

BARNESVILLE
JOINT POWERS
AREA [JPA]

COMPREHENSIVE PLAN

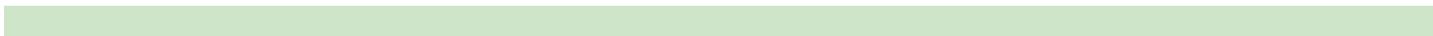
2012

ADOPTED JANUARY 29, 2013

PREPARED BY:

FARGO-MOORHEAD METROPOLITAN COUNCIL
OF GOVERNMENTS

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RESOLUTION NO. 1 - 2013

A RESOLUTION OF THE BARNESVILLE JOINT POWERS BOARD ADOPTING AN UPDATED COMPREHENSIVE PLAN

WHEREAS, in November of 1995 the City of Barnesville, Humboldt Township and Barnesville Township signed an agreement to exercise joint powers pursuant to authority contained in MN Statute §462.3585 and §471.59; and

WHEREAS, this Joint Powers Agreement established the framework for cooperative land use planning in areas adjacent or within close proximity to city limits; and

WHEREAS, the Barnesville Joint Powers Board (JPB) previously adopted a Comprehensive Plan in 1996 which outlined a physical development plan for the Joint Powers Area for the subsequent fifteen (15) years; and

WHEREAS, this Comprehensive Plan had not been updated, revised or re-written in the past fifteen (15) years to address changing growth patterns, economics, demographics or other variables; and

WHEREAS, MN Statute §471.59 authorizes the cooperative use of powers common to governmental units; and

WHEREAS, pursuant to MN Statute §462.353 (municipalities) and §366.10, §366.18 (townships); municipalities and townships are granted the authority to create and adopt a Comprehensive Plan to address/guide future development, planning activities and other associated dynamics; and

WHEREAS, the JPB has prepared an updated Comprehensive Plan which includes the following important elements: a comprehensive community profile, a future land use plan, a defined transportation plan to facilitate existing and projected growth patterns and a framework of goals, policies and actions; and

WHEREAS, a study review committee (SRC) was appointed by the JPB to provide oversight and advise the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) in the preparation of the Comprehensive Plan update; and

WHEREAS, the JPB in cooperation with Metro COG have actively sought public input into the planning process and have issued draft plans and associated documentation to the public in a timely manner to allow adequate time for review, consideration and comment; and

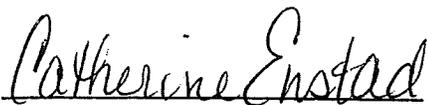
WHEREAS, Metro COG and the JPB held two (2) public input opportunities, four (4) focus group meetings and two (2) SRC meetings during various stages of plan preparation; of which, all comments and input has been documented accordingly within the Comprehensive Plan.

NOW THEREFORE, BE IT RESOLVED BY THE BARNESVILLE JOINT POWERS BOARD that the *2013 Comprehensive Plan* is hereby adopted as a long range planning document, together with the future land use plan (map) and all other maps and descriptive matter contained within; and

BE IT FURTHER RESOLVED, that JPB staff, JPB members and applicable City of Barnesville staff are hereby authorized to take necessary actions to implement the Comprehensive Plan; and

BE IT FURTHER RESOLVED, that the JPB would like to publicly thank the community, business representatives, agencies and members of the study review committee (SRC) whom dedicated many hours of time providing input, reviewing documents and establishing direction for the Comprehensive Plan update.

ADOPTED BY THE BARNESVILLE JOINT POWERS BOARD this 29th day of January, 2013.


Attest

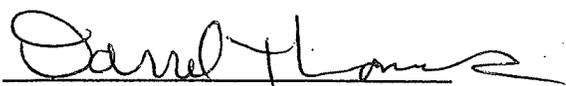

Chairperson, Barnesville Joint Powers Board

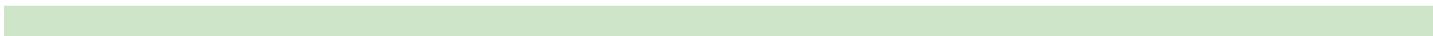
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ACRONYMS

JPA	JOINT POWERS AREA
JPB	JOINT POWERS BOARD
Metro COG	FM METROPOLITAN COUNCIL OF GOVERNMENTS
UPWP	UNIFIED PLANNING WORK PROGRAM
SRC	STUDY REVIEW COMMITTEE
GIS	GEOGRAPHICAL INFORMATION SYSTEMS
JOBZ	JOBS OPPORTUNITY BUILDING ZONE
DWSMA	DRINKING WATER SUPPLY MANAGEMENT AREA
WHPA	WELLHEAD PROTECTION AREA
WHPP	WELLHEAD PROTECTION PLAN
CAPX2020	CAPACITY EXPANSION BY THE YEAR 2020



INTRODUCTION

APPLICABILITY & CONTEXT

section 1

COMMUNITY OVERVIEW. The city of Barnesville is a small, rural, agricultural based community (estimated 2010 Census population of 2,563) and is located in the southern portion of Clay County. The city of Barnesville was originally founded as a railway village and its roots are closely associated with the construction of the Great Northern Railroad route, which was the only privately funded and successful transcontinental railroad in U.S. history. The city was incorporated in 1881, subsequently platted in 1882 and today occupies approximately 2.15 square miles (or 1,380 acres). Barnesville is located approximately 26 miles from the greater Fargo-Moorhead Metropolitan Area which supports an estimated 2010 population of 173,468. Similar to other smaller / rural communities adjacent to the larger Fargo-Moorhead Metropolitan Area, Barnesville has historically been a more agricultural based community; however, over the past couple of decades the city and surrounding areas have become considerably more attractive as a bedroom community. As further detailed within Section 5 of this Comprehensive Plan, the city is situated in a strategic location between the FM Metropolitan Area and 'lakes country', with notable access to a number of key regional transportation corridors inclusive of Interstate 94.

