COMPREHENSIVE PLAN

2024

City of Long Beach

Pope County, Minnesota

DRAFT for Public Comment

Map/Data Disclaimer:

All map products and all underlying data were developed for use by the City of Long Beach for its internal purposes only and are not designed or intended for general use by members of the public. The maps provided within are neither a legally recorded map nor a survey and are not intended to be used as such. The maps are drawn from various city, county, state and federal sources to be used for reference purposes only. The City does not warrant that Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or precision in the depiction of geographic features. The preceding disclaimer is provided pursuant to Minnesota Statutes 466.03, Subd. 21 (2023), and the user of any map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by user, its employees or agents, or third parties which arise out of the user's access or use of data provided.

Long Beach Comprehensive Plan
Table of Contents

Long Beach Comprehensive Plan
Table of Contents

List of Maps

List of Figures

Long Beach Comprehensive Plan
Table of Contents

List of Tables

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 2022 and 2023 and provides updates from the 2008 Comprehensive Plan.

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 long range guide to planning, 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 and 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:

- ✓ Citizens Advisory Committee input
- ✓ Comprehensive Plan review by the City Council
- ✓ Community outreach
- ✓ Discussion with neighboring jurisdictions
- ✓ Public Hearing

A. Input from a Citizens Advisory Committee

Early in the planning process, a series of meetings were held with a Citizens Advisory Committee (CAC) comprised of community volunteers to help identify the important issues and concerns for the community and to suggest areas of the 2008 Comprehensive Plan to be revisited and updated. Committee members were residents and stakeholders with active involvement, concern, and interest in issues of importance to shaping the future of the City of Long Beach. Their comments and recommendations were considered as elements to include in the Plan update.

B. Comprehensive Plan Review by the City Council

The City Council met numerous times, in a workshop setting, to review and comment on the different plan elements being prepared, giving consideration to the input from the CAC.

C. Community Outreach

Prior to the initiation of the update to the Comprehensive Plan, contact was made with City residents and businesses announcing the process and a community meeting was held to provide an overview of the update process. Progress reports on the updates were provided monthly at City Council meetings that were open to the public. Draft updates to the Comprehensive Plan were posted to the City website.

D. Public Hearing

Public comment was heard at a public hearing on _____ and the Plan was officially adopted on _____.

IV. HISTORICAL AND REGIONAL SETTING

A. History

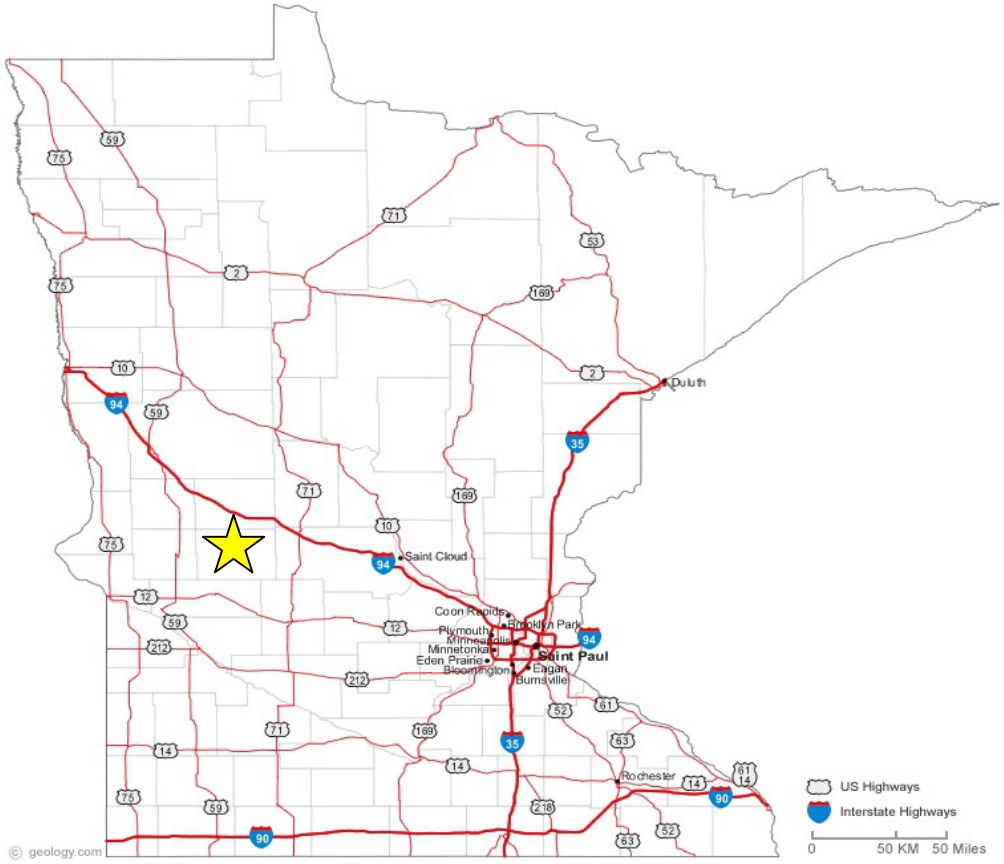
History reveals that prior to the founding of the City of Long Beach on May 18, 1938 this area was part of Minnewaska Township. Minnewaska Township, adjoining the northern shore of the largest lake in this county, bears the name given to the lake by the white settlers made from two Dakota or Sioux words, 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



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, the third largest of nine communities in Pope County, includes approximately 1.55 square miles (994 acres) of land and a population of 341, according to the latest estimate. This is an increase of 25.8% 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 12A. 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, the availability of high speed internet, 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, become acquainted with the people around them, and work toward making lives better. 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 objectives and recommendations have been established to foster 'sense of community' within the City.

OBJECTIVE 2.1: **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 for all its residents and that nurtures and supports children and families. Work toward achieving a sense of belonging among all residents.

Policies/Recommendations:

2.1.1 **Connections.** Promote opportunities that bring people together to help them build connections to each other, their peers, their neighbors and the greater community.

2.1.2 **Broad participation.** Strive to reach people in new ways to encourage broad participation in neighborhood and community activities and events.

2.1.3 **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.

2.1.4 **Community service projects.** Encourage people of all ages to be involved in creating and participating in community service projects.

2.1.5 **Involvement.** Strengthen efforts to involve people in the planning and decision-making that affect their lives.

2.1.6 **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.

2.1.7 **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 the City of Long Beach.

I. POPULATION GROWTH

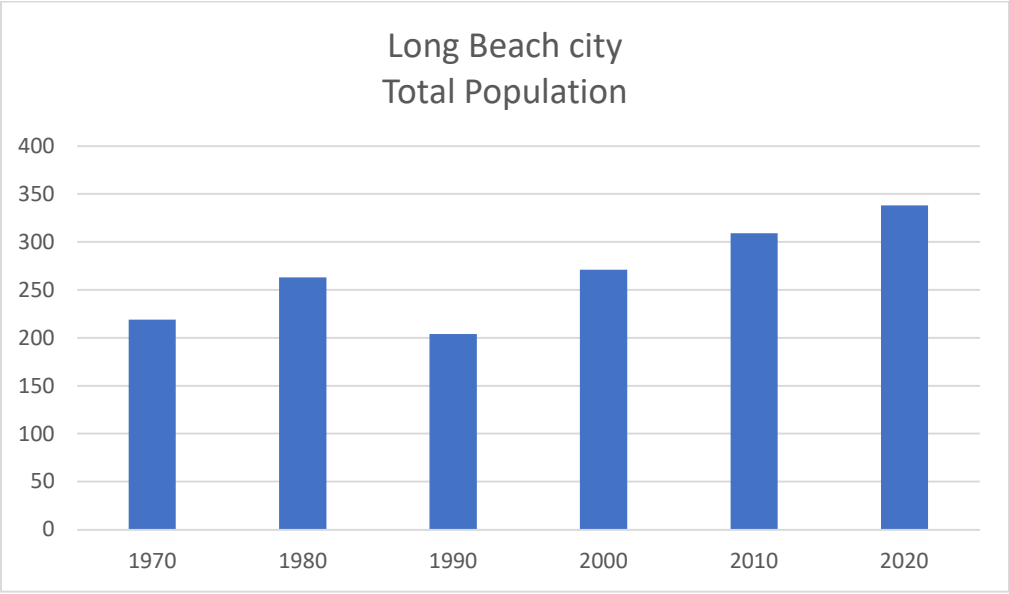
A. Regional and Statewide Context

According to information from the 2000 U.S. Census and current estimates for 2021, the population of Long Beach has increased by 25.8% in the past 16 year period from 271 persons in 2000 to a population of 338 in 2020. Census estimates indicate a 2021 population for the city of 341. During the same time period, Pope County experienced a much more modest rate of population growth at 1.4 percent and the state of Minnesota grew by about 16 percent.

B. City of Long Beach Context

Figure 3-1 shows the population progression of the City of Long Beach over the past 50 years.

Figure 3-1 POPULATION GROWTH



Source: Decennial Census

The continuing population 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 and close to recreational

amenities. It is reasonable to expect that the City's population will continue to grow as people migrate from more urban and metropolitan areas in search of a less urban lifestyle as well as retirement opportunities. Growth will also continue to occur 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 keep growing.

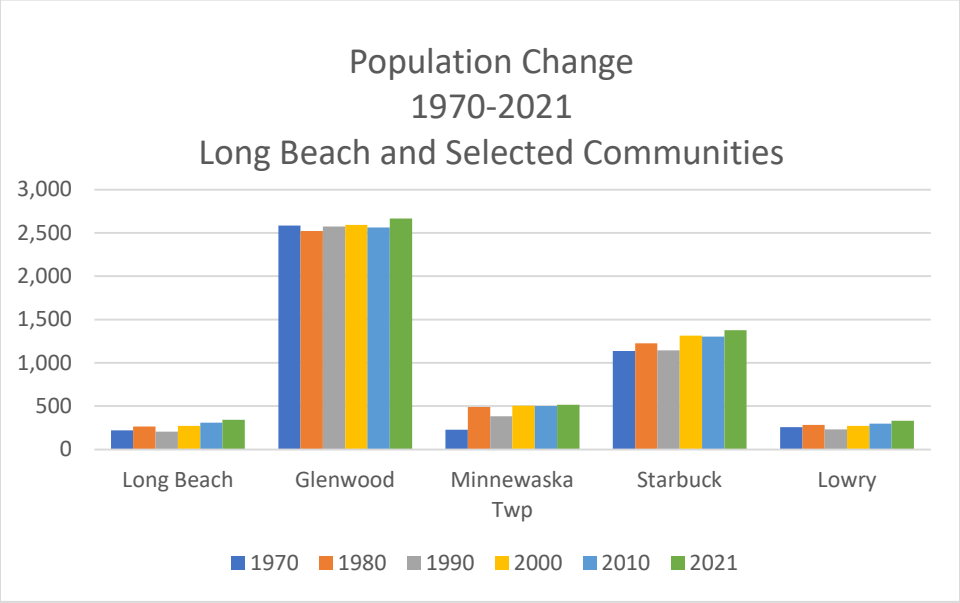
Figure 3-1 below, *Population Trends*, shows the change in population that has taken place over time in Long Beach relative to nearby communities. Figure is a 3-2 offers a visual representation of the changes. The City of Long Beach continues to grow at a fast rate relative to the growth of its neighbors and Pope County as a whole.

Table 3-1 POPULATION TRENDS

							2000 — 2021	
	1970	1980	1990	2000	2010	2021	Absolute Change	Percent Change
Long Beach	219	263	204	271	309	341	70	25.8%
Glenwood	2,584	2,523	2,573	2,594	2,564	2,668	74	2.9%
Minnewaska Twp	227	490	384	504	500	516	12	2.4%
Starbuck	1138	1224	1143	1314	1302	1,376	62	4.7%
Lowry	257	283	233	271	299	333	62	22.9%
Pope County	11107	11657	10745	11236	10993	11396	160	1.4%

Source: Decennial Census

Figure 3-2 POPULATION CHANGE COMPARISONS



Source: Decennial Census and 2021 ACS estimates

II. HOUSEHOLD GROWTH

The number of households in Long Beach grew by 70 percent from 89 in 1990 to 151 in 2021. The growth rate for the city from 2000 to 2021 was nearly 34 percent, a much faster rate than that of the surrounding communities, Pope County and the State of Minnesota.

Table 3-2 HOUSEHOLD TRENDS

			1990 — 2000				2000 — 2021	
	1990	2000	Absolute Change	Percent Change	2010	2021	Absolute Change	Percent Change
Long Beach	89	113	24	27.0%	147	151	38	33.6%
Glenwood	1,093	1,131	38	3.5%	1,185	1,252	121	10.7%
Starbuck	504	565	61	12.1%	576	600	35	6.2%
Lowry	95	110	15	15.8%	130	138	28	25.4%
Minnewaska Township	153	202	49	32.0%	216	214	12	5.9%
Pope County	4,135	4,513	378	9.1%	4,736	4,892	379	8.4%
Minnesota	1,647,853	1,895,127	247,274	15.0%	2,087,227	2,281,033	385,906	20.4%

Source: Decennial Census and ACS estimates

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. The size of households as measured by the 2020 Census results is 2.25 persons per household. By comparison, Pope County's household size in 2020 is at 2.31 persons per household.

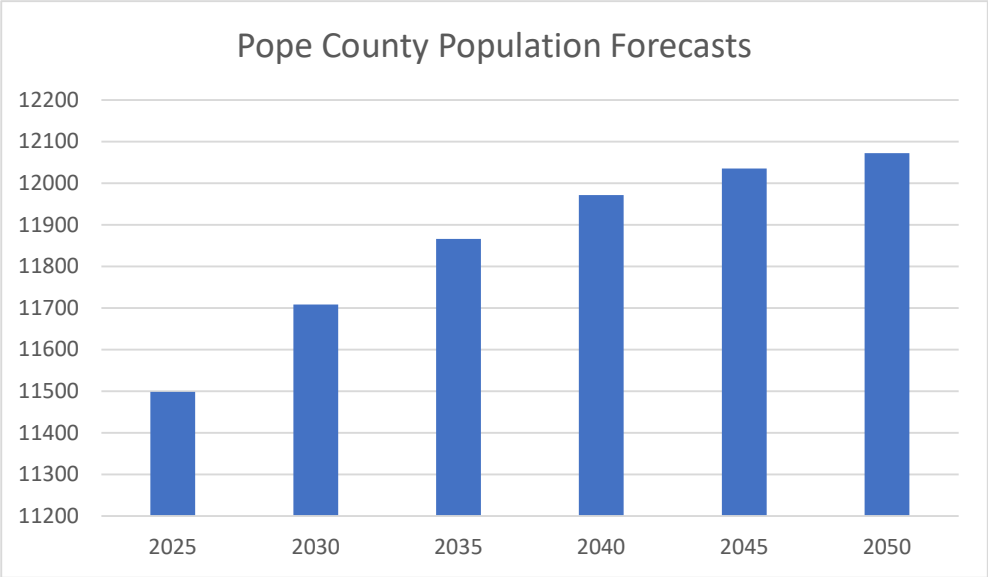
III. POPULATION AND HOUSEHOLD PROJECTIONS

It is understood that the nature of the City's future with respect to housing, retail, and commercial activity depends greatly 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 these needs and addressing their costs, 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.

