a radius of one-quarter mile.
- **Community Parks** typically serve several neighborhoods and are under municipal administration. Although size may vary, community parks are usually more spacious than

neighborhood parks or playgrounds. In addition to the kinds of facilities provided at neighborhood parks, these parks may provide swimming pools, picnic areas, more elaborate play fields, restroom facilities and tennis courts. Community parks serve people of all ages and have an effective service area radius of one-half mile.

- **City-wide Parks** may serve some or all types of a community's recreation needs. They can provide a wide range of activities for all age groups or may be very specific. In addition to some of the facilities provided by other types of parks, citywide parks may contain an area for nature study, hiking and riding trails, pond fishing, spectator sports and numerous other activities. However, in many small communities, a citywide park is sometimes designated as such not because of its size and/or variety of recreation facilities, but because it is the only park available to the community.
- **Specialized Recreation Areas** may include but are not limited to; golf courses, historic sites, conservancy area, linear trail, and floodplains. Most specialized recreation areas have limited active recreation value, are not developed as multi-purpose recreation areas, or are not always available for use by the public. Specialized areas are an important adjunct to a community and its park and open space program.
- **Regional Parks** may include but are not limited to conservancy areas, trails, floodplains, hiking and riding trails, recreational fields, spectator sports, and fishing. Regional parks serve people of all ages and serve a regional population.

B. Existing Parks

Long Beach has one public park, Morning Glory Gardens. This park is a small Specialized Recreation Area park with lakefront on Lake Minnewaska. The park is located just north and east of the intersection of North Ridge Drive and State Highway 28/29. The primary function of this park is open space and the park includes flower gardens, chapel and gazebo. The park can be rented for weddings or other events for \$150.00 per day.

C. Existing Recreational Opportunities

The main recreational draw for the City of Long Beach is the lakes located within the community, which provide residents and visitors with a wide variety of recreational opportunities. Lake Minnewaska is 7,100 acres and 20 miles of shoreline. Game fish include, walleye, northern, panfish, crappie, and bass. It is the 13th largest lake in Minnesota, carved by glaciers, with great autumn fishing. The sugar maples on the east shore are a must see in late September and early October. Pelican Lake is 519 acres with 4.8 miles of shoreline. Game fish include northern pike, crappies, pan fish, and walleye. Pelican Lake is close to Glenwood. It's a scenic recreational lake surrounded by hardwoods and boast a natural sand beach in its Northeast side. Thanks to good forage the northern pike and walleye are good size.

Numerous lakeside resorts are also located in Long Beach and typically include for rent cabins, camping, fishing, swimming, boat rental, games and more. Long Beach area resorts include Waskawood, Green Valley Resort, Hunt's Resort and RV Park, Pelican RV Resort, Torgy's Resort and Woodlawn Resort and Campground.

The City of Glenwood hosts Waterama each year to celebrate a five day festival of on the beautiful shores of Lake Minnewaska. The event features a 100-unit parade, kiddie parade, lighted pontoon parade, water shows, pageants, dances, sporting events, and running races. When you need a break from the activities, there is plenty of food to take care of your appetite. Other activities include crazy day sales, art and craft shows, car show, state of the art fireworks, and a community worship service.

Besides the lakes local events in the area, a number of other park and recreation facilities are located in the City of Glenwood and surrounding area.

Barsness Park, located in the City of Glenwood is a 70 acre park which features a ski hill, BMX bike track, skateboard park, tennis court, new playground, more than 3 miles of hiking/cross country trails, newly redesigned campground with 50 electrical hookups, public swim beach with sand volleyball, and new water, sewer, restroom, and shower facilities. Additionally, the Chalet is available for parties of up to 60 people, and the picnic shelter can hold another 75-90.

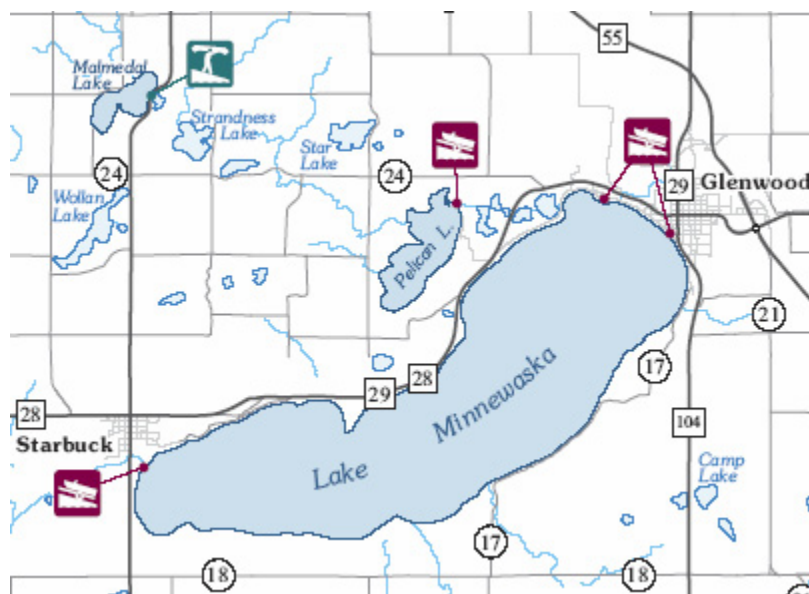
Glacial Lakes State Park, located 4 miles south of Starbuck, features over 2,400 acres with a 56-acre spring-fed lake, modern camping facilities, 9 miles of snowmobile trails, 9 miles of horseback riding trails, 6 miles of cross-country ski trails, picnic areas, handicapped accessible campground and beach areas, fishing, canoe and rowboat rentals, 38 campsites, including 14 with electricity, and one camper cabin.

Two golf courses are located in the area, one which is located in Long Beach, the Minnewaska Golf Course. It is an 18 hole course with a driving range and club house. The second course is located across Lake Minnewaska from Long Beach, the Pezhekee National Golf Course. This course is a 18 hole course with a club house. Both courses are open to the public.

D. Access to Public Waters

The public has access to Lake Minnewaska and Pelican Lake through several public accesses. On-site parking for vehicles and boat trailers are provided at the public accesses. The public accesses are suitable for access via trailer or carry-in (boat and canoe) and are managed by the Minnesota Department of Natural Resource (DNR). Public Access areas within the Long Beach area are shown on Figure 9-1 below.

Figure 9-1 DNR PUBLIC ACCESS



E. Trails and Pedestrian Ways

A portion of the Glacial Ridge Trail, which runs from Glacial Lakes State Park through the city of Long Beach to the City of Villard is a combination bike and snowmobile trail. This 19.7 mile trail follows the railroad bed to 190th Street southwest of the City and heads east on 190th Street then turns north on

CSAH 31 then turns east on CSAH 24 until it connects with Minnesota State Highway 28/29 and run east until it takes a right on Golf Course Road which turns toward Lake Minnewaska then turns left on CSAH 54 and heads east into the City of Glenwood.

F. Wildlife Management Areas

Wildlife Management Areas (WMAs) are areas set aside for wildlife management and production by the Minnesota Department of Natural Resources (DNR). WMAs are open to the public and offer many opportunities for wildlife watchers as well as hunters. The following WMA's are located in the Long Beach area.

Star Lake WMA – This 44 acre WMA is located 2 miles west on CR 24 and composed of emergent wetland and some open water. Domestic cool season grasses grow on the east side. Limited management occurs because of its small size and the nature of the habitat. Waterfowl and wetland associated species use the marsh, which is located in the Hardwood Hills landscape. Hunting options include deer, pheasants and waterfowl.

Reno East & West Units WMA – This 40 acre and 16 acre WMA is about 4-5 miles northwest of Long Beach and consists of two separate locations. The west unit is primarily open water wetland while the east unit is open water surrounded by cattails with some woody cover and cool season grasses. Hunting options include pheasant and waterfowl.