PROJECT INITIATION. The origin of the Barnesville Joint Powers Area (JPA) dates back to 1991 at which time the City of Barnesville, Barnesville Township and Humboldt Township joined efforts to prepare a multi-jurisdictional land use plan. At the time, the land use committee tasked with providing recommendations to their respective governing bodies

ing bodies determined that the most important issues centered around appropriate locations for residential growth based on infrastructure availability, contiguous growth and proper locations for industrial and commercial growth. As the land use plan was developed the committee recognized that their efforts would have little impact without a mechanism to ensure land use and development decisions were indeed consistent with the land use plan. In November of 1995 the City of Barnesville, Humboldt Township and Barnesville Township adopted a Joint Powers Agreement which established the framework for cooperative land use planning in areas adjacent or within close proximity to city limits. The overarching intent of the Joint Powers Agreement is outlined as follows:

1. Establish a guide for the future development of this area;
2. Implement zoning policies and applicable regulations;
3. Identify appropriate/permissible uses and densities for these transitional areas;
4. Establish an entity with overlapping interests to oversee permitting, development and subdivision proposals.

As the necessary follow up documents to the Joint Powers Agreement, in 1996 the Joint Powers Board (JPB) adopted a Comprehensive Plan which outlined the physical development plan for the area and subsequently adopted a zoning ordinance, which applies to all property within the designated Joint Powers Area. As the impetus for this project, the 1996 Comprehensive

Plan has not been updated, revised or re-written in the past fifteen (15) years to address changing growth patterns, economics, demographics or other variables.

At the request of the Joint Powers Board and City of Barnesville, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) agreed to provide technical assistance regarding a review and update of the Comprehensive Plan as an element within the 2011-2012 Unified Planning Work Program (UPWP). This project did not include any federal funds and was billed directly (in its entirety) to the Joint Powers Board.

AUTHORITY TO PLAN. Minnesota Statute § 471.59 or the Joint Exercise of Powers Act which was adopted by the legislature in 1941 authorizes the cooperative use of powers common to governmental units as set forth in statute. Thus, this statute establishes the connection between a municipalities power and ability to adopt a Comprehensive Plan per § 462.353 Subdv. 1 and a townships authority to plan per § 366.10 and § 366.18.

HOW DOES A COMPREHENSIVE PLAN AFFECT PROPERTY RIGHTS?

Comprehensive Plans do not directly impact property owner rights due to its non-regulatory components. The plan only sets forth a vision and policy direction. Nonetheless, community members, elected officials (specifically) and interested parties should be familiar with the plan as it sets forth a defined course for local policy and decision making which can ultimately impact property rights. Land use is an integral component within most Comprehensive Plans (including this plan) and a chapter is generally dedicated to address existing land use issues and future land use patterns (see Section 3 for additional information). In regards to impacts on property owners, the future land use plan establishes a level of assurance that

the property will either:

1. Remain a certain land use classification (ie. residential, commercial, industrial, open space, etc.);
2. Transition into another use/zone classification in the future based on an identified strategy or vision;
3. Receive a certain zone district classification upon annexation (zoning districts in JPA are fairly consistent with City of Barnesville districts).

WHAT IS A COMPREHENSIVE

PLAN? A Comprehensive Plan is a long-range planning document that sets forth a defined vision for a community; or in this case, for a specific geographic area. The plan is established as a guiding document (rather than regulatory) and incorporates recommended policies, goals, and action strategies to fulfill the overarching vision. A comprehensive plan typically inventories current development patterns and resources while projecting future demand for land uses and municipal services. Most importantly, a comprehensive plan guides decision-making by elected officials respective to priorities, needs, growth strategies and policy direction. The document, upon completion and adoption, is intended to provide a level of predictability for community members, developers and property owners relative to future development interests.

SCOPE OF WORK. As noted, since adoption, the 1996 Comprehensive Plan has received limited updates and little attention over the last fifteen (15) years and was in need of a close review and update with specific emphasis in certain areas. The principal objectives of this project were to establish an updated Comprehensive Plan that:

1. Established a vision for growth and development within the JPA planning boundary in coordination with the existing Barnesville Comprehensive Plan, land owners, interested persons and other stakeholders;
2. Provided a clear existing condition summary of the JPA planning boundary and adjacent areas;
3. Provided a recommended framework to guide subsequent zoning ordinance amendments; and
4. Established recommendations to ensure symmetry between land use plans, policies and regulations between the City of Barnesville and the Barnesville Joint Powers Area.

The scope of work was drafted in a manner whereby the following components were intended to serve as the critical framework from a plan development perspective:

VISION. The comprehensive plan process was administered to produce an overarching 10 to 15 year vision for the JPA.

GOVERNANCE STRUCTURE & CASE

STUDIES. Metro COG was tasked to research other governance models, options and alternatives to ensure the existing JPA structure was adequate and efficient in relation to identified goals, objectives, needs and issues in the Joint Powers Area.

DEMOGRAPHICS. A general overview of the City of Barnesville and Barnesville JPA with a focus on population characteristics, growth rates, housing characteristics, socio-economic data and employment information.

LAND USE. This element of the plan looked to establish growth assumptions, identify priority growth areas and ultimately produce a future land use plan for the Joint Powers Area. Specific attention was intended to be devoted to

issues and discussion around annexation (ie. agreements, statutes, impacts, growth areas, etc.), continuity with transportation systems, and applicability to other agency regulations (ie. county land use and development standards).

TRANSPORTATION. A focus on identifying and establishing a transportation plan that is consistent with city and county transportation plans and capital improvement programs. Further, a specific importance on issues and discussion around access management, corridor preservation, interstate interchanges and railroad utilization.

