Comprehensive Plan

City of Barnesville, Minnesota

A neighborly place to grow

Plan Prepared by F-M Metropolitan Council of Governments
And Barnesville Comprehensive Plan Team

December 15, 2004

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2004 Barnesville Comprehensive Plan
December 2004

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I. Background Information

Introduction

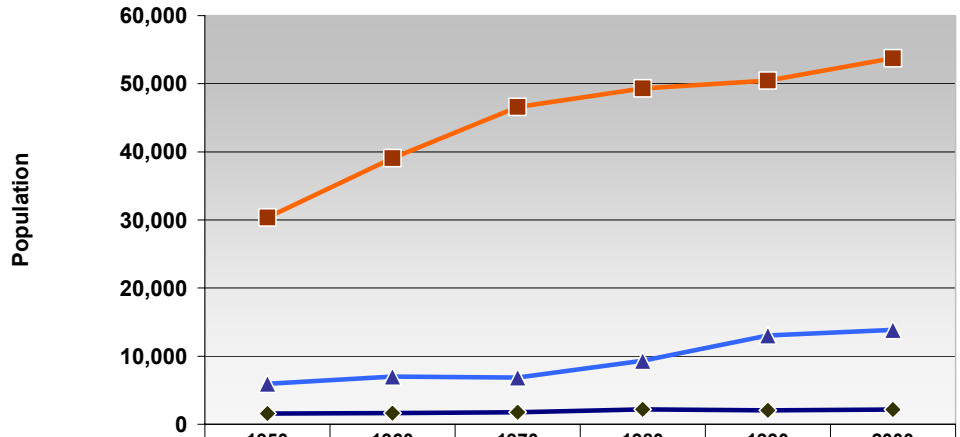
In an effort to assist the City of Barnesville effectively plan for its future, an overview of past and present socio-economic indicators was conducted. Information related to housing, population, employment, and income were gathered in order to accurately depict a picture of Barnesville's demographic profile. Additionally, an overview was conducted concerning information about Barnesville's community and public facilities, transportation resources, land use patterns, economic development activities, and other efforts generally related to the development of the Barnesville community. Unless otherwise noted, the demographic data is derived from the 2000 Census.

A. Socio-Economic Demographics

1. Population Trends

Between 1950 and 1980 the City of Barnesville steadily gained population, growing by 38% over this 30 year period from 1,593 to 2,207. Between the years of 1980 and 1990 Barnesville would lose approximately 6% of its population. From 1990 to 2000 Barnesville once again added population, growing by 5% over the decade of the 1990s to a population of 2,173. For a rural community with roots in agricultural, Barnesville has managed to add population over the last 50 years even as the agricultural economy has slowly declined. As is shown in **Figure 1**, the population of Barnesville along with the total rural non-farm population of Clay County has tended generally upwards for the last half century.

Figure 1: Population Change Over Time

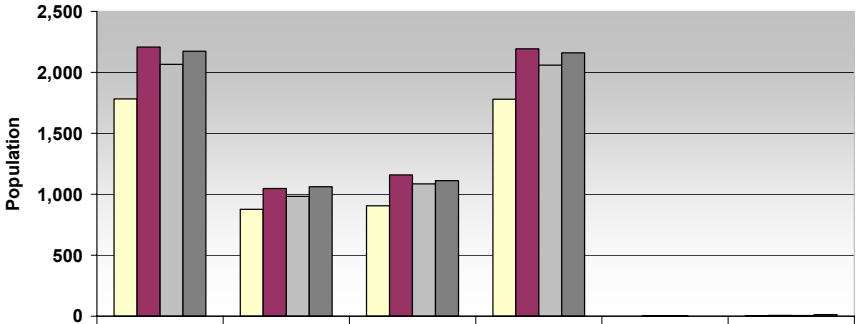


	1950	1960	1970	1980	1990	2000
Barnesville	1,593	1,632	1,782	2,207	2,066	2,173
Clay County	30,365	39,080	46,585	49,327	50,442	53,750
Rural Non-Farm (Clay)	5,959	7,024	6,864	9,327	13,049	13,852

Years

Figure 2 is a more detailed look at the specifics of Barnesville's population as a whole. As is shown, the population of Barnesville is about equally split between female (51.1%) and male (48.8%), with the over 99% of Barnesville's population being white.

Figure 2: Population by Sex and Race



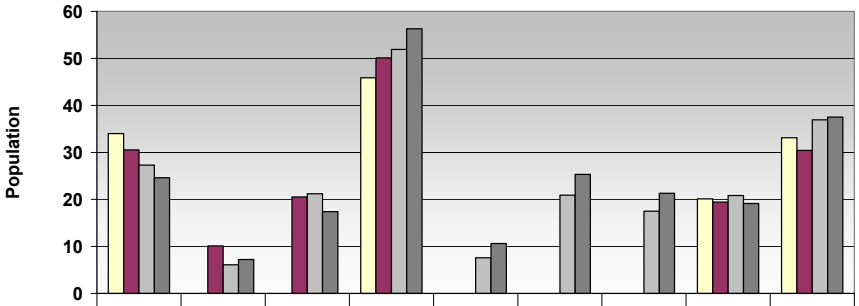
	Total Population	Male	Female	White	Black	Other Race
1970	1,782	876	906	1,779	0	3
1980	2,207	1,048	1,159	2,194	4	7
1990	2,066	982	1,084	2,059	2	5
2000	2,173	1,061	1,112	2,160	0	13

Population Category

2. Age

As is shown below Barnesville's population is getting older. This aging of the population is not uncommon, and in fact is indicative of the larger population trends of the nation. Notice the percentage of Barnesville's population under the age of 18 has consistently decreased over the last 30 years. However, between 1990 and 2000 you will see a slight up tick in the percentage of the population under 5. Of note is the increase in the percentage of residents between the ages of 18-24, from 7.6% (1990) to 10.6% (2000). Over the decades of the 1990s, the percentage of Barnesville residents between the ages of 25 increased from 38% (1990) to 47% (2000) of the total population. Interestingly, the percentage of Barnesville population over the 65 has remained fairly constant since 1970.

Figure 3: Population by Age Group



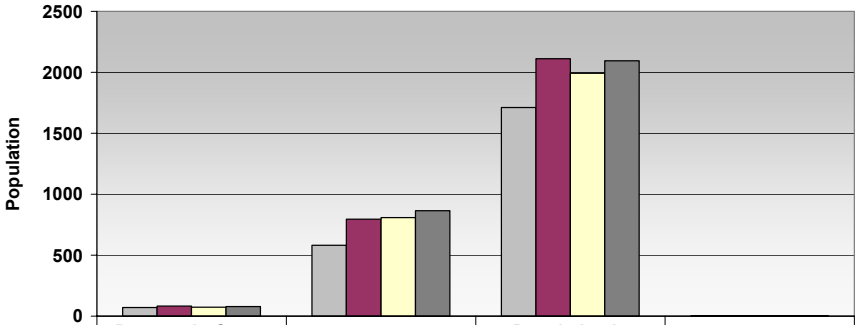
	% <18	%< 5	% 5 -17	% 18-64	% 18-24	% 25-44	% 45-64	% 65 >	Median Age
1970	34	0	0	45.9	0	0	0	20.1	33.1
1980	30.5	10.1	20.5	50.1	0	0	0	19.4	30.4
1990	27.3	6.1	21.2	51.9	7.6	20.9	17.5	20.8	36.9
2000	24.6	7.2	17.4	56.3	10.6	25.3	21.3	19.1	37.5

Age Group

3. Households

As is illustrated in **Figure 4**, the City of Barnesville added 56 households during the 1990s. Continuing the trend of declining household size, the average size of household in Barnesville fell to 2.42, down from 2.46 in 1990. It should be noted that a *household* is actually an occupied *housing unit*. A housing unit would include an occupied single family home, one unit of a twin-home, or a single unit of an apartment complex, essentially an individual dwelling unit.

Figure 4: Population in Households

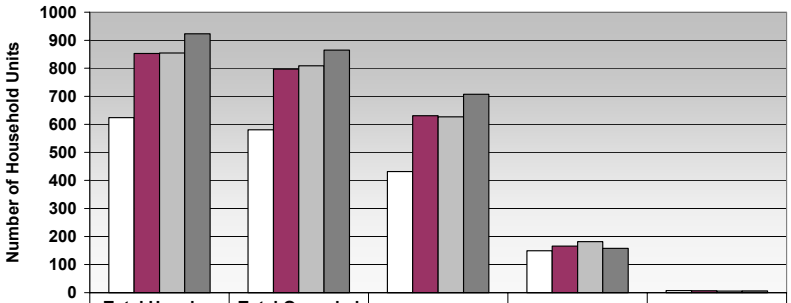


	Persons in Group Quarters	Households	Population in Households	Person/Household
1970	70	581	1,712	2.95
1980	83	794	2,112	2.66
1990	73	809	1,993	2.46
2000	78	865	2,095	2.42

Population Category

Based on US Census Data Barnesville added 68 actual housing units, an increase of almost 8%. (The discrepancy between the number of households and housing units is simply the vacancy rate at any given time). However, building permit data for the City indicate the addition of 102 units during the 1990's. This is the single largest increase in housing units the City has seen since the 1970s when the number of households increased by 37%. Eighty-two percent of housing units in Barnesville are owner occupied; the remaining 18 percent are renter occupied. The percentage of owner occupied housing in Barnesville is as high as it has been in the last 30 years. Over the past 30 years the vacancy rate in Barnesville has fluctuated between 6 and 7 percent.

Figure 5: Household Units by Type

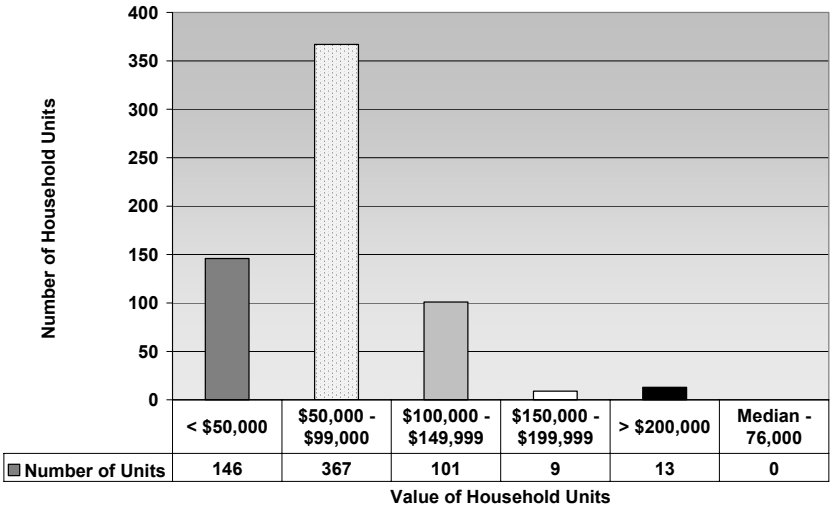


	Total Housing Units	Total Occupied Housing Units	Owner Occupied	Renter Occupied	Vacancy Rate
1970	624	581	432	149	6.9
1980	853	797	631	166	6.6
1990	855	809	627	182	5.4
2000	923	865	707	158	6.3

Household Types

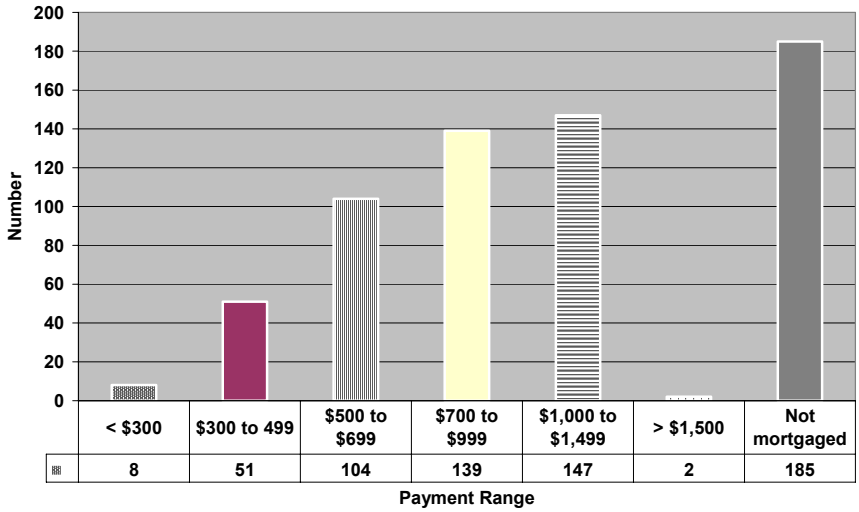
The median value of a home in Barnesville was $76,000 in 2000, as opposed to $42,000 in 1980, up from $38,100 in 1980. Over the past twenty years the median home value in Barnesville has increased by almost 100%. Overall, just fewer than 25% of housing units in the City of Barnesville are valued at below $50,000. Almost 60% of housing is valued between $50,000 and $99,999. Just less than 20% of the housing in Barnesville is valued at over 100,000, with over 90% of that total being between the ranges of $100,000 and $149,000.

Figure 5a: Value of Household Units



Based on information gathered from the Multiple Listing Service (MLS) for the year 2003, the average home sale price in the City of Barnesville was $94,345. The highest price for a home sold in the City was $205,500, and the median was $85,000. There were a total of 42 homes that closed during 2003 for a total volume of $3,963,355. The average number of days on the market of a home in 2003 was 99.

Figure 6: Mortgage Payment



In 2000, just over 70% of Barnesville home owners had a mortgage on their home, with median monthly payment of $805. **Figure 6** outlines the breakout of monthly mortgage payments of Barnesville home owners. As is shown, just fewer than 40% of homeowners in the City of Barnesville have a monthly mortgage of between $500 and 1,000. Almost 25% of Barnesville homeowners have a mortgage payment in excess of $1,000.

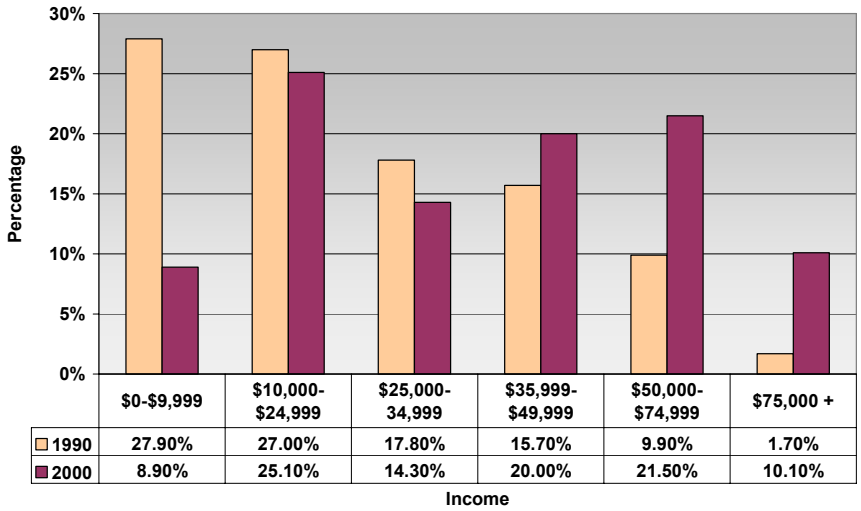
Median rent in Barnesville was $328 in 2000, up from $181 in 1990, and up from $129 in 1980. Between 1980 and 2000 the median rent in the City of Barnesville has increased by 150%. Between 1990 and 2000, median rent increased 81%. Over 70% of Barnesville renters pay between $200 and $499 per month in rent. Twenty five percent of Barnesville renters pay between $200-299.00 in monthly rent, with another 49% paying between $300-499.00. Based on 2000 census data, no rents in the City of Barnesville were above $750.00

Of note is that over 47% of Barnesville residents lived in a different house in 1995, of which about half moved from another county. Of those indicating moving into Barnesville since 1995, 2/3s indicated coming from another state. This later observation suggests the majority of population growth in the City of Barnesville over the decade of the 1990s came from people moving to the City from another state. Even in 1990, though population had decreased over the prior decade, 25% of residents indicated living in different state in 1985.

4. Income

Household income in Barnesville rose significantly in the 1990s, as show in **Figure 7**.

Figure 7: Household Income



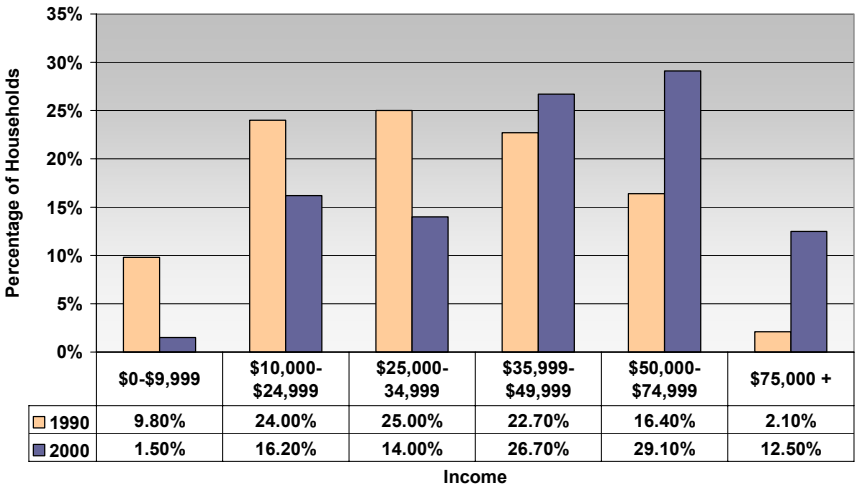
	$0-$9,999	$10,000-$24,999	$25,000-34,999	$35,999-$49,999	$50,000-$74,999	$75,000 +
1990	27.90%	27.00%	17.80%	15.70%	9.90%	1.70%
2000	8.90%	25.10%	14.30%	20.00%	21.50%	10.10%

The median household income increased from $22,942 in 1990 to $35,814 in 2000, an increase of 56%. Comparing 1990 to 2000 income data shows the majority of Barnesville households have an income of over $25,000, whereas in 1990, the majority of households actually had an income of less than $25,000. The biggest increase, by income bracket, between 1990 and 2000 was for those having an income of $50,000-$74,999. The number

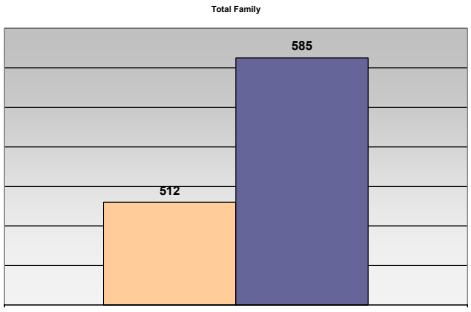
of households in Barnesville with an income in this bracket doubled in the 1990s to encompass to a full one-fifth of households.

Following suit with household income, family income in the decade of the 1990s grew substantially in Barnesville. The median family income in Barnesville was $44,760 in 2000, up from $31,212 in 1990. Median family income increased by 43% during the decade of the 1990s. As is shown in **Figure 8**, 56% of families in the City of Barnesville have an income between $35,000 and $74,999, as opposed to only 39% in 1990. Additionally, the percentage of families earning over $75,000 increased significantly during the decade of the 1990s, rising from 2.1% of the population to 12.5%.

Figure 8: Family Income



	$0-$9,999	$10,000-$24,999	$25,000-34,999	$35,999-$49,999	$50,000-$74,999	$75,000 +
1990	9.80%	24.00%	25.00%	22.70%	16.40%	2.10%
2000	1.50%	16.20%	14.00%	26.70%	29.10%	12.50%



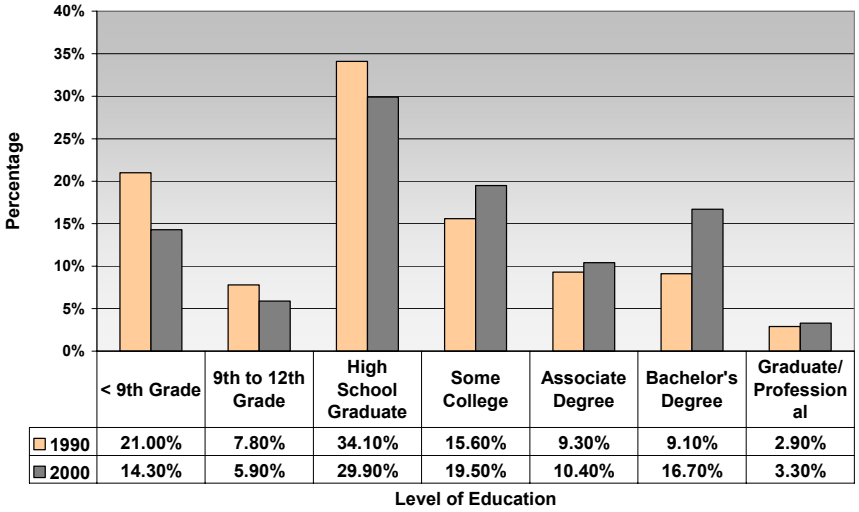
During the 1990s, the percentage of Barnesville residents living below the poverty level dropped from 12.7% to 6.7%. More specifically, 4.9 percent of residents under the age of 18 are living below the poverty level, which is down from 11.4% in 1990. In 1990, 7.5% of residents between the age of 18 and 64 were living below the poverty level. By 2000, the percent of residents between 18 and 64 living below the poverty line decreased to 4.4%. For resident over the age of 65, 16.4 % are living below the poverty level, down from 30% in 1990. Overall, during the 1990s the per capita income of Barnesville residents increased from $10,191 to $18,373, an increase of 83%.