III. PATHWAYS

A. Classifications

Pathways within communities and connecting to larger regional pathways are often classified by their purpose, type of improvement and location. The following Table 9.1 includes a description of six types of pathways and identification of the pathways within Long Beach which are included in each category.

Table 9-1 PARK DESCRIPTIONS

Classification	General Description	Description of each type	Existing Facilities
Park Trail	Multi-purpose trails located within greenways, parks and natural resource areas. Focus is on recreational value and harmony with the natural environment.	Type I: Separate/single purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters. Type II: Multi-purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters. Type III: Nature trails for pedestrians. May be hard or soft surfaced.	None
Connector Trails	Multi-purpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters located in independent R.O.W (e.g. old railroad R.O.W). Type II: Separate/single-purpose hard-surfaced trails for pedestrian or bicyclists/in-line skaters. Typically located within road R.O.W.	None

All-Terrain Bike Trail Snowmobile	Off-road trail for all-terrain (mountain) bikes or snowmobiles	Single-purpose loop trails usually locate in larger parks and natural resource areas.	West of Pelican Lake and along CR 24 and East on CR 54
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.	None
Cross Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Loop trails usually located in larger parks and natural resource areas.	None
Equestrian Trail	Trails developed for horseback riding.	Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multi-purpose with hiking and all-terrain biking, where conflict can be controlled.	None

B. Pathway Design

Trails or pathways should be designed with the following goals in mind:

- Safety – protect non-motorized and motorized users (depending on the type of trail) from adjacent or crossing vehicular traffic;
- Linkages - provide links between local parks and recreational areas and regional trail systems;
- Natural Environment – protect the natural environment and design the trail system while protecting natural features; and
- Continuity – provide continuous trail systems with as few interruptions in user movement as possible.

Following are design guidelines suggested by the National Recreation and Park Association for the various types of pathways:

1. Park Trails

Type I: These separate or single purpose trails are typically ten feet wide and hard surfaced for pedestrians, bicyclists and/or in-line skaters.

Type II: These multi-purpose trails typically include a natural buffer from adjacent uses on either side of the trail. A 50 foot right-of-way to accommodate the buffers is common with a ten foot paved surface.

Type III: Nature trails are generally six to eight feet wide and are soft surfaced. Trail grades vary depending on the topography of the area in which they are located. Interpretive signage is common along nature trails.

2. Connector Trails

Type I and II: These separate or single-purpose hard surfaced trails are designed for pedestrians or bicyclists/in-line skaters. If designed for pedestrians only, a six to eight foot width is common. If designed for bicyclists/in-line skaters, a ten foot paved surface is recommended. The trails may be developed on one or both sides of the roadway and may include one or two-way traffic. The trail is typically separated from the roadway with a boulevard, grass and/or plantings.

3. On-Street Bikeways

On Street Bike Lane: Bike Lanes are typically designed as a five-foot lane adjacent to the driving lane. On-street parking may occur between the on-street bike lane and the curb or edge of the road. In essence each side of the roadway is divided into three sections (1) driving lane, (2) on-street bikeway and (3) on-street parking.

On Street Bike Route: This bicycle route is typically designated so with signage. On Street Bike Routes are typically paved shoulders along roadways.

- 4. All Terrain Bike Trails or Snowmobile:** Design and length vary depending on the topography in the area. These trails are generally a part of a larger regional park or natural resource area.
- 5. Cross Country Ski Trails:** The design of the cross-country ski trail is dependent upon its intended use. The traditional diagonal skiing typically includes a packed groomed trail with set tracks. Skate-skiing designs include a wider packed and groomed surface. The length of the trails may vary. Cross-country ski trails may be designed to be used as equestrian trails during summer months.
- 6. Equestrian Trails:** These trails, designed for horseback riding, typically are designed with woodchips or grass as a surface. They are located in larger parks and natural resource areas where conflict with other trail users may be avoided. The length of an equestrian trail varies, but is generally looped.

IV. RECREATIONAL FACILITY STANDARDS

A. Facility Standards

As parkland is acquired either through dedications or purchase, it is important to plan space according to the desired recreational contents. In existing parks, it is important for the City to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park. Table 9-2, *Facility Standards*, on the following page, are standards for a number of recreational activities.

Table 9-2 FACILITY STANDARDS

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Pop.	Service Area	Existing Facilities
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitchers mount to run east-northeast.	1/6,000	Appr. ¼ to ½ mile radius Part of neighborhood complex. Lighted fields part of a community complex	None
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist-45' men, women- 40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, and the batter is not facing sun. Line from home plate through pitchers mount to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	None
Basketball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft High School: 5040 to 7280 sq. ft	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000	¼ to ½ mile radius Outdoor courts in neighborhood/ community parks. Indoor as part of schools	None
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000	¼ to ½ mile radius. Best in batteries of 2 to 4. Located in neighborhood/community parks or near a school	None
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	None
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	None
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	None
Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft to include support area	Long axis is north-south (outdoors)	1/20,000	15 to 30 minute travel	None
Warming House	Variable	Variable	Variable	1/rink area	2 hockey rinks/skating areas	None
Picnic Area w/ Shelter	Variable	Variable	Variable	1/5000	2 mile radius	None

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Pop.	Service Area	Existing Facilities
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	None
Sledding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None
Shooting/ Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30' . Clear space behind targets min. 90' x 45' with bunker	Archer facing north + or – 45 degrees	1/7,500	30 minute travel time. Part of a regional complex	None
Community Center	15-25 acres	Varies	Varies	1/20,000	--	None
Horseshoe courts	0.1 acre	Varies	Varies	1/2,000	--	None
Swimming Pool	1 to 2 acres	Teaching – min. 25 yards x 45' even depth of 3-4 feet. Competitive- min 25 m x 16 m. Min. of 25 sq. ft. of water surface per swimmer. Ratio of 2 to 1 deck to water.	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun.	1/10,000	150 person capacity 15 minute travel	None
Off-Street Parking	300 S.F Per Car	Typically 9' x 20' with a 20' driving lane	Variable	NP: 8-12 cars CWR: 25-100 cars SR: 25-100 cars	NA	None
Restroom Facilities	Varies	Per building code	Variable	1 double unit per park (community parks)	1 park	None

B. Accessibility

¹The American With Disability Act (ADA) was signed into law on July 26, 1990. The law requires local and state governments, places of public accommodation and commercial facilities to be readily accessible to persons with disabilities. ADA statutes affect the City and other local and state park and recreation facilities in the following ways:

- Newly constructed buildings (after January 26, 1993) must be constructed to be readily accessible.
- Renovations or alterations occurring after January 26, 1992 to existing facilities must be readily accessible.
- Barriers to accessibility in existing buildings and facilities must be removed when it is “readily accessible”. This includes the location and accessibility to restrooms, drinking fountains and telephones.

¹ Source: Park, Recreation, Open Space and Greenway Guidelines, James D. Meres, Ph.D., CLP and James R. Hall, CLP. © 1996, National Recreation and Park Association

Other requirements include, but are not limited to:

- One accessible route from site access point, such as a parking lot to the primary accessible entrance must be provided. A ramp with a slope of no greater than 1:6 for a length of no greater than two feet may be used as a part of the route. Otherwise a slope of maximum 1:12 is allowed.
- One accessible public entrance must be provided.
- If restrooms are provided, then one accessible unisex toilet facility must be provided along an accessible route.
- Only the publicly used spaces on the level of the accessible entrance must be made accessible.
- Any display and written information should be located where it can be seen by a seated individual and should provide information accessible to the blind.

Parks which are developed with items such as parking lots, swimming pools, tennis courts and basketball courts should have routes which are accessible. Nature parks or areas with limited development should have the minimum of accessible routes to the site. The National Park Service provides design guidelines for accessible outdoor recreation.¹

As the City redevelops City parks, it will be important to include ADA standards in the design. Installation of curb cuts and pathways within the park, designation of handicap parking in the parking lots, remodeling of restroom facilities to provide a handicap accessible stall in each of the men's and women's facilities and pathways to shelters and recreational amenities has been recommended as a method to achieve accessibility goals.