PLANNING PROCESS. The planning process to guide completion of the Comprehensive Plan was structured within three (3) steps, as follows:

1. Identify issues and needs;
2. Analysis of alternatives and establish framework for plan update;
3. Establish a preferred alternative based on research, analysis and stakeholder input, with a specific focus on elements and coordination relative to land use and transportation.

The public participation process developed for this Comprehensive Plan update was structured to appropriately engage a diversity of interests and stakeholders. Public involvement included input from community members, elected officials (city & county), appointed officials (ie. planning commissioners), agency representatives, city staff and the study review committee (SRC). Outlined below is a brief synopsis of the efforts used to solicit input from various stakeholders in this comprehensive planning process. Further details and a formal 'record of meeting' is included within Section 6 of this Comprehensive Plan.

1. **COMMUNITY INPUT MEETINGS.** The JPB, in coordination with Metro COG held two (2) community input meetings which were designed to share information and gather input. The second meeting (held Dec. 12th, 2012) was specifically intended to provide stakeholders an opportunity to review the draft plan inclusive of critical elements and recommendations. The draft document was also made available via the city's website for public inspection.

2. **STUDY REVIEW COMMITTEE (SRC).** This project oversight committee was comprised of the full Joint Powers Board, City of Barnesville Administrator, Barnesville Economic Development Director and four (4) additional members as appointed by the JPB. Throughout the course of this project the SRC met twice to review and discuss various aspects of the Comprehensive Plan update. At the Dec. 11th, 2012 meeting the SRC reviewed in detail the draft JPA Comprehensive Plan.

3. **FOCUS GROUPS.** During early stages of project development and issue identification a series of focus group meetings were held to specifically solicit feedback from certain interest groups, including: government officials, JPA property owners, commuters and transportation/public works officials.

4. **PUBLIC HEARINGS.** A duly noticed public hearing was held before the Barnesville Joint Powers Board on January 29th, 2013 to formalize adoption of the updated Comprehensive Plan. See attachment resolution.

VALUE OF THE JOINT POWERS AGREEMENT AND ORDINANCE.

Readers should note that within Section 3 (Planning for the Future), consistent with the scope for this project, Metro COG has outlined [in concept] governance models and alternatives with the intent of ensuring that the existing model (ie. Joint Powers Agreement) is an adequate and effective mechanism pursuant to identified goals,

objectives and issues as set forth and discussed within this Comprehensive Plan. Irregardless of the sentiment, interpretation or perceived applicability of the other governance models it is important to clearly delineate that the existing model has an intrinsic value and this must not be overlooked. In sum, the model 'works' and meets the needs of the community; and although it may not be the most simplistic or most applicable or efficient, it provides critical value as follows:

1. The AGREEMENT brings the city and both townships to the table to facilitate coordination and communication on land use, transportation and zoning issues in an area in which all parties have a collective interest;

2. State Hwy 9 splits Humboldt Township and Barnesville Township. This AGREEMENT ensures that development, uses and access points are consistent and coordinated on both sides of the highway.