A. County Projections

The Minnesota Demographers Office has projected the population of every county within the state including Pope County. Anticipated 25-year population growth for the county is shown in Figure 3-3. The State Demographer no longer prepares population forecasts for cities, only at the county level. The new forecasts from the state project that Pope County as a whole will have a lessening rate of population growth over time.

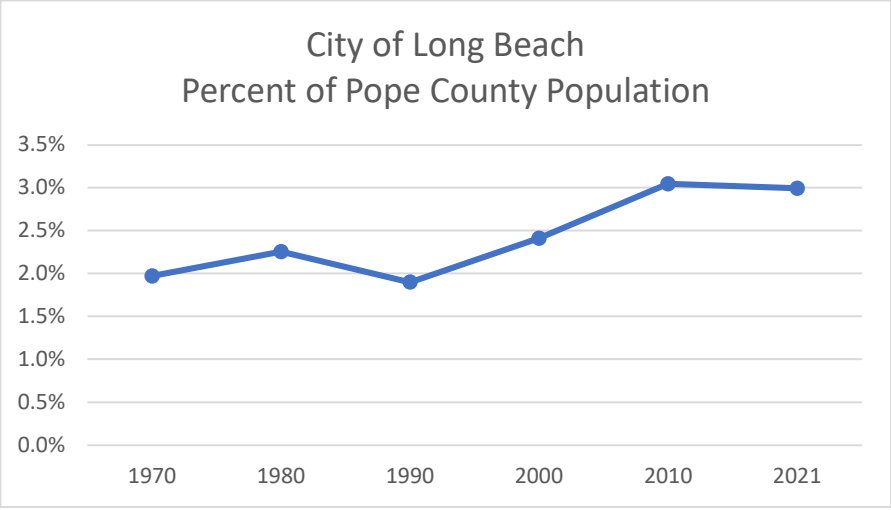
Figure 3-3 COUNTY POPULATION PROJECTIONS



Source: Minnesota State Demographer Estimates

According to the latest Census estimates as shown in Figure 3-4, Long Beach continues to have about a 3 percent share of Pope County's total population.

Figure 3-4 CITY PROPORTION OF COUNTY POPULATION

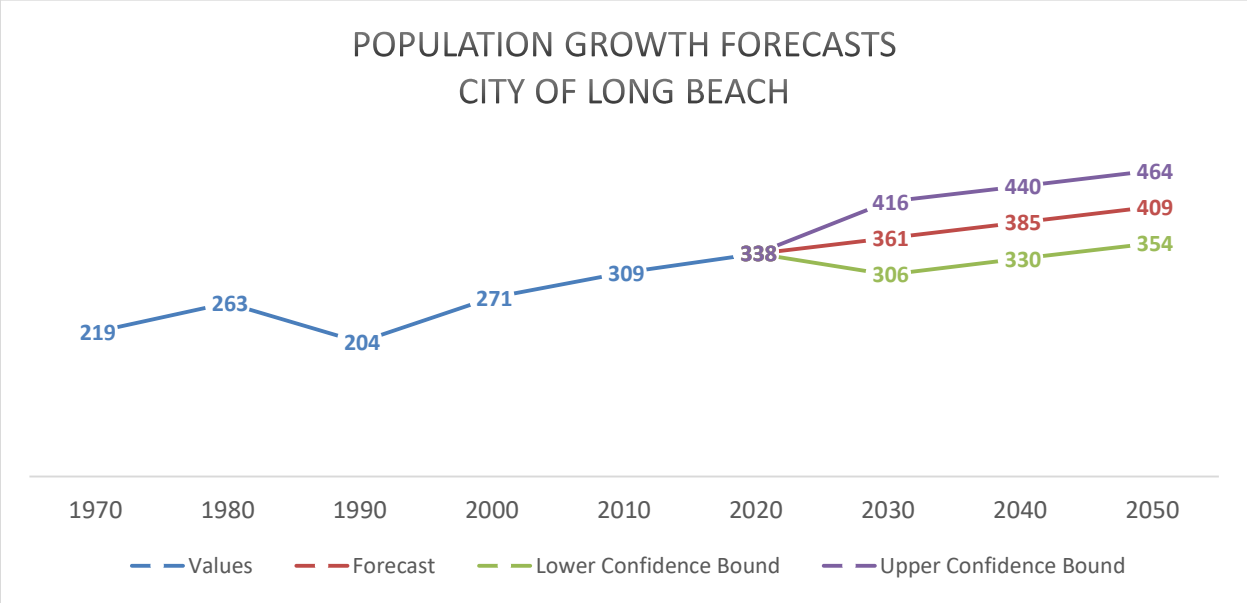


Source: Decennial Census and ACS estimates

If the City of Long Beach were to continue to have a 3 percent share in the County's future population growth, and the State Demographer's forecast of Pope County growth holds true, the 2050 population Long Beach would increase to 362.

The future growth scenario for the city may be a continuation of past population trends or a variation. A projection of the current growth trend along with other possible scenarios is shown in Figure 3.5. This suggests that over the next 25 years the City of Long Beach may have population growth of around 20 percent or perhaps as much as 37 percent.

Figure 3-5 POPULATION PROJECTION FROM TRENDS



2050 forecast based on variations of the population growth trend.

If the current trend continues with the average household size remaining in the range of 2.3 to 2.4 persons per household, these population forecasts suggest the City should have the means to accommodate 30 to 52 additional households by 2050.

The above potential growth scenarios are presented for consideration relative to planning for housing and other future development needs. There should be an awareness that projecting population growth for Long Beach will be somewhat speculative. Past trends, while instructive, are not always an indication of what will happen in the future. Continued growth for Long Beach is expected but whether more or less than what has come before depends on market conditions, service provisions, the potential for job generating commercial activity, and other variables.

IV. LONG BEACH POPULATION CHARACTERISTICS

A. Family and Non-Family Households

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 represent the family household.

According to 2021 ACS estimates, In Long Beach, 90.1 percent of all family households are married couple families in owner occupied homes. About 10 percent of families have a female head of household.

A non-family householder is a householder living alone or with non-relatives only. Those classified as non-family households are also primarily in owner occupied units with only 12 percent according to 2021 data identified as rental occupied.

As depicted in the following table, the latest Census estimates indicate 93% of all family households consist of married couple households. This compares to 86% being married-couple family households from the 2000 Census.

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

Family Type	Number of Families	% of All Family Households
Total Family Households	100	
Married Couple-Family Household with and without children	93	93.0%
Male householder, no spouse present with children under 18 years old	2	2.0%
Female householder, no spouse present with children under 18 years old	5	5.0%

Source: ACS census 5-year estimates (2021)

B. Age

Figure 3-6 identifies the age distribution within Long Beach. Table 3-5 shows how the age distribution compares with Pope County and the State of Minnesota. The City of Long Beach had a median age of 57.8 years, higher than the Pope County median age of 45.9. The median age in Minnesota was 38.8 years. Long Beach has followed the statewide trend of an increase in the median age of population. The city's median age from the 2000 Census was 44.7 and in 2010 the median age was 50.4.

Figure 3-6 AGE DISTRIBUTION OF POPULATION

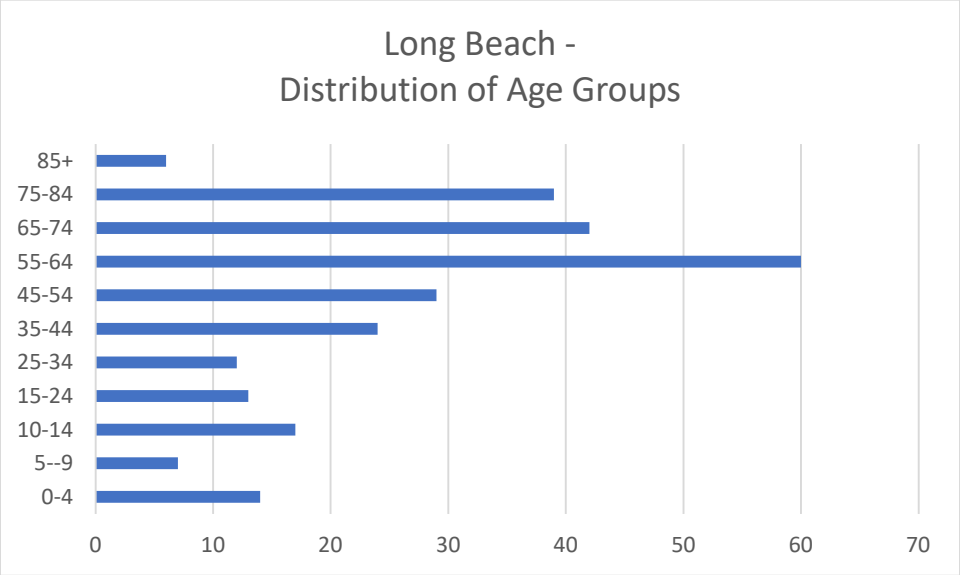


Table 3-4 POPULATION BY AGE GROUP

	Long Beach		Pope County		Minnesota	
Age Group	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Under 5	14	5.3	595	5.3	330,734	5.8
5—9	7	2.7	685	6.1	359,171	6.3
10-14	17	6.5	681	6.1	388,627	6.8
15-19	12	4.6	601	5.4	376,524	6.6
20-24	1	0.4	489	4.4	353,592	6.2
25-29	6	2.3	541	4.8	364,467	6.4
30-34	6	2.3	642	5.7	378,095	6.6
35-39	14	5.3	667	5.9	398,642	7
40-44	10	3.8	605	5.4	372,010	6.5
45-49	14	5.3	542	4.8	321,789	5.6
50-54	15	5.7	624	5.6	347,212	6.1
55-59	30	11.4	921	8.2	368,617	6.5
60-64	30	11.4	888	7.9	388,638	6.8
65-29	28	10.6	912	8.1	319,029	5.6
70-74	14	5.3	650	5.8	261,964	4.6
75-79	24	9.1	490	4.4	157,807	2.8
80-84	15	5.7	266	2.4	110,015	1.9
85 years +	6	2.3	417	3.7	110,457	1.9
Total	263	100	11216	100	5707390	100
Median Age	**57.8**		**45.9**		**38.8**	

Source: ACS census 5-year estimates (2021)

From 2021 Census estimates, the City has its largest percentages of the population in the 55 to 64, 65 to 74 and 75-84 old age groups. As the city's population ages, it can expect more empty nesters looking to downsize their housing and maintenance needs. Older age groups may also may demand more social and medical services.

About 11 percent are aged 45-54 and about 10 percent are in the the 35 to 44 year old age group. These age groups have school age children, tend to be active in the community and often 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.

C. Education Attainment

The population of Long Beach 18 years of age and older is highly educated according to the most recent Census estimates. Almost all have graduated from high school or have high school equivalency. About 20 percent have had at least some college education, while short of a degree. Over 52 percent have obtained a college degree and most of this group have a bachelor's degree.

D. Employment

Employment statistics from the 2021 ACS Census estimates indicate that of people aged 16 and over, 50% are in the labor force, with likely much of the remainder being those that are retired. Of those employed, the majority were in management, professional and related occupations (49.2%) with the remainder in sales and office positions (23.0%); production, transportation and material moving occupations (11.5%); service occupations (5.7%); and natural resources, construction, and maintenance occupations (10.7%).

E. Other Population Characteristics

2020 Census statistics indicate that nearly 100% of the residents of Long Beach classify themselves as white or Caucasian. This compares to Pope County with 98.2% of the population that classified themselves as white or Caucasian. The remaining 1.8 percent of people in Pope County identified as other nonwhite races or mixed race.

As defined in the latest Census (ACS 2021), similar to the results from past Census data, about 52 percent of the population in Long Beach about 48 percent are females. In Pope County, males also outnumber females, comprising about 51.5 percent of the population compared to 48.5 percent females.

The response from the 2021 ACS Census statistics indicates the ancestry of the City's residents is about 36 percent Norwegian and 32 percent German with most of the remainder of residents from other European descent. 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%). Almost all residents (97%) speak only English in the home.

V. OBJECTIVES AND RECOMMENDATIONS

The anticipated growth projections as described within this chapter will have a real impact on the future of Long Beach. The city's management of land use can help ensure this future growth and development will not adversely affect its tax base and detract from the existing sense of place and community. The following objectives along with those that preserve natural, scenic and recreational amenities and that will ensure long-term economic development will improve the quality of life and the level of service offered 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 3.1: Young population. Retain and increase the City's population that falls within the 0-29 age group.

Policy/Recommendations:

3.1.1 Affordability. Identify and modify rules and regulations that may create barriers to affordable housing.

3.1.2 Young families. Promote attractive and affordable housing in order to help attract young families.

3.1.3 Education. Ensure a high quality of life within the City by working with the school district to place a priority on providing the opportunity for all children to obtain a high level of education so they can qualify for high-tech jobs.

3.1.4 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 3.2: Aging population. Ensure excellent care and support for the current and future needs of the community's aging population.

Policy/Recommendations:

3.2.1 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.

3.2.2 Support Services. Support beneficial services for the elderly such as meals on wheels and place an emphasis on home health care

3.2.3 Senior Housing. Monitor to ensure adequate supply of housing opportunities for the community's senior citizens that meet all of their required needs.

3.2.4 Recreation. Develop recreation opportunities for the elderly population.

3.2.5 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 its natural resources will not only continue to provide a base for recreation as well as help to support the local economy by providing high quality resources. This enhances the area's affluence and is a draw for vacationers and those who wish to reside in areas such as Long Beach with high scenic amenities. For these reasons, it is imperative that Long Beach plan for the protection of its natural resources.

Much of the attractiveness of Long Beach which has contributed to its continuing growth can be attributed to Long Beach's natural amenities. Efforts should be directed toward protecting and preserving 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 actions which strengthen the city's natural assets.

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 on 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 994 acres, as identified from current mapping of the area within the City limits. 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.

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, Heavy snowfalls occur from November to April. Blizzards hit Minnesota twice each winter on 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 climactic events in Long Beach 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.

- ✓ 8/1/2011, massive storm centered along Highway 55 caused severe wind damage to Long Beach and area communities.