5. Employment, Occupations and Educational Attainment

As is shown in **Figure 9,** the population of Barnesville became more educated over the decade of the 1990s. By examining just percentages, it is noticeable that there was an increase not only in high school graduates, but also of individuals with some college as well either 2 or 4 year degrees. Further, the percentage of Barnesville residents who had not finished high school dropped from almost 29% in 1990, to 20 percent in 2000. The actual number of residents with a Bachelor's degree doubled during the 1990s.

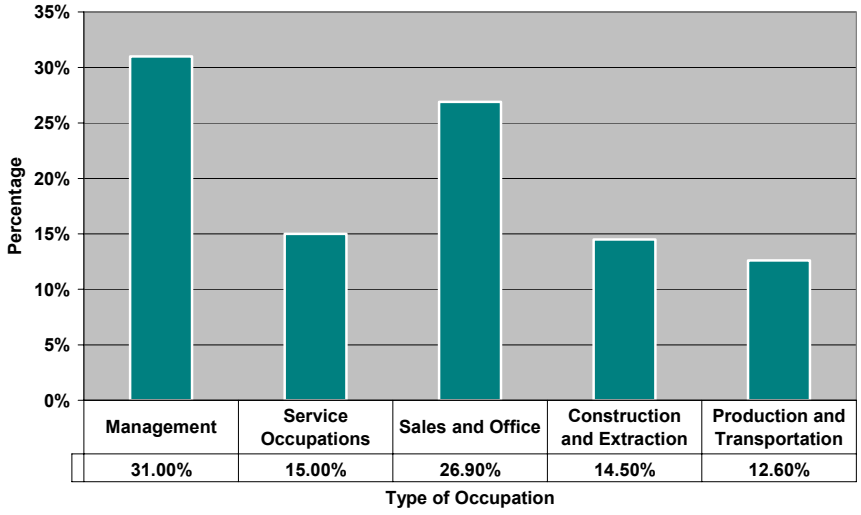
	2000	1990
	Number	Number
< 9th Grade	205	281
9th to 12th Grade	84	105
High School Graduate	429	457
Some College	279	209
Associate Degree	149	124
Bachelor's Degree	240	123
Graduate/ Professional	47	39

Figure 9: Educational Attainment : 1990 vs 2000



In 2000, there were 1,017 employed civilians over the age of 16 in Barnesville. Outlined in **Figure 10** is the distribution of Barnesville residents across various general occupations. As is noted, the majority of Barnesville resident are employed in management or sales and office occupations. About 25 % of residents are occupied in construction, extraction, production and transportation. Over the decade of the 1990s, Barnesville saw a respectable increase in the number of its residents involved in Management occupations. There was also a decrease in the number of residents employed in Sales and Office occupations, and an increase in Construction employment during the 1990's.

FIgure 10: General Field of Occupation

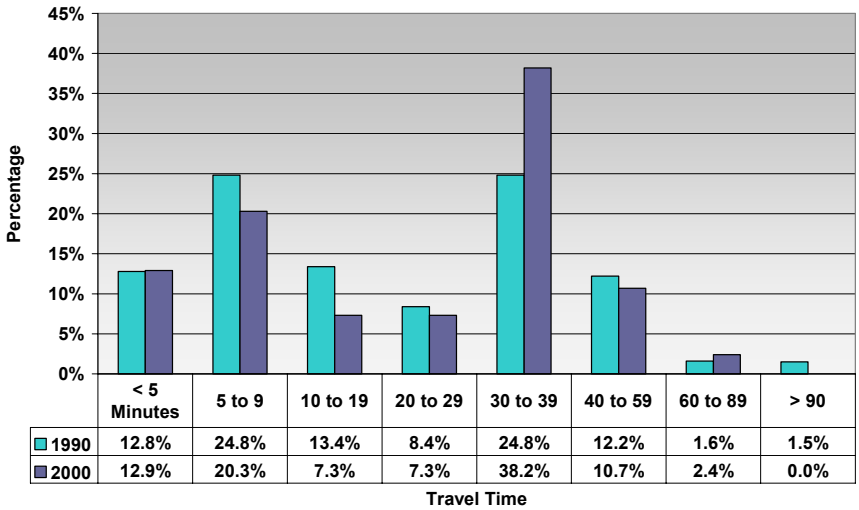


General Field of Occupation

	Number
Management	315
Service Occupations	153
Sales and Office	274
Construction and Extraction	147
Production and Transportation	128

The employment trends and job creation of the larger regional economy can't be under emphasized when looking at occupation and employment in the City of Barnesville. Over the last two decades almost 30,000 jobs were created in the Fargo-Moorhead Metropolitan Statistical Area (metropolitan area). To further illustrate the influence of the jobs and employment of the metropolitan area, **Figure X** illustrates the travel time to work of Barnesville workers over the age of 16.

Figure 11: Travel Time to Work: 1990 vs 2000

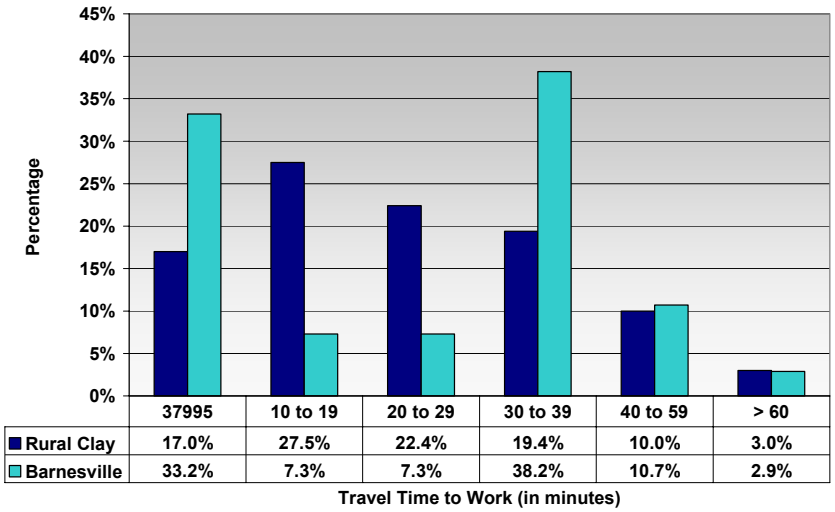


	< 5 Minutes	5 to 9	10 to 19	20 to 29	30 to 39	40 to 59	60 to 89	> 90
1990	12.8%	24.8%	13.4%	8.4%	24.8%	12.2%	1.6%	1.5%
2000	12.9%	20.3%	7.3%	7.3%	38.2%	10.7%	2.4%	0.0%

As is demonstrated in **Figure 11,** travel time to work (work commute) of Barnesville residents increased throughout the decade of the 1990s. In 1990, 37% of Barnesville residents had a travel time to work of between 30 and 60 minutes. By 2000, this number increased to 48.9%. Though the number of resident making shorter commutes remained stable over the 1990s, the number of mid-range commutes tended to decrease, and become the longer, 30 to 40 minute commutes. The data presented in **Figure 11** suggests that over time Barnesville residents are becoming increasingly dependent not only on the metropolitan job market, but also are seeing employment in areas such as Fergus Falls and Wahpeton –Breckenridge.

Figure 12 compares the travel to work time (work commute) of rural Clay County residents to those of Barnesville residents. As is shown, Barnesville residents tend to have longer commute to work times than the typical rural Clay County resident, especially in the range of the 30 to 40 minute commute. However, it's worth noting that Barnesville residents tend to have a much higher percentage of residents with shorter commutes (less than 10 minutes) than the rest of rural Clay County. The majority of rural Clay County residents have work commutes of between 10 to 39 minutes. Whereas the majority of Barnesville workers tend to have work commutes of between 20 and 59 minutes.

Figure 12: Travel Time to Work: Rural Clay vs Barnesville

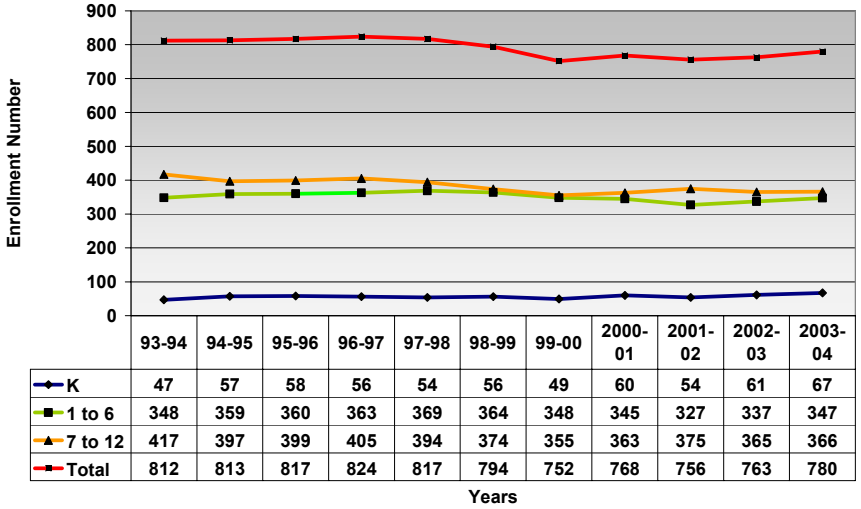


	37995	10 to 19	20 to 29	30 to 39	40 to 59	> 60
Rural Clay	17.0%	27.5%	22.4%	19.4%	10.0%	3.0%
Barnesville	33.2%	7.3%	7.3%	38.2%	10.7%	2.9%

6. School Enrollment

Barnesville is home to two public schools, Barnesville High School (7-12) and Atkinson Elementary (K-6). Below is school enrollment of the Barnesville Public Schools for the years 1993-94 through 2003-04. As is shown in **Figure 13**, school enrollment dipped slightly over the past decade. In the early 1990's school officials acknowledged an anticipated 55 to 60 student decline in enrollment over the later period of the 1990's, which in fact happened.

Figure 13: Barnesville Public School Enrollment



	93-94	94-95	95-96	96-97	97-98	98-99	99-00	2000-01	2001-02	2002-03	2003-04
K	47	57	58	56	54	56	49	60	54	61	67
1 to 6	348	359	360	363	369	364	348	345	327	337	347
7 to 12	417	397	399	405	394	374	355	363	375	365	366
Total	812	813	817	824	817	794	752	768	756	763	780

However, enrollment appears to be in year five of a slight rebound. Since hitting a ten year low of 752 students in 1999-00, student population has slowly begun to rebound. Most especially noticeable is the respectable increase in Kindergarten students in the

years since the 1999-00 school year. These students are starting to filter up through the grades, ensuring a slight increase in enrollment for future grades in the upcoming 7 to 12 years.

B. Community Infrastructure

The City of Barnesville provides a host of municipal goods and services to its residents ranging from broadband internet to a recycling center, as well public water and sewer, cable TV, and fire and police protection. What follows is a description of the municipal infrastructure and the various capacities which allow these services to be provided on a day to day basis to the residents of Barnesville. The majority of the data provided in the this section, specifically related water, wastewater, and streets is pulled directly from Barnesville's 2003 Capital Improvement Plan, which was prepared by Larson-Peterson & Associates, Inc.

1. Wastewater (Sanitary Sewer Collection and Treatment)

The City of Barnesville has about 72,700 linear feet (13.7 miles) of sanitary sewer collection pipe that consists of 8" to 20" gravity sewer pipe. Additionally the City has 2690 linear feet of forcemain, three pumping stations, and 244 manholes. Over 50% of the cities existing sewer collection system predates 1973. Therefore the majority of the cities sewer collection system is vitrified clay pipe (VCP). The remainder of the sewer collection system is polyvinyl chloride (PVC). In 1990 the main pumping station and forcemain were replaced, the other two pumping stations were constructed in 1978 and the 1940s. **Map 1** shows the location of all three existing pump stations as well as the relative age and type of the existing sanitary sewer collection system.

Wastewater Collection System Inventory **Figure 14**

Year Constructed	Material	Length	Manholes	Pump Stations
Pre - 1940	VCP	15,990	52	0
1941-1950	VCP	11,150	26	1
1951-1960	VCP	6,300	21	0
1961-1970	VCP	8,730	21	0
1971-1980	VCP/PVC	14,990	61	1
1981-1990	PVC	1,000	5	1
1991-Present	PVC	14,540	58	0
Total		**72,700**	**244**	**3**

MAP 1
CITY OF BARNESVILLE SANITARY SEWER INVENTORY

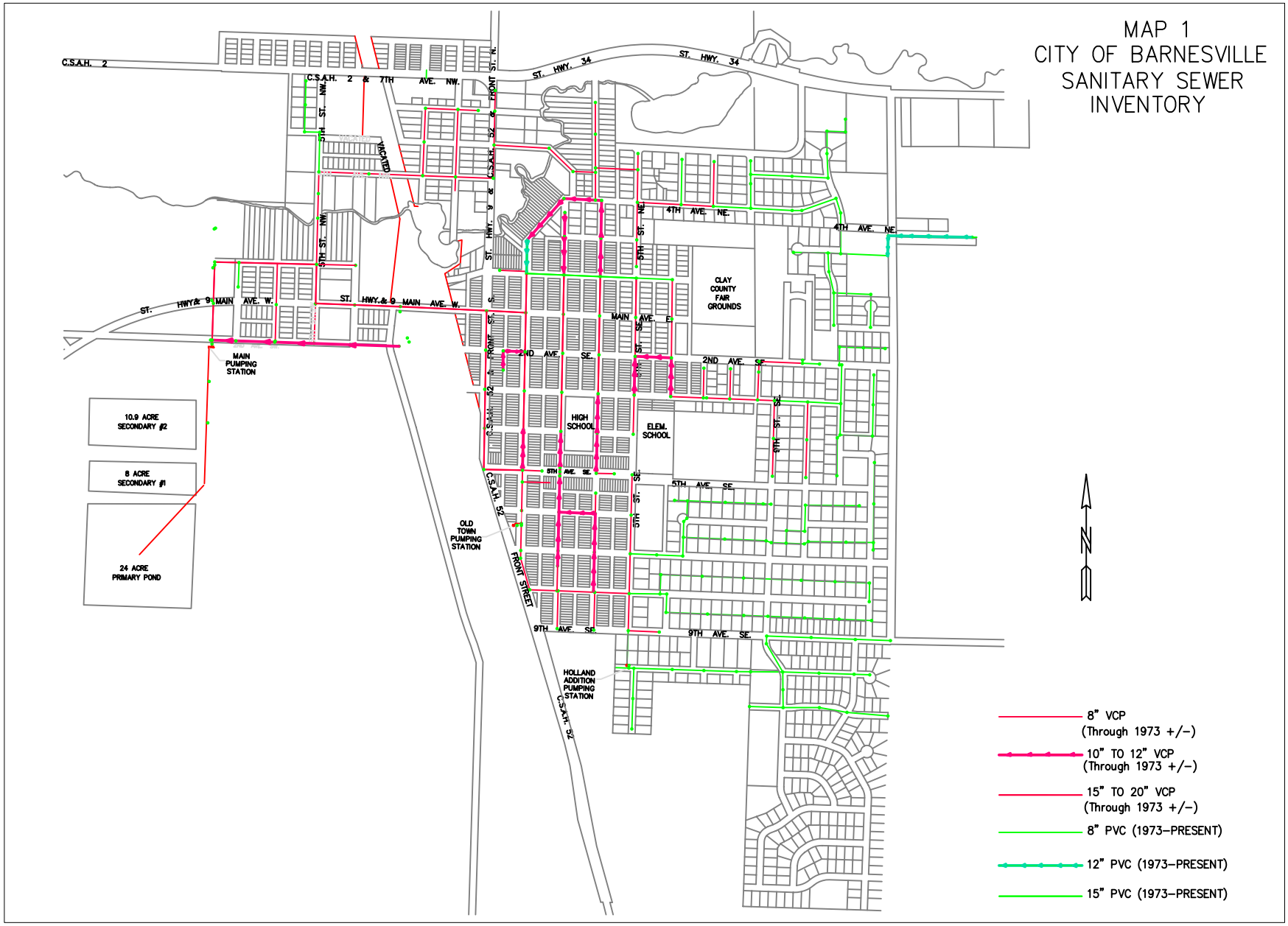


Figure 14a: Waste Water System Inventory - Length

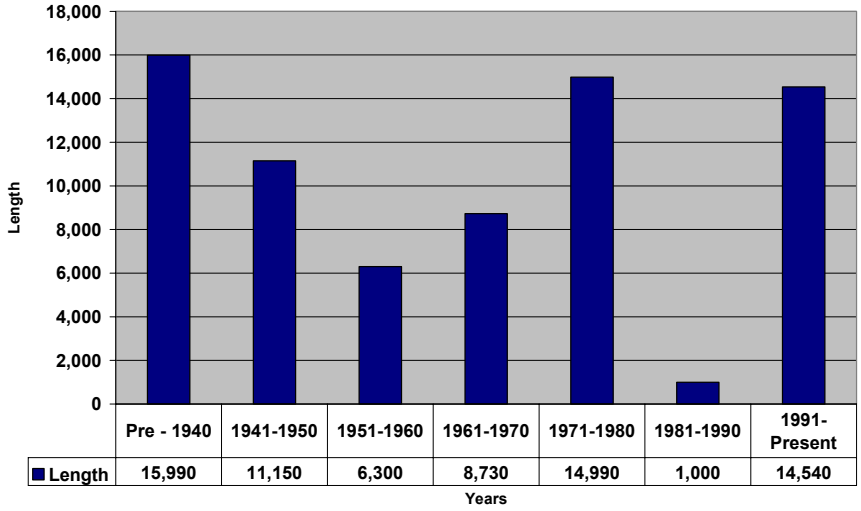
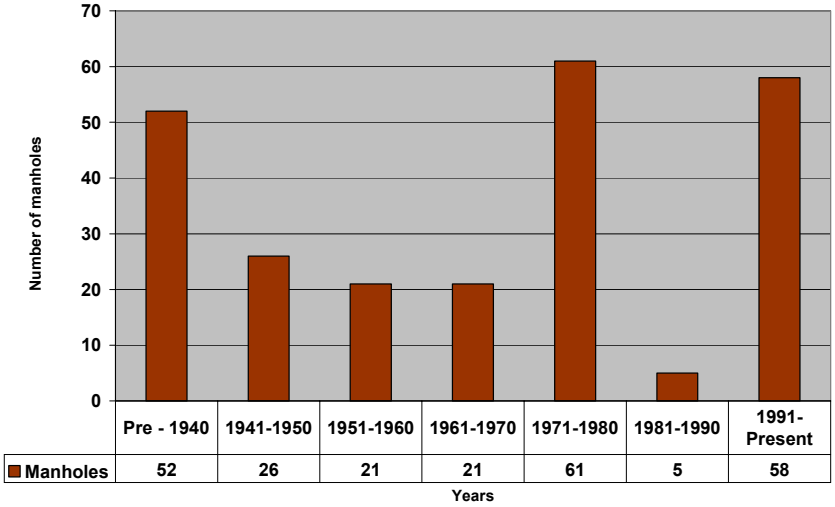


Figure 14b: Waste Water System Inventory - Manholes



2. Wastewater Treatment Facility

Barnesville's Waster Water Treatment Facility (WWTF) is a three cell stabilization pond system which uses an adjacent creek for its discharge. There is a 24 acre primary pond, an 8 acre and 10.9 acre secondary pond. The primary pond and primary pond #1 are clay lined, pond #2 is PVC lined and was constructed in 1990. The total facility has a permitted capacity of 303,000 gpd. Since 1998 the City has had annual flows ranging from 201,000 to 341,000, with an average of 275,000 gpd. Based on initial analysis conducted by Larson-Peterson & Associates, Inc., the existing sanitary sewer system has an infiltration and inflow (I/I) problem. This situation creates about 57,000 gpd of the average daily load on the WWTF.

3. Water Supply and Treatment

Barnesville's water system is comprised of two wells, a water treatment plant (WTP), one underground storage tank, and one elevated storage tank. Additionally, the City has 83,700 linear feet of 4" to 12" water main. Average daily demand on the system is 190,000 gpd during the winter months and 240,000 gpd during the summer months. **Map 2** shows the existing water system inventory.

The City's two wells (#8 and #9) are located adjacent to the existing WTP to the west of 13th Street. Well #8 has a capacity of 550 gpm (gallons per minute) and well # 9 has a capacity of 250 gpm. The WTP has design capacity of 576 gpm, though it can be run at a higher rate. The WTP was constructed in 1986 and modifications were made to the facility in 1900 and 2002.