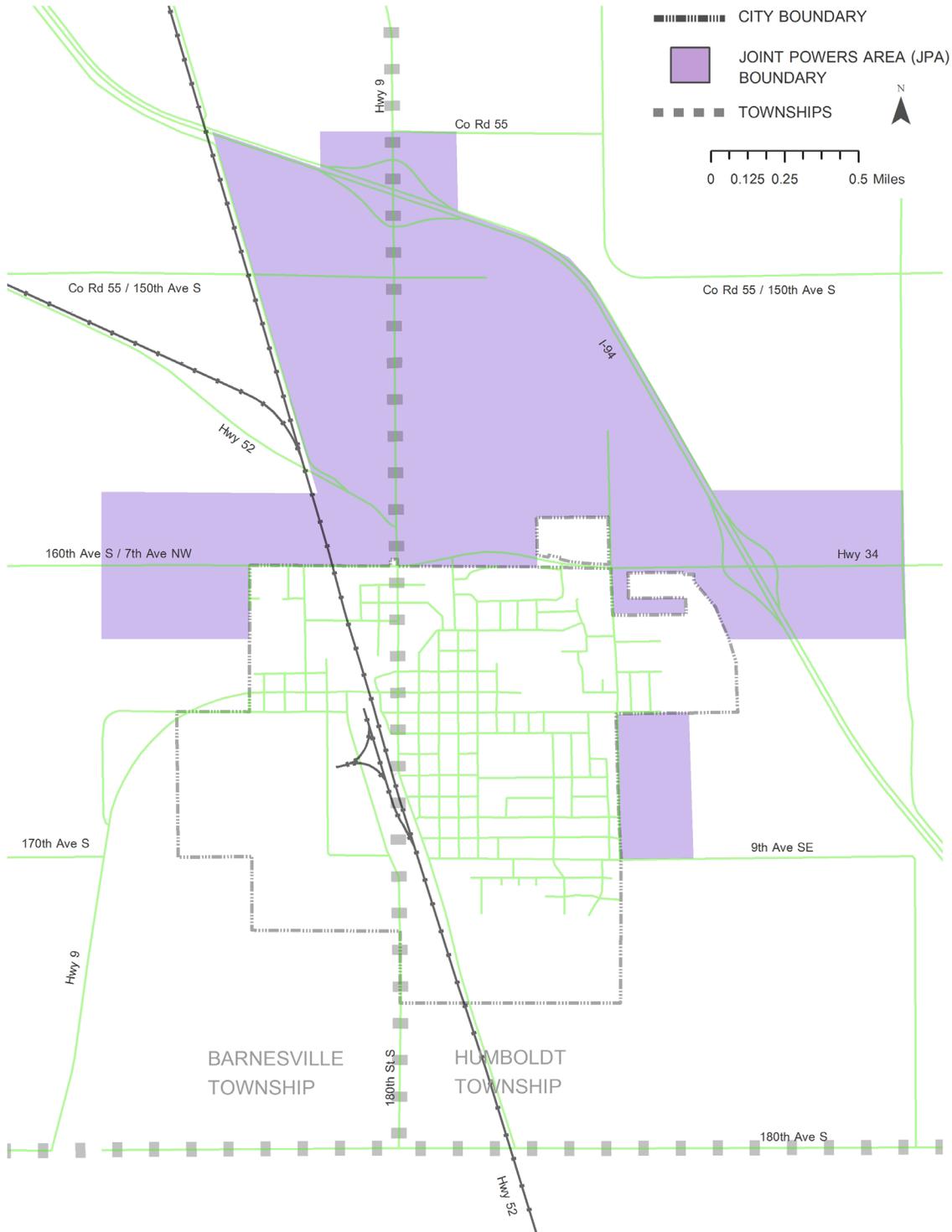
PLANNING AREA & JOINT

POWERS AREA. The *planning area* for this Comprehensive Plan update included the entirety of the existing (1996) Joint Powers boundary and specific acreage within both Humboldt and Barnesville Township located adjacent to the 1996 Joint Powers boundary (see Section 3 for additional details on this acreage). Map 1 (see pg. 6) depicts the various geographies and governmental boundaries associated with this plan update, inclusive of: 1996 Joint Powers boundary, Barnesville city limits (as of December 31, 2011) and township boundaries.

The Joint Powers Area is comprised of approximately 2.15 square miles (or 1,380 acres) and includes 49 parcels and thirty-three (33) different property owners.

GIS DATA & USAGE. Geographical Information Systems (GIS) data used within the Comprehensive Plan has been obtained from

MAP 1, PLANNING AREA



a variety of sources, which includes certain datasets which are produced and maintained by Metro COG. For the purposes of interpreting and documenting data portrayed on maps within this Comprehensive Plan, readers should note the following:

ROADWAY CENTERLINE FILE. This file is a conglomeration of data formulated and maintained by Clay County and Cass County. Centerlines are updated through December 31, 2011.

CITY BOUNDARY. City limits for Barnesville are updated and accurate through December 31, 2011.

AGREEMENT APPLICABILITY.

With the Joint Powers Board and land use control documents in place (ie. Comprehensive Plan and Zoning Ordinance) there is effectively a complexity of governing layers. Questions such as the following arise: How and to what degree does the Joint Powers Agreement and associated Comprehensive Plan/Zoning Ordinance apply to properties within the JPA? How does Clay County “code” and Township regulations fit into the government maze? Outlined below is a compendium of the complexities:

CLAY COUNTY CODE. Land use controls (ex. zoning, development permits, subdivision, conditional uses, variances, etc.) within unincorporated areas of the County are subject to the Clay County Development Code, unless the property is located within the JPA (Clay County Ordinance No. 2000-3). The County does have established zoning districts which set forth permitted uses, standards and regulations for unincorporated properties. For example, if you wish to subdivide your property and your property is unincorporated and/or has no other jurisdictional oversight (see following) all permitting and processing would be handled by the Clay County Planning Department.

EXTRATERRITORIAL AREA (ET). Pursuant to Minnesota Statute 462.358 municipalities (ie. City of Barnesville) have the ability to extend application of its subdivision regulations to unincorporated territory within two (2) miles in any direction of incorporated limits. The City has not exercised this right, to date. If this authority existed, any subdivision application within the ET area would be processed by the City of Barnesville under their adopted subdivision ordinance and additionally all provisions within the County ordinance (or other oversight jurisdictions) would remain in force. It is also important to note that statute (462.357) does allow a municipality to extend application of its zoning ordinance to unincorporated territories within two (2) miles as well; however, the County and Humboldt Township have zoning regulations thereby nullifying the applicability of this clause.

TOWNSHIPS REGULATIONS. Some townships in Minnesota have adopted zoning regulations pursuant to their right under Minnesota law. Property within these townships would be subject to controls set forth in the County Code as well as any regulations set forth by the Township. In circumstances where townships have adopted regulations that conflict with the County Code, the most restrictive provision shall apply. Humboldt Township (east of Hwy 9) has adopted zoning regulations whereas Barnesville Township has not. Per the County Code and consistent with current practice, both Humboldt and Barnesville Townships are notified of any zoning or development approvals under consideration by the County; however, Township concurrence is not required.

JOINT POWERS ZONING ORDINANCE. As previously noted, the JPA boundary covers acreage adjacent to city limits that is anticipated to receive growth and development attention. Since the City could not exercise zoning authority in these areas (see above explanation), due to the fact two townships were involved (one with zoning regulations, one

without) and since the County Code did not have the tools or districts necessary to address the identified needs; a joint powers agreement was created which could provide the mechanism to establish the desired land use controls. As currently written, any activity such as a change of use, construction, re-construction or use of land other than for agricultural purposes requires approval under the JPA ordinance. In addition, the zoning ordinance 'appendix' references the Clay County subdivision regulations and includes specific excerpts. It is not entirely clear whether the Joint Powers Area and the Board would administer and process a subdivision application or what the exact responsibilities are on this type of application. Similar to language on Township regulations, property within the JPA would still be subject to controls set forth in the County Code (exclusive of the Development Code) and Township regulations and if conflicts were identified the most restrictive provision would apply.

ACHIEVING A VISION. This Comprehensive Plan is a little different as there is not a grouping of sentences or an individual paragraph constructed to verbalize or symbolize a vision for the JPA. More importantly, this Comprehensive Plan update has been configured, as a whole, to represent the collective vision for the area and especially for the transitional areas adjacent to the City of Barnesville for the next fifteen (15) years. The *goals, policies, and action strategies* set forth within this Comprehensive Plan formulate a process in which the community can work towards achievement of this collective vision.