- ✓ 5/30/2022, severe tornado with powerful winds spreads debris and destroys homes in Forada.

The following Table 4-1 reflects updated monthly average temperature and precipitation for Long Beach.

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

Month	Average High Temp (° F)	Average Low Temp (° F)	Mean Temp (° F)	Average Precipitation
January	21	0	10	0.6 in
February	26	5	16	0.5 in
March	37	18	27	1.2 in
April	56	32	44	2.2 in
May	69	45	57	3.1 in
June	78	54	66	4 in
July	83	59	71	3.5 in
August	81	57	69	3.2 in
September	72	47	59	2.6 in
October	59	36	47	2.2 in
November	40	21	31	1.1 in
December	26	7	16	0.6 in

Source: www.weatherbase.com

II. LAND RESOURCES

A. Ecologic Framework

The presettlement vegetation of Long Beach 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 corn belt. 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.

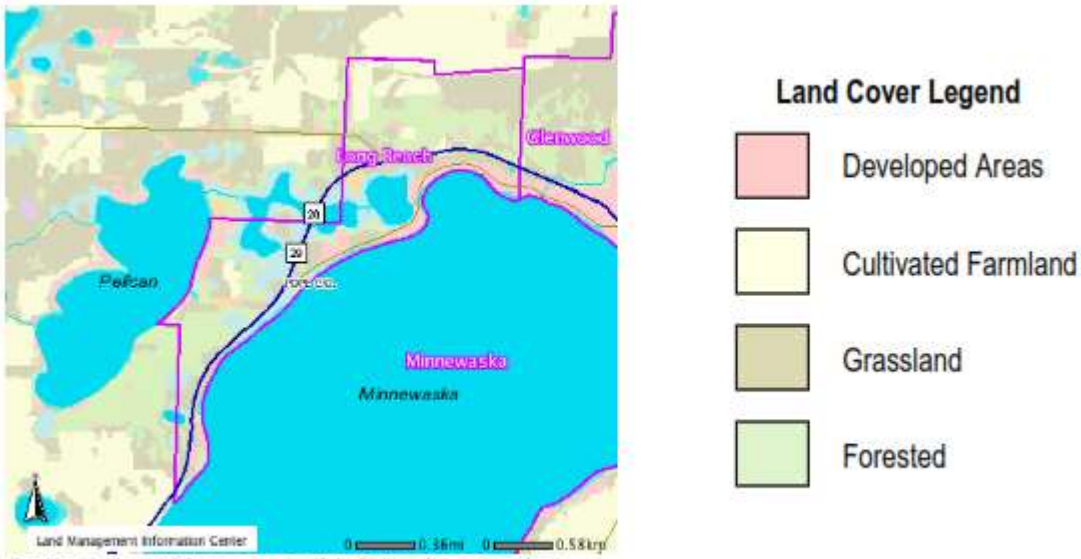
B. Topography and Drainage

The topography of the Long Beach 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. 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.

C. Vegetation and Rare Species

Figure 4-1 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 4-1 LAND COVER



Source: Land Management Information Center

The Minnesota County Biological Survey completed in 2003 for Pope County reveals no areas of native plant communities 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. Much of the remainder of the City consists of prairie grasslands.

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. Such limitations include but are not limited to erosion, drainage and water quality issues.

Map 4-2 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 few. This information is invaluable in making water and land resource management decisions.

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 stops, Langhei loam is the dominant soil. A mixture of sandy loams make up the majority of the rest of the soils.

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. Outlet Creek as it drains into the 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). The lake area watershed, 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. 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), subject to shoreland regulations are defined by the 1000-foot shoreland buffer adjacent to lakes and 300 foot shoreland buffer adjacent to rivers and streams. Table 4-2 identifies the surface waters within the City of Long Beach by type.

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 water bodies in the Long Beach area 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), and lake notes and fish consumption advice (from the Department of Health). Lake Minnewaska is included on the MNDNR, Division of Ecological Services *Designation of Infested Waters* list, updated in 2024, as being infested with Eurasian water milfoil and zebra mussels.

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 for negative impacts on lake water quality if adequate precautions are not taken. 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 the map showing development constraints. The source for these data is the National Wetland Inventory (NWI). Three wetlands within close proximity to Long Beach have been declared protected. The Pope County Soil and Water Conservation District (SWCD) is the permitting authority for Long Beach with the Department of Natural Resources responsible for the overall protection of wetlands and the implementation of wetland protection measures in public waters.

D. Flood Plains

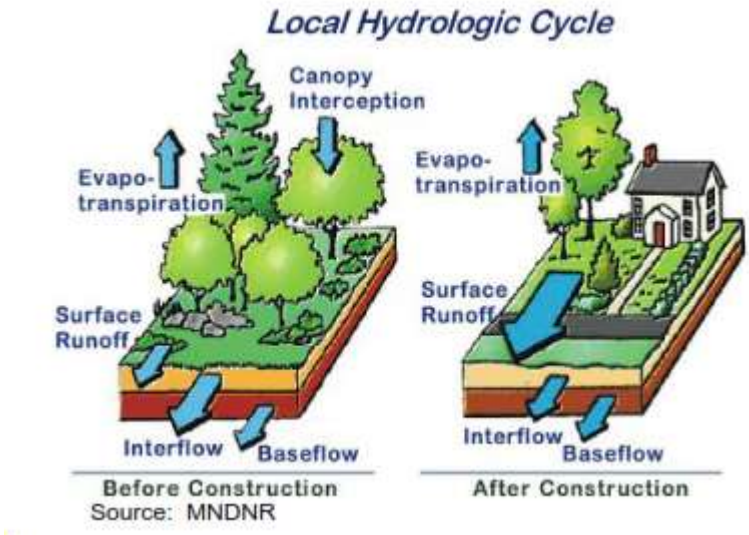
In 1969, the Minnesota Legislature enacted the State Flood Plain Management Act (Minnesota Statutes, Chapter 103F). This Act stresses the need for a comprehensive approach to solving flood problems by emphasizing nonstructural measures, such as floodplain zoning regulations, flood insurance, floodproofing and flood warning and response planning. Minnesota flood prone communities are encouraged to: 1) adopt floodplain management regulations when adequate technical information is available to identity 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 Federal Emergency Management Agency (FEMA) has issued a preliminary flood hazard boundary map for Pope County which now includes the City of Long Beach. 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 though once the preliminary maps are adopted by FEMA the City should consider adopting a floodplain ordinance consistent with the requirements of state law and enroll in NFIP to provide its citizens with access to flood insurance.

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 4-2 HYDROLOGIC CYCLE



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.

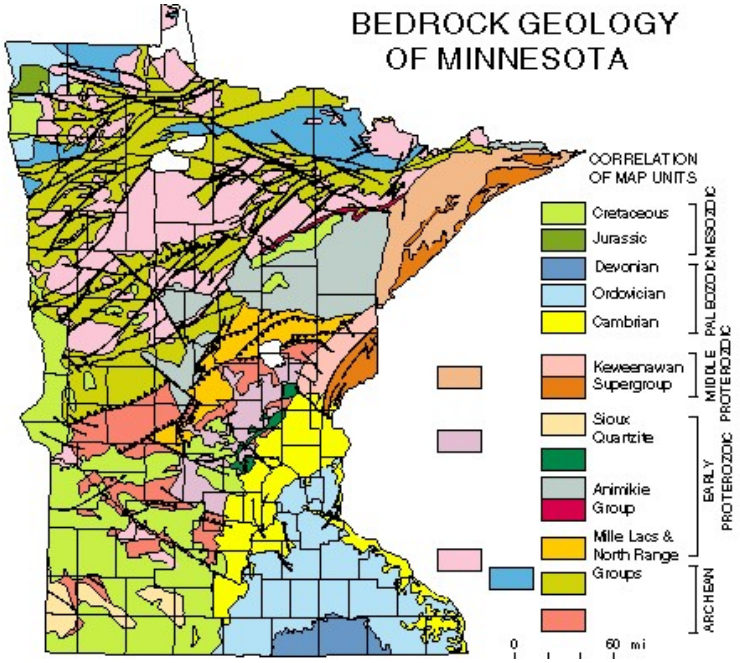
Proposed development is required to maintain compliance with Minnesota Pollution Control Agency standards through local stormwater and erosion control ordinances and procedures. While City ordinances do regulate impervious coverage and stormwater runoff, it is important for the City to ensure its regulations adequately respond to current and future development patterns.

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 4-3 BEDROCK GEOLOGY OF MINNESOTA



Source: Minnesota Geological Survey

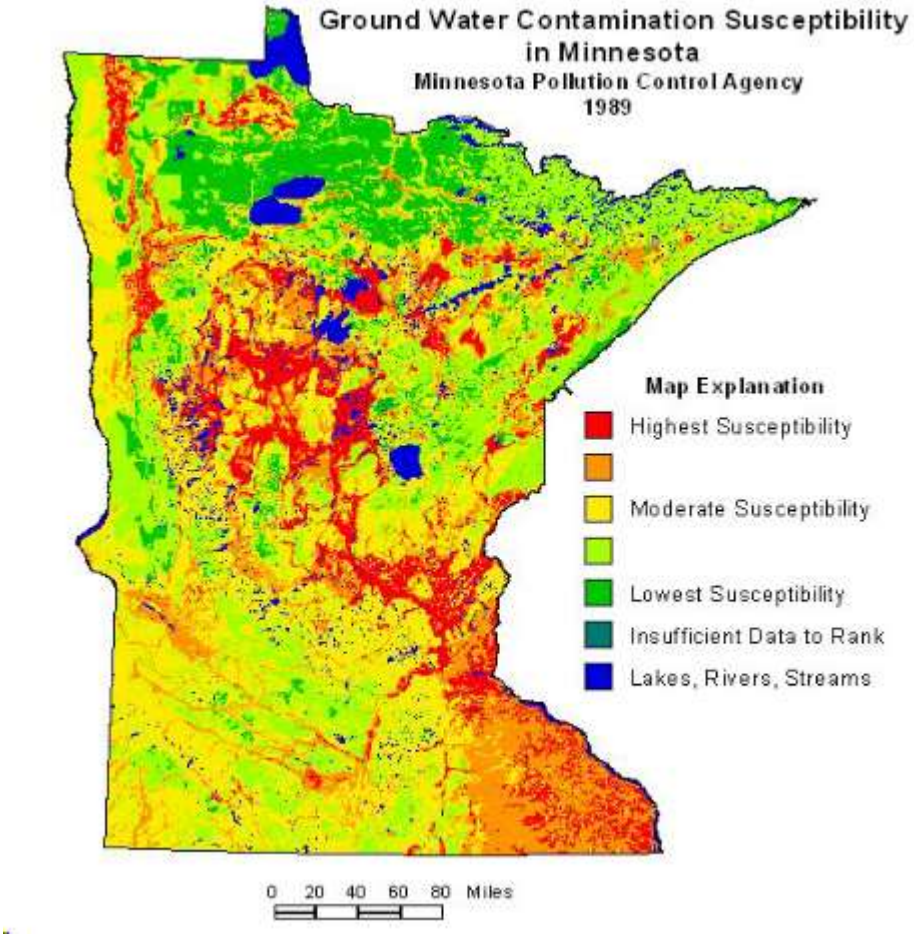
Topography and surficial material characteristics can be traced to the movement of glacial ice and water flowing across the land surface. Glacial deposits, collectively known as drift, make up these surficial materials. Ground moraines formed as these glaciers advanced and retreated. Long intervals between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

As shown in Figure 4-4 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 4-4



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 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. The state's air quality monitoring at these sites has since been discontinued.

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 models categorize 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.

While no registered historic sites are located on the National Register of Historic Places, that does not mean there is a lack of sites with historical significance within the City. Several sites have been identified within the City with local significance to be protected from development. Further efforts to preserve historic sites and the City’s history could be applied.

VII. DEVELOPMENT CONSTRAINTS

Natural features include but are not limited to lakes, soils, wetlands, flood prone areas, geology, potential archeological sites and regionally significant ecological areas. All will present constraints to future development. Significant natural features are present in the proposed growth area of the City. Map 4-2 which follows this chapter illustrates potential constraints to development. This includes wetlands from the

National Wetland Inventory, protected public waters from DNR Public Waters Inventory data, FEMA floodplain restricted areas, and protected burial sites. Field verification was not done to determine wetland existence. This map is intended to provide a general overview of areas that are likely undevelopable or pose significant restrictions.

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 4.1: 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:

4.1.1 Wellhead protection. Look to protect ground water resource from contamination through the implementation of the Wellhead Protection Plan or other similar program.

4.1.2 Private wells. Carefully monitor the operation of existing private wells and assure the safety of new wells with periodic water quality testing. Limit the amount of households that are served from a single well.

4.1.3 Plan for community water supply. Consider the benefits of converting the city's water consumption to a municipal supply system, versus many individual 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 4.2: Stormwater. Preserve and enhance the quality of the natural environment—water and land resources in particular—by addressing stormwater management in an environmentally conscious manner.

Policy/Recommendations:

4.2.1 Raingardens. The City shall actively encourage property owners to prepare and maintain rain gardens 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.

4.2.1.1 Employ the use of rain gardens on City projects to the extent practical in order to encourage, by example, the use of this stormwater alternative upon private property developments.

4.2.1.2 To ensure that rain gardens are designed in an aesthetically pleasing manner, so as to encourage the proliferation of rain gardens and to maintain the beauty of the community.

4.2.1.3 To ensure that policies and enforcement efforts are aggressive enough to ensure proper maintenance of private rain garden systems.

4.2.2 Infiltration. Actively promote 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. Encourage strategies that will result in greater infiltration and decrease the need for stormwater detention ponds. Careful consideration shall be given to the appropriateness of infiltration systems where the groundwater may be particularly susceptible to contamination.

4.2.3 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.

4.2.3.1 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).

4.2.3.2 When treating icy roadway conditions utilize best management practices that minimize environmental impacts, while maintaining basics levels of motorist safety.

4.2.3.3 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.

4.2.4 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.

4.2.5 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 4.3: Air, light and noise pollution. Protect and enhance the quality of life in the City by minimizing the extent of air, light and noise pollution.

Policy/Recommendations:

4.3.1 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.

4.3.2 Light pollution. Enforce lighting performance standards as necessary 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.

4.3.3 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.

4.3.4 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 4.4: Development and 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 and groundwater) while managing requests for development and redevelopment.

Policy/Recommendations:

4.4.1 Habitat areas. Encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.

4.4.2 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.

4.4.3 Natural limitations. Encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.

4.4.4 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.

4.4.5 Shoreland preservation. Carefully regulate development in areas adjacent to shorelands, wetlands and flood prone areas to preserve these as environmentally significant and visually attractive amenities.