4. Storage and Distribution

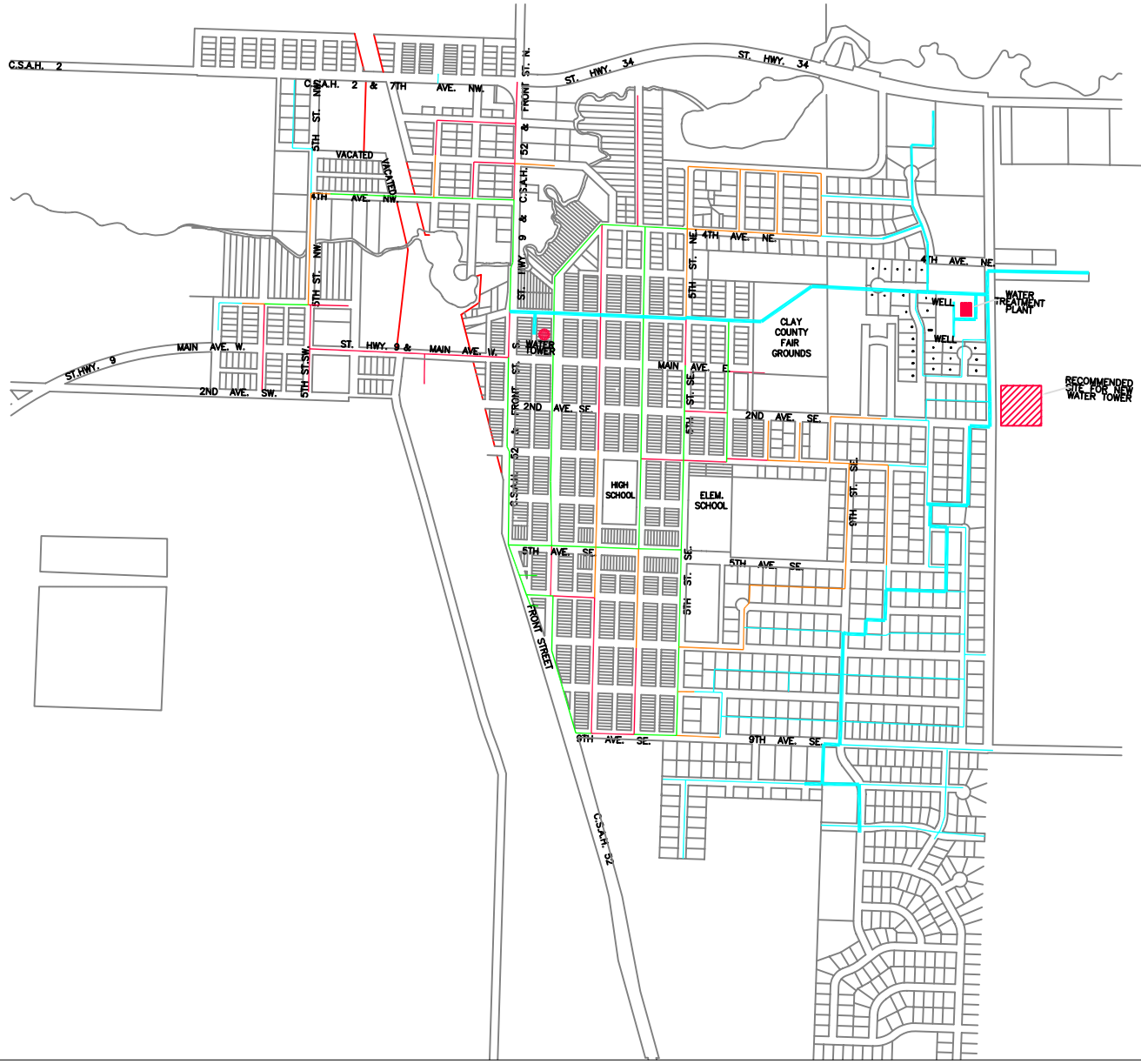
Barnesville has 100,000 gallons of storage capacity provided via the existing water tower, which is located downtown. Additionally, the City has underground storage capacity of 100,000 gallons in an underground tank at the WTP. The age water tower and underground storage tank were constructed in the 1940s and 1986, respectively. In sum, the City has 200,000 gallons of available water storage. Based on guidance by the MN Department of Health, the City should have enough elevated storage for one days use. Accordingly, the City is 100,000 gallons below the recommended level for elevated water storage. The City of Barnesville has approximately 83,700 linear feet of water main. Existing water distribution system for the City of Barnesville is summarized in **Figure 14c**.

Water Supply System Inventory **Figure 14c**

Year Constructed	Material	Length	Gate Valves	Hydrants
Pre - 1940	CIP	21,170	58	27
1941-1950	CIP	6,690	14	5
1951-1960	CIP	3,350	13	5
1961-1970	CIP/AVP	10,620	40	18
1971-1980	ACP/PVC	19,810	55	24
1981-1990	PVC	7,380	13	4
1991-Present	PVC	14,680	52	25
Total		**83,700**	**245**	**108**

MAP 2

CITY OF BARNESVILLE WATERMAIN INVENTORY



14d: Water Supply Inventory - Length

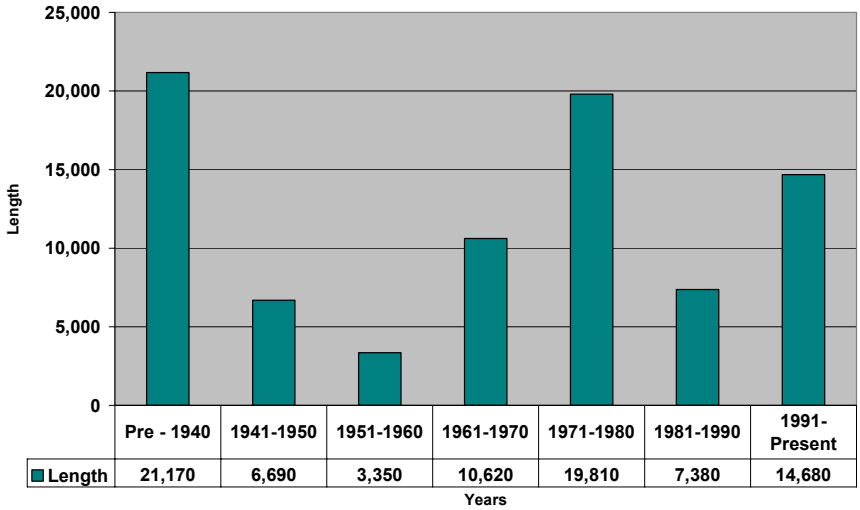
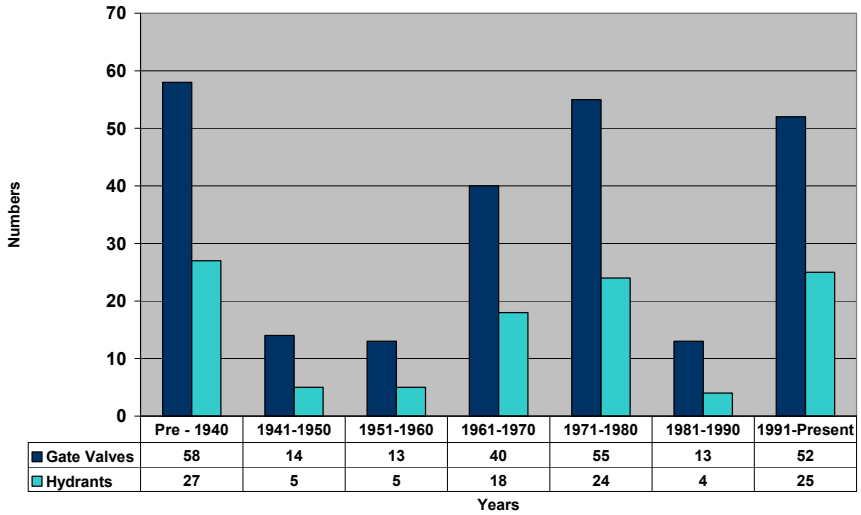


Figure 14e: Water Supply System Inventory - Gate Valves and Hydrants



5. Solid Waste

The City of Barnesville currently contracts with Fuchs Sanitation for solid waste services. Waste for the City of Barnesville is taken to the Clay County Landfill. The City of Barnesville operates a recycling center that offers residents the ability to recycle a range of materials.

6. Electricity, Cable, Phone & Internet

The City of Barnesville owns and operates the municipal electric distribution system. The electric distribution system is currently operating at 41.6 kw with two substations

carrying the load. The substations have been designed to be interconnected so each one by itself can meet the power requirements for the entire City of Barnesville. The electric distribution system is a 40/60 blend of aerial plant vs. buried plant.

The City of Barnesville Municipal Power is a partner with 12 other municipalities in Western Minnesota Power Association which provides power to the City through a wholly owned agency called Missouri River Energy Services. Combined, Western Area Power Agency (WAPA) and Missouri River Energy Services meet the energy requirements for the City. Barnesville Municipal Power has been successful in maintaining competitive rates for users, while providing revenue to the general fund that is used to offset property tax increases.

The City of Barnesville owns and operates the local telephone system. Barnesville Municipal Telephone provides local and long distance telephone service to all the subscribers within the Barnesville service area. Barnesville Municipal Telephone continually introduces new technology in a timely manner.

Affordable, high speed and dial up internet service is available to subscribers. In addition, a fully redundant high speed fiber optic ring provides reliable connectivity to places and technology important to residents and businesses in the City of Barnesville. Barnesville Municipal Telephone has been successful in maintaining competitive rates for users, while providing revenue to the general fund that is used to offset property tax increases.

The City of Barnesville purchased the cable TV system and began operations on June 9, 1998. The cable system has been upgraded, channel selection increased, picture quality greatly improved, and customer service levels were increased. Barnesville Municipal Cable TV has been successful in maintaining competitive rates for users, while providing revenue to the general fund that is used to offset property tax increases.

The City of Barnesville provides Broadband and Internet service. The City of Barnesville Internet Service is provided by purchasing wholesale DSL access services from Barnesville Municipal Telephone and Dial up internet as well as World Wide Web access from 702 Communications. The services are retailed to City residents. The City of Barnesville Internet is operated as an unregulated service. This allows other City services to be "price bundled" to encourage City residents to continue to utilize City offered services

7. Fire, Police and Ambulance

All emergency 911 services in the City of Barnesville are dispatched by the Red River Valley Joint Dispatch Center in Fargo. The joint dispatch center is a joint entity created by the Cities of Fargo and Moorhead, and the Counties of Cass (ND) and Clay (MN). The Barnesville Ambulance Service is staffed by paid volunteers who serve the City and it adjacent service area.

The City of Barnesville has a volunteer fire department with 28 members. The City contracts fire service to the 8 surrounding townships. The existing Barnesville Fire Fleet is listed below.

Fire Department Fleet Inventory **Figure 15**

Class	Vehicle	Year	Mileage
Tanker truck	International	1975	17,191
Pumper truck	GMC	1991	8863
Pumper trunk	International	2002	3007
Grass Rig	Chevrolet	1988	9181
Command Post Vehicle	Ford	1986	123,419

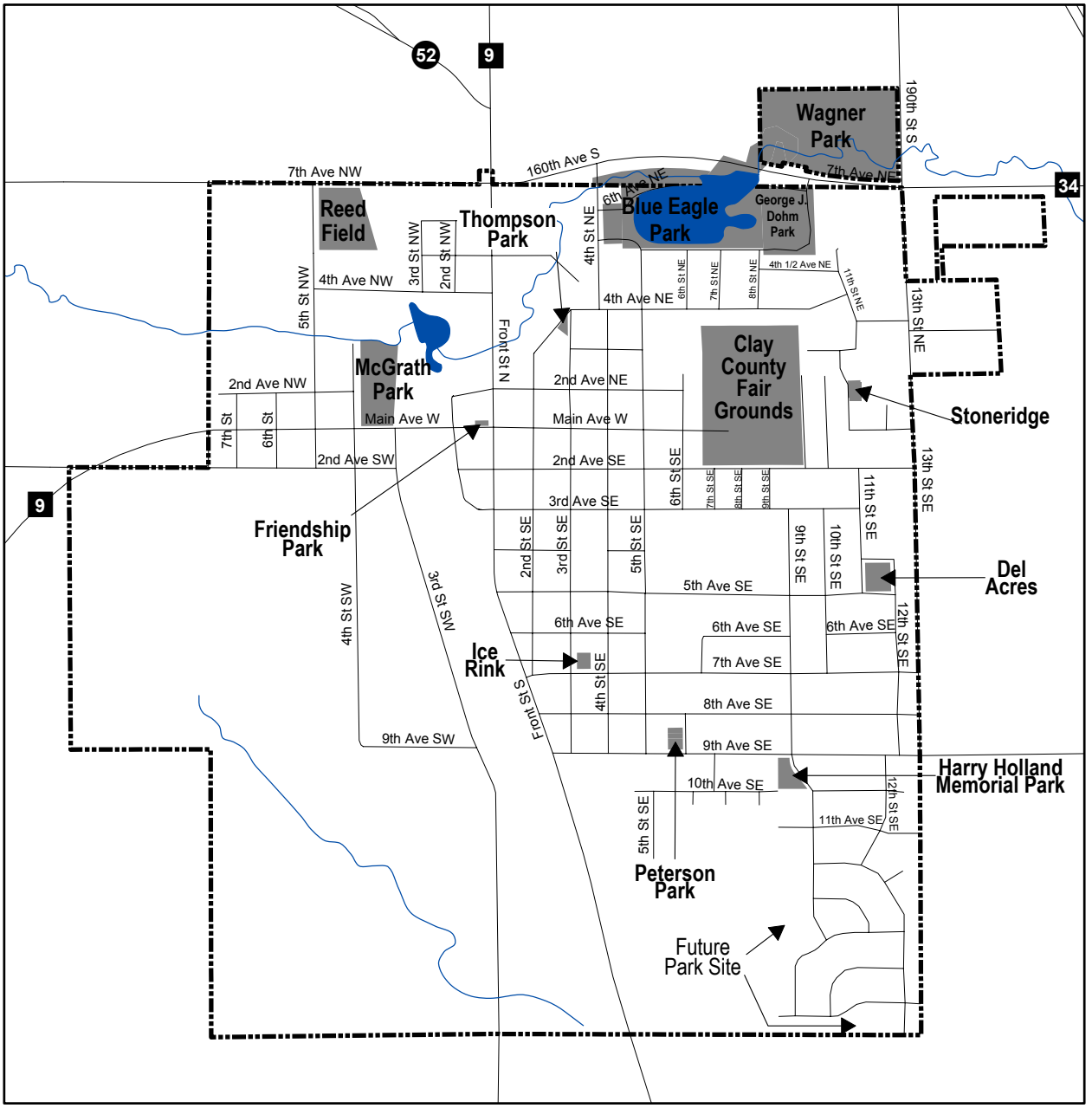
The City of Barnesville Police Department currently has seven employees, listed below are the various types of employees and the number employed by the City. Beyond those employees listed below, the City of Barnesville has 8 reserve officers. The police department has an active D.A.R.E. Program, Project Kid Print, Safe and Sober, Crime Watch and Residential Watch.

8. Parks and Recreation

The City of Barnesville is home to several recreational facilities and amenities. Currently the City operates 10 park and park related facilities which are open to the public, ranging from camping and RV facilities to smaller neighborhood parks, in addition to one outdoor skating rink. Reed Field, owned by the American Legion, east of town on County Road # 2, is home to the local American Legion team, as well as youth baseball and softball teams. Reed Field has a concessions facility, rest rooms, and press box. George J. Dahm Park, located just east of Blue Eagle Park, consists of two soft ball diamonds. The overall Barnesville park and recreation system is displayed as part of **Map 3**.

Of particular note is Blue Eagle Park and Wagner Park. Blue Eagle Park offers the most extensive level of amenities with in the Barnesville park system. As is shown below, Blue Eagle offers a range facilities and amenities from swimming and fishing, tennis courts and ball diamonds, and includes two large picnic shelters. The recently developed Wagner Park, located north of Blue Eagle Park offers 28 camping sites with water and electrical hook ups, camper parking, as well as 50 rustic tent sites. Figure 16 is a list of the various municipal operated park facilities and their related amenities.

Map 3
Parks & Recreation



Parks & Recreation Facility

Water

Water

Roadways

City Limits

Miles

0 0.125 0.25 0.5 0.75 1

The City also operates the Willow Creek Golf Course, which is located east of town on Highway 34. Willow Creek is a for-profit facility and the club house was recently remodeled. The course offers nine holes, and memberships are available to the general public.

Park Facilities **Figure 16**

Park	Playground	Basketball	Ball Diamonds	Rest Rooms	Shelter/Gazebo	Volley Ball	Tennis
Del Acres	X	X					
Harry Holland	X						
McGrath	X			X	X	X	
Peterson	X				X		
Thompson	X						
Geo. J. Dahm			X				
Friendship							
Stoneridge	X						
Blue Eagle	X	X	X	X	X	X	X
Wagner	x			x		x	

C. Community & Economic Development

1. Economic Development – Industry and Housing

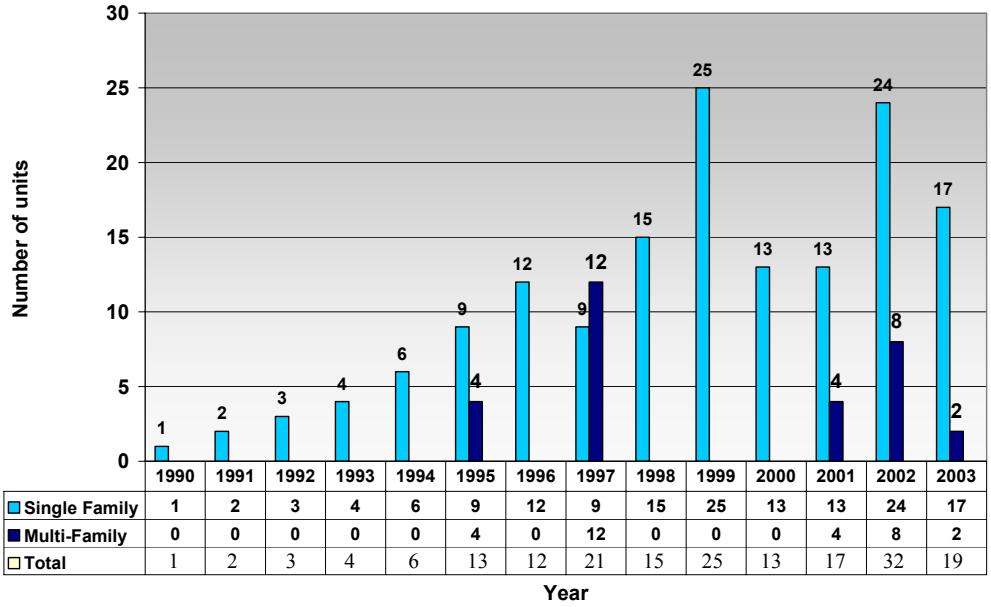
The City of Barnesville has an Economic Development Authority (EDA) which was created in 1989. Since the creation of the EDA the City has begun to develop and proactively market its housing resources as well as it commercial and industrial development opportunities. The EDA offers access to a host of smaller loans and assistance programs to promote its business and commercial opportunities. The EDA is proactively involved in marketing Barnesville to larger regional economy as well playing a day-to-day role of maintaining the cities existing business/commercial environment.

The Barnesville I-94 Commercial Acres (I.e. Industrial Park) is owned by the EDA and offers 47 acres of industrially zoned land, currently about 1/3 of the park is platted. The Industrial Park is to the west of Exit 24 of 1-94 just south of Highway 34. The Barnesville Business Park is geared towards attracting light industrial and technical orientated businesses. Phase I of the park has already been subdivided and utilities are in place. It is envisioned the remainder of the Business Park will be built out in 1 to 3 more phases, depending on demand. In 2003 the City was awarded JOBZ (Job Opportunity Building Zones) designation for the Industrial Park and a portion of the industrial areas in the Joint Powers Area.

Barnesville proactively markets its housing resources and over the past couple of years has seen impressive numbers of new housing starts. As is shown below the City issued

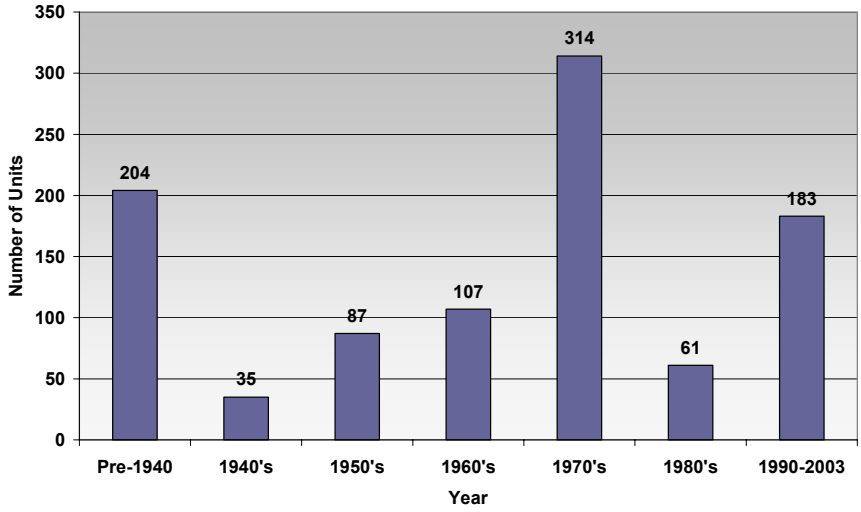
102 residential building permits in the 1990s, with over 80 percent of this activity occurring in the last five years. New housing starts in the last four years of the 1990s outpaced activity for the whole period of the 1980s, in which 68 units were constructed. Overall, Barnesville experienced its largest period of new housing in the 1970s when over 325 units were constructed.

Figure 17: Housing starts since 1990 - 2003



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Single Family	1	2	3	4	6	9	12	9	15	25	13	13	24	17
Multi-Family	0	0	0	0	0	4	0	12	0	0	0	4	8	2
Total	1	2	3	4	6	13	12	21	15	25	13	17	32	19

Figure 17a: Historical Housing Trends



2. Community Development – Main Street Revitalization

The City of Barnesville has the longest standing Main Street Program in the state of Minnesota, established in 1991, the program is staffed by a part time program director who reports to an appointed board of directors. Overall, the Main Street program reports to the Economic Development Authority. The Main Street program focuses on the entire community by planning and implementing a variety of community events aimed at gathering residents and visitors alike. Where downtown is concerned, the Main Street Program is focused on developing existing business and attracting new business. Front Street is the visual connection to the past and also a strong indicator of Barnesville's heritage and tradition. According to Minnesota's State Architect, who visited in 1991, Barnesville's downtown is one of the most significantly untouched in the region.