GOALS. These statements reflect the overarching intent of the community or 'sub-area' over the established planning horizon, relative to a certain issue.

POLICIES. Policy directives establish a definitive course of direction which community members, elected or appointed officials and JPB /

city staff can utilize to support decisions. These decisions may include: public policy, development, land use, programs, grants, municipal services, investments, annexation, etc.

ACTION STRATEGIES. These strategies represent the steps necessary in order to enact certain components or recommendations within the Comprehensive Plan, specifically, policy statements. Traditionally, these action strategies are prioritized by the city or governmental entity and responsibility is allocated to a specific department or individual. In terms of the Barnesville JPB, it may be more beneficial to prioritize and implement on an incremental basis due to staff availability and budgetary resources.

ACKNOWLEDGEMENTS. The following individuals were instrumental in the development of this Comprehensive Plan update:

1. Study Review Committee (SRC):

- Ted duCharme, *Barnesville Township*
- Frank Schindler, *Barnesville Township*
- Dave Heng
- Margaret Follingstad, *Barnesville PC*
- Mike Rietz, *City of Barnesville*
- Tim Magnusson, *Clay County Planner*
- Darrel Thomas, *Humboldt Township*
- Merlyn Bekkerus, *Humboldt Township*
- Darin Allmaras, *City Council*
- Cathy Enstad, *City Council*
- Karen Lauer, *Barnesville EDA*

2. Barnesville Staff:

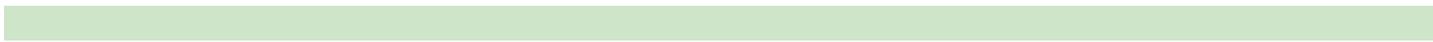
- Mike Rietz, *City of Barnesville Administrator*
- Karen Lauer, *Economic Development Director, Barnesville EDA*

3. Other Participating Agencies:

- Minnesota Department of Transportation (Mn/DOT)

4. Fargo-Moorhead Metropolitan Council of Governments:

- Wade Kline, *Executive Director*
- Joe Nigg, *Principal Planner*



DEMOGRAPHICS & EXISTING CONDITIONS

DATA AND DETAILS

section

GENERAL DEMOGRAPHIC AND SOCIO-ECONOMIC DATA AND TRENDS

Demographic data utilized within this Comprehensive Plan has been obtained from the U.S. Census Bureau. This section focuses on the documentation, consolidation and analysis of applicable demographic, socio-economic and existing condition data that was utilized as 'base data' in the development of this Comprehensive Plan update.

POPULATION. Figure 1 (right) displays Census Bureau documented population history for the City of Barnesville in comparison to other municipalities within the greater Fargo-Moorhead Metropolitan Area and municipalities with direct transportation connectivity to Barnesville and the surrounding Joint Powers Area.

As shown in Figure 1, the City of Barnesville has experienced moderate growth over the past three (3) decades with a population growth rate from 1990 to 2010 at approximately 24% or 8% per decade or 0.8% annually. As denoted in the township population numbers, there has not been any significant fluctuation; which is largely due to the agricultural nature of a majority of this acreage and associated rural residential development patterns.

HOUSEHOLDS. Consistent with population growth rates, the City of Barnesville has realized a gradual increase in the number of households. Per Figure 2 (right), from 2000 to 2010, the city has added 148 households which equates to a growth rate of approximately 18% or 1.8% annually.

FIGURE 1 - HISTORIC POPULATION DATA

City of :	1970	1980	1990	2000	2010	'90 - '10%
Barnesville	1782	2123	2066	2173	2563	24%
Moorhead	29687	30641	32295	32177	37696	17%
Dilworth	2321	2575	2562	3001	4024	57%
Hawley	1371	1406	1655	1882	2067	25%
Glyndon	674	882	862	1049	1394	62%
Mapleton	219	306	682	606	762	12%
Casselton	1485	1661	1601	1855	2329	45%
Detroit Lakes	5797	7106	6635	7348	8569	29%
Pelican Rapids	1835	1867	1886	2374	2464	31%
Wahpeton / Breck	11276	12973	12459	12127	11161	-10%
Fergus Falls	12443	12519	12362	13471	13138	6%

Township of :	1990	2000	2010
Barnesville	180	149	147
Humboldt	260	239	275

FIGURE 2 - HOUSEHOLDS

Year	Households
1990	809
2000	865
2010	1013

PERMITTING TRENDS. Permit data documented by the city shows there has been some significant industrial investment in the JPA within the last decade, while commercial and residential growth has been non-existent. The three most recent investments include the following projects: In 2006, Agassiz Valley Grain constructed a 110 train car loading facility adjacent to Hwy 9, CR 55 and I94 (and expansion in 2012). This facility was expanded in 2010 and has helped position Barnesville as a regional

hub for agricultural commodities. In 2005 the Rothsay Farmers Co-op purchased an existing building and have since added additional square footage to store liquid chemicals. Other projects included the expansion of a truck sales business on Hwy 9 and the construction of a new building which allowed Barnesville Lumber to further expand adjacent to Hwy 52.

EXISTING LAND USE. The Joint Powers Area (per 1996 boundary) is comprised of approximately 1,380 acres which includes 49 parcels and only 33 property owners. As clearly depicted in Map 2 (see pg. 11) a majority of the acreage within the boundaries of the JPA is currently used for agricultural purposes. Figure 3 (below) establishes approximate acreage splits by *existing* land use types.