OBJECTIVE 4.5: Surface water. Protect the quality and use of surface water bodies in the community.

Policy/Recommendations:

4.5.1 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 or education.

4.5.2 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.

4.5.3 Enforcement. Enforce existing regulation and develop programs and new regulations where necessary to protect surface water.

4.5.4 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.

4.5.5 Monitoring. Establish a priority listing of water areas to monitor surface water quality and quantity.

4.5.6 Inventory. Complete a detailed inventory of stormwater infrastructure along with other information to develop a hydrologic flow model for management practices.

4.5.7 Land Use. Encourage and promote land use practices to protect and improve surface water resources.

OBJECTIVE 4.6: 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:

4.6.1 Solid waste. Promote environmental stewardship including reducing, recovering and recycling waste materials.

4.6.2 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.

4.6.3 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.

4.6.4 Water quality. Maintain data that reflects the economic benefits of clean water to the local economy.

4.6.5 Resources. Maintain a current list of persons to contact at various local, state and federal agencies which are responsible for protecting the environment.

4.6.6 Regulatory updates. Distribute new information relating to environmental regulations to all policy makers and elected officials as it becomes available.

OBJECTIVE 4.7: General. Protect, enhance and even create other natural resources in the community.

Policy/Recommendations:

4.7.1 Trees. Preserve and protect living trees for their visual characteristics, aesthetic value, and environmental benefits, adding trees as may be needed.

4.7.1.1 Develop and strictly enforce policies pertaining to the preservation of trees upon new development sites.

4.7.1.2 Develop programs that would promote the planting of trees in boulevards in existing neighborhoods.

4.7.1.3 Encourage the inclusion of boulevard trees as a design element in new platted developments.

4.7.1.4 Develop and enforce policies that prohibit clearcutting of healthy trees.

4.7.1.5 Remove dead or diseased trees. Allow limited managed removal of trees for the beautification and enhancement of both new and existing neighborhoods.

4.7.2 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.

4.7.3 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 4.8: 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:

4.8.1 Coordinate plans and work with all agencies responsible for the protection and restoration of our environment.

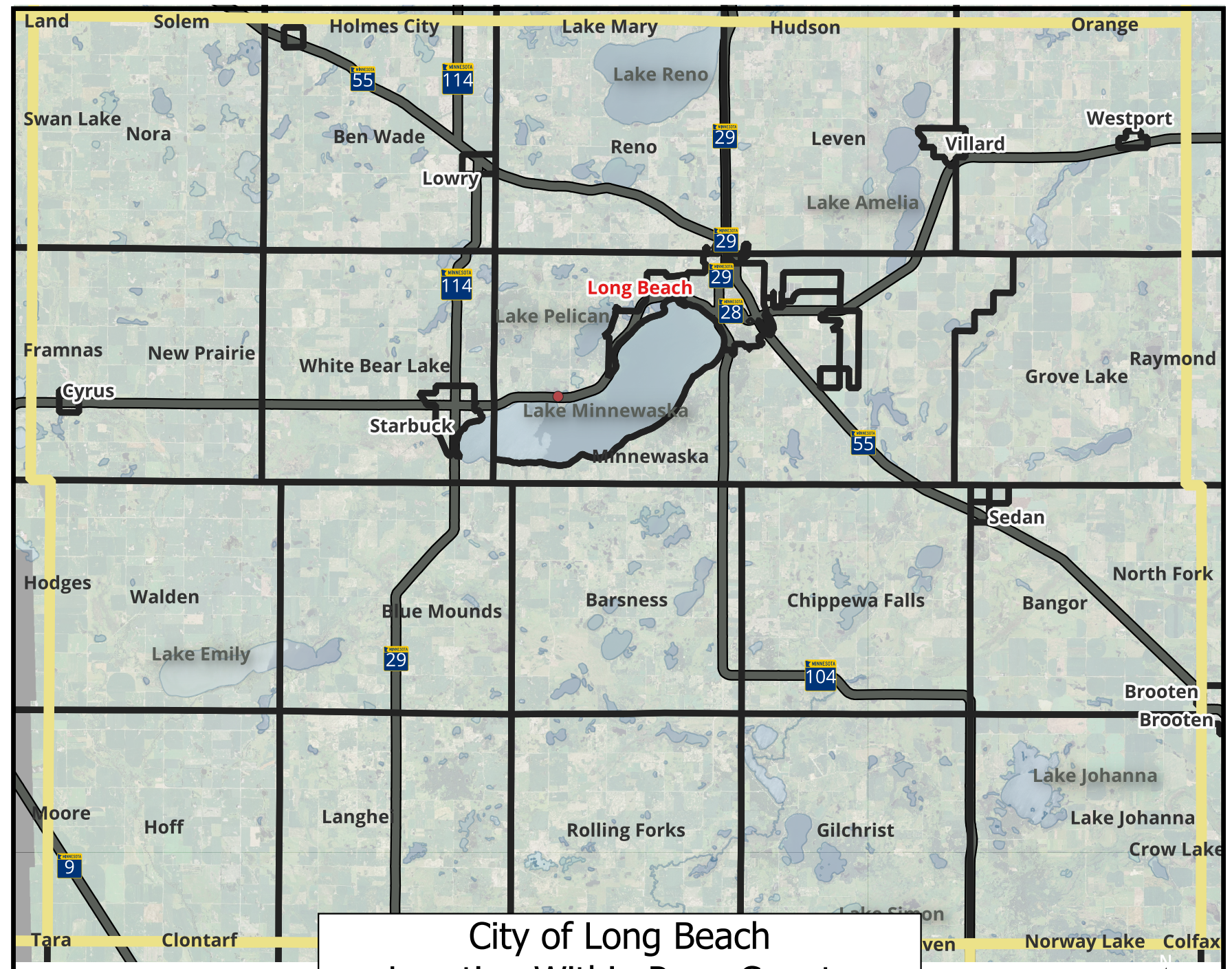
4.8.2 Administer and support the state environmental review program (EAW, EIS).

4.8.3 Initiate plans to correct any and all abuses and preserve areas critical to the City's way of life.

4.8.4 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.

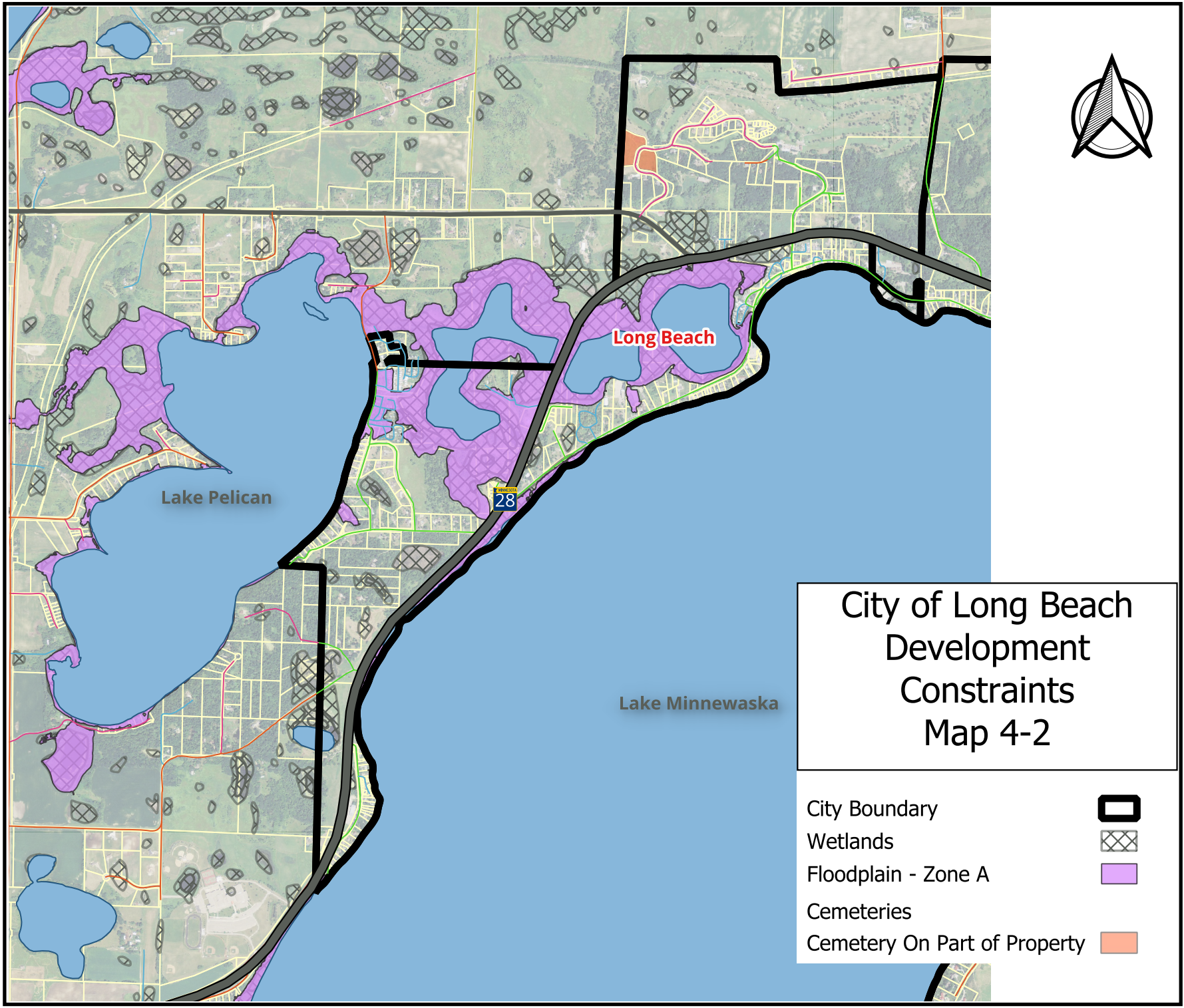
4.8.5 Examine specific requirements for environmental protection that may be incorporated into the City's Subdivision regulations such as identification of subdivision landscaping standards and identification of existing trees of a substantial size as part of the preliminary plat required data.

4.8.6 Amend local controls to provide for environmentally sensitive development concepts.



City of Long Beach
Location Within Pope County

Figure 4-1


Long Beach
Lake Pelican
Lake Minnewaska
28
City of Long Beach
Development
Constraints
Map 4-2
City Boundary
Wetlands
Floodplain - Zone A
Cemeteries
Cemetery On Part of Property

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.

As discussed in Chapter Three (Demographic Trends & Assumptions), current trends suggest the City of Long Beach is projected to grow by approximately 22 percent to as much as 37 percent by the year 2050. 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 2024 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 current Zoning Map (Map 5-1) follows this chapter and may be referenced as a 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
CD, Conservancy	252.2	25.3%
LD, Low Density Residential	605.1	60.8%
CR, Residential-Commercial	136.0	13.7%
MH, Manufactured Homes	2.2	0.2%
Total	**995.5**	**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 for the Comprehensive Plan update (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. 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 2023 breakdown of estimated existing land uses in Long Beach with descriptions of each land use category follows in the table below:

Table 5-2 EXISTING LAND USES

Land Use Category	Description	Gross Acres	Percent of Total Study Area
Low Density Residential	Residential development (up to three units). Housing types include detached single family units, duplexes, triplexes and townhomes.	430	48.3%
Vacant Residential	This would be any land that is vacant but homes could be constructed on the site.	150	16.3%
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.	116	12.5%
Public/Governmental Facilities	This category includes all governmental facilities such as City Hall, Morning Glory Gardens, public parkland and any county, state or federal lands.	26	2.8%
Golf Course	This land use category includes the Minnewaska Golf Course.	186	20.0%
TOTAL		**908**	**100%**

Updated land use categories and acreage based on Pope County tax classifications.

III. FORECAST OF LAND USE DEMAND

To determine future land use demand for the City of Long Beach, both residential and commercial growth potential should be considered. There is some likelihood that the City of Long Beach will need additional land beyond the current city limits to accommodate forecasted long range household and employment growth through the year 2050.

Projections of population and households are often based on historical population/household patterns and trends in average household size, though 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:

FACTOR	AMOUNT OF LOCAL CONTROL
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 Growth Needs

Market conditions will have a major impact on housing types as well. 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.

Table 5-3 illustrates recent trends and the estimated population and household growth that would be expected in Long Beach through 2050 if trends continue. The estimated population growth forecast is based on recent Census trends. The projected growth in households assumes the average of 2.25 persons per household in Long Beach in 2020 will continue.

TABLE 5-3
PROJECTED POPULATION AND HOUSEHOLD GROWTH

Year	Population	Percent Change	Households	Increase in Households	Percent Change
1990	263		89		
2000	271	3.0%	113	24	21.2%
2010	309	12.3%	147	34	30.1%
2020	338	9.4%	150	3	2.0%
2030	361	7.1%	161	10	7.3%
2040	385	6.6%	172	11	6.8%
2050	409	6.5%	183	11	6.4%

Forecasts based on Census data and average 2.25 person per household in Long Beach in 2020.

The amount of land to accommodate future residential needs may be calculated based on densities allowed in Zoning Ordinance or on historic trends. As discussed in Chapter 6, traditional residential growth in Long Beach has consisted predominantly of single-family detached housing units. 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 for residential growth projections if based on an average lot size of 0.5 acres per housing unit would be 17 acres. This assumes modest population growth and the Comprehensive Plan should anticipate that the amount of additional area needed for new homes may be much greater. Forecasted land use should anticipate that the population may grow at a faster rate or future residential use could consume more acreage.

In 2008, the Comprehensive Plan identified 70 acres of land would be needed for long range residential needs. Based on recent trends, this estimate of future land use needs would appear to be very optimistic, though as mentioned, many factors affect the amount and type of residential development that will need to be accommodated in the future. It is reasonable to assume that the area needed for future growth may be beyond what is available within the current city limits of Long Beach. Due to the variability of factors that affect future growth, having up to 70 acres to accommodate potential growth to the year 2050 is not unreasonable.

B. Projected Commercial Growth Needs

Accurately estimating the amount of future commercial growth and the land use needed to accommodate this need is more difficult than the projection of residential demand due to fluctuating market conditions, the wide variability of employment patterns and needs, and the uncertainty of how this may impact the Long Beach community. The methodology used in 2008 to determine future commercial growth needs was based on the assumption that future commercial usage would match the existing ratio of residential to commercial/industrial acreage. On that basis, it was assumed that setting aside 9 acres (88% residential, 12% commercial) would be enough to accommodate future commercial growth in the City of Long Beach. This assumption regarding future growth needs soon proved to be insufficient as the amount of land use identified for future commercial use was absorbed within 10 years.

The amount of commercial consumption that has occurred since 2008 suggests that 30 acres or more may need to be needed accommodate continued commercial growth to the year 2050.