In 2001 Barnesville was awarded $995,200 from the MN Department of Trade and Economic Development (DTED) Small Cities Program. The grant is allowing the City to rehabilitate downtown commercial and residential properties. The intent of the rehabilitation is two fold, 2nd floor residential rehab, and commercial rehabilitation and upgrades. The target areas of the DTED funds run along Front Street between Main Ave and 5th Avenue SE.

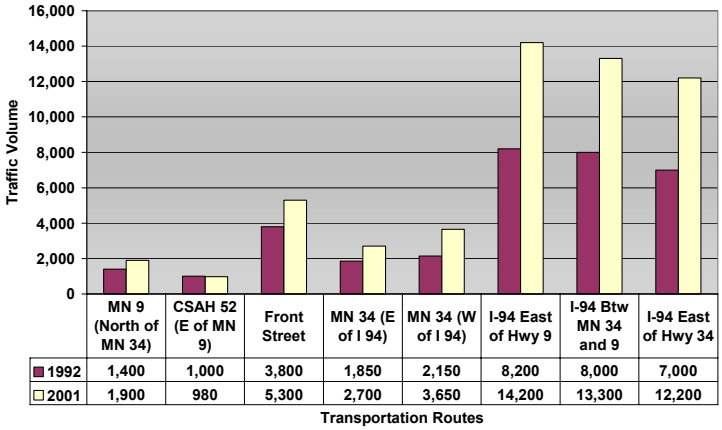
With DTED funds in hand the City is poised to make livable 2nd floor apartments along Front Street. The intent of the 2nd floor rehab is to assist in meeting a need for more rental property in the City. Additionally, DTED funds are being steered at assisting existing and future businesses rehabilitate their store fronts and upgrade facilities to ensure compliance with local building codes.

D. Transportation

1. Transportation Environment

Barnesville is located at the crossroads of two State Highways, 9 and 34, two County Highways, 2 and 52, and Interstate 94. There is a total of 20.1 miles of paved roads in the City of Barnesville, with another 3.9 miles in unpaved alleys and gravel roads. Additionally the City is serviced by the Ottertail Valley Railroad which runs parallel to Front Street. Barnesville also has a municipal operated airport. **Map 4** shows major transportation routes in and around Barnesville, along with the 2001 traffic volume data as collected by the Minnesota Department of Transportation. Figure 18 highlights change in Average Annual Daily Traffic (AADT) on several key routes in and around Barnesville. Traffic on Highway 34 as well as Interstate 94 has been steadily increasing over the past decade, increasing by almost two fold on the interstate.

Figure 18: Traffic Volume increase on main routes



	MN 9 (North of MN 34)	CSAH 52 (E of MN 9)	Front Street	MN 34 (E of I 94)	MN 34 (W of I 94)	I-94 East of Hwy 9	I-94 Btw MN 34 and 9	I-94 East of Hwy 34
1992	1,400	1,000	3,800	1,850	2,150	8,200	8,000	7,000
2001	1,900	980	5,300	2,700	3,650	14,200	13,300	12,200

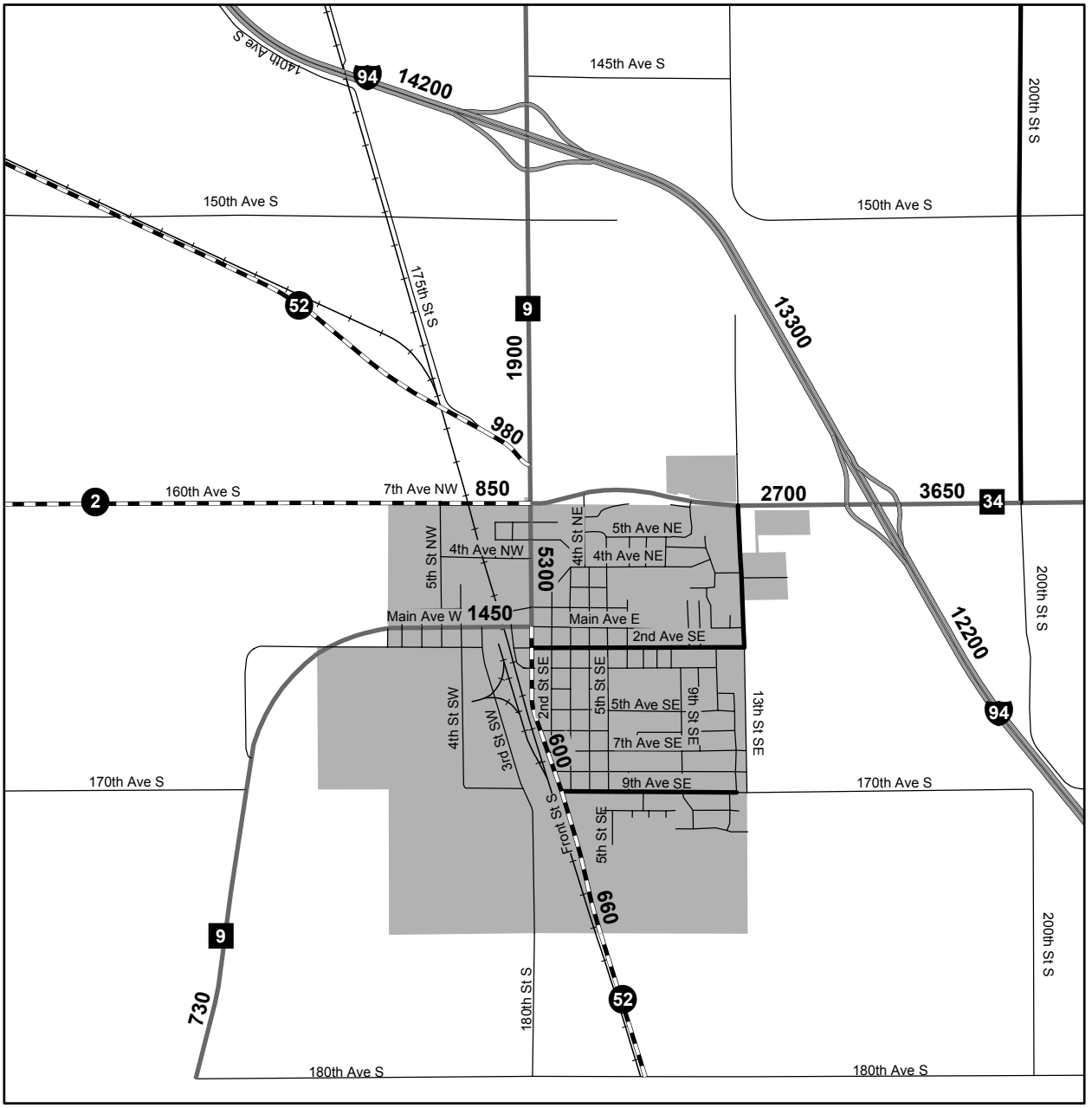
Main Transportation routes	Pct. Increase from 1992-2001
MN 9 (North of MN 34)	35.71%
CSAH 52 (E of MN 9)	-2.00%
Front Street	39.47%
MN 34 (E of I 94)	45.95%
MN 34 (W of I 94)	69.77%
I-94 East of MN 9	73.17%
I-94 Btw MN 34 and 9	66.25%
I-94 East of MN 34	74.29%

Also shown in **Map 4** is the functional classification of Barnesville's road network. The road network is broken down into five separate categories, principal arterial, minor arterial, major collector, local collector and local streets. Below is a list of the major street network in Barnesville and specific functional class. With in Barnesville there is approximately 4.1 miles of functionally classed roadway maintained by either MnDOT or Clay County.

Functional Class Designations **Figure 19**

Class	Road	Typical Section	Width	Right-of Way (ft)
Principal Arterial	Interstate 94	4 to 6 six lanes plus turn lanes, strict access control, limited parking	72-96	150-200
Minor Arterial	State Routes 9 and 34	2 to 4 lanes plus turn lanes, limited access control, limited parking	44-72	100-125
Major Collector	CSAH 2 and 52	2 to 4 lanes plus turn lanes, limited access control	44-72	100-125
Minor Collector	2nd Ave, 9th Ave SE, 13th St NE	2 lanes, turn lanes at key intersections, access allowed, parking allowed	32-44	70-100
Local (neighborhood)	All others	2 lanes, access allowed, parking allowed	32-40	70

Map 4
Existing Roadways by Functional Classification and Average Traffic Volumes



Interstate Highway
Minor Arterial
Major Collector
Minor Collector
Local

County Highway
State Highway
Interstate Highway
Railroad
Barnesville City Limits

Traffic volumes were obtained from 2001 MNDOT Traffic Volumes maps. However, MNDOT notes that volumes on trunk highway routes are 2000 volumes.

Miles
0.5 0.25 0 0.5 1 1.5

May 2004 - Barnesville Comprehensive Plan
Fargo-Moorhead Metropolitan Council of Governments - UPWP 603.01

2. Local Street Network

Of the 20.1 miles of paved road in the City of Barnesville, the City itself is responsible for 16.0 miles. Humboldt Township is responsible for the maintenance of 13th Street NE south of 2nd Avenue SE. As is shown in **Map 5,** the City built/improved over 60 percent of its streets in the 1960s and early 1970s. About 20 percent of City's streets were built/improved during the growth period of the 1970s. About 5 percent of the streets were built/improved in the 1980's and about 15 percent of the street building has been done in just the last 8 to 10 years.

Roadway Network Inventory **Figure 20**

Responsible Entity	Constructed	Type	Length (lf)	Length (mi)
City	1966	Bituminous	32,770	6.2
City	1970	Bituminous	10,840	2.1
City	1971-79	Bituminous	17,900	3.4
City	1985-89	Bituminous	3,940	0.7
City	1994-2003	Bituminous	18,800	3.6
City	N/A	Gravel	18,000	3.4
Total City	**-**	**-**	**102,250**	**19.4**
Clay County	Pre - 1980	Bituminous	11,410	2.2
MnDOT	1950-2001	Bituminous	10,250	1.9
Humboldt Township	N/A	Gravel	2,640	0.5
Total	**-**	**-**	**126,550**	**24**

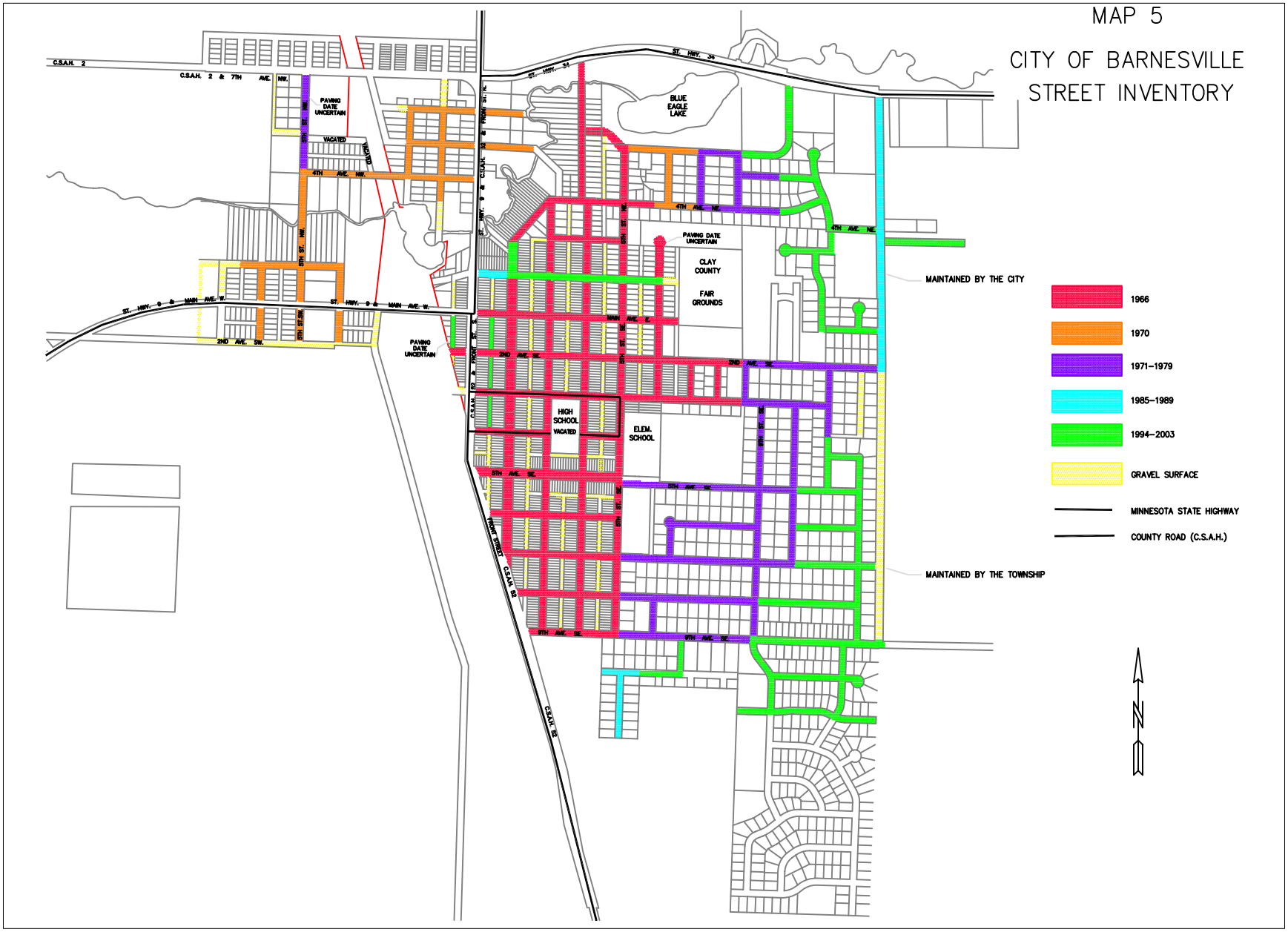
As is shown in **Figure 20**, the City is responsible for about 81 percent of paved and gravel roads within the City. MnDOT and Clay County are responsible for most of the other 20 percent. The majority of the City's local streets are 36 to 46 feet in width, paved. The right of way of local streets is 60 to 75 feet, typically.

3. County State Aid Highways (CSAH)

Barnesville is served by three County State Aid Highways (CSAH): 2, 43, and 52. The County is responsible for upkeep and maintenance of these facilities. CSAH 43 was recently rerouted to because part of the route traversed a previously vacated section of street. In 2006 the County will replace a bridge on CSAH 52, just south of the City limits. In 2007 the County anticipates doing grading and 10 ton paving to portions of CSAH 52 from the Wilkin County line to TH 9. Overall, the County maintains a fairly regular schedule of striping, sealing, and crack filling of CSAH facilities.

MAP 5

CITY OF BARNESVILLE STREET INVENTORY



4. State and Federal Routes

MnDOT is responsible for the upkeep and maintenance of state federal routes. MnDOT's jurisdiction in the Barnesville area includes Highway 9 and 34 and Interstate 94. In 2007 MnDOT will reconstruct the eastbound section of I-94 from Downer exit 11 to Barnesville Exit 24. In 2011 MnDOT will reconstruct west bound section of I-94 from Downer to Barnesville.

5. Rail Infrastructure

The Ottertail Valley Railroad serves Barnesville with Class 3, 40 mile per hour line. The line is designed to carry 263,400 lb/car load. The OTVR is a primary line and there are no indications that the line will be abandoned any time soon.

6. Air Service

The City owns and operates the Barnesville Municipal Airport, which is located one mile west of town on CSAH 2. The airport is in place to meet the local needs of residents and businesses. The airport is classified by the FAA as a *Utility Airport* and by MnDOT as a *Turf Landing strip system*. The airport is closed in the winter and currently has no fueling or storage facilities.

7. Public Transportation

Clay County Rural Transit (CCRT) is the public transit provider in the Barnesville area. CCRT provides commuter service between Barnesville and the FM Metropolitan Area daily, Monday through Friday. CCRT also provides demand responsive (Dial a Ride service into Barnesville from surrounding areas every Thursday and into the FM Metropolitan Area every other Friday.

Figure 20a

Clay County Rural Transit - Barnesville Ridership		
Year	**Commuter Route**	**Dial-a-Ride**
2001	2946	X
2002	2735	393
2003	2676	533
2004	2715	327

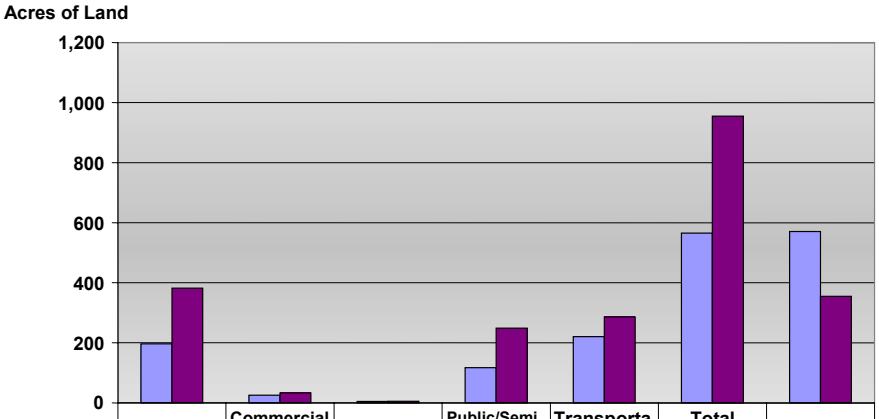
E. Land Use

Since the adoption of the 1993 Comprehensive Plan the City of Barnesville has undergone increases in the amount of residential and industrial/commercial land use. Over the past 10 years residential development occurred in the northeastern and southern sections of Barnesville. Residential land use development over this time frame was within the future land use plan outlined in the existing Comprehensive Plan. However the amount of land development was slightly higher than was projected to occur by the year 2004. As of 2004 Barnesville had consumed the total land areas projected in the 1993 Comprehensive Plan to meet the residential needs until the year 2015. The City of Barnesville has an established zoning Ordinance covering all of the land within the City limits as well as subdivision regulations to guide the division of land.

In 1996 the City, in cooperation Barnesville and Humboldt Township created a Joint Powers agreement to govern the land use to the north and east of the City limits. **Map 6** shows the zoning with in the City limits and within the JPA areas adjacent to the City of Barnesville. Areas outside of the City and the JPA are zoned Agricultural Preservation (Ag P-1) by Clay County.

Map 7 illustrates current land uses with in the Barnesville City limits, and for the areas slightly adjacent to the City limits, including land in the JPA. **Figure 21** demonstrates the distribution of land use types and acreages. You will note that **Figure 21** compares 2004 land use distribution to those that existed in 1991.