V. MAINTENANCE AND OPERATIONS

The proper care and management of park and trail facilities will encourage park/pathway use, improve the quality of life in Long Beach and enhance the visual quality of neighborhoods and the City as a whole. Maintenance of a park system could include but is not limited to:

Litter and Garbage Clean-up	Mowing and Trimming
Preventative Equipment Maintenance	Moving Tables and Benches
Equipment Repair	Leaf Clean-Up
Facility Repair and Maintenance	Tree Inspection
Winter Pond Maintenance	

VI. FINANCIAL RESOURCES

Several resources are available to assist the City of Long Beach in providing adequate parks, trails and facilities for residents. Following are the most typical sources, listed in the order by which the extent each is used.

1. Park Dedication/Fee In-Lieu of Parkland Dedication Requirements
2. Grants
3. Donations by private individuals, civic organizations, organized groups, etc.
4. Property taxes

5. Volunteer hours/labor
6. User fees

VII. RECOMMENDED GOALS AND POLICIES FOR PARKS, TRAILS AND RECREATION

Following the review of park, trail and recreation facilities in the area and in accordance with park, trail and recreational plans--the following goals and recommendations have been prepared.

OBJECTIVE 1: General. Maintain and even enhance the livability and appeal of the community through the adherence to variety of general park policies.

Policy/Recommendations:

1. Accessibility. The City should design new facilities to be barrier free and provide other accommodations for people with disabilities, in accordance with ADA requirements.
2. Park identity. The City should strive to create an identity in any future park, which will give a stronger sense of place while visiting each park and a better experience for the patron. The creation of a theme for each is central to this recommendation, including: establishing a name for each such amenity that has personality and defines the "place" that is intended for the amenity; utilization of features within the park or amenity that support that theme; and entrance signage that has character, charm and support the theme for the park.
3. Promotion. In order to achieve better utilization of the City's investment in its park and recreation facilities, there should be an effort to promote the availability of these amenities among the residents of the city.

OBJECTIVE 2: Pedestrian. Increase the opportunities for pedestrian traffic in the community for both recreational activity and for functionally as a means of transportation.

Policy/Recommendations:

1. Pedestrian plan & policy. The City should develop a trail and pedestrian plan to link existing recreational amenities and neighborhoods and coordinate the trail development with the school district; Pope County (County Road turn backs and reconstruction projects) and DNR grant programs. The City shall carefully review proposals from developers relative to proposed trail and sidewalk facilities within new subdivisions. The City should develop a more detailed sidewalk/trail policy indicating when/where sidewalks or trails should be placed. Trails connecting the new housing areas of the City to the recreational amenities should be considered. The Planning Commission and City Council should require developers to install identified portions of trails/pedestrian ways with subdivision construction, even if the trail/pedestrian way temporarily dead-ends.
2. Design. Ensure that sidewalk and trail areas provide a feeling of safety, seclusion and comfort. To the extent possible, such facilities should be separated from vehicle traffic by grade changes, medians and the like. Effort should be made to provide at least a minimal amount of screening for pedestrians from motorists, most obviously through the use of boulevard trees. Crossings of sidewalks and trails with roadways should be done in a manner that provides for the *reasonable* maximum safety for the pedestrian given the site characteristics, traffic volume and speed, and pedestrian volumes. The location of sidewalks and trails in particular should be based upon a desire to maximize the scenic experience for the pedestrian.

3. Publicity. Develop brochures and conduct general marketing of the existing trails in order to maximize the extent to which residents are utilizing these amenities. Include in marketing efforts to create proposed trails in order to build support and raise awareness.

OBJECTIVE 3: Funding. Recognizing that the desire for park and recreation amenities will likely always exceed the reasonable ability to fund such demand, the City shall strive to maximize the benefit derived from financial resources available for these improvements.

Policy/Recommendations:

1. Inter-jurisdictional. The City Council should continue to maximize recreational opportunities available to residents and tourists through cooperative ventures which are mutually beneficial for the City, school district, Pope County, Department of Natural Resources and civic organizations. Examples include coordinating trail design and construction with reconstruction of county roads and joint grant applications with the school and or county to the DNR.
2. External funding. In order to reduce the tax impact of park and recreational (re) development projects, the City should research and utilize a variety of funding sources for the acquisition, development and renovation of park and recreation facilities; including but not limited to grant applications, providing information to civic organizations regarding desired capital improvements to parks and trails, use of volunteer labor, and use of user fees. The capital improvement plan shall be reviewed annually to address items identified within the Comprehensive Plan.
3. Identify project funding. To maximize the chances of financing park improvements with external funds, the City should include in its planning, the external funding sources that would have the greatest likelihood for support for each significant project. To the extent possible, the timing of such projects shall allow for the appropriate time to pursue the external funds identified. For instance, the City should not make private donations central to the pursuit for funds for a project that would strongly qualify for a DNR grant.

CHAPTER 10 – ECONOMIC DEVELOPMENT

I. ECONOMIC DEVELOPMENT OVERVIEW

The City of Long Beach is situated State Highway 28/29 on the north and west shores of Lake Minnewaska in Pope County. Long Beach's economy has not changed significantly over the past thirty years, however the makeup of the community as a resort community is changing. With the high demand of lakeshore many of the local resorts have sold out to developers who converted the cabins and land into privately owned property. With the aging of the population and demand to live on or near lakes, Long Beach can expect this conversion to continue.

The principal components of this section include:

- An overview of economic trends in Long Beach;
- An overview of commercial development and goals for future (re) development; and
- An overview of industrial development and policies and goals for future (re) development

II. ECONOMIC TRENDS

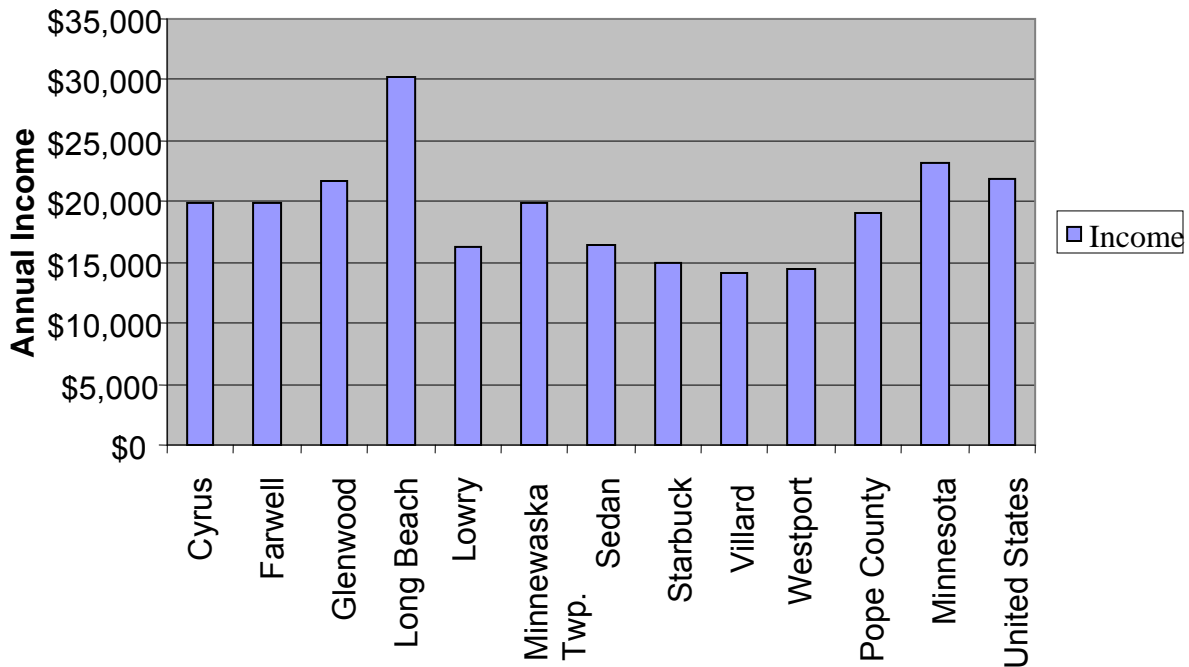
Economic trends can be important indicators as to the economic health of the community. Following is a summary of several economic indicators including income/wages, labor force and commercial and industrial construction.