IV. FUTURE LAND USE PLAN

While various models can help to estimate the amount of new development and corresponding land absorption necessary to satisfy likely future demand, the total amount of land available for possible future use has to be substantially greater to support unforeseen needs. Additional land may 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. Areas may need to be annexed into the City limits to accommodate growth to 2050 and beyond.

A. Planning Compared to Zoning

Land use planning and zoning 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 as identified in the zoning ordinance 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.

Table 5-4
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 – the law. (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 Land Use Plan considers the community's preferred future mix of land uses and guides land use decisions for the next 20 to 25 years.	The Zoning Map is a regulatory map for the immediate future. The map shows what the community has already decided to allow 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 guide 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.

As the City creates or modifies zoning districts and the zoning map, each decision must be evaluated relative to the land use goals and objectives identified in the Comprehensive Plan. Does the proposed change rationally move the City toward the desired land use future?

B. Future Land Use Plan

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. Areas may be identified to correct inconsistencies with the existing land use or to bring the specific site into closer correspondence with its neighbors.

Future land use planning considerations for Long Beach will be guided according to:

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.

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 2050. 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

Given the amount of infill since 2008, additional acreage will be required to serve long term 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 in vacant areas to be compatible with the type and scale of housing from the surrounding neighborhood.

5. Look at upgrading infrastructure such as streets and sewer in existing neighborhoods as needed,

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 would involve a joint effort between the City of Long Beach, Minnewaska Township and the City of Glenwood as the provider of sanitary sewer capacity. 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.

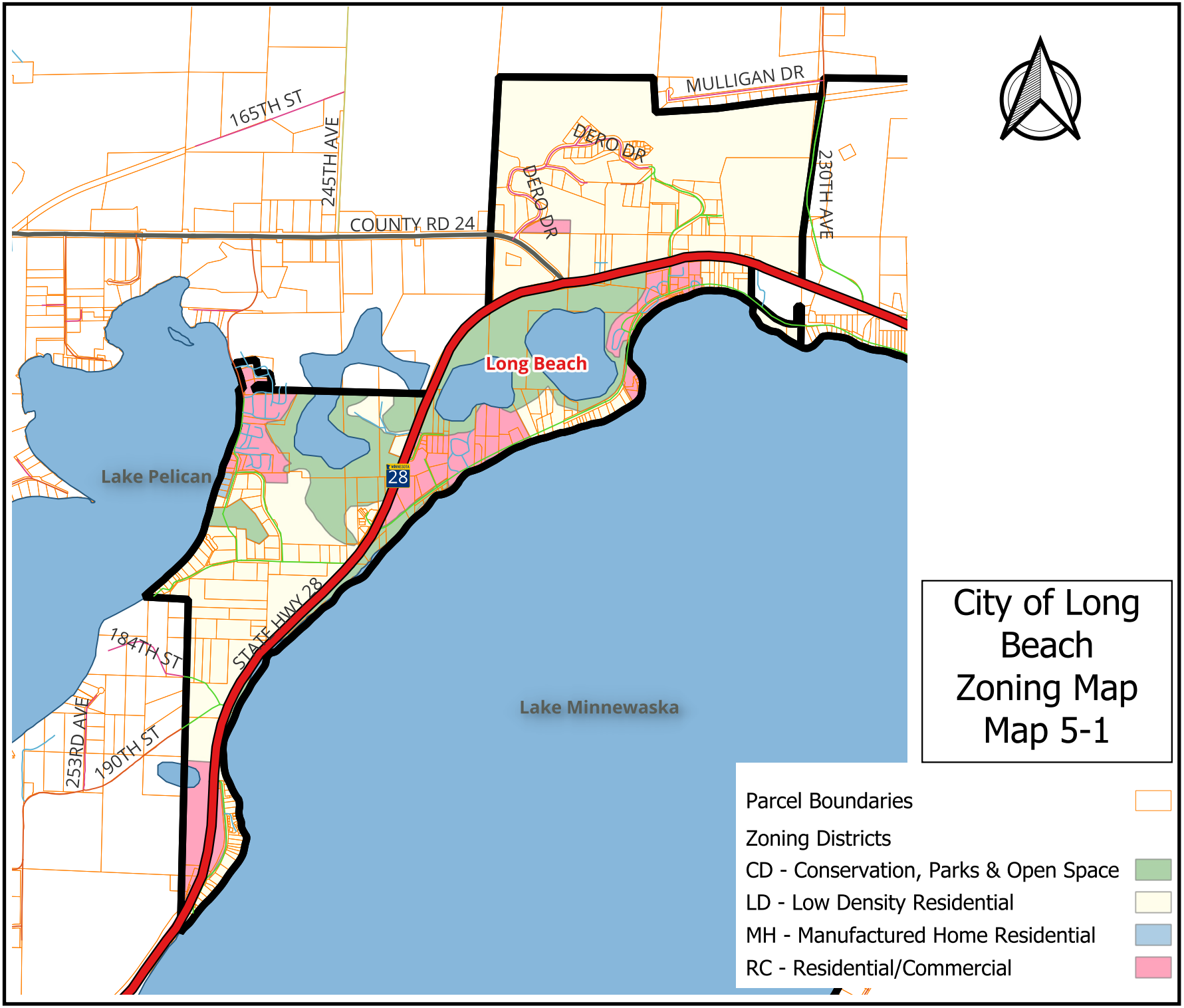
3. Develop an orderly growth and annexation plan with Minnewaska Township. It is imperative that the City and the township work in cooperation to ensure that orderly growth occurs in the region and to keep friendly working relationships between the City, neighboring City, County, and Township. The City 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.

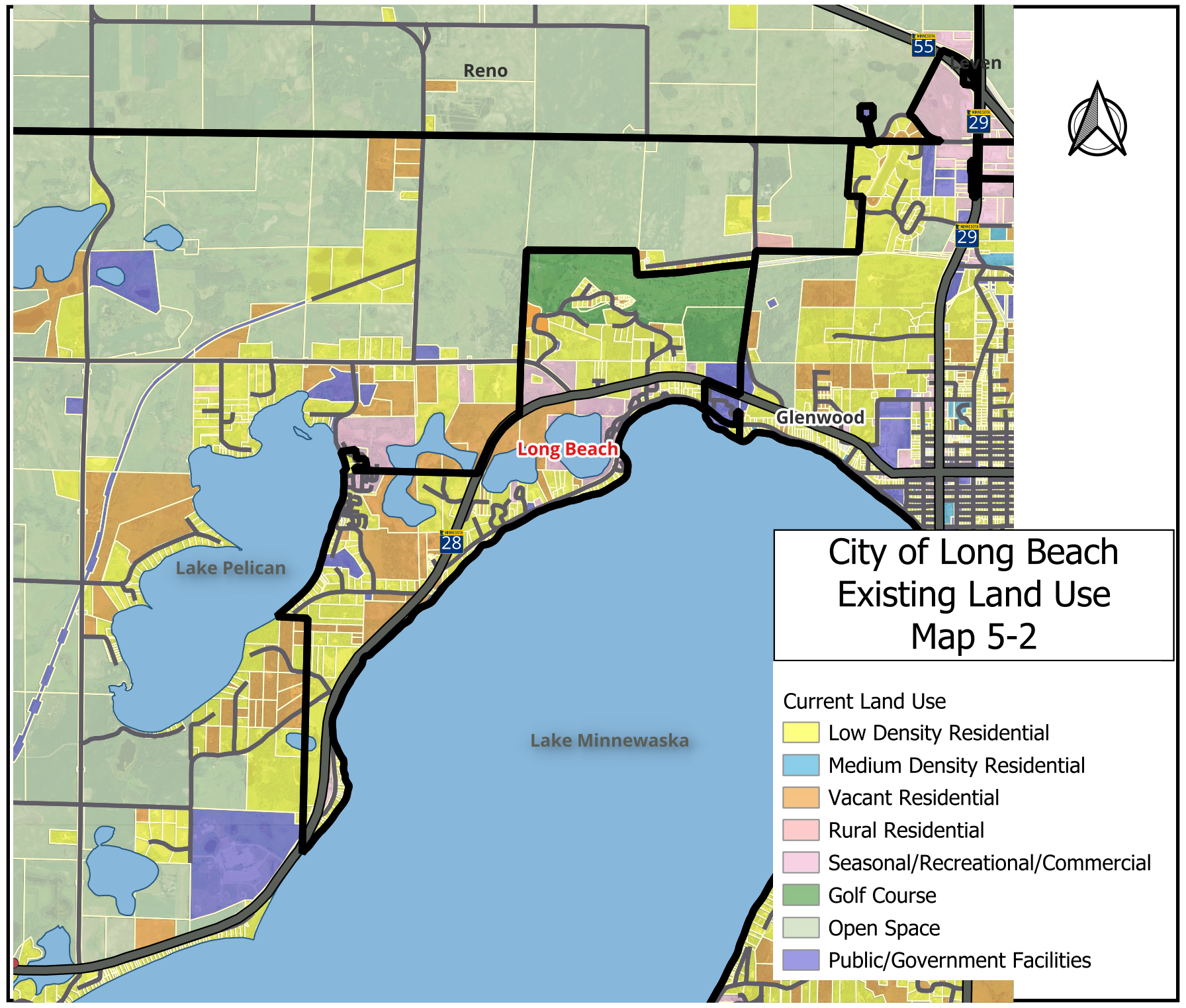
4. Work with Minnewaska Township, the City of Glenwood and Pope County toward and urban growth boundary agreement which would apply agreed upon zoning and subdivision controls

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


MULLIGAN DR
165TH ST
245TH AVE
DERO DR
DERO DR
230TH AVE
COUNTY RD 24
Long Beach
Lake Pelican
28
STATE HWY 28
184TH ST
253RD AVE
190TH ST
Lake Minnewaska
City of Long Beach Zoning Map Map 5-1
Parcel Boundaries
Zoning Districts
CD - Conservation, Parks & Open Space
LD - Low Density Residential
MH - Manufactured Home Residential
RC - Residential/Commercial


Reno
Glenwood
Long Beach
Lake Pelican
Lake Minnewaska
55
29
29
28
City of Long Beach
Existing Land Use
Map 5-2
Current Land Use
Low Density Residential
Medium Density Residential
Vacant Residential
Rural Residential
Seasonal/Recreational/Commercial
Golf Course
Open Space
Public/Government Facilities

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.

Suitable housing is a basic need and a key to quality of life. Being able to provide a wide choice of housing styles and price ranges is a major community asset. This section of the Comprehensive Plan includes descriptive data about the city'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 often moves 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 changing age composition of the City's population with a higher proportion of older age groups, as discussed in Chapter 3, there will be a corresponding demand for the housing needs from these groups.

Table 6-1 reveals from 2021 Census estimates that 60.9 percent of householders from occupied housing units in the community moved in between 1990 and 2009. Nearly a third moved into their homes in the years since. About 8 percent are in homes that have been occupied since before 1989.

Table 6-1
LONG BEACH HOUSEHOLDER BY YEAR MOVED IN

Year Householder Moved In	Number of Owner Occupied Units	Percent of Owner Occupied Units
2019 or later	8	7.0%
2015 to 2018	18	15.7%
2010 to 2014	10	8.7%
2000 to 2009	43	37.4%
1990 to 1999	27	23.5%
1989 and earlier	9	7.8%
Total	115	100.0%

Source: 2021 ACS Census 5-year estimates

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. According to ACS estimates, 18.3 percent of households are spending over 30 percent of their monthly income on housing, beyond the limits of this measure of affordability.

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.

Another measure, 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.

D. Affordable Housing in Long Beach

'The following Table 6-2 provides a comparison of the City of Long Beach and Pope County housing affordability data in terms of median household income and the monthly mortgage payment that would be considered affordable for families according to the HUD 30 percent standard.

Table 6-2
AFFORDABLE HOUSING – GENERAL DEFINITION
NO MORE THAN 30 PERCENT OF MEDIAN HOUSEHOLD INCOME

	Median Family Income	"Affordable" Monthly Payment
Long Beach	$87,831	$2,196
Pope County	$67,040	$1,676
Minnesota	$77,720	$1,943

Source: 2021 ACS Census 5-year estimates
Note: Does not include down payment or taxes and insurance which may be reflected in monthly mortgage payment.

Programs using the HUD measure of housing affordability 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. From this definition, Table 6-3 depicts the range of affordability for family housing. Shown are affordable owner-occupied home values and monthly costs for moderate income families (80% of median income) and low-income families (50% of the median income). According to this measure, existing and new homes that are 'affordable' will be those between $135,850 and $217,360.,

Table 6-3
RANGE OF HOUSING AFFORDABILITY –
FAMILY OF FOUR PERSONS

Income Group	Owner-Ocupied Home Value	Monthly Housing Costs
Affordable for Median incomes	$271,700	$1,875
Affordable for Moderate Incomes (80% of Median)	$217,360	$1,500
Affordable for Low Incomes (50% of Median)	$135,850	$938

Source: 2021 ACS Census 5-year estimates

The following Table 6-4, data from the latest ACS estimates. indicates the distribution of incomes for households and families in 2021.

Table 6-4
LONG BEACH FAMILY INCOME AFFORDABILITY

Income in the past 12 months in 2021	Percent of Households	Percent of Families
$25,000 to $34,999	4.3	4
$35,000 to $49,999	11.3	10
$50,000 to $74,999	17.4	17
$75,000 to $99,999	27	26
$100,000 to $149,999	23.5	26
$150,000 to $199,999	7	8
$200,000 or more	8.7	9
Median income	$87,813	$91,250

Source: 2021 ACS Census 5-year estimates

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. The data presented in these tables does not include down payment or taxes and insurance which may be reflected in monthly mortgage payment; Each of these factors will impact housing affordability. Additionally, since this data is based on Census estimates which include a margin of error, the range of affordability should be periodically reviewed and updated as warranted.

For many, the rising costs of housing will be a growing concern. Census estimates indicates the median monthly mortgage payment, with select monthly homeowner costs, in Long Beach was $1,875. As indicated in Table 6-5, the median value of a home within the City was $272,700 in 2021.

Table 6-5 HOUSING COSTS

	All Occupied Housing Units	Owner Occupied Median Value	Median Monthly Cost for Housing Units With Mortgage	Median Monthly Cost for Housing Units Without Mortgage
Long Beach	115	$272,700	$1,875	$605
Pope County	4,892	$132,400	$995	$345
Minnesota	2,281,033	$285,400	$1,667	$590

Source: 2021 ACS Census 5-year estimates

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.

E. Owner Occupied Housing Supply

The 2020 Census identified 150 occupied housing units from a total housing supply of 237, leaving 87 homes recorded as vacant. Vacant homes include those that were unoccupied at time the census was taken. The vacancy figure may in fact include home occupants that were temporarily absent or seasonal residents.