FIGURE 3 - JPA EXISTING LAND USE PERCENTAGES

Land Use Class	Estimated Acreage	%
Agricultural	1,260	91%
Commercial	18	1.5%
Industrial	55	4%
Public / ROW	7	0.5%
Residential ^	40	3%
TOTAL	1,380	100%

Source: Metro COG (2012)

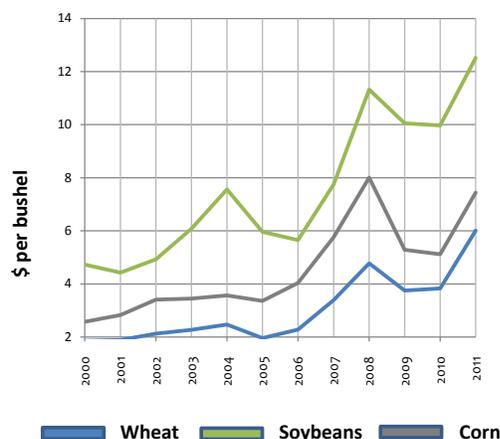
^ Note: A majority of these residential parcels are associated with agricultural operations, but do have a residence and the acreage is not agriculturally assessed.

FARMLAND, COSTS AND IMPLICATIONS. As clearly depicted in Map 2 (see pg. 11), approximately 91% of the JPA acreage is represented by agricultural uses. This is an important consideration as market forces and strong commodity prices over the past several years have created a much higher demand for tillable farmland, especially in the upper Midwest. These steady commodity price increases are attributable to a number of factors which include erratic weather conditions,

demand in emerging economies, oil price volatility, rising biofuel productivity and a plateau in productivity increases in agriculture (Seeking Alpha, 2012).

Figure 4 (below) outlines U.S. average commodity prices from 2000 to 2011 based on data from the National Agricultural Statistical Service (NASS) of the U.S. Department of Agriculture. The numbers presented are annual average prices based on calendar years for each commodity and represent the prices actually received by the farmers, which may be different than the actual market price.

FIGURE 4 - COMMODITY PRICES (2000-2011)



In terms of agricultural land value, U.S. Department of Agriculture statistics show that Minnesota farmland value has continued to show significant increases in estimated value per acre. Historical data shows that in 2000 the estimated value per acre was at approximately \$1,250 and by 2011 the estimated per acre value has jumped to nearly \$3,500. Figure 5 (pg. 12) shows per-acre agricultural sales data for Clay County from 1990 to 2011.

MAP 2, EXISTING LAND USE

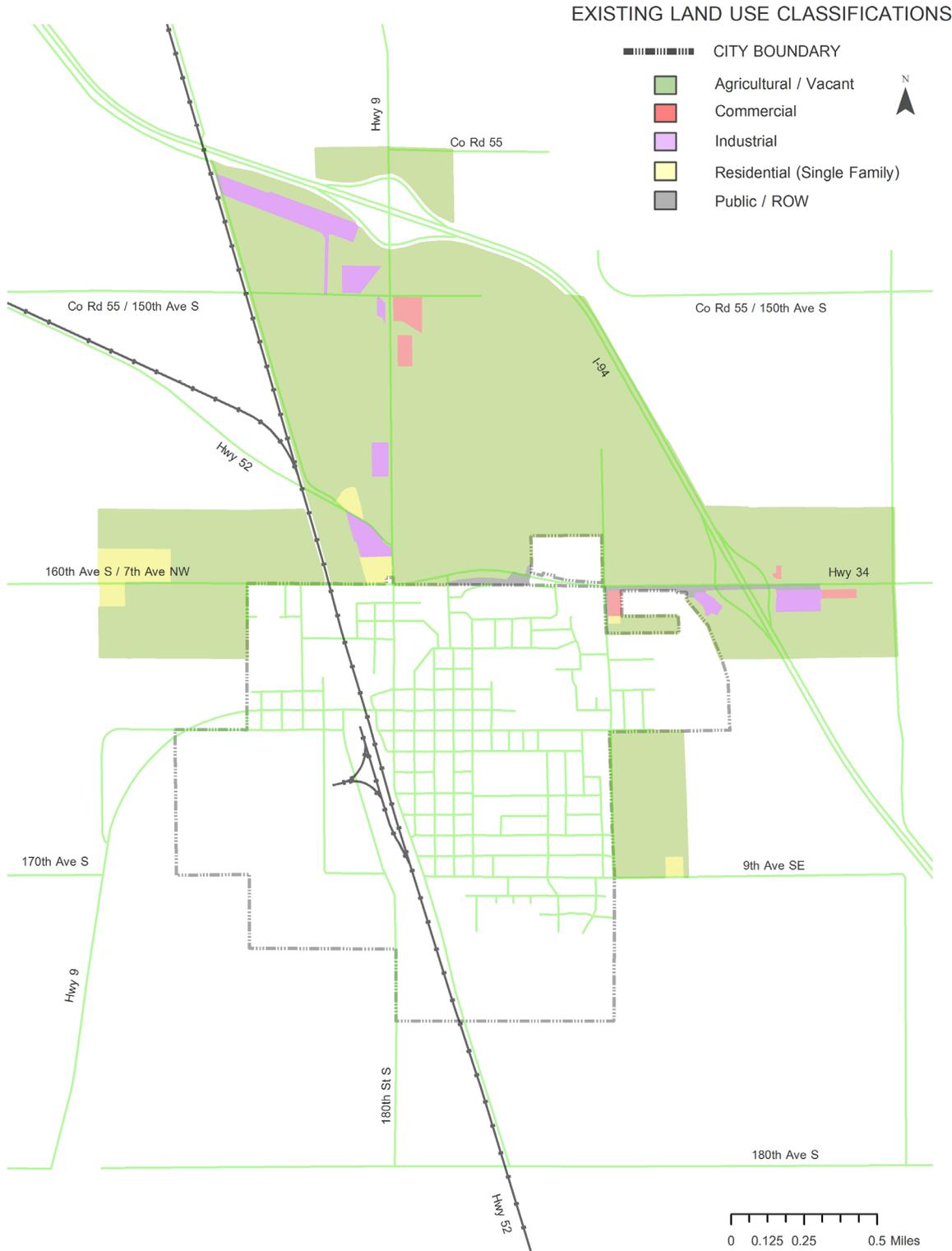
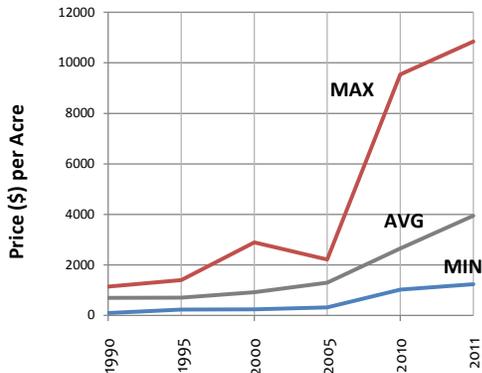