A. Income

The 2000 Census reports a median family income in Long Beach of \$56,250, with male full-time year-round workers earning an average of \$34,375 per year while female full-time year-round workers earn an average \$22,813 per year. The per capita income in Long Beach, \$30,207, is significantly higher than Minnewaska Township, the City of Glenwood, Pope County, the State of Minnesota and Federal numbers of \$19,838, \$21,758, \$19,032, \$23,198 and \$21,857, respectively. Figure 10-1 on the following page compares Long Beach to all neighboring communities in Pope County as well as Pope County, the State of Minnesota and the United States.

The 2000 Census reports 4.0% of the population in Long Beach (11 individuals) is below the poverty level, with 4 families (4.7% of all families) in this category. Neighboring communities had a higher percentage of families living in poverty except Glenwood at 3.6%. Minnewaska Township and Pope County were at 6.4% and 5.8% respectively. According to the 2000 Census, 5.1% of families within Minnesota and 7.9% of individuals were considered to be at poverty level in the year 1999.

Figure 10-1 PER CAPITA INCOME



**Table 10-1
INCOME PROFILES FOR LONG BEACH,
POPE COUNTY & NEIGHBORING COMMUNITIES**

Area	Per Capita Income	Median Household Income	Median Family Income
Cyrus	\$19,836	\$26,875	\$40,500
Farwell	\$19,917	\$28,125	\$31,875
Glenwood	\$21,758	\$30,083	\$41,486
Long Beach	\$30,207	\$55,000	\$56,250
Lowry	\$16,234	\$31,591	\$35,000
Minnewaska Twp.	\$19,838	\$38,000	\$47,500
Sedan	\$16,355	\$29,375	\$40,833
Starbuck	\$15,030	\$28,235	\$40,875
Villard	\$14,154	\$24,688	\$33,214
Westport	\$14,501	\$38,438	\$38,750
Pope County	\$19,032	\$35,633	\$42,818
Minnesota	\$23,198	\$47,111	\$56,874

Source: 2000 Census

Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income.

B. Commercial/Industrial Construction

The City of Long Beach has not had any commercial or industrial construction in recent years and overall has very little commercial or industrial activities.

C. Employment and Unemployment Rates

The Minnesota Work Force Center estimates 6,056 people in the labor force in Pope County in January, 2008 with 5,681 employed, resulting in a 6.2% unemployment rate. This is much higher than the historic Pope County unemployment rate but typically during the winter months the unemployment rate is higher due to less season work being available. During this same time period Minnesota had an unemployment rate of 5.3% and the United States unemployment rate was 5.4%. The average unemployment rate for Pope County in the year 2007 was 4.5%, with the state and U.S. average at 4.6%.

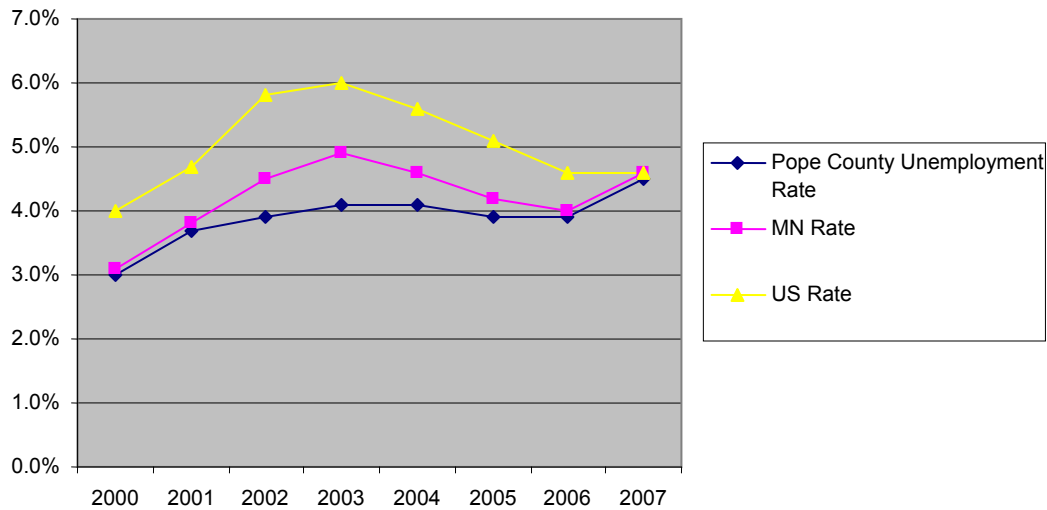
Unemployment rates within Pope County have historically been slightly lower than the Minnesota and United States unemployment rates. In the last couple of years the Pope County unemployment rate has been increasing and closing the gap between the Minnesota and United States rates. As of January, 2008 Pope County's unemployment rate is almost a full percent higher than Minnesota and the United States rates.

Table 10-2
POPE COUNTY UNEMPLOYMENT RATES

Year	Labor Force	Employment	Number Unemployed	Pope County Unemployment Rate	Minnesota Rate	US Rate
2007	6,134	5,858	276	4.5%	4.6%	4.6%
2006	6,228	5,984	244	3.9%	4.0%	4.6%
2005	6,170	5,930	240	3.9%	4.2%	5.1%
2004	6,208	5,956	252	4.1%	4.6%	5.6%
2003	6,275	6,019	256	4.1%	4.9%	6.0%
2002	6,096	5,857	239	3.9%	4.5%	5.8%
2001	6,099	5,873	226	3.7%	3.8%	4.7%
2000	5,868	5,692	176	3.0%	3.1%	4.0%

Source: Minnesota Department of Employment and Economic Development

Figure 10-2 HISTORIC UNEMPLOYMENT RATES



Source: Minnesota Department of Employment and Economic Development

Table 10-3 summarizes data from the Minnesota Department of Employment and Economic Development, for the year 2006 for all private and government establishments. The Table includes comparative economic data for neighboring communities in Pope County as well as Pope County, Minneapolis – St. Paul and the State of Minnesota.

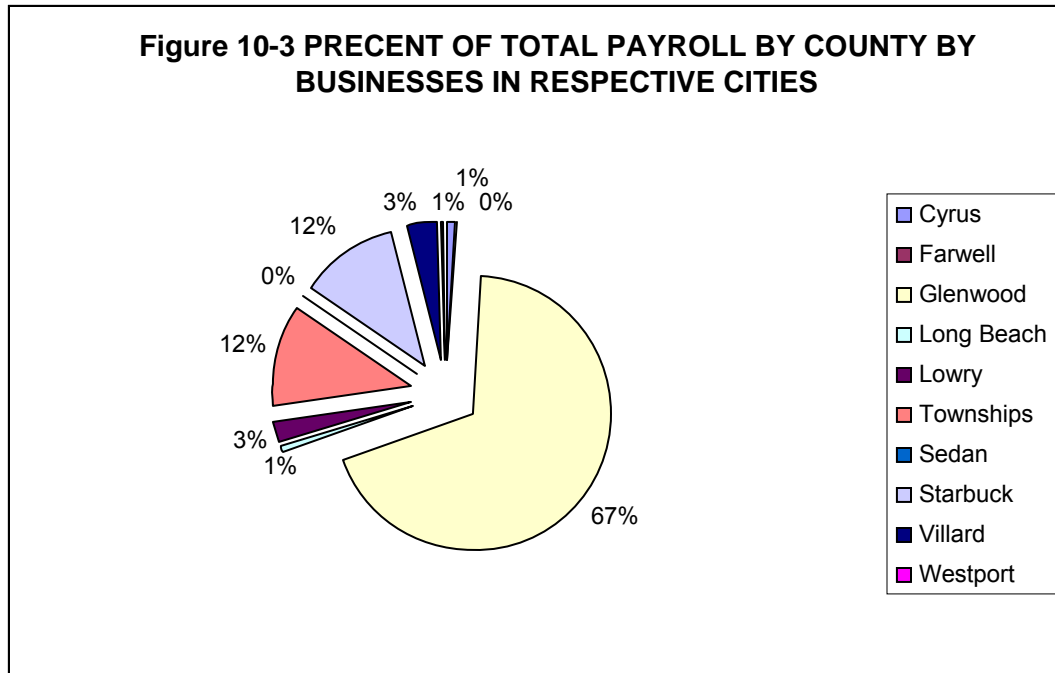
**Table 10-3
COMPARATIVE EMPLOYMENT DATA – YEAR 2006**