The value of owner-occupied homes in Long Beach as identified from 2021 Census estimates is described in Table 6-6.

Table 6-6
LONG BEACH OWNER OCCUPIED HOUSING VALUES

Value	Number of Units	Percent of Units
Less than $99,999	4	3.5%
$100,000 - 149,999	3	2.6%
$150,000 - $199,999	11	9.6%
$200,000 - $299,999	46	40.4%
$300,000-$499,999	41	36.0%
Over $500,000	9	7.9%
Total	114	100.0%

Source: 2021 ACS Census 5-year estimates

While the 2021 ACS data shows significant growth in home values in Long Beach, it should be noted that Census estimates have a 23 percent margin of error, are highly variable and not truly comparable to data obtained from previous decennial Census results.

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, few new units have been added to the rental housing inventory. The 2021 ACS Census estimates identified only one occupied housing unit as a rental, though it should be noted that Information on rental homes is generally lacking from the latest Census estimates.

II. EXISTING HOUSING STOCK

A. Type of Housing

Long Beach's housing stock is a diverse mix of primarily owner-occupied and some 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 valued tradition in Long Beach. There has been little conversion of single-family homes into apartments. Conversion of resorts into single family, owner occupied lots has become a trend 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 strictly follow standard zoning regulations but are governed under the conditions of an allowed PUD. The existing housing supply in Long Beach includes single family, townhomes, mobile homes, seasonal cabins and converted lakeshore cabins.

From 2021 Census estimates the make-up of the existing occupied housing stock is shown in Table 6-7. Not accounted for are additional housing units exist within the City but are not full time occupied units. Since 2000, 58 housing units have been added to the City's housing stock.

Table 6-7 TYPES OF HOUSING IN LONG BEACH

Type of Structure	Total Housing	Owner Occupied	
		Totals	Percent
Single-family detached	158	95	82.6%
Single-family attached	16	16	13.9%
Mobile home or other type of housing	38	4	3.5%
Total	213	115	100.0%

Source: 2021 ACS 5-year estimates

B. Density

Currently designated within the City of Long Beach are 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 are nonconformities that 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. The City allows for residential developments with higher densities as a part of a planned development approach as in the case of multi- family housing. The City should determine if current zoning ordinances adequately address higher density housing to meet the anticipated housing demand. The City should also assess the demand for municipal sanitary sewer services in Minnewaska Township, and whether to adjust limitations on sewer capacity to accommodate future development and expansion that better meets the needs of the entire community.

C. 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 were 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 are 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.

From the 2021 Census estimates, 16.5% of the existing occupied housing within the City was built before 1959. Nearly two-thirds of occupied homes were built between 1980 and 2009.

Table 6-8
AGE OF HOUSING

Year Structure Built	Total	Percentage
2020 or later	3	2.6%
2010 to 2019	6	5.2%
2000 to 2009	45	39.1%
1980 to 1999	30	26.1%
1960 to 1979	12	10.4%
1940 to 1959	14	12.2%
1939 or earlier	5	4.3%
Total	115	100.0%

Source: 2021 ACS 5-year estimates

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 age of the City's housing stock, on-going maintenance and rehabilitation efforts should continue to be encouraged and supported. 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 possible beyond repair.

Regarding the structural and facility characteristics of housing within the City of Long Beach, according to 2021 Census estimates, none are lacking in complete plumbing facilities, all have complete kitchen facilities and all have telephone service.

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

III. HOUSING PLAN

A. BALANCE THE 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.

While median family and household incomes have grown, so have home and property costs. Higher construction values, along with lot prices, have left many without affordable housing options 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

According to 2021 ACS estimates, the City of Long Beach currently has a limited variety of housing options available. Estimates indicate that about 74 percent of the 213 housing units are detached single-family and about 8 percent single-family attached. The remaining 18% are mobile homes, according to the data. The types of housing units constructed have changed in recent years with more owner- occupied attached units. The style and type of housing constructed has been a result of market conditions and demand. This is anticipated to drive future housing types in the future.

C. Well Maintained Housing

ACS 2021 estimates show that about 27 percent of the City's occupied housing stock was constructed prior to 1960. About 37 percent of the City's housing units were built between 1960 and 2000. Nearly half of the existing occupied housing stock has been constructed since the year 2000. With the relatively new housing stock, maintenance concerns may be less. Even with older housing stock it appears that housing units have generally 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 clarify what constitutes well maintained housing and specifically address areas such as outdoor storage, landscaping requirements, parking requirements, etc. within the zoning ordinance and 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 6.1: Growth. Accommodate anticipated long range demand for additional households.

Policy/Recommendations:

6.1.1 **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).

6.1.2 **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.

6.1.3 **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.

6.1.4 **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.

6.1.5 **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.

6.1.6 **Central services.** Require developers to provide sanitary sewer, connecting streets and stormwater control in new developments.

OBJECTIVE 6.2: **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:

6.2.1 **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

6.2.2 **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.

6.2.3 **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.

6.2.4 **Pedestrian.** Design neighborhoods in such a fashion that there are attractive and practical alternatives for non-motorized transportation.

6.2.5 **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.

.

6.2.6 **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 6.3: **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, considering the following guiding principles:

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:

6.3.1 **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.

6.3.2 **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.

6.3.3 **Life cycle housing.** Keep the concept of "life cycle housing" as one of the central themes of decisions related to housing.

6.3.4 **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.

6.3.5 **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 6.4: **General.** Maintain and even enhance the livability and appeal of the community through the adherence to variety of general housing policies.

Policy/Recommendations:

6.4.1 **Rental housing.** Recognizing that the condition of rental housing and the actions of renters have the potential for significant internal and external impacts on the community, the City shall carefully monitor rental activity including that of vacation home rentals, and act expeditiously when necessary.

6.4.1.1 **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.

6.4.1.2 **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.

6.4.2 **Safety.** Include a certificate of occupancy as part of the permitting of new homes. In he absence of a rental ordinance, respond promptly and assertively to reports of substandard residential conditions.

6.4.3 **Property maintenance.** Improve property maintenance standards in the zoning ordinance. 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. Provide improved avenues for the enforcement of property maintenance standards. 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.

6.4.4 **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.

6.4.5 **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.

6.4.6 **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 Investment Partnership Program (HOME) helps to expand the supply of decent, affordable housing for low and very low- income families by providing grants to States and local governments. Activities include building, buying, and/or rehabilitating affordable housing.

2. The HUD Self-Help Ownership Opportunity Program (SHOP) 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) leads an expanding collaboration of nonprofits (over fifty have joined to date) providing resources for people who need rental assistance, affordable rental housing or shelter. Their goal is 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. Housing Initiative. Established in 2010, the Housing Initiative brings together housing leaders and stakeholders to develop creative solutions for bringing quality affordable housing to communities.

6. Local Housing Trust Fund (LHTF) State Match Program. MHP offers free assistance to rural communities to establish LHTFs to help address local housing needs.

7. USDA Section 15 Program. MHP assists local entities in accessing this source of affordable housing assistance for rental properties.

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 provides funding programs that include gap financing and loans for affordable housing projects.

9. Minnesota Housing Finance Authority (MHFA) Partnership. Minnesota Housing joins with other public-private funders 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.

10. 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.

11. Low Income Home Energy Assistance Program (LIHEAP). This is a federally funded program assisting low-income households with home energy needs that is administered through service providers. This program provides grants to low-income households to 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. Eligibility is based on income and household size.

12. 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.

13. Rural Development (RD) Home Improvement Loans and Grants RD is an agency of the US Department of Agriculture offering several programs for home improvement. Long Beach is an eligible rural community for federal single family housing repair loans and grants. 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. Loans may be used to repair, improve, or modernize home or remove health and safety hazards.

14. Weatherization Assistance. This is a federally funded program administered through service providers that assist 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.

Other Federal Government Housing Programs
Section 8 Housing Choice Voucher Program
Shelter Plus Care (S + C)
Supportive Housing Program
Federal Home Loan Banks
Section 202: Supportive Housing for the Elderly
Section 811: Project-Based Rental Assistance

Minnesota Housing Finance Agency Programs
West Central Minnesota Communities Action, Inc.
Pope County HRA
West Central Minnesota Housing Partnership
Minnesota Mortgage Program
Community Home Ownership Impact Fund
Emergency and Accessibility Loan Program
Entry Cost Home Ownership Program (ECHO)
Enhanced Financial Capacity Ownership Initiative
Rehabilitation Loan Program
Housing Development and Capital Funding Programs
Continuum of Care Programs

CHAPTER 7 – TRANSPORTATION

I. INTRODUCTION

One of the essential components of a high quality of life is having the mobility and the freedom to go anywhere at any time, therefore 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.

The Transportation Plan component of the Comprehensive Plan will consider all transportation needs. This 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 City's goals for transportation. The total plan for transportation 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.

This Transportation 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. 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). 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 within an urban area.

B. Minor Arterials

There are no minor arterials located within Long Beach. The closest minor 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 ¼ to ¾ 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 and nearby MN 29 through Glenwood.

D. Minor Collector Streets

Minor collector streets in 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 (North Shore Drive), 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 (MnDOT) periodically records traffic volume information for major roadways within the City of Long Beach and Glenwood area. Average daily volumes are illustrated in Table 7-1. Historical counts compared with the latest counts taken in 2019 indicate considerable variability. As the numbers indicate, average traffic volumes along some roadways in Long Beach appear to be much less. Map 7-2 at the end of this chapter, graphically represents the MnDOT traffic count data for 2019.

Table 7-1
HISTORIC AVERAGE DAILY TRAFFIC COUNTS

Roadway	Location	ADT 2000	ADT 2003	ADT 2007	ADT 2019
Highway 28/29	From CSAH 24 intersection east to City limits	4,300	4,950	4,800	5,100
Highway 28/29	From CSAH 24 intersection south to City Limits	4,150	3,850	3,700	4,200
CSAH 54	From Golf Course Road SW to City Hall	970	1,050	890	700
CSAH 54	From City Hall SW to Highway 28/29 intersection	730	690	640	410
CSAH 54	From Golf Course Road East to City limits	1,350	1,500	1,500	1,150
CSAH 24	From Highway 28/29 intersection west to City limits	NA	710	730	690

Source: Minnesota Department of Transportation

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 facilities along all major streets and highways; these should be direct and interconnect with all other modes of transportation.
2. Relate facility design to the function and the anticipated amount of traffic using facility.
3. Locate sidewalks to take advantage of views and other amenities, when appropriate.
4. Require facilities as land is developed based on standards for the street classification. Prioritize areas for future pedestrian ways and bicycle facilities.

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, Grant,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. A volunteer driver program is also provided by Rainbow Rider. Daily door-to-door service for the Long Beach-Glenwood-Starbuck is available from Monday through Friday from 8:00 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 over time on area roadways is highly dependent upon the pattern of future 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. Although future trip generation 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. Growth from neighboring areas may create additional traffic on State Highway 28/29. One other factor is the amount of seasonal properties located within the City. As more of these resort properties convert to year round properties, as recent trends suggest, 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.

Traffic studies have shown that as the number 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. MnDOT access guidelines are presented in Table 7-3. 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 Urban Urban Core	65 ≥45 <45	1 1/2 1/4	1 1/2 1/4	1320 1320 440
	Undivided	Rural Urban Urban Core	55 ≥45 <45	NA	1 1/2 1/4	860 860 440
Minor Arterial	Divided	Rural Urban Urban Core	55 ≥40 <40	1/2 1/2 1/4	1/2 1/2 1/4	820 490 275
	Undivided	Rural Urban Urban Core	55 ≥40 <40	NA	1/2 1/2 1/4	820 490 350
Collector Highways	Divided	Urban Urban Core	≥40 <40	1/4 1/8	1/4 1/8	435 275
	Undivided	Rural Urban Urban Core	55 ≥40 <40	NA	1/2 1/4 1/8	585 435 310

Source: MnDOT
*Distances are based upon spacing between connections (major roads, local public streets and private drives)

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 in 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, though data collected by law enforcement agencies and annually compiled by the Minnesota Department of Public Safety is available for analysis.

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 new street projects planned in the City of Long Beach. The City does have an annual street maintenance plan and is working on a 5-year road plan.

B. County Plans

The 2023-2027 Pope County five year road plan, indicates a mill and overlay on County Road 54 but no road construction within the City of 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 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 dependent 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 entranc 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 crossings 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.

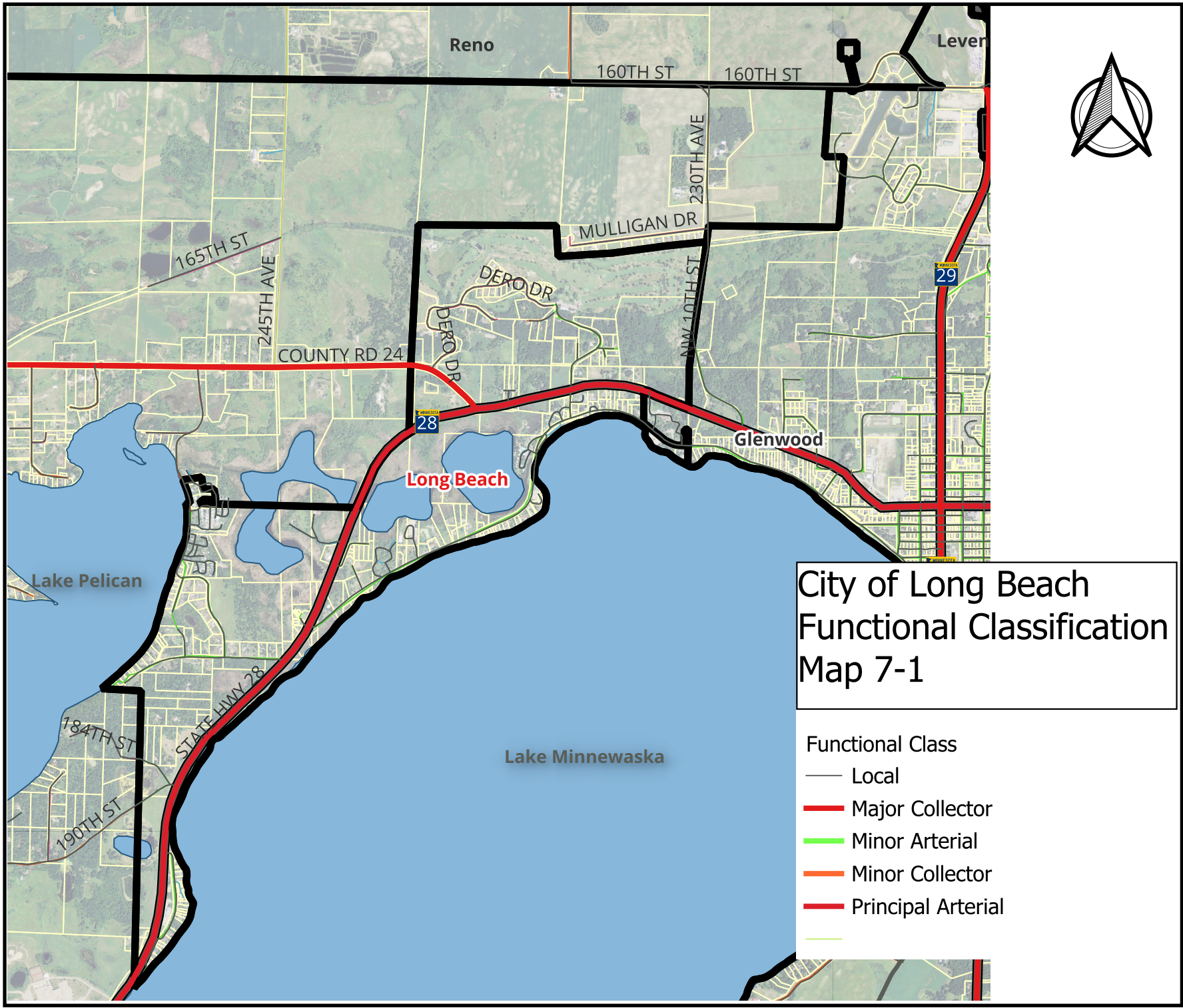
F. Transit/Alternate Modes of Transportation