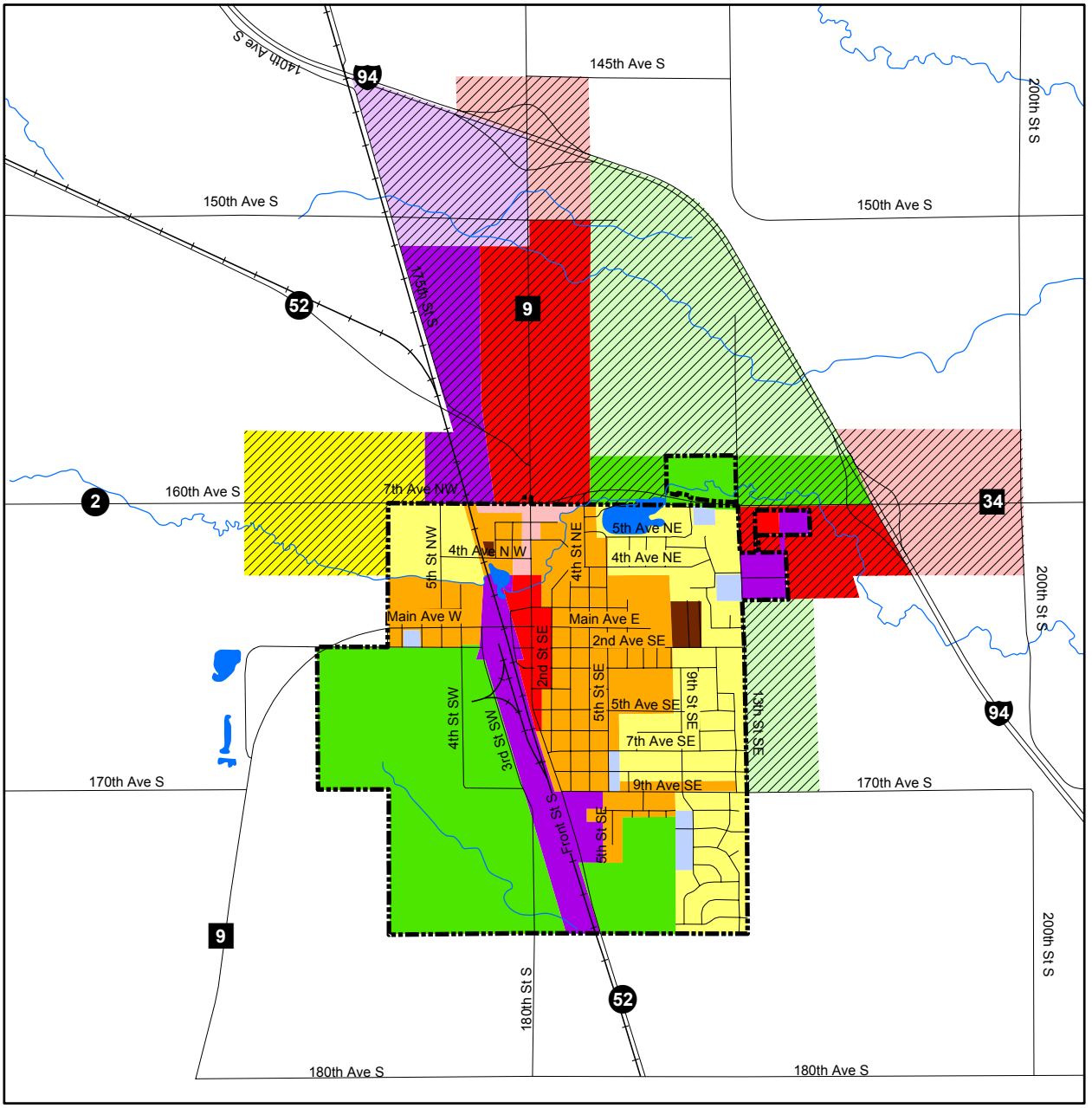
Figure 21: Comparison of Land Use Distribution in 1991 and 2004



	Residential	Commercial	Industrial	Public/Semi -Public	Transporta-tion/Utility	Total Developed	Vacant/Ag
1991	196.2	26.1	4.9	116.9	220.8	565	570.3
2004	382	33	5	249	286	955	355

Land Use

Map 6
Unofficial Zoning for Barnesville and the Adjacent Joint Powers Area



R1 Single Family Residential Dist.	SC1 Special Conservation Dist.	AGP1 Agri. Preservation
R2 Urban Residential Dist.	R2 Single Family Large Lot Resid.	Barnesveille City Limits
R3 Multi-Family Residential Dist.	C1 Commercial	
R4 Mobile Home Residential Dist.	C2 Highway Commercial	
C1 Central Business Dist.	I1 Light Industrial	
C2 Highway Business Dist.	I2 Highway Industrial	
I1 Light Industrial Dist.	SC1 Special Conservation	

Miles

0.5 0.25 0 0.5 1 1.5

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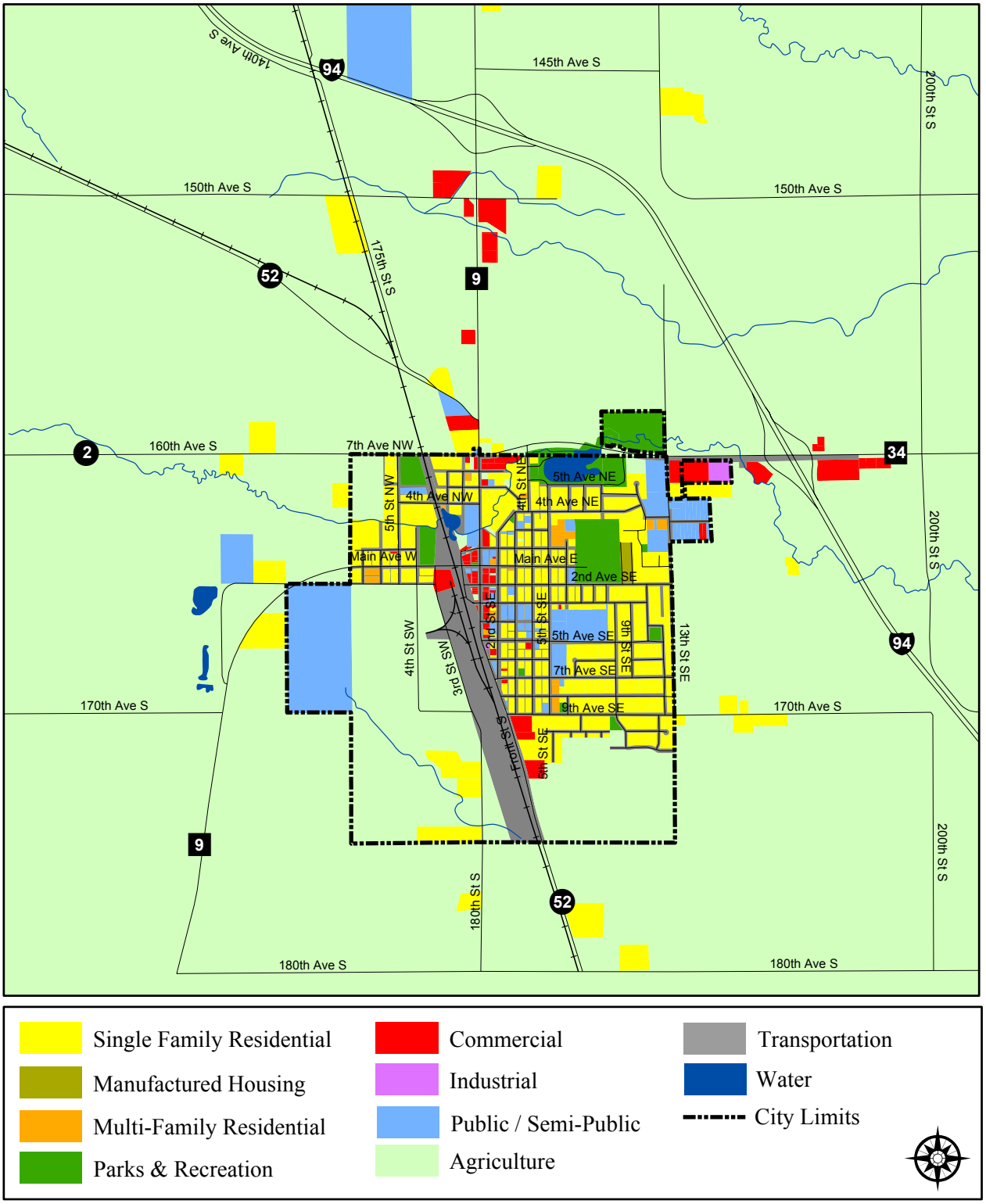
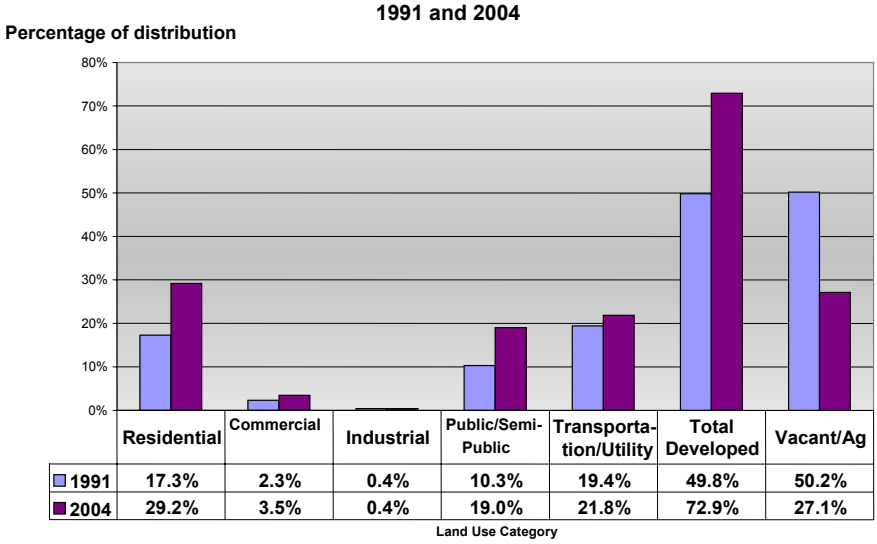
Fargo-Moorhead Metropolitan Council of Governments - UPWP 603.01

Map 7
Existing Land Use



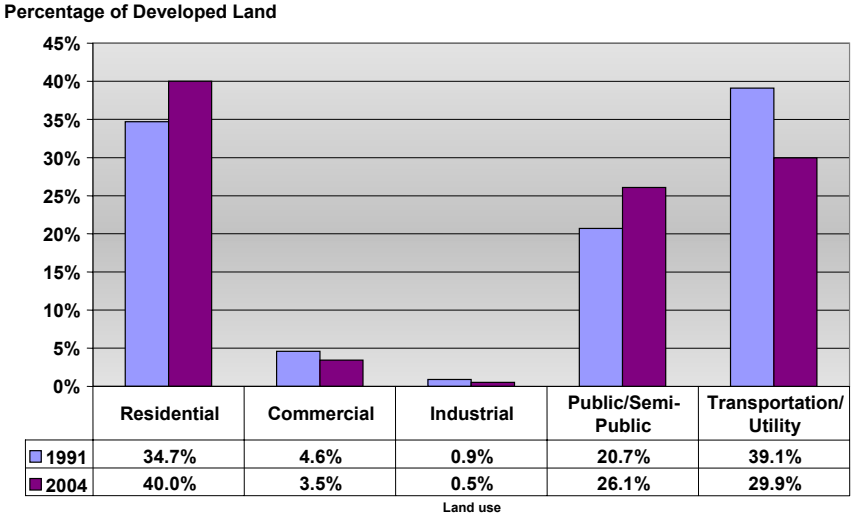
June 2004 - Barnesville Comprehensive Plan
Fargo-Moorhead Metropolitan Council of Governments - UPWP 603.01

Figure 21A: Comparing the percentage of Land use distribution in 1991 and 2004



	Residential	Commercial	Industrial	Public/Semi-Public	Transporta-tion/Utility	Total Developed	Vacant/Ag
1991	17.3%	2.3%	0.4%	10.3%	19.4%	49.8%	50.2%
2004	29.2%	3.5%	0.4%	19.0%	21.8%	72.9%	27.1%

Figure 21B: Comparison of developed land use distribution in 1991 and 2004



	Residential	Commercial	Industrial	Public/Semi-Public	Transportation/ Utility
1991	34.7%	4.6%	0.9%	20.7%	39.1%
2004	40.0%	3.5%	0.5%	26.1%	29.9%

The City has recently opened up I-94 Commercial Areas (I.e. Industrial Park) which has begun to develop with light industrial uses. The rate at which the City is able entice new industrial development or bring about the expansion of existing operations will in large part determine the carrying capacity of the Industrial Park for meeting future industrial needs. Beyond the Industrial Park, the majority of available commercial and industrial lands are in the JPA.

As is shown in **Map 7,** a handful of commercial, residential, and industrial uses are present within the JPA area, primarily located along Highway 9 and 34. Industrial and heavier commercial operations exist north of the City limits adjacent to Highway 9. A scattering of commercial uses exist along on the south side Highway 34 heading east out of town.

Front Street continues to serve as the concentrated center of commercial activities for the City of Barnesville. In lieu of recent efforts to rehabilitate various structures along Front Street it is likely the intensity of uses, including a residential mix, will increase in the coming years. Commercial activities are scattered along the whole of Front Street from 9th Ave SE to Main Ave, with heaviest concentration located between Main and 5th Street SE. Auto orientated commercial activity is present at the intersection of Highway 34 and 9, at the north end of Front Street.

As is shown in **Map 7**, the land south of State Route 9 (Main Avenue West) and west of the rail line, which is zoned Special Conservation, is the only measurable amount of undeveloped land within the City limits. Also, the land directly south of 10th Ave SE, west of 9th Street SE is also vacant and zoned Special Conservation. The areas east of 9th Street and south of 9th Ave are already platted and will accommodate residential land use needs for the next several years. Barnesville has several large parks and a handful of smaller neighborhood parks. As is shown in **Map 7**, the majority of green space, parks, and recreational land use are located primarily in the northern part of the City.

F. Natural Features

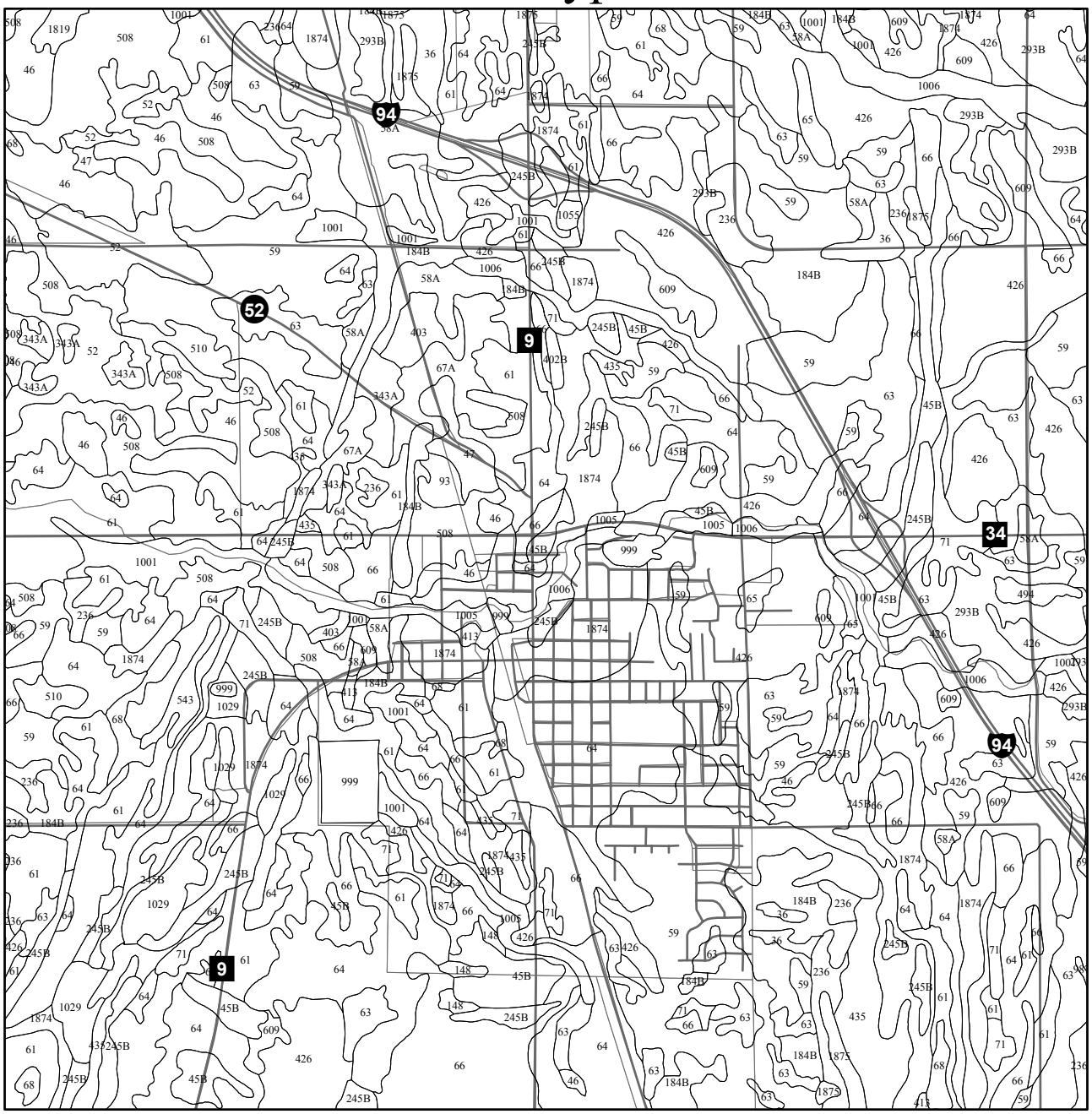
Barnesville is located on the shoreline of the former lake Agassiz and the soils are considerably less productive than those found closer to the Red River. The soils information presented in **Map 8** comes from the Soil Survey of Clay County which was conducted in the mid 1970s. As is shown, most of the soils found in an around Barnesville are loamy in nature. This soil type is typical of a rolling topography which provides differing soil characteristics due to moisture retention in depression areas. Attachment 1 generally describes the soil types delineated in Map 8. Given current building technologies, most of the soils in and around Barnesville will lend themselves to development. However to protect private, public, and environmental interests engineering considerations such as soil suitability analysis is always recommended prior to approval of any proposed developments.

As is shown on **Map 9**, areas along Whiskey Creek as well areas east of Front Street and south of Main Ave that have the potential for flooding. Areas identified as *Other Low Lands* are those soils which have a high probability of being wet. Also identified on Map are the wetlands which were identified by the National Wetlands Inventory (NWI). Further commentary on the wetlands in and around Barnesville is provided in Appendix 1 in the form of letter and maps from the Clay Soil and Water Conservation District. It is important for the City to be cognizant of the State of Minnesota Wetlands Law which has the following purposes:

- *Achieving no net loss in the quantity, quality and biological diversity of Minnesota's existing wetlands;*
- *Increasing the quantity, quality and biological diversity of Minnesota's wetlands by restoring or enhancing diminished or drained wetlands;*
- *Avoiding direct or indirect impacts from activities that destroy or diminish the quantity, quality or biological diversity of wetlands, and;*
- *Replacing wetlands values where avoidance of activities is not feasible and prudent.*

Map 9 illustrates the east to west moving wet areas that run from 1-94 to west of the Ottertail Valley Railroad tracks. The general topography of Barnesville is a product of Lake Agassiz and there is generally a rise from west to east in the areas around Barnesville. A mile half west of Barnesville elevations are near 960 feet. A similar distance to the east contours near 1,100. The average slope in an around Barnesville is about 35 feet per mile. This east to west slope is played out on natural drainage patterns, as well. As is shown on Map 9 most of the perennial and intermittent waterways have an east-west alignment. Also listed on Map 9 is the Well Head Protection area and the DWSMA (Drinking Water Supply Management Area). DWSMA indicates those areas where contaminants have the potential to be carried by precipitation into to the underground water source of the municipal wells. The total area of the DWSMA runs approximately two miles to the north and east of the city, covering Sections 21, 28, and 29 of Humboldt Township.

Map 8
Soil Types



Soil Type

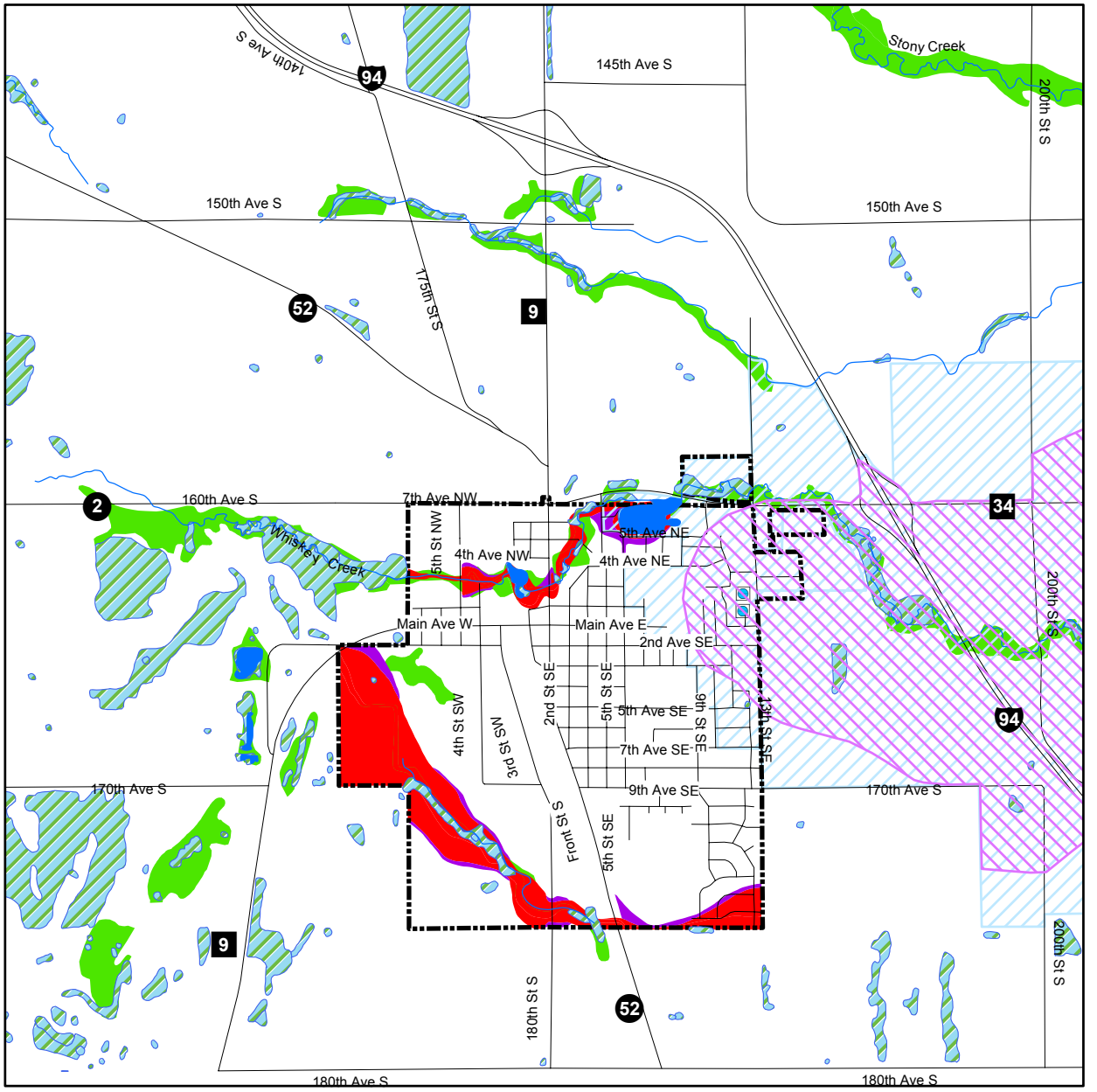
Roadways

Barnesville City Limits

Miles

0.5 0.25 0 0.5 1 1.5

Map 9
Natural Features



100 Year Flood Plain
500 Year Flood Plain
Lakes & Ponds
Other Low Lands
wetlands
Drinking Water Management Area
Well Head Protection Area
Well
Rivers
Roadways
City Limits

Miles
0.5 0.25 0 0.5 1 1.5

II. Community Trends

Projecting Population and Housing Growth

Between 1990 and 2000 Barnesville's population increased by over 5% nearing its early 1980s peak of almost 2,200. Today, the population of Barnesville is estimated to be near 2,300. The impressive population rebound over the past several years is encouraging after losing about 6% of its population in mid to late 1980s. Looking into the future the City adopted three separate growth scenarios for the next 25 years. Each scenario generates a different set of new households and bringing them varying degrees of population growth. However, before establishing future projections, the City first needed to establish a baseline from which to base future year projections.