AREA	NUMBER OF ESTABLISHMENTS	NUMBER OF EMPLOYEES	AVERAGE NUMBER OF EMPLOYEES PER ESTABLISHMENT	TOTAL ANNUAL PAYROLL IN \$1,000
Cyrus	12	65	5	\$1,109
Farwell	3	4	1	\$42
Glenwood	153	2,415	16	\$71,952
Long Beach	8	57	7	\$702
Lowry	14	122	9	\$2,936
Sedan	3	9	3	\$63
Starbuck	70	614	9	\$12,290
Villard	19	127	7	\$3,525
Westport	3	22	7	\$531
Pope County	381	3,915	10	\$105,446
Minneapolis-St. Paul 7 County Area	89,777	1,615,740	18	\$77,678,520
Minnesota	150,231	2,430,853	15	\$112,923,957

Source: MN Department of Employment and Economic Development

As illustrated in Table 10-3 above, within Long Beach, there is an average of seven employees per business establishment, well below the average state and Minneapolis – St. Paul seven County metro area averages of 15 and 18, respectively. As of 2006, a total of 381 establishments were located

within Pope County. Long Beach accounted for 8 of these businesses or 2.1%. Long Beach employers provided 1% of the County wages in 2006.



D. Labor Force

Table 10-4 includes a breakdown of the number of establishments for each type of industry or business in Pope County, the number of employees in each business or industry category and the average weekly wage. A breakdown of total wages in the county for each industry is also provided. While retail establishments are the greatest number or “type of business”, the largest numbers of employees work in wholesale trade. Wholesale trade pays the highest annual payroll and generates the most sales, shipment, receipts or revenues.

**Table 10-4
POPE COUNTY EMPLOYMENT BY INDUSTRY – 2006 STATISTICS**

NAICS Code	Industry Description	Number of Establishments	Average Weekly Wage	Annual payroll (\$1000)	Number of Employees
1011	Natural Resources, Mining	18	\$504	\$3,359	128
23	Construction	55	\$548	\$5,716	201
31	Manufacturing	34	\$601	\$18,608	596
42	Wholesale Trade	17	\$824	\$22,980	17
44	Retail Trade	51	\$418	\$8,961	51
51	Information	7	\$454	\$558	24
52	Finance and Insurance	19	\$647	\$4,105	122
53	Real Estate and Rental and Leasing	7	\$303	\$276	18
54	Professional and Technical Services	16	\$369	\$1,242	65
56	Administrative and Waste Services	12	\$279	\$273	19

1025	Education and Health Services	38	\$482	\$23,788	948
71	Arts, Entertainment and Recreation	8	\$230	\$529	44
72	Accommodation and Food Services	31	\$151	\$2,574	328
81	Other Services	33	\$258	\$1,478	110

Source: U.S. Census Bureau

E. Employment Projections

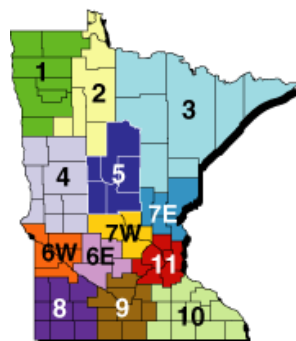
Pope County is located within Economic Development Region 4 in the Northwest Planning Region, where it is estimated there will be 91,735 total openings between 2004 and 2014.

**Figure 10-4
NORTHWEST PLANNING REGION**



Source: DEED

**Figure 10-5
ECONOMIC DEVELOPMENT REGION 4**



Source: DEED

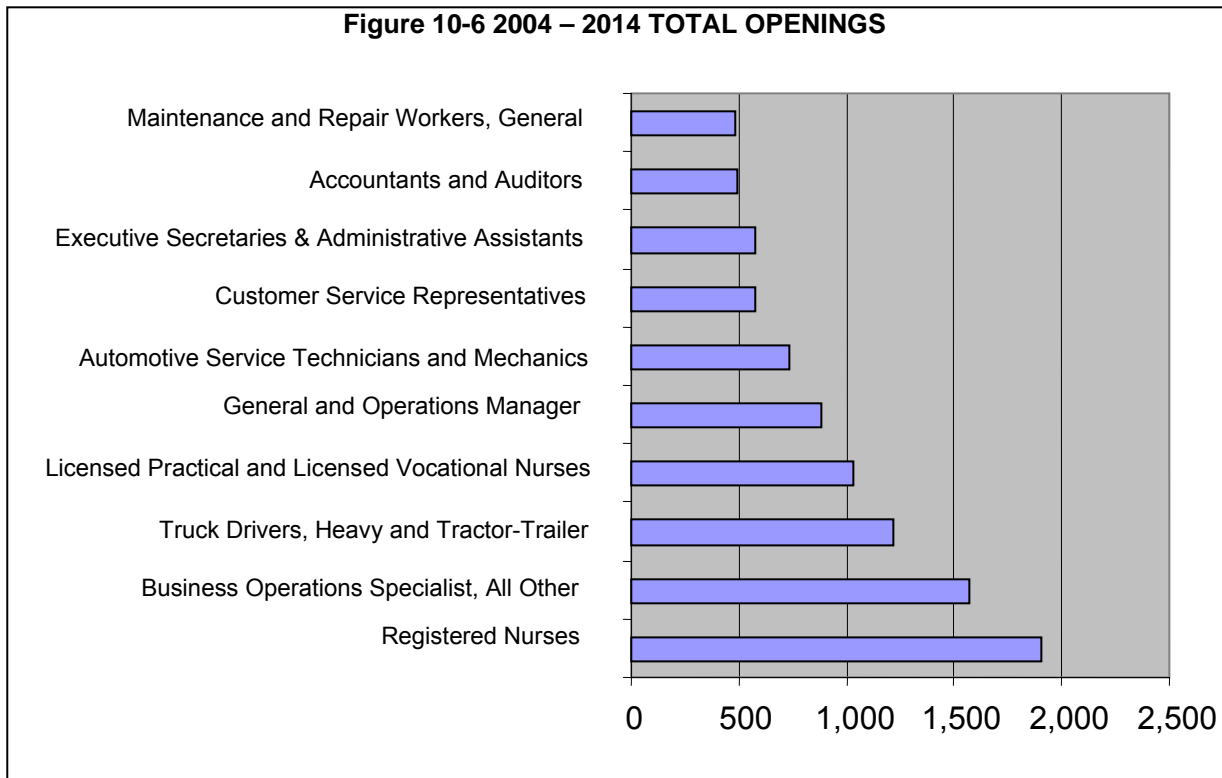
Table 10-5 illustrates the top ten occupational groups in Northwest Minnesota which are projected to have openings by 2014, along with their median salary as of 2007.