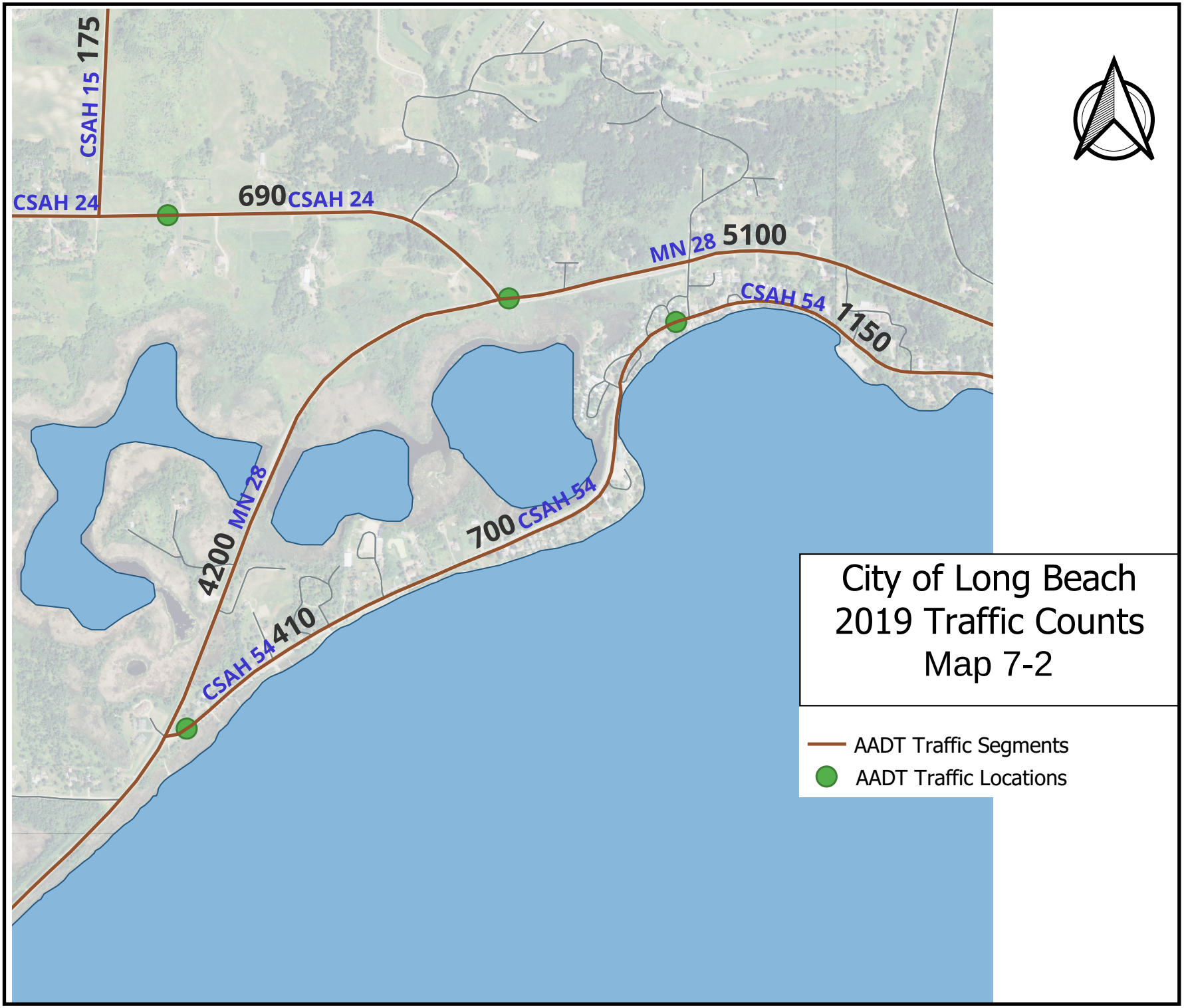
The City should encourage alternate and/or integrated transportation methods which are less dependent on motor vehicles. The City could promote and encourage walking and biking as alternate transportation methods. As the population ages and diversifies, bus service will become an important amenity in 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 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.


Reno
160TH ST
160TH ST
230TH AVE
MULLIGAN DR
165TH ST
245TH AVE
DERO DR
DERO DR
NW 10TH ST
COUNTY RD 24
29
28
Glenwood
Long Beach
Lake Pelican
Lake Minnewaska
184TH ST
STATE HWY 28
190TH ST
City of Long Beach
Functional Classification
Map 7-1
Functional Class
Local
Major Collector
Minor Arterial
Minor Collector
Principal Arterial


CSAH 15 175
CSAH 24
690 CSAH 24
MN 28 5100
CSAH 54 1150
4200 MN 28
700 CSAH 54
CSAH 54 410
City of Long Beach
2019 Traffic Counts
Map 7-2
AADT Traffic Segments
AADT Traffic Locations

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 Needs
- ✓ Municipal Storm Water System
- ✓ 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 with a treatment system discharging into the joint treatment system with Glenwood, MN. The joint treatment system, also constructed in 1986, 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.

The City of Long Beach added 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 This pipe runs from the Wye station in Long Beach to the Cochran manhole (near the fairgrounds) in Glenwood.

B. Sewer Odor Management

The City is actively working with the MPCA, City of Glenwood, Minnewaska Area High School, PeopleService, and TeamLabs on managing sewer odor by reducing H2S within our force main system.

C. Sanitary Sewer Plans

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 in coordination with the City of Glenwood 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

Proactively, the City replaces at least 10-15 grinder pumps annually during our spring maintenance window. This number is reduced as pumps fail and need to be replaced. Pigging to the system occurs quarterly

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.

E. Sanitary Sewer Rates and Fees

Current sewer rates were adopted 11/8/2021 and are in effect until adjusted as needed. The are based on a $60 monthly rate for a typical home in Long Beach. Commercial and seasonal rates are adjusted based on estimated flow form the MPCA. For example, a cabin is ½ of the home rate, or $30 per month and a restaurant is 9x the home rate, or $540/month. Long Beach sewer is self-funded by an Enterprise fund and is separate and stand-alone from the City's budget. The sewer system rates include costs for conveyance and maintenance of the system in conjunction with the City of Glenwood. The City of Long Beach and the City of Glenwood meet annually to true up treatment and capital expenditures.

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). The current sewer bond was refinanced recently to cut interest rates in half.

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. Whether establishing a municipal water system is a priority for Long Beach would be determined by the study. Numerous possibilities as to how this is accomplished have been discussed, including establishing its own municipal water system or 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.

C. 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 overall storm water management plan for the City is in place. Such a plan would typically 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 could be reviewed for inclusion 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 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.

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 a 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).

    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).

11. 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.

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 components of this Chapter include the following:

1. Description of Park Classifications;
2. Description of Areas Managed by the DNR;
3. Existing City Parks and Recreational Opportunities;
4. Discussion of Trails and Pedestrian Ways;
5. Suggested Recreational Facility Standards;
6. 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 three public parks: Morning Glory Gardens, Pelican Lake Park, and Pelican Lake Woods.

Morning Glory Gardens is a small Specialized Recreation Area park with a small chapel and lakefront on Lake Minnewaska. The park is located at 18616 North Ridge Drive. The primary function of this park is open space for public use. Community volunteers maintain the park which includes flower gardens, a chapel and gazebo. The park may be rented for weddings or other events for $150.00 per day.

Pelican Lake Park is a 8.7-acre area nestled along Pelican Lake on 247th Ave. It currently features an area for a lake dock and a tornado shelter for the area RV parks. It is also a site that the City of Long Beach may look to develop with one or more of the following: Pickle Ball Courts, Rustic Playground, Community Gardens, Parking Lot, Lakeside Picnic Shelters, and Nature Walking Trail around the wetlands area.

Pelican Lake Woods is a 1-acre lot received by the city through tax forfeiture and scheduled to be a future use park and nature site. It is located at the intersection of Pelican Lake and N. Pelican Lake (also called Baune Lane) roads.

The current City Hall site on Lake Minnewaska has lakeshore available but it has not been developed. There is a plan to clear the lakeshore area to improve the view.

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 Woodlawn Resort and Campground, and Shroeder Shores.

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.

The City of Long Beach, Pope County Sheriff, MN State Patrol, MnDOT, and area businesses continue efforts to monitor and cooperatively manage parking and other issues that may be associated with local events.

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.

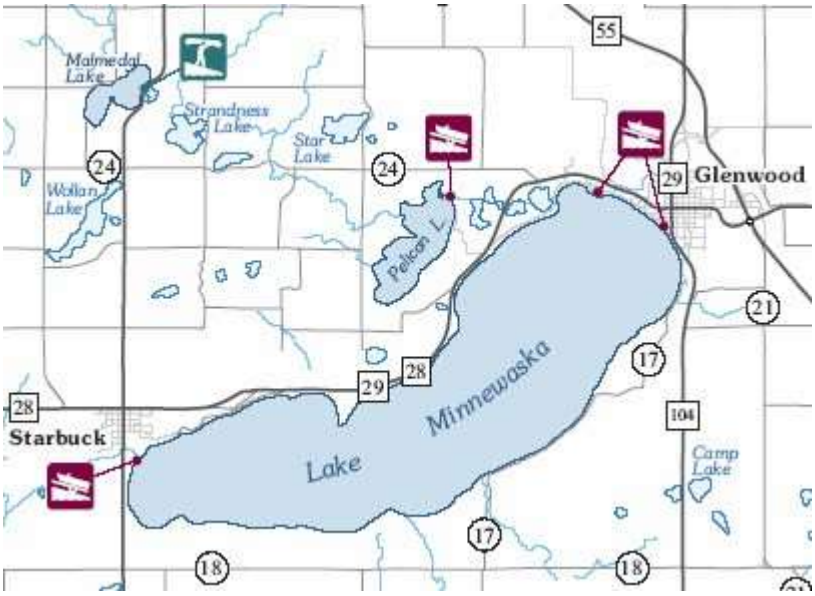
Glacial Lakes State Park, located 4 miles south of Starbuck, features over 2,400 acres with a 56-acre spring-fed lake, modern camping facilities, 9 miles of snowmobile trails, 9 miles of horseback riding trails, 6 miles of cross-country ski trails, picnic areas, handicapped accessible campground and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

Two golf courses are in the area, one which is 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 an 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 serves as a combination bike and snowmobile trail. This 19.7 mile trail follows the railroad bed with a connection to Minnesota State Highway 28/29 and Golf Course Road, 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. On the following page, Table 9.1 provides a description of six types of pathways and identifies the pathways within Long Beach which are included in each category.

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.

Table 9-1 PATHWAY TYPES

Classification	General Description	Description of each type	Current 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 1: Separate/single purpose hard-surfaced trails. Type II: Multi-purpose trails. 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 1: Separate/single purpose hard-surfaced trails located in independent right-of-way (e.g. old railroad bed). Type II: Hard-surfaced trails typically within road right-of-way.	None
All-terrain Bike & Snowmobile Trail	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

The 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 planning for park and recreation facilities, it is important for the City to be aware of space requirements, optimal location, and orientation recommendations to determine if it is feasible to include the item(s) within the park. Table 9-2 offers standards for a number of recreational activities.

Table 9-2 RECREATIONAL FACILITY STANDARDS

Unit	Land Required	No. Units Per Population	Service Area	Suggested Location/ Axis Orientation
Baseball Diamond	3 to 3.85 acres	1/6000	Approx. ¼ to ½ mile radius	As part of neighborhood complex. Lighted fields as part of a community complex. E/NE
Softball Youth Diamond	1.5 to 2 acres	1/1500	Approx. ¼ to ½ mile radius	E/NE
Basketball	0.25 to 0.59 acres	1/2000	1/4 to 1/2 mile radius	Outdoor courts in neighborhood/ community parks, indoor as part of schools. N/S.
Tennis Court	7,200 sq ft /court. 2 acres /complex	1/2000	1/4 to 1/2 mile radius	Best in batteries of 2 to 4. Locate in neighborhood or community parks or near a school. N/S
Volleyball	4,000 sq ft	1/2000	1/4 to 1 mile	N/S
Football Field	1.5 acres	1/3000	Approx. 1 to 2 mile radius	NW or SE
Picnic Area w/ Shelter	Variable	1/5000	2 mile radius	Variable
Play Equipment	0.5 acre	1 acre/park	2 to 1 mile radius	Variable
Shooting/ Archery Range	0.65 acres	1/7500	30 minute travel time; part of a regional complex	Archer facing north + or - 45 ; degrees
Horseshoe Courts	0.1 acre	1/2000	Varies	Variable

B. Accessibility

The Americans 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. Updates to federal ADA standards relating to nondiscrimination on the basis of disability became effective in 2012. 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 according to ADA standards.

- ✓ 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.

- ✓ 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 in eight accessible parking spaces must be van accessible.

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

VI. FINANCIAL RESOURCES

Several resources are available to assist the City of Long Beach in providing adequate parks, trails and facilities for residents. The following are typical sources of revenue used by communities.

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

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

OBJECTIVE 9.1: General. Maintain and even enhance the livability and appeal of the community through the adherence to variety of general park policies.