The 2000 Census identified there to be 865 *occupied housing units* (i.e. *households)* in the City. However it is important to note that this number probably didn't include those housing units built in 2000. Therefore, what follows is an attempt to establish the *actual* number of households not only today, but in the year 2005 for which to base future projections off of. As is shown below, we have started with the year 2000 and added the actual number of housing starts for each year up to and including through mid-September of 2004. To get to a year 2005 total we added the 10 year average (1994-03) of 17 units on top of the 2004 number. This gives the City a projected 2005 total of 978 households.

	New Starts	***Total Households***
	X	865
2000	13	878
2001	17	895
2002	32	927
2003	19	946
2004	*15*	*961*
2005	*17*	*978*

What follows are three separate population projections for the City, each are based on a certain level of household production between 2005 and 2030. All three scenarios assume a 2005 household number of 978 (as is outlined to left). The first scenario assumes the City captures 1.76% of the household production of the Metropolitan Area between 2005 and 2030 (1.76% is the actual capture rate the City experienced between the years 1994-2003). The second scenario assumes the City continues to produce its 10 year average (1994-2003) of households between the years 2005-2030, which is 17. The third scenario assumes a 2005 to 2010 housing production of 70 units (as was projected in the 1999 housing study conducted by *Maxfield Research Inc*.) and assumes the City captures 1% of the FM Metropolitan Area's household production between the years 2010 and 2030.

Person per household 2005-2030

	2005	**2010**	**2015**	**2020**	**2025**	**2030**
People/HH	2.357	2.353	2.219	2.216	2.139	2.137

Each scenario uses the person per household average for Barnesville that was developed for the entirety of the Fargo-Moorhead Metropolitan Statistical Area (which includes all of Cass and Clay County). As is shown above, the persons per household actually decreases between 2005 and 2020 and then trends slightly upwards from 2020 to 2030.

As is shown below in the high growth scenario Barnesville will add 468 households between 2005 and 2030. The high growth scenario also assumes a population increase of 785, or 34% increase over the 25 year period.

Scenario 1 – High Growth

	2005	2010	2015	2020	2025	2030
Households	978	1,028	1,157	1,210	1,284	1,446
Population	2,305	2,419	2,567	2,681	2,746	3,090

Scenario 2, the moderate growth scenario projects the addition of 425 new households between 2005 and 2030. Scenario 2 brings with it population growth of 693, or 30% over the 25 year period.

Scenario 2 – Moderate Growth

	2005	2010	2015	2020	2025	2030
Households	978	1,063	1,148	1,233	1,318	1,403
Population	2,305	2,501	2,547	2,732	2,819	2,998

Scenario 3, the low growth scenario assumes a household growth of 307 over the next 25 years. In terms of population growth scenario 3 adds 441 people to the City, or 19% over the next 25 years.

Scenario 3 – Low Growth

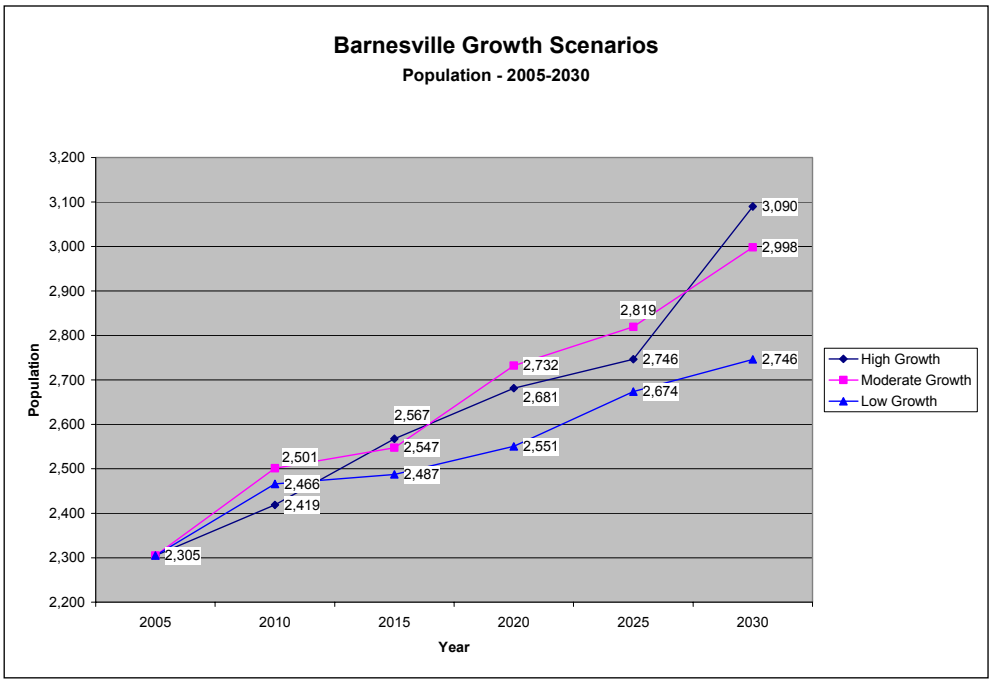
	2005	2010	2015	2020	2025	2030
Households	978	1,048	1,121	1,151	1,250	1,285
Population	2,305	2,466	2,487	2,551	2,674	2,746

Below is the breakdown by 5 year increment of the projected household growth by scenario. Again, the high growth scenario is dependent on the City capturing 1.76% of the FM Metropolitan areas housing productions; the low growth scenario assumes the City captures 1% of the FM Metropolitan Areas housing growth. The moderate growth scenarios assume the City maintains the average annual production is has established over the past 10 years. Noticeably, the moderate growth scenario is a smooth growth rate, whereas the high and low scenarios fluctuate up and down, per the trends of the FM Metropolitan Area.

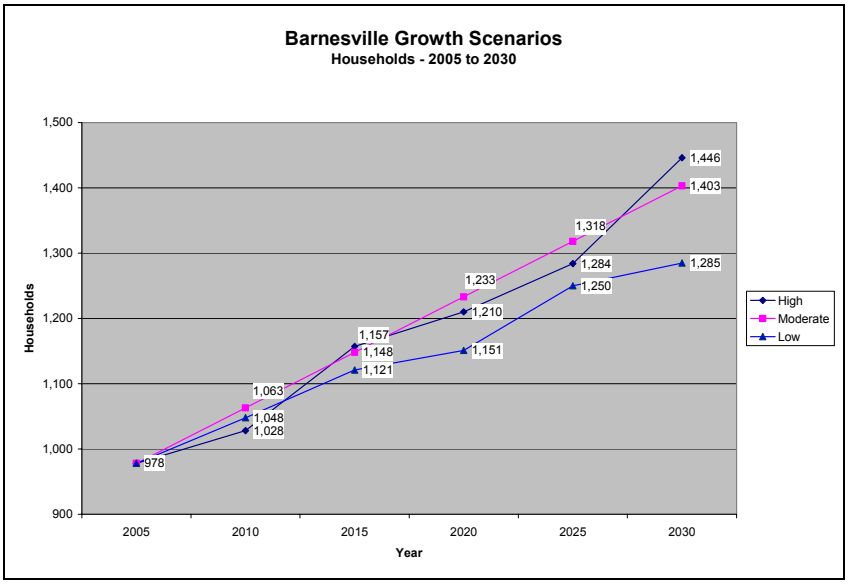
New Household Growth by Scenario 2005-2030

	High Growth	Moderate Growth	Low Growth
2005-10	50	85	70
2010-15	129	85	73
2015-20	53	85	30
2020-25	174	85	99
2025-30	62	85	35
Total New	**468**	**425**	**307**

Below are the three population projections shown comparatively over the 25 year planning horizon. All three scenarios are more aggressive than that which is projected by the MN State Demographer. However, City officials feel confident they will be able to continue to attract households away from the metropolitan area allowing the City to exceed the projections of the MN State Demographer.



Shown below are the three scenarios comparatively laid out in terms of household growth between 2005 and 2030.



III. Goals and Objectives

Land Use

A comprehensive long-range land use plan is vital to the successful growth of Barnesville. As the City continues to experience residential expansion it will be important to begin a dialogue with the abutting Townships of Humboldt and Barnesville, concerning future land use and land use controls. The existence of the Joint Powers Board and its relevant planning and zoning powers gives the City and its abutting townships a very flexible platform from which to discuss and make coordinated decisions relative to future land use outside the existing corporate limits.

Though the City can't be certain exactly how much growth it will sustain over the next 25 years, it needs to work closely with both the Joint Powers Board and relevant property owners to ensure that it has the ability to best meet the needs of the marketplace. To meet the needs of the market place the City can not and should not put itself in situation where it is limited in the areas in which it can grow. The future land use map actually identifies three areas currently outside of the corporate limits, but within the Joint Powers Area for future urban expansion.

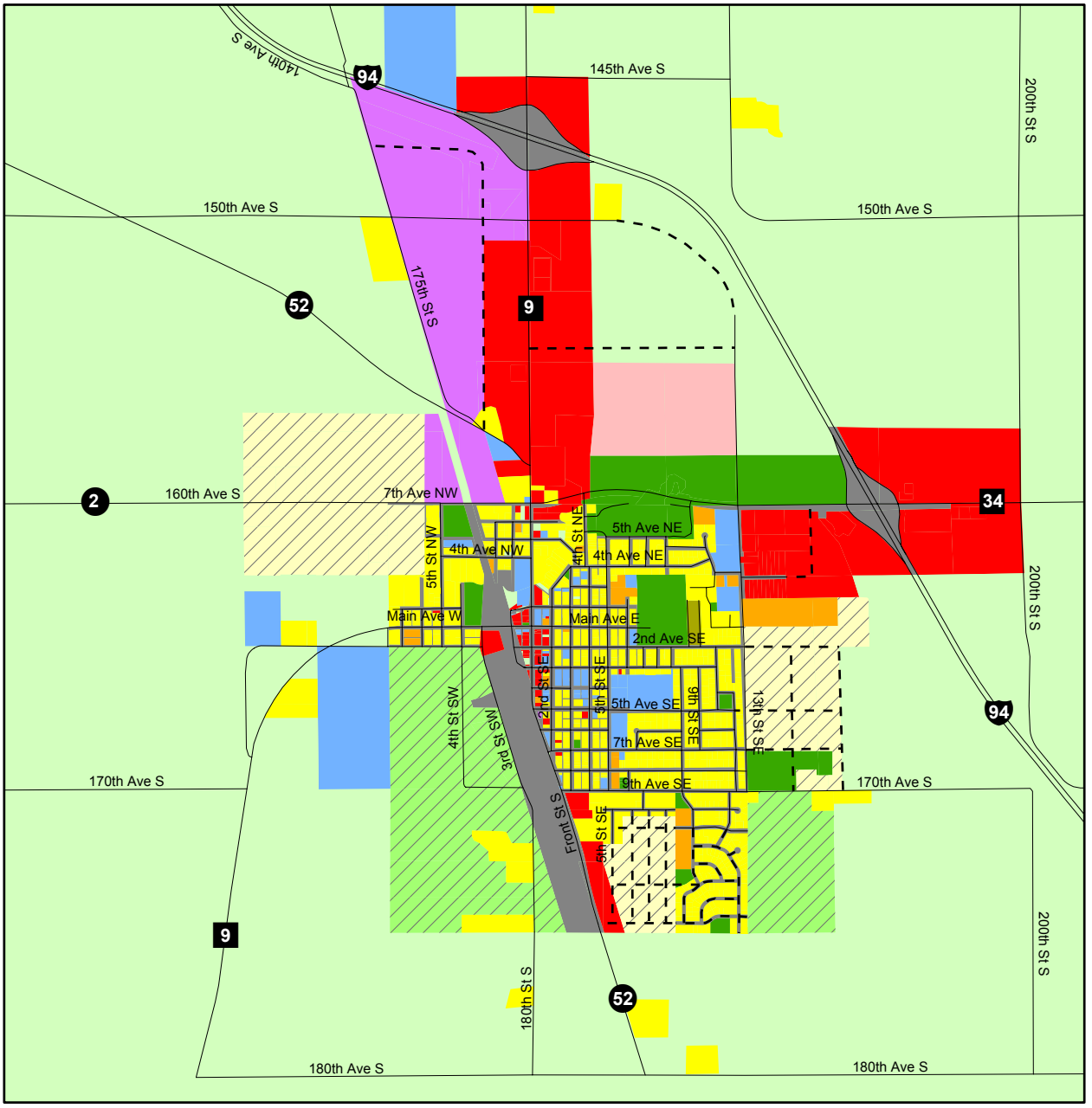
The priority of the City is to continue to fill in existing developable areas within the existing corporate limits before considering the annexation of adjacent lands. However, prudent land use planning requires the City to look beyond the short term and develop a longer-range outlook for what the City's future land needs may be. **Map 10** shows a future land use map for the City and the areas immediately adjacent to the City. By designating the areas east of the 13th Street SE and west along CSAH 2 (7th Avenue NW) as *Urban Residential*, the City is attempting to protect these areas from low-density off the grid development. These areas are identified in **Map 12** as either *immediate* or *intermediate* in terms of utility expansion, and protecting these areas for urban style development is critical to the efficient growth of the City. The area directly north of Wagner Park has been identified as *Urban Reserve* in attempt to recognize this areas potential future growth of the City, however no particular type of use has been designated. Again, the key in this area is to prevent future low density off the grid type developments that may not mesh well with future urban uses and which may preempt the extension of municipal services. It is recognized that the City shall work diligently with the Joint Powers Board to ensure symmetry between land use plans, as well as applicable zoning ordinances.

Goal 1. The future development adjacent to the City shall be compatible and in compliance with the City of Barnesville's Future Land Use Plan, the Joint Power's Comprehensive Land Use Plan, and the Clay County Land Use Plan.

Objective 1.1:

- *To ensure that a good working relationship is maintained with the Joint Powers Board concerning potential future development of land under the governance of the Joint Powers Board which may eventually be within the City limits.*

Map 10
Future Land Use



Single Family Residential
Manufactured Housing
Multi-Family Residential
Urban Residential
Parks & Recreation
Commercial
Industrial
Public / Semi-Public
Urban Reserve
Conserved
Agriculture/Open
Transportation
Water
Future Roadway
City Limits

Miles
0.5 0.25 0 0.5 1 1.5

June 2004 - Barnesville Comprehensive Plan
Fargo-Moorhead Metropolitan Council of Governments - UPWP 603.01

Strategic Initiatives:

i. Work with the Joint Powers Board to update its Comprehensive Plan and Future Land Use Map to ensure symmetry with the City's Comprehensive Plan.

ii. As needed, develop orderly annexation agreement with Joint Powers Board for areas abutting the city where growth pressures are imminent

iii. The City should work with the Joint Powers Board and the County Planning Department to enact, by resolution, subdivision review authority over its two mile extraterritorial area, as defined by MN Statute

iv. Update relevant sections of the Zoning Ordinance and Subdivision regulations to comply with the Comprehensive Plan and ensure symmetry with the regulatory documents of the Joint Powers Area

v. Coordinate with the Joint Powers Board to ensure symmetry between the Zoning Ordinances of each as to the definition of the Conservation District (SC-1) concerning allowance of residential development as a *Conditional Use*

vi. As the market dictates, work with the Joint Powers Board and relevant property owners to set aside areas for large lot residential development in areas that will not conflict with the future urban expansion of the City

vii. Consider creation of new zoning district which essentially preserves agricultural land in current use until such a time as residential development is imminent at urban densities with municipal services.

Objective 1.2:

- *To work with the Joint Powers Board to discourage off the grid development adjacent to existing city limits by identifying and rezoning areas which have a potential for future residential development at urban densities*

Strategic Initiatives:

i. Work with Joint Powers Board to amend its zoning ordinance to remove single family residences and manufactured housing as conditional uses in the Agricultural Preservation/Urban Expansion (AG P-1) District;

ii. Work with Joint Powers Board to rezone the areas west of town on CSAH 2 such that large lot off the grid development will be unlikely to hinder the expansion of residential development at urban densities, potentially rezoning area to AG P-1 or to a newly developed district created in coordination between the City and the Joint Powers Board

iii. Work with Joint Powers Board to protect the area north of Wagner Park for potential urban uses to be serviced with municipal facilities by discouraging off the grid low density residential development

iv. Work with Joint Powers Board to amend in the Public Facilities District (as defined by the City Ordinance) into its zoning ordinance; and work with Joint Powers Board to rezone areas along north of Highway 34 from SC – 1 to Public Facilities District (P)

Goal 2. Potential areas for future residential and commercial growth shall be identified and sound incremental approach of development shall be established in coordination with relevant property owners and the Joint Powers Board.

Objective 2.1:

- *To consider future development plans only after thorough investigation of development suitability based on the natural features of the City and its environs*

Strategic Initiatives:

i. It is recommended that prior to the potential platting of the lands west of the Heartland addition and south of Holland's First Addition a thorough investigation of development suitability should be conducted by relevant property owners and reviewed by the City Engineer

ii. Assuming adequate engineering investigation of the soils and wetness, rezone the Special Conservation areas south of Holland's First Addition to Single Family Residential

iii. Soils suitability analysis should be conducted prior to platting of all new developments

iv. Per rules adopted by the Buffalo-Red River Watershed District in 1979, prepare a municipal drainage plan for the management and transportation of surface waters resulting from urban development

Objective 2.2:

- *To develop sub-area plans/ Master Plans for areas identified as immediate and intermediate municipal service expansion*

Strategic Initiatives:

i. To work with appropriate property owners and interested persons to develop a sub-area plan (Master Plan) for the areas east 13th Street SE with the focus being the preservation of area in the southwest corner for a future regional

park and to explore the feasibility of higher densities to the north transitioning into lower densities to south

ii. In coordination with open space and recreation planning in the areas adjacent to Wagner Park, work with relevant property owners to explore future development scenarios of the areas north of Wagner Park.

iii. As funding permits and as the market dictates, work with the Joint Powers Board and relevant property owners to develop future development scenarios for land west of the City on CSAH 2.

Goal 3. As the City implements its future Land Use Plan a competitive edge in housing affordability shall be maintained

Objective 3.1:

- *To promote neighborhood design techniques which aim to reduce the overall infrastructure cost of new developments*

Strategic Initiatives:

i. Allow for the flexibility of street widths of minor collector and local streets

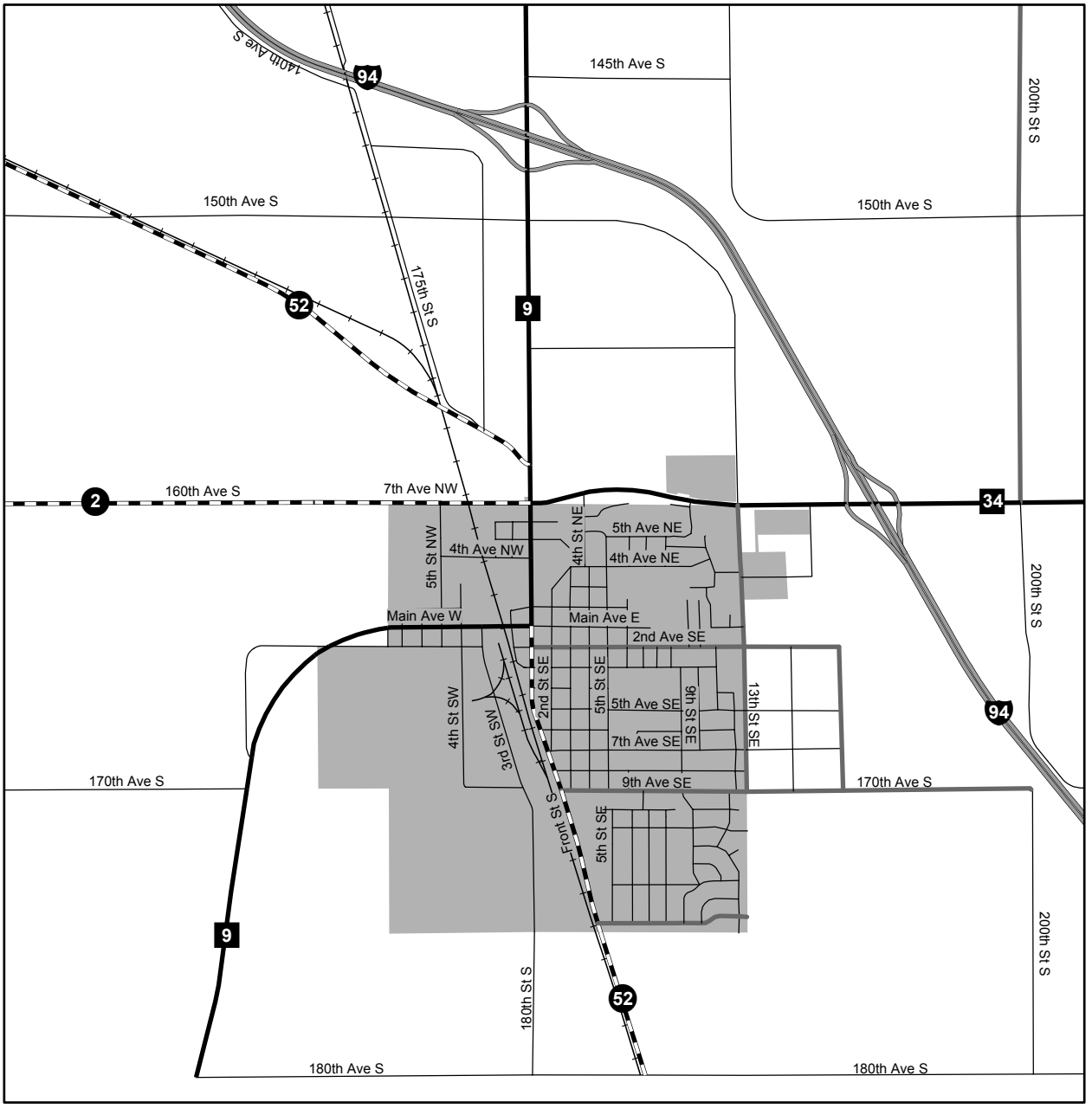
ii. Allow for flexibility in lot width to reduce overall assessable lot frontage by reasonable consideration of traditional design patterns and a connected street network

Transportation

A well thought out and strategically defined and methodically implemented transportation plan is crucial to providing Barnesville an efficient transportation network for its residents and businesses. Not only will it be important for the City to maintain its existing transportation facilities, the long-term livability of Barnesville is dependent on preserving corridors to facilitate as of yet un-built facilities. It is important Barnesville establish a preconceived transportation framework, both built and planned, in which the community can grow around. Transportation improvements should be proactive and investments in the local network should preempt new developments. The City of Barnesville needs to take several key steps in the coming years to ensure it has the transportation network necessary to facilitate future growth.