Table 10-5 TOP TEN OCCUPATIONS WITH JOB OPENINGS IN NORTHWEST PLANNING REGION

Occupation	Estimated Employment 2004	Percent Change 2004-2014	2004-2014 Total Openings	Median Annual Salary 2007
Total, All Occupations	256,688	11.8%	91,735	\$27,321
Registered Nurses	3,591	32.2%	1,908	\$55,397
Business Operations Specialists, All Other	3,383	29.2%	1,569	\$40,857
Truck Drivers, Heavy and Tractor-Trailer	4,224	12.5%	1,220	\$29,744
Licensed Practical and Licensed Vocational Nurses	2,784	15.2%	1,033	\$33,659
General and Operations Manager	2,494	16.6%	883	\$67,520
Automotive Service Technicians and Mechanics	1,796	14.3%	736	\$33,236
Customer Service Representatives	1,640	20.2%	572	\$28,435

Executive Secretaries & Administrative Assistants	1,687	14.9%	572	\$35,169
Accountants and Auditors	1,557	13.0%	492	\$49,344
Maintenance and Repair Workers, General	1,410	15.0%	481	\$30,909

Source: MN Department of Employment and Economic Development, 2007



F. Market Value

The following, Table 10-6, compares the assessed values for residential, commercial and industrial properties within the cities in Pope County as well as Minnewaska Township and Pope County itself. Pope County's estimated market value as of April, 2008 was \$885,528,880. The tax base mix at this time was approximately 5.9% commercial, 1.1% industrial, and 92.9% residential. Long Beach's commercial was 8.1%, industrial was at 0.0% and residential was 91.9%. According to the MN Department of Revenue, 2002, the Statewide Average of commercial/industrial assessed value in 2000 was 15.31% of the tax base.

**Table 10-6
MARKET VALUE COMPARISON FOR PROPERTY TAXES PAYABLE 2007**

Cities	Commercial Market Value	Percent Comm.	Industrial Market Value	Percent Ind.	Residential Market Value	Percent Res.	Total Market Value
Cyrus	\$449,800	5.9%	\$137,400	1.8%	\$7,040,500	92.3%	\$7,627,700
Farwell	\$12,900	0.9%	\$0.00	0.0%	\$1,468,300	99.1%	\$1,481,200
Glenwood	\$20,942,100	15.6%	\$4,986,500	3.7%	\$107,988,700	80.6%	\$133,917,300
Long Beach	\$4,131,800	8.1%	\$0.00	0.0%	\$47,080,600	91.9%	\$51,212,400
Lowry	\$933,900	7.5%	\$697,400	5.6%	\$10,763,000	86.8%	\$12,394,300

Minnewaska Twp.	\$1,784,400	2.1%	\$0.00	0.0%	\$84,682,500	97.9%	\$86,466,900
Sedan	\$156,400	9.8%	\$0.00	0.0%	\$1,438,200	90.2%	\$1,594,600
Starbuck	\$8,984,600	12.9%	\$324,700	0.5%	\$60,596,800	86.7%	\$69,906,100
Villard	\$1,153,400	10.9%	\$508,900	4.8%	\$8,937,600	84.3%	\$10,599,900
Westport	\$166,100	9.5%	\$0.00	0.0%	\$1,574,400	90.5%	\$1,740,500
Pope County	\$52,909,400	5.9%	\$10,148,800	1.1%	\$822,470,680	92.9%	\$885,528,880

Source: Pope County Assessor's Office, April, 2008

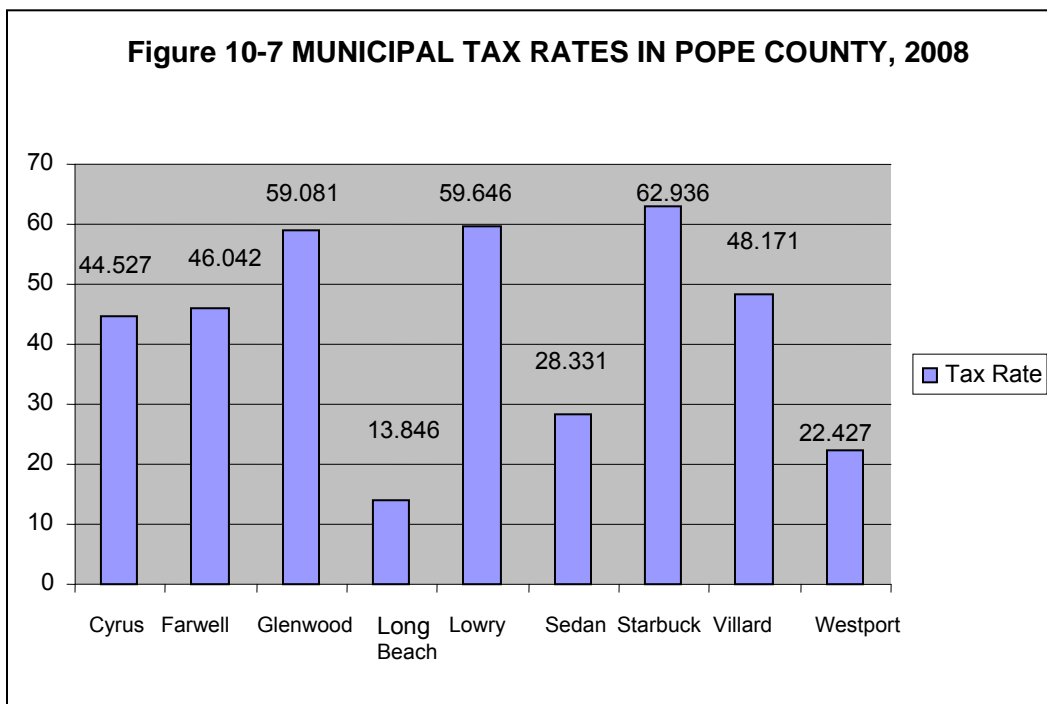
G. Local Tax Rates

Long Beach has by far the lowest local tax rates of any other city within Pope County. Compared to its closest neighbor, the City of Glenwood, it is far more attractive to be living in Long Beach for tax purposes. Table 10-7 and Figure 10-7 illustrate the local tax rates within Pope County.

Table 10-7 POPE COUNTY CITY'S TAX RATES, 2008

Local Taxing District	2008
Cyrus	44.527
Farwell	46.042
Glenwood	59.081
Long Beach	13.846
Lowry	59.646
Sedan	28.331
Starbuck	62.936
Villard	48.171
Westport	22.427

Source: Pope County Assessor's Office, March, 2008



H. Commuting

According to the 2000 Census, the mean time traveled to work for residents in Long Beach was 21.2 minutes compared to Pope County at 18.0 minutes and the state mean travel time of 21.9 minutes. Of the 120 workers in Long Beach in 2000, 78.3% drove alone, 12.5% carpooled, 3.3% used public transportation and 5.8% worked from home. Only seven (5.8%) of Long Beach residents reported working within the community. Of all families in Long Beach, 87.5% have children under 6 years of age with both parents in the labor force. This compares to 68.8% on a state level.

**TABLE 10-8
PLACE OF WORK FOR POPE COUNTY CITY RESIDENTS, 2000**

	Cyrus	Farwell	Glenwood	Long Beach	Lowry	Minnewaska Twp.	Sedan	Starbuck	Villard	Westport
Total	128	29	1,066	120	130	284	35	548	115	39
Worked in state of residence	128	29	1,066	117	130	281	32	544	115	39
Working out of state	0	0	0	3	0	3	3	4	0	0
Worked in county of residence	55	11	817	84	78	220	19	429	70	15
Percent Working outside Pope County	57.0%	62.1%	23.4%	30.0%	40.0%	22.5%	45.7%	21.7%	39.1%	61.5%
Worked in place of residence	20	15	699	7	32	-	5	311	33	0
Percent Working in City of residence	15.6%	51.7%	65.6%	5.8%	24.6%	-	14.3%	56.8%	28.7%	0.0%

Source: U.S. Census Bureau, 2000 Census

III. TECHNOLOGY

Long Beach's telecommunication profile includes high-speed internet access services within the residential areas.