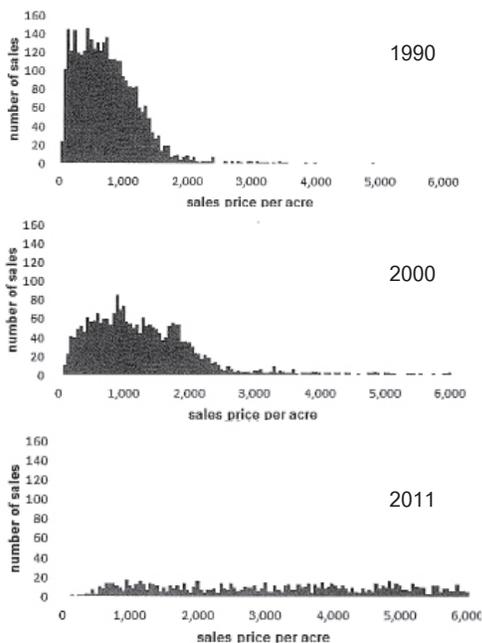
FIGURE 5 - CLAY COUNTY AG LAND SALE PRICES PER ACRE



Source: Minnesota Land Economics (www.landeconomics.umn.edu), September 18, 2012

The charts below are extremely interesting and quickly represent the distribution of sale prices per-acre for the years 1990, 2000 and 2011. For reference, the vertical bar shows the number of transactions in that price range.

FIGURE 6 - MINNESOTA SALES PRICE PER-ACRE



Source: Minnesota Farm Real Estate Sales: 1990-2011, Steven J. Taff (April 2011)

The per-acre prices shown within Figure 5 are somewhat staggering, especially the rather

steady incline for the average price per-acre as shown from 2005 to 2011. Further, Figure 6 charts clearly depict a substantial shift in the market for agricultural land over the past two decades. This data is presented within the Comprehensive Plan to facilitate discussion on the potential impact of these trends relative to marketability and development interest on the existing 'tillable' agricultural land within the JPA. As prices move upwards it inherently increases a land owners interest in keeping the land in crop production and increases the costs for prospective developers, investors or businesses.

LAND OWNERSHIP TRENDS.

As could easily be envisioned due to the large percentage of agricultural land within the JPA, ownership of the undeveloped areas has remained relatively unchanged since formation of the Joint Powers Area. The general sentiment of a majority of these property owners is that they are not particularly interested in selling acreage, developing the property or marketing the acreage in any manner. Readers should note that there are a few parcels that have been actively promoted by certain land owners. It is also critical to remember that long range land use and transportation planning should be structured around a long range vision and therefore property ownership and current sentiments are important but they should be considered under the appropriate context. Ownership changes and the JPB should focus on developing a plan that corresponds to a greater vision. In sum, existing property ownership should not specifically define, limit or restrict the goals, objectives, strategies, plans or recommendations as may be developed as part of this Comprehensive Plan.

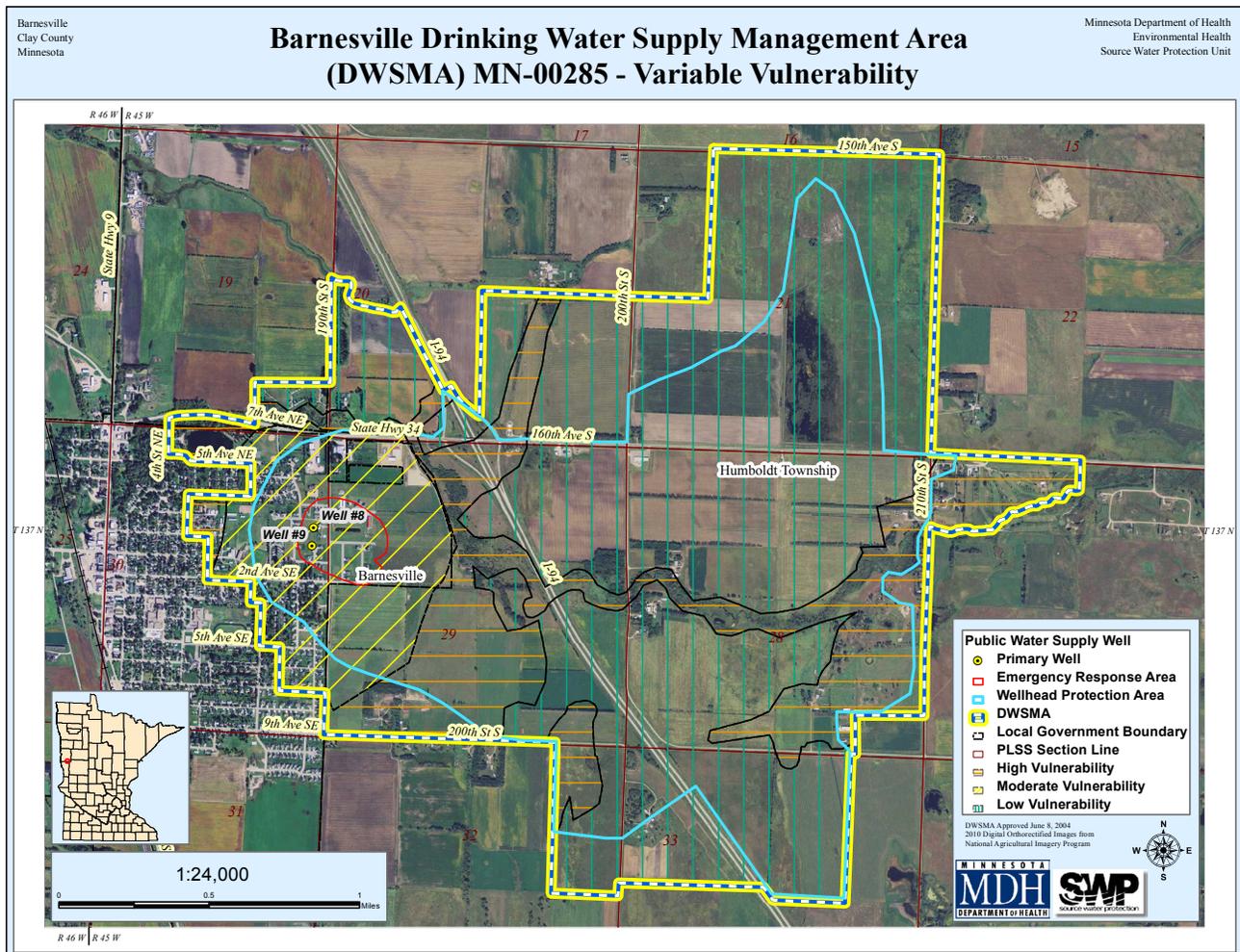
WELLHEAD PROTECTION AREA.