Map 11 outlines the proposed future Transportation System for Barnesville. Most critical to the growth of the City is the reconstruction of 13th Street SE. The City needs to take possession of this corridor from Humboldt Township and immediately begin to set the stage for the upgrade of the corridor to a Minor Collector. A survey conducted at Community Showcase in March of 2004 indicated 68% of residents felt that upgrade of 13th Street SE potentially had a community wide benefit and that these costs should be borne by the whole City. Working in harmony with the Goals, Objectives, and Strategic Initiatives outlined in the Land Use section, it is important

Map 11
Future Road Network



Interstate Highway
Minor Arterial
Major Collector
Minor Collector
Local

County Highway
State Highway
Interstate Highway
Railroad
Barnesville City Limits

Miles
0.5 0.25 0 0.5 1 1.5

May 2004 - Barnesville Comprehensive Plan
Fargo-Moorhead Metropolitan Council of Governments - UPWP 603.01

the City work with the Joint Powers Board to ensure driveway cuts and commercial access points are not allowed to impede traffic flow as the City continues. Connectivity needs to be an important variable as the City grows. As plats are reviewed by the Planning Board it is crucial they consider the relationship of proposed development to the existing and future transportation network of the City.

Goal 1. There will be an interrelationship between the Future Transportation Plan and the Future Land Use Map decision to promote efficient traffic patterns and connectivity of the community

Objective 1.1:

- *To upgrade substandard streets and roads that are going to be a part of immediate land use development plans and discourage any developments along such roads till they are upgraded*

Strategic Initiatives:

i. Establish jurisdiction over 13th Street East, south of 2nd Ave SE, and upgrade the road to the standards of a minor collector, work with the City Engineer on the development of a corridor/scoping study on the entirety of 13th Street SE, between MN 34 and 9th St SE

ii. Discourage development east of 13th Street East until such time as the upgrade of the roadway south of 2nd Ave SE to a minor collector has been assured in terms of property ownership and financial programming

Objective 1.2:

- *To ensure there is an efficient east-west and north-south connectivity of the City*

Strategic Initiatives:

i. Work with relevant property owners to replat portions of the Heartland Addition to facilitate an east-west road between CSAH 52 and 12th Avenue SE

ii. Facilitate the addition of an east-west minor collector at the southern end of the Heartland Addition between CSAH 52 and eastern city limit line

iii. Through a sub-area planning process establish the location for a north-south minor collector between the Commercial Park and 170th Ave S

Objective 1.3:

- *Be aware of the impact of near term developments on the long term growth of the City's Transportation Infrastructure*

Strategic Initiatives:

i. Discourage development at the intersection of 200th St and 170 Ave S (on both sides of I-94) in the event a grade separated crossing of Interstate 94 should be needed in the future

ii. In coordination with the Joint Powers Board and the Clay County Planning Department reduce the potential for rural residential driveway cuts to perpetuate along rural gravel roads that are adjacent to the City, especially mile line roads

Objective 1.4:

- *To promote the development of efficient, neighborly, and competitively priced housing by encouraging the development of innovative transportation network in the growth areas of the city*

Strategic Initiatives:

i. Where feasible, allow for the consideration and placement of traffic calming techniques in lieu of traditional traffic control devices

ii. Consider the revision of the Subdivision Regulations to allow for the placement of alleys in new residential development

iii. Require new streets to continue to build upon the existing *numeric naming* convention of the City

Goal 2. Access Management considerations shall be considered on the City's current and future transportation network

Objective 2.1:

- *To regularly review and revise access management standards within both the Subdivision Regulations and Zoning Ordinance, particularly in relation to the addition of intersections and curb cuts onto functionally classed roadways*

Strategic Initiatives:

i. Promote an access/intersection spacing program as follows:

- Minor Collector - 600 feet
- Major Collector - 600 feet
- Minor Arterial - 1320 feet (¼ mile)
- Principal Arterial - ½ to 1 mile

ii. Continue to adhere to MnDOT access management standards for new development along MN 9 north of the City, MN 34 east of the City, and CSAH 2 west of the City

iii. As needed work with relevant property owners to develop frontage/backage road system for new developments that occur along the major corridors of the City

Air

Goal 1. The existing Municipal Airport shall be preserved and maintained

Objective 1.1:

- *To explore potential for upgrading the Airport facilities*

Strategic Initiatives:

i. Explore the potential to involve the Municipal Airport in MnDOT's Adopt-An-Airport Program

ii. As resources permit, send relevant private/public parties to AirTAP (Airport Technical Assistance Program) workshops and seminars.

iii. Explore the requirements necessary to make the Barnesville Airport eligible for state and Federal funds and for consideration in the statewide Capital Improvement Program (CIP)

Rail

Goal 1. The Railroad shall be recognized as a part of the local economy and transportation network

Objective 1.1:

- *To be an advocate for the rail infrastructure of the community and work to ensure that service is maintained in the future.*

Strategic Initiative:

i. The EDA, City staff, and other relevant municipal interests should annually meet with railroad management to stay abreast of emerging issues.

Public Transit

Goal 1. Public Transit facilities and services shall be promoted

Objective 1.1:

- *To initiate measures to facilitate existing Commuter routes and Dial-A-Ride service in the City by coordinating with Clay County Rural Transit*

Strategic Initiatives:

i. Work closely with Clay County Rural Transit to market its FM Metro Commuter route and Dial-A-Ride service to local residents. Integrate information about existing commuter service between the FM Metro Area and Barnesville into the materials promoting local housing resources.

ii. Work with Clay County Rural Transit relevant property owners to establish an informal Park-and-Ride on the northern edge of town.

iii. Begin a dialogue with MnDOT, Clay County Rural Transit and FM MetroCOG concerning the potential to study and eventually construct a formal Park-and-Ride facility adjacent to Interstate 94.

iv. As funding is available consider assisting Clay County Rural Transit pay for the services it delivers to residents of Barnesville.

Downtown

Continued reinvestment in Downtown Barnesville is crucial to balancing out the residential growth being experienced on the edges of the city. A revitalized and invigorated downtown helps present Barnesville as a well rounded and healthy community. Though the days of the downtown being a retail beacon for the area is gone, its economic impact and attraction are no less important as a place for service provision as well as professional businesses. With most of its hard structure still in place Downtown Barnesville is a uniquely historic environment for which the potential for reinvestment has only begun to be explored.

Barnesville is fortunate to have an active and fully staffed Main Street Program. Continued growth and development of the Main Street Program is essential as the City continues to grow. Though the Main Street program is responsible for myriad events and activities outside of the downtown, the existence of the Main Street Program gives the City an active capacity building tool. The Main Street program gives the City a well respected and adequately connected tool to multiply the energy of Barnesville's many clubs, organizations, and associations.

It is crucial that the City continue to seek financial assistance from relevant State and Federal sources to continue rehabilitation of the downtown. The EDA in coordination with the Main

Street Board and other relevant entities should act to purchase blighted properties that are being left stagnant by the private sector. In an effort to extend the breadth of downtown, the City should aggressively work to develop a town square and/or public gathering space at the location of the former lumber yard. (Appendix 3 outlines a conceptual plan for the areas south of 3rd Avenue SE). Considering most of this property is on railroad land, it will be best suited for a town square and or park space. This redevelopment could be further augmented by working with relevant property owners to turn the old train depot into a family oriented restaurant, making it the southern anchor of downtown. By re-establishing the depot as a visible part of the downtown, and by establishing a town square at the old lumber yard site, the City would essentially be stretching the visual downtown several blocks further south than it is currently.

Goal 1. Downtown Barnesville shall be perceived and utilized as a gathering place for residents and visitors alike

Objective 1.1:

- *To make downtown a multipurpose district: Foster and promote a mixed use and diverse environment. A diverse mix of uses would include coffee shops, second story apartments, grocery stores, pharmacy, and parks could essentially be the key to growing the downtown since the backbone of a well used downtown consists of a multiplicity of uses that mutually support one another.*

Strategic Initiatives:

i. Annually inventory existing vacant lots, buildings, and potential infill sites in the downtown

ii. Continue to seek Small Cities Block Grant funding for the rehabilitation and reclamation of existing downtown properties

iii. Explore the potential to convert the old grocery store into an antique mall; or a potential business incubator

iv. Consider having a family orientated food establishment at the old railway depot with provision for outdoor seating

v. Aggressively promote the reclamation of residential apartments in the second floor of buildings

Goal 2. The growth and development of the Main Street program shall be encouraged and promoted

Objective 2.1:

- *To ensure that the Main Street Program should continue its role as a community organizer and capacity builder among downtown businesses and a wide variety of interrelated community associations and organizations*

Strategic Initiatives:

i. Develop service programs wherein various community service clubs, organizations and affiliations can volunteer time to improve shop fronts, streetscapes, and the adjacent landscaping.

ii. Aggressively seek the participation of younger residents in local organization and events through the creation of a *Junior Main Street Program*, which aims more actively involving younger residents in downtown.

iii. Establish an aggressive and visible marketing program relative to Downtown Barnesville.

iv. Establish a program by which the consistency and effectiveness of marketing and outreach efforts of the Main Street Program are measured

Goal 3. A town plaza or community square shall be created to attract people downtown and to serve as a gathering place for residents and visitors

Objective 3.1:

- *To identify a site that would serve as the center of gravity for the downtown.*

Objective 3.2:

- *To develop a consistent pedestrian friendly ambience by having tree lined sidewalks, benches and streetlights throughout the entirety of the downtown.*

Strategic Initiatives:

i. Consider developing a plaza or town square at the present lumberyard site, where people can gather for community events and other larger gatherings.

ii. In concert with the potential redevelopment of the former Lumber Yard, develop plans to implement a light intensity park/green space south towards to the old Railway Depot.

iii. In coordination with future redevelopment extend uniform streetscape elements south from Midwest Bank to the old Railway Depot

Goal 4. Strategies shall be developed to establish and maintain identity for the downtown, which includes signage, way finding systems, and other informational tools.

Objectives:

4.1 *To aggressively seek federal and state financial resource to assist reinvestment and explore avenues for the creation of other dedicated funding sources for reinvestment in downtown*

4.2 *To develop design guidelines that reflects the town's character: This would guide developments to complement the architectural flavor of the original downtown*

4.3 *To encourage newer additions such as buildings and building components, streetlights, benches, flower boxes to follow the formulated design guidelines, which includes the consideration of consistent pedestrian friendly ambience by having tree lined sidewalks, benches and streetlights throughout the entirety of the downtown.*

4.4 *To create gateways on both the entrances of Front Street*

Strategic Initiatives:

i. Regularly review and update as needed the sign ordinance to ensure it is meeting the unique needs of the downtown business community

ii. Develop a way-finding signage scheme to use at the interchanges and at the gateways of the City to lead and navigate visitors to the downtown.

iii. Consider having information kiosks at the Wagner and Blue Eagle Park and in other locations that would be visible to tourists and other passersby.

iv. Consider expanding and/or perhaps creating an additional City Map to *direct and inform* residents, tourists, and passersby.

v. Continue to implement of the tree project along Front Street.

Goal 5. Opportunities shall be created for more activity in the downtown

Objective 5.1:

- *To encourage retail stores to be open late for evening shoppers*

Strategic Initiative:

i. Consider having a meeting with the retailers and the representatives of the community to work out feasible options that would be profitable for the business and convenient for the shoppers.

Objective 5.2:

- *To promote weekend and evening cultural activities in the downtown*

Strategic Initiatives:

i. Working through the Main Street Program consider the development of a community cultural group in association with the schools, and have cultural programs like street plays on the weekends and consider getting non-local theatre groups to perform on special occasions. Consider having street fairs/fetes that would include hand made crafts done by the school kids and the community members and invite the neighboring city schools to participate.

ii. Develop a weekend farmers market and/or flea market and other unique activities that would occur on a more regular basis

Goal 6. A stable market shall be created for new and existing businesses in the downtown

Objectives:

6.1 *To support existing businesses in improving, expanding and marketing their services*

6.2 *To encourage new small businesses through the creation of incubator facilities*

6.3 *To encourage agricultural based small businesses to develop which would generate products marketable outside of Barnesville via internet or mail order*

6.4 *To attract a larger "anchor" business to assist in supporting the existing businesses, and to perhaps generate additional business*

Goal 7. To explore the needs, desires, and perceptions of City residents and interested stakeholder groups concerning a Community Center

Objective 7.1:

- *Initiate a meaningful community wide dialogue on the concept of a community center*

Strategic Initiative:

i. Appoint a Task Force of community leaders, residents, and relevant stakeholders and hire an outside consultant to lead the community in an investigation of a Community Center concept

Housing and Neighborhoods

Barnesville's backbone is its housing resources and conversely the neighborhoods which are created through the creation of new housing. It is vital to Barnesville's continued growth that the City provides a flexible framework for its neighborhoods to develop in a competitive nature. Barnesville's neighborhoods must develop in such a fashion so as to provide an end product that is fully responsive to the market place. A house by itself is only half the equation when

discussing the issue of housing. The other part of the equation is the neighborhood which unfolds around a home. It is the creation of quality *connected* neighborhoods that make a home feel like it is part of a community.

Attractive housing is as dependent on providing friendly and inviting neighborhoods as is affordability. Access to common open space and parks and the ability to comfortably walk and bike are all traits of livable neighborhoods. As Barnesville moves forward it is important for future housing initiatives to focus on neighborhood creation, as opposed to just simply home construction. How future neighborhoods are designed will to a large degree determine their affordability, walk-ability, and connectivity to the city as a whole.

Goal 1. Neighborhoods shall be designed so as to promote a sense of community

Objective 1.1:

- *To promote a healthy and active community*

Strategic Initiatives:

i. Construct sidewalks on each side of the street in all new developments

ii. Conduct a detailed sidewalk inventory in the established neighborhoods of the city

Objective 1.2:

- *To promote a sense of community connection among various neighborhoods of the community*

Strategic Initiatives:

i. Encourage a connected and logical street network that ensure the efficient distribution of traffic and provides for pedestrian friendly streetscapes

ii. Consider an installation, upgrade, and replacement project to ensure connectivity of the pedestrian network.

Goal 2. Developers shall be given flexibility in design standards and housing types and encouraged to use thoughtful design practices in site planning and architectural works

Objective 2.1:

- *To promote competitively priced housing and aesthetically pleasing neighborhoods*

Strategic Initiatives:

i. Encourage integration of applicable elements of the Greater Minnesota Housing Fund's *Building Better Neighborhoods and Communities* principles in neighborhood design. This includes allowing flexibility in site design principles such as lot width and depth, and street width.

ii. New Development should be scrutinized in terms of aesthetic landscape and streetscape elements.

iii. Ensure that enough higher density and transition housing is provided to meet the needs of young singles and families as well as older residents needing to transition out of single-family homes

Goal 2. Reinvestment in the existing housing stock of Barnesville's established neighborhoods shall be encouraged

Objective 2.1:

- *To encourage reinvestment in older dilapidated housing and neighborhoods*

Strategic Initiative:

i. The EDA should facilitate access to resources and fix up funds for owners and purchaser of older homes to ensure that the cities older neighborhoods maintain their structural and aesthetic value, or possibly develop a revolving loan fund used strictly for eligible improvements of older properties

Objective 2.2:

- *To facilitate the addition of infill residential properties in existing neighborhoods*

Strategic Initiative:

i. Conduct investigation of residential infill potential in the older parts of town, especially in relation to downtown.

Economic Development

Almost every initiative a community embarks upon could be construed as being related to *economic development*. In the case of Barnesville, future economic growth will come in the form of many efforts and will take the shape of housing development, the maintenance and reinvestment of existing neighborhoods, the reinvigoration of downtown, the preservation and expansion of its parks and recreational resources, as well as the build out of existing and planned commercial and industrial lands. A huge economic development tool the city has is its schools. Maintaining a competitive and attractive school system will go a long way in retaining existing residents as well as attracting new residents.

As Barnesville, moves forward with future economic development initiatives it is important for it to remember it is a part of a larger economic region. Coming to terms with the commercial and retail prowess of its neighbors is important, and finding its own niche in the region in which it sits will be vital to maintaining the cities growth. Barnesville's location on the edge of a rapidly expanding metropolitan area is more of an opportunity than perhaps has been historically realized. Within the complexity of the 21st economy lies unlimited economic opportunity for the Barnesville and its residents. However, economic sustainability of the city depends on having a balanced strategy that is responsive to the volatility of demographics. In fact, the inability of Barnesville to recognize itself has the potential to be its most formidable economic obstacle.

Goal 1. The Economic Development Authority shall identify the potential areas that could impact the economic revitalization of the city and concentrate its efforts in marketing these areas effectively and adequately

Objective 1.1:

- *To recognize current and future potential open space and recreational facilities as tools for economic development*

Strategic Initiative:

i. Encourage dialogue between the EDA and the Parks and Recreation Board

Objective 1.2:

- *To recognize housing as a potential tool for economic development*

Strategic Initiatives:

i. Promote a diverse housing stock that includes housing types and styles that are attractive to young singles, families, and the senior population

ii. Continually monitor and review existing incentive programs aimed at spurring new residential construction

Objective 1.3:

- *To recognize downtown revitalization and the efforts of the Main Street Program as potential revenue generating tools*

Strategic Initiatives:

i. Protect Front Street's capacity for commercial/retail redevelopment by ensuring a balanced program of new attraction that weight the impacts (positive and negative) of new business on existing businesses

ii. Focus on service and professional orientated businesses in the Downtown

iii. As necessary acquire and improve stagnant/blighted properties in the downtown

iv. Continue to fund the Main Street Program; as feasible investigate dedicated funding sources for downtown rehabilitation activities

v. Continue to promote full utilization of light industrial and agricultural facilities that exist adjacent to the railroad

Objective 1.4:

- *To promote development in the industrial areas and lands under JOBZ designation*

Strategic Initiatives:

i. Build out remaining lots in the Industrial Park

ii. Exercise the land option for expansion of the Industrial Park

iii. Preserve and protect commercial/retail capacity at Interchanges by reviewing all development proposals in terms of their of timeliness and appropriateness in relation to existing municipal utilities the established business community

iv. Work to spur development areas in the JOBZ areas

Objective 1.5:

- *To develop strategies to attract/retain consumptive capacity of local residents*

Strategic Initiatives:

i. Attract/Retain daily consumption of residents by ensuring the local retailers and businesses are kept abreast of the changing demographics and habits of Barnesville's population

ii. Working with the Main Street Program and other relevant entities, actively promote the changes and innovations occurring in the local business community to local residents

iii. Continue to partner with relevant local organizations in support of various functions and gatherings in which the products and talents of the local residents can be demonstrated

iv. Annual meetings should between key Municipal leadership and School leadership, possible an annual joint meeting of the School Board and City Council

Parks and Open Spaces

Barnesville has as an excellent and robust park system and recreational facilities for a city of its size. As was borne out in the public input process of the Comprehensive Plan preparation, local residents are fond of and adequately utilize Barnesville's existing park and recreational assets. Thinking regionally, and realizing the utility of its parks and recreational facilities as an economic development tool, Barnesville is in a situation where it can use its relationship to other population centers to market facilities such as Blue Eagle Lake and Wagner Park. It should be recognized that Barnesville's current and future park and recreational facilities are a prime selling point as the city continues to attract new residents and businesses. No less important are the current residents who need to be aware of existing facilities right in their own backyards to prevent unneeded trips *out of the community* for biking, swimming, and camping.