Recommendation relating to technology:

1. The City may wish to research state and regional financial resources as a means of supporting commercial technology upgrades.
2. The City should distribute copies of preliminary plats to local telephone providers as a means of encouraging the placement of high-speed data lines and/or conduit when improvements are made.

IV. HIGHWAY COMMERCIAL

With projected growth in the City, the City may reasonably anticipate some general commercial/business development. Long Beach should plan to utilize properties abutting State Highway 28/29 to establish an highway commercial area. Since the highway corridor serves as major thoroughfare through the City, the commercial area should be of a specialized nature exhibiting needs of highway access and visibility.

The Highway Commercial District is designed and intended to promote the development of uses which require large concentration of automobile traffic. The district is also designed to accommodate those commercial activities whose service is not confined to any one neighborhood or community. The uses in this district generally require larger parcels and more emphasis on automobile access and parking.

Following are goals and objectives for the future development and redevelopment of the highway business district:

1. Types of commercial development. Commercial developments along Highway 28/29 and should be of a specialized nature exhibiting the unique needs associated with highway access and visibility.
2. Access to commercial developments. In newly developing areas, direct property access to Highway 28/29 may be discouraged and may be accommodated via a frontage road system. MnDOT and the Pope County should be contacted regarding access to their respective roadways.
3. Financial Assistance. City financial assistance to highway commercial growth should be limited to non-competing commercial activity which is deemed in the best interest of the community and which would not occur without assistance. The City should promote commercial development in designated centers and commercial "nodes" that not only offer higher efficiency in land use and development, but also offer a higher level of aesthetics.
4. Zoning Regulations. The City's Zoning Ordinance needs to be updated to accommodate the goals of future commercial development. The ordinance should require the submittal of a site and building plan for administrative review and approval, requirements relating to screening of mechanical devices or refuse containers, landscaping requirements or parking lot screening/landscaping requirements. As the city continues to grow and commercial activity increases, the City may wish to revisit these zoning regulations to ensure a visually pleasing commercial area.
5. Nodal Commercial Development. Future highway commercial development should be focused around major intersections. Focusing commercial activities around transportation systems is encouraged versus long highway strip developments.

V. INDUSTRIAL DEVELOPMENT

The City of Long Beach at this time has no industrial base and is not looking to create an industrial base. There are no current industrial zoning districts within the City.

CHAPTER 11 – IMPLEMENTATION

I. INTRODUCTION

This section will identify methods by which the City may implement the Comprehensive Plan, accomplish the goals, and assist in addressing challenges identified by the community. The tools available include:

- Zoning Ordinance
- Subdivision Ordinance
- Capital Improvement Plan
- Orderly Annexation Agreement
- Comprehensive Plan Review and Revision

A description, implementation information and recommendations for each of the City's local controls follow.

II. ZONING ORDINANCE

The current City of Long Beach Zoning Ordinance was adopted by the City Council on April 14, 1976 through the adoption of Ordinance Number 28. The Zoning Ordinance includes specific regulations governing land use and an official zoning map. The City Council recognizes the Comprehensive Plan as the policy with the responsibility to regulate land use and development in accordance with the policies and purpose set forth within the Zoning Ordinance. The City administers the Zoning Ordinance on an on-going basis and should take the steps to update the Zoning Ordinance in order to ensure compatibility with the Comprehensive Plan

Purpose:

The purpose and intent of the Long Beach Zoning Ordinance is to protect the public health, safety, and general welfare of the community and its people through the establishment of minimum regulations governing development and use. The regulations are established to:

- Protect use areas
- Promote orderly development and redevelopment
- Provide adequate light, air, and convenience of access to property
- Prevent congestion in the public right-of-way
- Prevent overcrowding of land and undue concentration of structures by regulating land, building, yards, and density of population
- Provide for compatibility of different land uses
- Provide for administration of the provisions of the Zoning Ordinance
- Provide for amendments to the Zoning Ordinance
- Prescribe penalties for violation of Zoning Ordinance regulations
- Define powers and duties of City staff, the Planning Commission and the City Council in relation to the Zoning Ordinance

Local controls relative to the Land Use portion of the Comprehensive Plan and provided by the Zoning Ordinance include, but are not limited to, the following:

- Title, Scope and Interpretation
- Definitions
- Zoning Districts

- Overviews of the purpose, permitted uses, accessory uses and special uses for the Zoning Districts
- General district provisions including the establishment of districts, the official zoning map for the city, annexed territory and zoning district boundaries
- Floodplain and Shoreland Management
- Planned Unit Developments
- *General Regulations* relating to non-conforming buildings, structures and uses; general building and performance requirement; yard requirements; area and building size regulations; off-street parking requirements; home occupations; and performance standards
- *Administration and Enforcement* which defines duties of the Administrative Officer, Zoning Administrator, Building Inspector and Administrative Standards
- Administration of Amendments and Special Use Permits and the procedure, initiation of amendments
- Signs, review and administration
- Variance and Appeals including the Board of Adjustment and Appeals, findings of hardship and fact, limitations to variances, procedures and lapse of variance or appeal
- Administration – Fees
- Violation and Penalties
- Adult Entertainment Uses and Establishments
- Wireless Telecommunication Towers and Antennas including siting requirements, shared use/co-locations, additional standards and nonconforming towers and structures

Implementation:

The Zoning Ordinance is reviewed and subsequently administered by the Planning Commission, and the City Council.

The Zoning Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided that the Council adheres to constitutional, statutory, and other lawful procedures. The Zoning Ordinance and amendments thereof are implemented on an ongoing basis.

Recommendations:

1. **Mixed use development.** The Future Land Use Map identifies an area as appropriate for new mixed use development in the future. The City may wish to adopt a mixed use district ordinance to regulate the variety of compatible uses and maintain the vitality of such areas.
2. **Lakeshore property.** Promote the lakeshore properties as a high-quality, aesthetically pleasing area of the City which creates a distinctive impression of the City. The City can promote the aesthetic quality of the lakeshore through:
 - **Outdoor storage.** Limiting the extent and placement of outdoor storage, and/or requiring screening of outdoor storage.
 - **Landscaping.** Promoting the employment of high quality landscaping techniques for front yards, entryways, parking lots, sidewalks, screening and the like.
 - **Natural features.** The preservation of existing environmental features such as lakeshore, woodlands, wetlands, steep slopes and other natural and historical features.
 - **Lighting.** The implementation of uniform and/or decorative lighting standards.

- **Building design.** Promotion of distinguishing architectural designs and/or high quality exterior building finishes especially for building facades facing public rights-of-way.
 - **Nuisance control.** Particularly strict enforcement of nuisance standards contained in City Code for those areas visible along the lakeshore.
 - **Undergrounding power lines.** Watching for opportunities to underground utility lines.
3. **Legal conformity.** The Planning Commission and Council should consistently review the Zoning Ordinance to ensure consistency with State Statutes (e.g. non-conforming uses) on an on-going basis.
 4. **Interim use permits.** The Planning Commission and City Council may wish to consider an amendment to the Zoning Ordinance to include the provision for issuance of Interim Use Permits as an optional alternative to Special Use Permits. The Interim Use Permit would be utilized in cases in which a use is associated with a specific time period or conditions, as outlined in state statutes. While a special use permit is recorded and runs with the land, an interim use permit, as outlined in MN. Statutes 462.3597 is for a set period of time or activity. This may assist the City in allowing temporary uses which are reasonable while achieving long term land use compatibility.

III. SUBDIVISION ORDINANCE

Long Beach should look to establish a Subdivision Ordinance which regulates the division or platting of land within the City's corporate limits for the purpose of sale into two or more lots, parcels, or tracts, with minor exceptions.