Policy/Recommendations:

9.1.1 Accessibility. The City should design new facilities to be barrier free and provide other accommodations for people with disabilities, in accordance with ADA requirements.

9.1.2 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.

9.1.3 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 9.2: Pedestrian. Increase the opportunities for pedestrian traffic in the community for both recreational activity and for functionally as a means of transportation.

Policy/Recommendations:

9.2.1 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.

9.2.2 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.

9.2.3 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:

9.3.1 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.

9.3.2 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.

9.3.3 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 such conversions and other adjustments to continue.

The principal components of this section include:

- ✓ An overview of economic trends in Long Beach;
- ✓ An overview of commercial development and technology; and
- ✓ An overview of objectives 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 data pertaining to several economic indicators including income/wages, labor force and commercial and industrial construction.

A. Income

While measures of income for families and households were obtained for the general population in the 2000 Decennial Census, the collection of this income data was discontinued for both the 2010 and 2020 Census. This income data is available from the 2021 5-year estimates, however, since this data is from estimates taken from a sample, it is likely not as reliable. Income data from the 2000 Census has therefore been retained with limited analysis from the 2021 estimates.

Income data for Long Beach in comparison that of other area communities, the county and the state from the 2000 Census data and from 2021 ACS estimates is shown in Table 10-1.

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

	2000 Census Data		2021 Census Estimates	
Area Communities	**Median Household Income**	**Median Family Income**	**Median Household Income**	**Median Family Income**
Long Beach	$55,000	$56,250	$87,831	$91,250
Glenwood	$30,083	$41,486	$45,735	$80,395
Lowry	$31,591	$35,000	$66,719	$76,250
Starbuck	$28,235	$40,875	$55,500	$86,250
Pope County	$35,633	$42,818	$67,040	$86,635
Minnesota	$47,111	$56,874	$77,720	$99,567

Source: 2000 Census & 2021 ACS 5-year estimates

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 income received 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 incomes continue to be comparatively high in Long Beach. The 2000 Census reported a median family income in Long Beach of $56,250, which compares to $87,831 from the 2021 estimates. The median household and family incomes exceed that of other communities, Pope County and the State of Minnesota.

Poverty is defined on a sliding scale by size of family and number of related children under the age of 18. The 2000 Census indicated 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.

The latest. Census estimates reveal 10 individuals in Long Beach are currently living at 125 percent of the poverty level. Within Pope County, 1500 people are living at this income level (13.6%% of the county population).

The 2021 ACS estimates did not report any families below the poverty line, though it should again be noted that these estimates were drawn from a sample and may be less reliable than the 2000 Census figures.

B. Commercial/Industrial Construction

The City of Long Beach has had limited commercial activity with a few small business startups in recent years. There has been no new industrial construction within the city.

C. Labor Force and Employment

Employment and labor force statistics are currently not available for small cities but are annually reported at the county level by the Minnesota Department of Employment and Economic Development (DEED).

In 2008, according to the Minnesota Work Force Center, there were 5,681 employed from a labor force in Pope County of 6,056 resulting in a 6.2 percent unemployment rate. In 2022, the most recent data from DEED found 6,516 available workers.in Pope County and an unemployment rate of 2.4 percent. The county unemployment rate compares to 2.7 percent for Minnesota and a national unemployment rate in 2022 of 3.6 percent.

While the pool of available workers in Pope County is increasing, the rate of growth has slowed in recent years. Unemployment rates within Pope County have historically been slightly lower than the Minnesota and United States unemployment rates. The rate of participation in the work force has been somewhat less in Pope County than for the state as a whole.

Table 10-2
POPE COUNTY EMPLOYMENT TRENDS

Year	Labor Force	Employment	Number Unemployed	County Unemployment Rate	Minnesota Rate	US Rate
2022	6502	6343	159	2.4	2.7	3.6
2021	6472	6268	204	3.2	3.8	5.3
2020	6607	6308	299	4.5	6.3	8.1
2019	6553	6347	206	3.1	3.3	3.7
2018	6417	6245	172	2.7	3	3.9
2017	6388	6190	198	3.1	3.5	4.4
2016	6299	6075	224	3.6	3.9	4.9
2015	6403	6176	227	3.5	3.8	5.3
2014	6237	6004	233	3.7	4.3	6.2

Source: Minnesota Department of Employment and Economic Development

D. Occupations

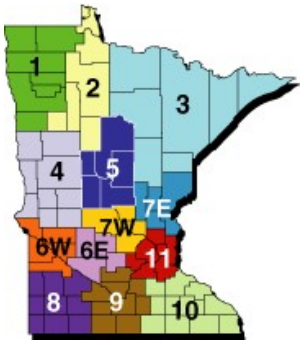
DEED estimates job vacancies according to region from information posted by employers. Pope County is part of the Northwest Planning Region (see Figure 10-1). Occupational employment and wage statistics are identified by economical development region. Long Beach and Pope County are part of Economic Development Region 4, comprised on nine counties (Figure 10-2).

Figure 10-1

NORTHWEST PLANNING REGION

Figure 10-2

ECONOMIC DEVELOPMENT REGION 4



Source: DEED

According to DEED, in 2022 there were an estimated 20,409 total job openings across all occupations for the region. Industries with the most vacancies were retail trade (26%), health care and social services (18%), educational services (15%), and accommodation and food services (13%).

Wage data is also collected by DEED for each economic development region. The median hourly wage of $21.88 for Region 4 in 2022 is less than that of the state. In Region 4, the highest wages were in

management occupations ($40.79) and the lowest were for food preparation and serving related jobs ($14.11).

The primary occupations in the City of Long Beach, according to ACS 2021 estimates, are in the category of management, business, science, and arts followed by sales and office occupations.

E. Market Value

Table 10-3 compares the assessed values for taxable properties within the City of Long Beach with that of other cities as well as Minnewaska Township. The total value is shown for Pope County itself.

Table 10-3 MARKET VALUES FOR PROPERTY TAXES PAYABLE, COMPARED

Jurisdictions	Total Market Value, 2007	Total Market Value, 2023
Cyrus	$7,040,500	$18,078,400
Farwell	$1,481,200	$4,201,000
Glenwood	$133,917,300	$319,412,200
Long Beach	$51,212,400	$100,518,200
Lowry	$12,394,300	$27,006,100
Minnewaska Twp.	$86,466,900	$194,130,500
Sedan	$1,594,600	$4,203,400
Starbuck	$69,906,100	$132,289,000
Villard	$10,599,900	$25,651,500
Westport	$1,740,500	$4,374,200
Pope County	$885,528,880	$3,833,974,300

Source: Pope County Assessor's Office

F. Local Tax Rates

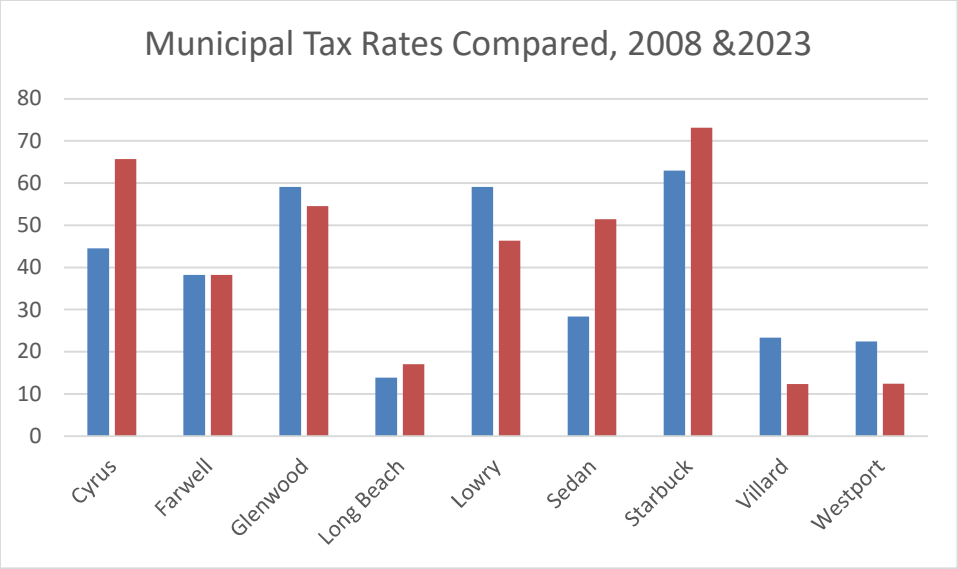
Table 10-4 and Figure 10-7 illustrate the local tax rates for each city within Pope County. Long Beach has by far the lowest local tax rates of any other city within Pope County. When compared to its closest neighbor, the City of Glenwood, some may find it far more attractive to be living in Long Beach for tax purposes.

Table 10-7 CITIES TAX RATES, 2008 & 2023

	2008	2023
Cyrus	44.527	65.675
Farwell	38.253	38.253
Glenwood	59,081	54,532
Long Beach	13.846	17.071
Lowry	59.081	46.357
Sedan	28.331	51.407
Starbuck	62.936	73.120
Villard	23.331	12.367
Westport	22.427	12.461

Source: Pope County Assessor's Office

Figure 10-3 MUNICIPAL TAX RATES IN POPE COUNTY, 2008 & 2023



Source: Pope County Assessor's Office

G. Commuting

According to the 2021 Census estimates, the mean time traveled to work for workers over the age of 16 in Long Beach was 21.5 minutes. This compares to a commuting time of 21.2 minutes from the 2000 Census. For workers generally in Pope County the commute averages 18.0 minutes. For workers across the state, the mean travel time is 21.9 minutes. Of the 110 workers in Long Beach, over 70% drove alone, 11.9% carpooled, and only 0.3% used public transportation. Of these workers, 7.6% worked from home, an increase from the 5.8% identified in the 2000 Census.

According to 2021 ACS estimates, only 18 percent of residents work in the same place that they live. This is actually much higher than the 6 percent who said they worked in their place of residence in the 2000 Census.

Additional commuting characteristics for workers in Long Beach and how they compare with neighboring communities is shown in Table 10-5.

Table 10-5 COMMUTING CHARACTERISTICS OF WORKING RESIDENTS

	Glenwood	Long Beach	Lowry	Minnwaska Twp.	Starbuck
Workers 16 years and over	1336	118	179	244	645
Place of Work					
Worked in place of residence	51.9	17.8%	16.9	-	27.3
Worked outside place of residence	48.1	82.2%	30.2	-	72.7
Travel Time to Work					
Mean travel time to work (minutes)	17.7	21.5	20.1	26.6	22.2
Means of Transportation to Work					
Car, truck, or van	83.1	92.4	94.4	89.8	94.7
Drove alone	71.2	81.4	81.6	84	82.9
Carpooled	11.9	11	12.8	5.7	11.8
In 2-person carpool	6.4	6.8	12.8	5.7	8.1
In 3-person carpool	3.8	2.5	0	0	2.3
In 4-or-more person carpool	1.6	1.7	0	0	1.4
Workers per car, truck, or van	1.09	1.09	1.06	1.04	1.07
Public transportation (excluding taxicab)	0.3	0	0	0	0
Walked	8.3	0	2.8	0	0.8
Bicycle	1.4	0	0	0	0.9
Taxicab, motorcycle, or other means	1	0	0	0	0.3
Worked from home	5.8	7.6	2.8	10.2	3.3

Source: 2021 ACS 5-year estimates

III. TECHNOLOGY

Long Beach's telecommunication profile includes a variety of high-speed internet access services available within residential areas and to suit commercial needs.

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. COMMERCIAL DEVELOPMENT

As the City continues to grow and adapt to changing needs, the City may reasonably attract and accommodate general commercial/business development through the rezoning process.

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 better implement the Comprehensive Plan to accomplish its goals, and assist in addressing challenges identified by the community. The tools that could be available to fully implement the plan include:

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

A description of each of these, implementation information and recommendations for improving or adding to the City's local controls follow.

II. ZONING ORDINANCE

The currently active City of Long Beach Zoning Ordinance was updated and adopted by the City Council on September 9, 2020. The Zoning Ordinance, updated periodically, includes specific regulations governing land use and an official zoning map. The City Council recognizes the Comprehensive Plan as the policy basis for the Zoning Ordinance and is given the responsibility to regulate land use and development from the ordinance in accordance with the policies and purpose set forth within the Comprehensive Plan. The City administers the Zoning Ordinance on an on-going basis and should take steps to update the Zoning Ordinance in order to ensure compatibility with the updated 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 as established and amended by the City Council is subsequently administered for the City of Long Beach by the zoning administrator in coordination with the City Planning Commission and the City Council. The current zoning ordinance includes updates from 2016, 2018, and 2020.

The Zoning Ordinance will be reviewed to ensure consistency with the City's Comprehensive Plan and overall goals/objectives and policies and recommendations as identified. 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:

A. **Outdoor storage.** Limiting the extent and placement of outdoor storage, and/or requiring screening of outdoor storage.

B. **Landscaping.** Promoting the employment of high quality landscaping techniques for front yards, entryways, parking lots, sidewalks, screening and the like.

C. **Natural features.** The preservation of existing environmental features such as lakeshore, woodlands, wetlands, steep slopes and other natural and historical features.

3. **Lighting.** The implementation of uniform and/or decorative lighting standards.

4. **Building design.** Promotion of distinguishing architectural designs and/or high quality exterior building finishes especially for building facades facing public rights-of- way.

5. **Nuisance control.** Particularly strict enforcement of nuisance standards contained in City Code for those areas visible along the lakeshore.

6. **Undergrounding power lines.** Watching for opportunities to underground utility lines.

7. **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.

8. **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.

9. **Enforcement.** The City of Long Beach should consistently enforce adherence to the provisions of the zoning ordinance and city permit requirements. The City Council should refine working agreements with Pope County law enforcement and other enforcement agencies to obtain their assistance when necessary to enforce compliance with city ordinances.

III. SUBDIVISION ORDINANCE

In 2016, Long Beach adopted a Subdivision Ordinance to regulate the division or platting of land within the City's corporate limits.

To be implemented on an ongoing basis according to needs and requests, the Ordinance includes 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:

The Subdivision Ordinance safeguards the best interests of the City and assists 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.

The 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 and Review:

The Subdivision Ordinance is implemented by the City Council with guidance from staff. The ordinance should be reviewed to ensure consistency with the City's Comprehensive Plan update and the 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.

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 can use as a positively directed guide for addressing its identified needs. 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 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:

1. City should develop a formal CIP Process to identify capital projects, estimated costs, year to be completed, sources of funds and priority ranking.
2. 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 as opportunities occur 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:

1. **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. The City of Glenwood may also need to be involved to ensure adequate sewage treatment capacity.

2. **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 a process for public involvement including public notice, and a public hearing conducted by the Planning Commission and City Council prior to final review and approval.

Amending 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 Comprehensive 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.