As Barnesville continues to situate itself as a community poised for growth, maintenance of its existing park and recreational facilities will be crucial. Beyond the maintenance of its existing park and recreation facilities, the City needs to strategically examine how and where it wishes to create new facilities and amenities, and consider the relationship between what exists and what is planned. The creation of another park facility comparable to that of Blue Eagle, which can be easily accessed from outside the community, is seen as a Strategic Initiative for the future. This future facility should be large enough to provide ball diamonds, shelters, concessions, public restrooms, and other ancillary amenities. As is displayed in the future land use plan for Barnesville this new facility would ideally be located in the northeast corner of the intersection of 13th Street and 9th Ave SE. The creation of this facility will require a significant amount of buy in from across the community, and will probably require the creation of special task force to see it from idea, to plan, to construction.

Over the next 5 to 10 years Barnesville should aggressively enhance and promote its parks and recreation facilities. Most specifically, as is outlined below, Barnesville should engage in a handful of sub-area planning activities over the next several years. As is shown, these studies will range in scale from a larger Parks Master Plan to a more site specific park develop concept plans. What follows is a minimum list of future initiatives, and action steps the city should consider as it continues to grow.

Goal 1. Parks and open spaces shall be recognized as one of the most valuable assets of the community

Objective 1.1:

- *To promote, preserve, maintain and expand parks and open spaces ensuring they are connected with the overall image of the City*

Strategic Initiatives:

i. Work through Metro COG, the MN Department of Natural Resources, or other relevant funding agencies to seek resources to develop area-wide Park and Recreation Master Plan

ii. Consider establishing design guidelines for future park facilities, including ADA compliance

iii. Promote and encourage neighborhood parks – Study the potential to utilize the green space on the east side of Front Street between approximately 3rd Avenue and 5th Avenue NE

iv. Through the platting process or as a separate action, acquire a 25-acre parcel of land northeast of the intersection of 13th Street and 9th Ave SE for the creation of a large signature park.

v. Continue to review the Barnesville Subdivision Ordinance to ensure enough parkland is set aside as part of the platting process. The Parks and Recreation Board and the Planning Board should meet annually to ensure that as plats are approved and that the Planning Board is aware of the needs and desires of the Parks and Recreation Board.

vi. Begin a dialogue with the Barnesville School District about the potential to jointly create an indoor recreational facility. As phase I of this process, seek funding to study the feasibility of the concept for presentation to local leaders and interest groups.

vii. Work with relevant property owners to identify and set aside environmentally fragile or ecological sensitive lands in conservation easement

Goal 2. Parks and recreation facilities shall be recognized as an economic development tool

Objective 2.1:

- *To identify revenue-generating activities associated with parks and recreational facilities*

Strategic Initiatives:

i. Consider having a lakeside restaurant at the Blue Eagle and as an added incentive have special cultural events in the weekends.

ii. Consider developing strategies to add unique identity to each of the parks. Utilize the *Regional* nature of Wagner Park by adding innovative amenities such as informational kiosks and way-finding signage.

Objective 2.2:

- *To identify and promote sporting activities that have the potential to capture a regional market like the golfing and softball.*

Strategic Initiative:

i. Ensure Reed Field is utilized to its fullest and make sure it is considered relevant to the overall recreational infrastructure of the community.

Goal 3. Parks and open spaces shall be recognized as a Community Development Tool

Objective 3.1:

- *To develop bike and pedestrian trails*

Strategic Initiatives:

i. Continue to explore and investigate the potential to physically expand Wagner Park through the creation of walking paths and trails into the open spaces that abut it

ii. Engage in a planning process that will conceptually outline a city-wide trail or bike system, with the aim of connecting existing and future parks, recreational facilities, residential areas, schools, and other relevant destinations

iii. Consider a trail network along the north side of MN Highway 34 connecting with Wagner Park and then crossing to Blue Eagle Park

iv. As 13th Street is upgraded plan for the construction of multiuse path with in the right-of –way

Objective 3.2:

- *To develop open space opportunities for kids and the youth*

Strategic Initiative:

i. Promote smaller recreation facilities such as the skate park in Harry Holland Park

Goal 4. Marketing strategies shall be developed for promoting the recreational facilities

Objective 4.1:

- *To actively integrate the parks and recreational facilities with the various community organizations to facilitate the marketing and promotion of the community*

Strategic Initiative:

i. To work in coordination with relevant organizations such as the EDA and the Main Street Programs to promote the marketing of the community.

Objective 4.2:

- *To develop a Marketing and Outreach Plan for existing park and recreation facilities*

Public Utilities

The City of Barnesville provides telephone, electric, cable, and internet (TEC & I) services to its residents. Additionally, the City provides municipal water and sewer (storm water and sanitary). For the purposes of the Comprehensive Plan, TEC & I utilities and water and sewer and streets infrastructure will be identified separately in terms of Goals, Objectives, and Strategic Initiatives. Though the maintenance and expansion of both are critical to the growth of the City, we will deal first TEC & I. As the City continues to grow, how it delivers its TEC & I services will determine its competitiveness in the Regional market place.

To a large extent the TEC & I services are an end product and their delivery should be provided by the most technologically advanced yet cost conscious method. In the information age, TEC & I is the primary means by which the City, its businesses, and its residents connect to and compete with the larger economy. As the City moves further into the 21st Century technological opportunities for enhancement will continue to present themselves. It is important the staff and leadership of the City are prepared to adapt to these opportunities. Most importantly, the City should ensure that it has the financial resource to invest in the latest technology for delivering the most reliable and efficient TEC & I service to its residents and costumers.

Goal 1. The telephone, electric, cable and internet services shall be improved and upgraded keeping in pace with the current technological advancements in other parts of the region

Objectives:

1.1 *To consider providing cable, telephone and internet via one wire*

1.2 *To ensure that residents have the ability to establish wireless networks in their homes and businesses*

1.3 *To stay abreast of industry changes in areas such as voice over IP (internet protocol) technology*

Electrical

i. As funds are available, to consider burying existing overhead lines underground

ii. To develop the ability to be able to collect meter readings remotely for residential and business customers

Phone

i. To develop the capabilities to provide voicemail service for local customers

ii. To continue to install new fiber optic cable, and upgrade areas of the community without optic cable to allow for cable and internet to be provided via the same line as phone service

iii. To continue to provide competitive long distance service in the face of the popularity of cellular phone service

Cable

i. To continue to upgrade Channel 12 and use it to televise relevant community events as well as to make available locally relevant news and information

ii. To continue to explore and develop service options for customers that are competitive with dish networks by providing flexibility and affordability in programming

iii. To continue to prepare for the transition from analog to digital cable

Internet

i. To continue to monitor prices of dial-up and DSL services to ensure they are competitive with market trends of the region.

Goal 2. The public utilities shall be expanded to meet the demands of the growing community

Objectives:

2.1 *To continue the expansion of the City's trunk lines of fiber optic cable as the City grows*

2.2 *To continue the transition to bundled electric, cable, telephone and internet services to local customers.*

Goal 3. Considerations shall be made to establish and maintain an incident response organization or management plan to respond to emergencies and natural disasters

Objectives:

Electrical

3.1 *Work with relevant emergency service personnel to establish an emergency action plan in case of loss of power or other natural disaster.*

Goal 4. Policies by ordinances shall be adopted to guide the expansion of public utility services into areas of future annexation

Goal 5. Programs and initiatives shall be developed to educate the consuming public about various aspects of public utility services

Objectives:

5.1 *To educate the public about the operational and financial opportunities and limitations of municipal provided services such as electricity, phone, internet and cable*

5.2 *To consider the development of a small annual report or other information materials which document the progress and improvements and detail the annual operation budget (revenues and expenses) for municipally provided utilities.*

5.3 *As funds permit, provide information and educational materials to subscribers to ensure their home and business networks are utilized to the maximum potential*

Water, Sewer and Streets

When considering public utilities (outside of TEC & I) two major focus areas come into play. One deals with the maintenance and upgrade of the cities rapidly aging network of streets and pipes. The second deals with the orderly and efficient extension of the city infrastructure into the areas currently outside of the current corporate limits as they are annexed. Between the two is the need for the city to ensure a delicate balance between preserving and maintaining its existing infrastructure, while at same allowing itself the ability expand to meet the needs of the projected residential, commercial, and industrial growth.

Municipal Facilities Upgrade/Maintenance (Capital Improvement Program)

Between year 2005 and 2030 the City of Barnesville is estimated to need $19.41 million to ensure the upgrade of its streets, water, and sanitary sewer infrastructure. This cost grows to over $22.3 million when you add the near term addition of a water tower and expansion of the wastewater treatment facility and well expansion in the out years of 2009 and 2016. A major public utility priority for the City is the upgrade of 13th Street Southeast. The City of Barnesville needs to initiate a set of diverse funding mechanisms to ensure implementation of these needed capital improvements to the cities infrastructure. These funding mechanisms will cover a range of mechanisms from property taxes, special assessments, access charges, user fees, and state and federal funding sources.

As the city considers its options for financing a Capital Improvement Program (CIP) it needs to think progressively. One of Barnesville's selling points over the past decade has been its relatively affordable housing. Drastically increasing the cost of existing or new housing in Barnesville could have a detrimental impact on the city's development by raising the cost of living disproportionately in relation to adjacent communities. A comprehensive study is needed

to examine the appropriate method to disperse/capture these costs so as not to over burden existing and future rate/tax payers.

It needs to be recognized that given the age of Barnesville's infrastructure pinpointing its priorities are difficult, however such prioritization scheme does need to be developed and it should based on age. It will be important for the City to establish a *priority map* to accompany its CIP to serve as the implementation framework. This map should be a flexible yet useable tool for the City plan for the actual implementation of its CIP.

Goal 1. The city shall initiate a set of diverse funding mechanisms to ensure implementation of the needed capital improvements to the cities infrastructure without causing undue cost burden on existing and future taxpayers

Objective 1.1:

- *To develop a strategy to capture/recoup costs of implementing the Capital Improvement Plan*

Strategic Initiatives:

i. The City should consider updating its Capital Improvement Plan (CIP) on an annual basis

ii. The City needs to establish a schedule for the reconstruction of streets and the replacement of the associated underground utilities

iii. The City should conduct a study to investigate the implications to utility rates and property taxes of the various funding mechanism necessary for implementation of the CIP

iv. The City needs to immediately form a Special Assessments Task Force to examine the implementation of a special assessment policy. The Task Force should contain public and private sector interests

Objective 1.2:

- *To review the sewer and water rates to ensure that the City is able to adequately fund future utility replacement*

Strategic Initiatives:

i. It is highly recommended that sewer and water rates are increased gradually, over a period of years in order to have the least impact on taxpayers; however rate increases should bare the brunt of future funding needs

ii. Considerations should be given for periodic review of the adjusted rates to reflect actual project costs and the city's growth.

Objective 1.3:

- *To develop cost effective strategies for future utility improvements and replacements*

Strategic Initiatives:

i. The City should study the financial impacts of reducing the required width of streets on the local street network to minimize costs of replacement

ii. The City should consider funding the replacement of its streets on a 40 to 80 year cycle.

iii. The City should discourage premature and/or short sighted extension of municipal facilities

Objective 1.4:

- *To initiate appropriate funding mechanisms for future utility improvements and replacements*

Strategic Initiatives:

i. The cost of street replacement should be financed through a combination of general funds, rate augments, and special assessments

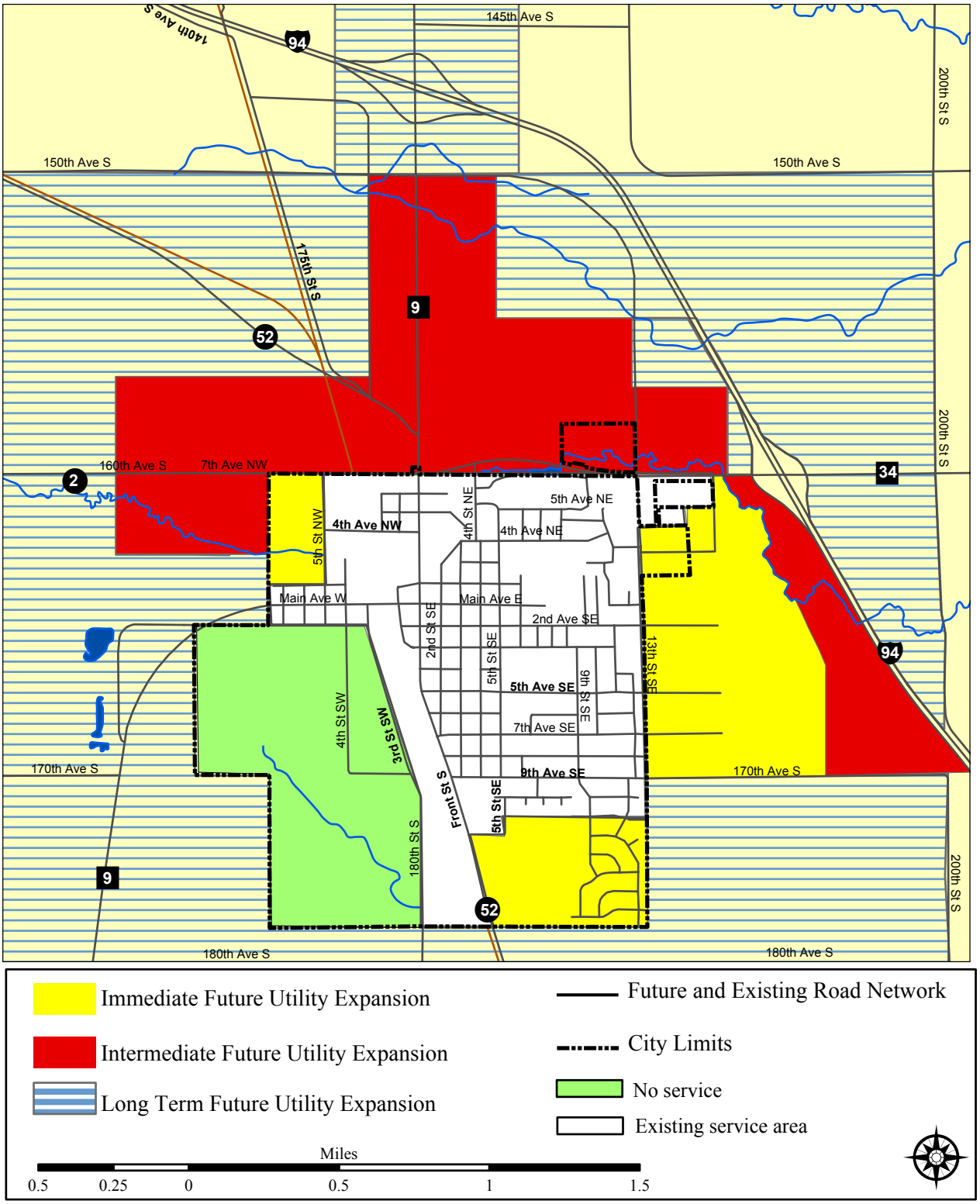
ii. The City should work aggressively with its State and Federal congressional delegation to seek relevant public funding to assist with major capital improvement projects.

iii. Coordination and communication should be maintained with regional officials from the West Central Initiative (WCI) as well as MnDOT to seek financial and technical assistance as needed related to the implementation and maintenance of the City's Capital Improvement Plan.

Municipal Facilities Expansion

Looking out over the next 25 years (2005-2030) the City of Barnesville is planning for anywhere between 310 and 470 new housing units. As this development occurs it is critical that the City set the stage through wise land use planning and prudent capital improvement planning to ensure municipal infrastructure is able to service this growth in an efficient manner. Premature and or short sighted extension of municipal facilities will further exacerbate the costs of maintaining and upgrading Barnesville current infrastructure by stretching even further the paying powers of its tax/rate payers. As is displayed in **Map 12**, the expansion of future municipal services has been categorized into three levels: *immediate*, *intermediate*, and *long range*.

Map 12
Future Utility Expansion Plan



June 2004 - Barnesville Comprehensive Plan
Fargo-Moorhead Metropolitan Council of Governments - UPWP 603.01

It should be clearly understood that this utility expansion map is dynamic and should be constantly revisited to ensure compliance with the existing environment. Should lands listed as *immediate* not develop or appear unlikely to develop, land listed as *intermediate* may need to be moved to immediate and so on. As has been Barnesville's policy in the past, municipal services will not be extended outside of the corporate limits.

Prior to the potential platting of the lands west of the Heartland addition and south of Holland's First Addition a thorough investigation of development suitability should be conducted by the City Engineer. Additionally, this investigation should take into the consideration the areas south of 14th Ave in the Heartland Addition to ensure future development is reasonable considering the known wetness of the area. The results of this analysis will to a large a degree influence the direction of future infrastructure investments, as well as the amount of available residential lands with in the existing corporate limits of Barnesville. As currently outlined, these areas in the southeastern part of the city are dubbed as *immediate* expansion and would otherwise absorb a good percentage of the cities projected residential growth over the next 25 years.

Emergency Services

Goal 1. A healthy, safe and secure environment shall be ensured for the citizens of Barnesville

Objective 1.1:

- *To review and explore existing and new resources to obtain funds for maintaining and improving emergency services*

Strategic Initiatives:

i. Continue funding for School Resource officer by exploring partnerships with the Barnesville School District to assist replacing existing grant funding.

ii. Seek the necessary funding to ensure replacement of Ambulance unit in the next 3 to 4 years

iii. In an effort to provide quality and timely service secure adequate resources to add a second paramedic in the very near future as well securing a third with in next 5 years

iv. Set aside funds as needed to secure replacement of Fire and Rescue *Command Post Vehicle* in the next five years

v. Ensure adequate resource are available to provide reasonable reimbursement for volunteers by providing training assistance and other monetary compensation packages to assist them in further developing necessary skills and training

vi. Explore ways to acquire necessary equipment for grass fires and metal cutting devices

Objective 1.2:

- *To ensure efficient and adequate level of service*

Strategic Initiative:

i. Continue the existing working relationship with Clay County concerning services related the SWAT team, bomb squad, and canine unit

ii. To update the Emergency Response Plan on annual basis

Community Miscellaneous

The senior community makes up 19% of the Barnesville population. Therefore, the major concern here is to ensure that this community is provided with adequate and affordable facilities which facilitate *aging in place*. Strategies, which will assist in allowing local seniors to age in place, require a comprehensive and holistic approach to the needs of the aging population. Included in the mix is the need to provide housing types and designs that are attractive to seniors, health care services, and other community support systems that seniors depend on. It is important for the City to recognize the significant relationship of housing, quality of life facilities and activities, and healthy aging. It is vital that Barnesville design strategies to meet the needs of its elderly citizens so as to keep them in the community as they age. Losing its elderly residents to larger population centers that provide more health care, more social and recreational activities, and a more varied housing environment will deprive Barnesville of a key demographic.

On the end of the spectrum of the senior community are the youth. Currently one quarter of Barnesville population is under the age of 18. With in this demographic, about 1/3 are less than 5 and about 2/3 are between 5 and 17. For those under the age of 5 ensuring adequate affordable daycare is an issue that requires consideration for a growing community like Barnesville. With younger families wanting to make Barnesville their home, it is important to ensure day care centers exist. The lack of daycare could stifle the appeal of a City like Barnesville.

For those residents between the age of 5 and 17, the strategy is simply: bring them back after college and a few years of work experience. In order to maintain a consistent upward growth curve, for a small community like Barnesville it is essential the younger generation it attracted back home in their late 20's and early 30's. The focus here would be to make efforts for creating opportunities to provide high school and graduate level jobs with competitive pay. The aim would be to provide attractive, healthy living environment, a good-place-to-live-in ambience, affordable housing facilities and services that attract this age group back to town.

Goal 1. Adequate amenities shall be provided for the senior community to facilitate aging in place of the senior community

Objective 1.1:

- *To preserve, maintain and improve existing housing, health care and quality of life activities for seniors*

Strategic Initiatives:

i. To ensure new housing developments consider the needs of an older and less mobile population

ii. To promote and encourage community based service programs

iii. To provide efficient public transit / dial–a-ride services for the elderly

iv. To provide counseling and senior citizen education programs

v. To ensure basic medical facilities exist with in the City

vi. To develop neighborhood parks and activity centers which take into the needs of the senior community

vii. Consideration of a community center should take into account the social and recreational needs of the senior community

Objective 1.2:

- *To recognize opportunities for the senior community and help them to feel that they are an important part of the community*

Strategic Initiative:

i. To involve the senior citizens in community service programs. The Main Street Board and the EDA could facilitate programs for the senior citizens wherein they could help in community activities like downtown revitalization programs etc.

Goal 2. The provision of adequate and affordable daycare services shall be promoted and recognized as an essential economic and community development tool

Objectives:

2.1 *To work with the schools and other relevant community organizations and develop strategies to meet the day care facility needs of the community*

2.2 *To explore the various federal and private sector funding options for ensuring adequate day care facilities with in the City*

Goal 3. Attract youth back after they have completed college

Objectives:

3.1 *To work with the various relevant organizations like the EDA to develop strategies to create graduate and high school level job opportunities.*

3.2 *To provide adequate and affordable housing facilities*

3.3 *To provide meaningful social and cultural facilities that appeal to residents in their late 20s and early 30s*

Goal 4. Maximize the potential of the Barnesville Public Library as a community resource, educational facility, and a 21st Century information clearinghouse

Objective:

4.1 *To ensure the current library meets the needs of Barnesville residents of all ages*

Strategic Initiative:

i. Form a library task force composed of employees, residents, and other public/private stakeholders to investigate the needs and opportunities of the current library facility. The outcome of the investigation would outline a 20 year vision for the library and how it will grow/evolve to meet the various needs of the City's residents.

Appendix 1

Public Process

Appendix 2

Summary of Focus Groups

Appendix 3

Southern Downtown Concept Plan