Implemented on an ongoing basis, the Ordinance would include provisions that:

1. Dictate procedures for filing, submittal and review: including the required contents of and conditions for a preliminary and final plat.
2. Establish and ensure adherence to design standards, including: blocks, lots, streets and alleys, erosion and sediment control, drainage, steep slopes, subdivisions in Wetland, Shoreland and Flood Plain Management Districts, planned unit developments and other standards which promote the public health, safety, and general welfare.
3. Define parks and open space requirements.
4. Require improvements according to City standards for general improvements, streets, sanitary sewer and public utilities.
5. Require registered land surveys.
6. Allow for variances from this Ordinance, provided unique circumstances exist.
7. Provide for enforcement of and penalties for violation.

Purpose:

A Subdivision Ordinance should be adopted to safeguard the best interests of the City and to assist the subdivider in harmonizing the subdivider's interests with those of the City at large. The Ordinance is intended to prevent the piecemeal planning of subdivisions which could result in an undesirable,

disconnected patchwork or pattern of development or fiscal misemployment. The Subdivision Ordinance is correlated to the City's Comprehensive Plan and consistent with a goal of promoting unified community interests.

A Subdivision Ordinance is designed to establish certain regulations and requirements for the platting of land within the City which ensure the public's health, safety, and general welfare is provided for, and to:

- Provide for and guide the orderly, economic, and safe development of land and urban services and facilities;
- Encourage well-planned, efficient, and attractive subdivisions by establishing adequate standards for design and construction;
- Facilitate adequate provision for streets, transportation, water, sanitary sewer, storm drainage, schools, parks, playgrounds, and other public services and facilities;
- Assure a reasonable portion of any proposed subdivision is dedicated to the public or preserved for public use as streets; roads; sewer; electric, gas, and water facilities; storm water drainage and holding areas or ponds; and similar utilities and improvements;
- Assure public improvements are constructed to adequate standards;
- Place the cost of improvements against those benefiting from their construction;
- Secure the rights of the public with respect to public land and waters;
- Assure that new subdivisions are consistent with the Comprehensive Plan and overall development objectives of the City;
- Achieve a more sustainable tax base; and,
- Set the minimum requirements necessary to protect the public health, safety, and general welfare.

Implementation:

The City Council would need to adopt the City's first Subdivision Ordinance. The Subdivision Ordinance would be reviewed and subsequently administered by any Planning or engineering Staff; other local, district, county, state entities as appropriate; the Planning Commission; and the City Council.

The Subdivision Ordinance would be subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council can amend the Ordinance, provided the Council adheres to constitutional, statutory, and other lawful procedures.

Recommendations:

1. **Plat review.** The Subdivision Ordinance should be drafted to include plat data requirements (e.g. submission of environmental review (if required by state law), submission of a proposed pedestrian/open space/park plan, submission of a phasing plan, submission of a build out plan or ghost plat for all abutting lands under the ownership or control of the developer, submission of a natural resources inventory (identification of greenspace, woodlands, wildlife corridors, surface waters, etc.), submission of a landscaping plan, submission of a grading plan, submission of a stormwater/drainage plan, etc);
2. **Design standards.** The Subdivision Ordinance should be drafted to include design standards, including but not limited to, rear lot minimum width, cul-de-sac length, cul-de-sac turn around width, maximum and minimum block lengths, easement widths for municipal utilities, right-of-way widths, portions of the right-of-way to be paved, street grades, vertical and horizontal curves, street names, street lighting, required signage and required storm sewer facilities;

3. **Premature subdivisions.** The Planning Commission and City Council may wish to include language in the Subdivision Ordinance to address “Premature Subdivisions” and the criteria for denial of a plat which is considered “premature”.
4. **Road classification policies.** The Subdivision Ordinance should include the design standards for each type of road classification including access control, traffic control, right-of-way widths, lanes and function of the roadway;
5. **Enabling language.** The Subdivision Ordinance should provide for enabling language as follows:
 - Requiring the execution of a development agreement with the Subdivider.
 - Allowing the City to be reimbursed for costs associated with the review of the request for subdivision.
 - Requiring a financial guarantee to ensure improvements are installed as required in a timely manner.

IV. CAPITAL IMPROVEMENT PLAN AND DEBT MANAGEMENT STUDY

The City of Long Beach should look to institute a Capital Improvement Program that allows identification, prioritization and sources of funding for the scheduled financing of capital expenditures relative to the implementation and maintenance of public facilities and services and necessary for the City's growth. The overall objective of the City's Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The Capital Improvement Plan should be a flexible, evolving tool that the City ought to use as a guide for the future. The CIP would be updated annually to allow for capital necessity and prioritization changes.

The CIP can include expenditures for the following:

- Fire Department
- General Government
- Public Works
- Parks
- Police
- Sanitary Sewer
- Water System
- Storm Sewer

Potential sources of funding can include:

- Funds which are levied annually to establish a capital improvement fund and equipment fund
- Minnesota State Aid funds for maintenance and construction of streets and highways
- Federal aid and grants
- State Highway Department funding
- Utility funds
- Issuance of revenue bonds
- Special assessments

Implementation:

Items identified in the Capital Improvement Planning process are placed on a timeline for implementation and funding sources are assigned following input from staff and City consultants. The City Council has final approval of all decisions relative to the Capital Improvement Plan, including

prioritization of items therein contained. Appropriate CIP items are included per allotment schedule in the City's annual budget.

As previously indicated, all provisions of the Zoning Ordinance are subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals and objectives as defined by the City. Although review of the CIP typically occurs during the process of developing the operating budget for the upcoming fiscal year, the City Council may amend the Capital Improvement Plan at any time. The capital expenditures identified are implemented on an annual basis.

Recommendations:

15. The City should develop a formal CIP Process to identify capital projects, estimated costs, year to be completed, sources of funds and priority ranking.
16. Future sanitary sewer system improvements should be determined and included with future capital expenditures.

V. GROWTH AREAS AND ANNEXATION

The City of Long Beach, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development both within the existing corporate limits as well as within growth boundary areas outside of city limits. The Future Land Use Map includes areas that the City has identified for planned growth to occur in the next 20+ years. The placement of appropriate land uses, extension of infrastructure; including sewer and streets, should be planned for within this area before the growth occurs. The City and Minnewaska Township have not developed an orderly annexation agreement.

Recommendations:

Orderly annexation. The City and Minnewaska Township should work together to develop and adopt Orderly Annexation Agreement for areas that are urban or about to become urban.

Pope County plans. The City of Long Beach and its residents should take an active role in the review and provide comments on Pope County Plans and Pope County Public Works' CIP as it relates to transportation systems, land uses, and regional plans which may impact the City of Long Beach.

VI. COMPREHENSIVE PLAN REVIEW AND REVISION

The Comprehensive Plan is intended to guide the growth of the community. As events and circumstances within the community change, the Comprehensive Plan should be reviewed and updated, as appropriate. Amendments to the Comprehensive Plan should not occur without public notice, a public hearing conducted by the Planning Commission and City Council final review and approval. Amendments to the Comprehensive Plan should be considered if there have been changes within the community or issues which were not anticipated by the Plan. The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission or direction from the City Council. A two thirds (2/3) affirmative vote of the City Council is required to amend the Plan.

Recommendations:

1. **Update of Comp Plan.** It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at five year intervals to ensure it is a current reflection of the City's growth patterns, community goals and land use needs.

2. **Annual report.** It is also recommended that on an annual basis that a report is generated on (re) development issues which have occurred as they relate to the Comprehensive Plan, proposed projects which have an impact on the accuracy on the Plan projections, and a list of implementation goals identified within the Plan and the individuals or agencies identified as responsible for the implementation.
3. **Orientation.** As new members are elected or appointed to the City Council and Planning Commission, a thorough orientation regarding the Comprehensive Plan, its use and recommendations should be conducted.