Pursuant to authority granted to the Minnesota Commissioner of Health under Mn Statute § 103I.101 [*which requires wellhead protection measures for wells serving public water supplies*] and consistent with Mn Administrative Rules the City of Barnesville prepared and

adopted a Wellhead Protection Plan in 2004. As a component of this plan, the city delineated a Wellhead Protection Area (WHPA) and Drinking Water Supply Management Area (DWSMA) due to the vulnerability of the wells and underlying aquifer (see Map 3, below). The City of Barnesville utilizes two wells to provide potable water to city residents. Both wells are located within city limits and directly adjacent to the Barnesville business/industrial park. The DWSMA includes acreage associated with the Joint Powers Area, primarily acreage adjacent to Hwy 34 and within the City of Barnesville business/industrial Park.

The 2004 WHPP discusses the importance of the 'inner wellhead management zone' (first 200 feet from well) and states that the city should carefully consider land use decisions made within this area. The Plan further states that the city and JPB should give careful consideration to decisions on placement or upgrades to public utilities, stormwater storage/retention, surface transportation and existing "potential contaminants" which include: individual sewage septic systems, individual wells, feedlots, underground storage tanks and farming practices; within this area.

MAP 3 - WHPA and DWSMA Boundaries

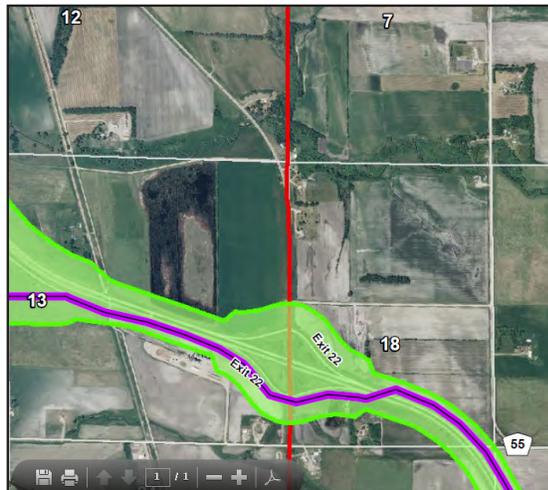


CAPX2020 TRANSMISSION LINE.

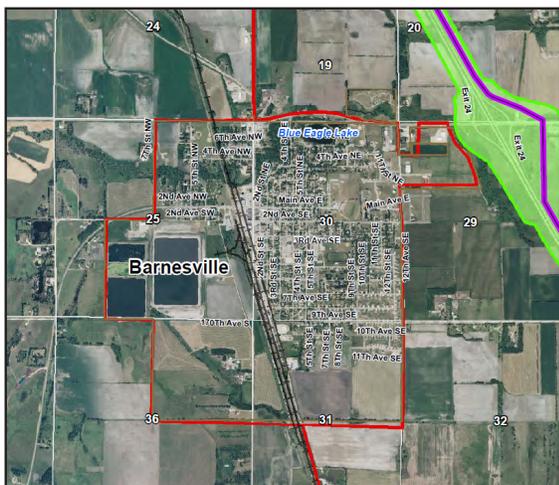
The CAPX2020 transmission line project is a joint effort by eleven (11) transmission-owning utilities in the region to expand the electric transmission grid to ensure reliable and affordable service through 2020, based on projected demand. The project includes five (5) phases and will cover nearly 700 miles within Minnesota, North Dakota, South Dakota and Wisconsin. The 345 kV line between Fargo and St. Cloud received approval from the Minnesota Public Utility Commission (PUC) on June 10, 2011 following issuance of a 'Certificate of Need' which was granted in 2009. This phase will connect the Quarry Substation near St. Cloud to the CapX2020 Monticello to St. Cloud project that is currently under construction

properties within the JPA).

MAP 4b - CAPX2020 ALIGNMENT AT HWY 9



MAP 4a - CAPX2020 ALIGNMENT AT HWY 34

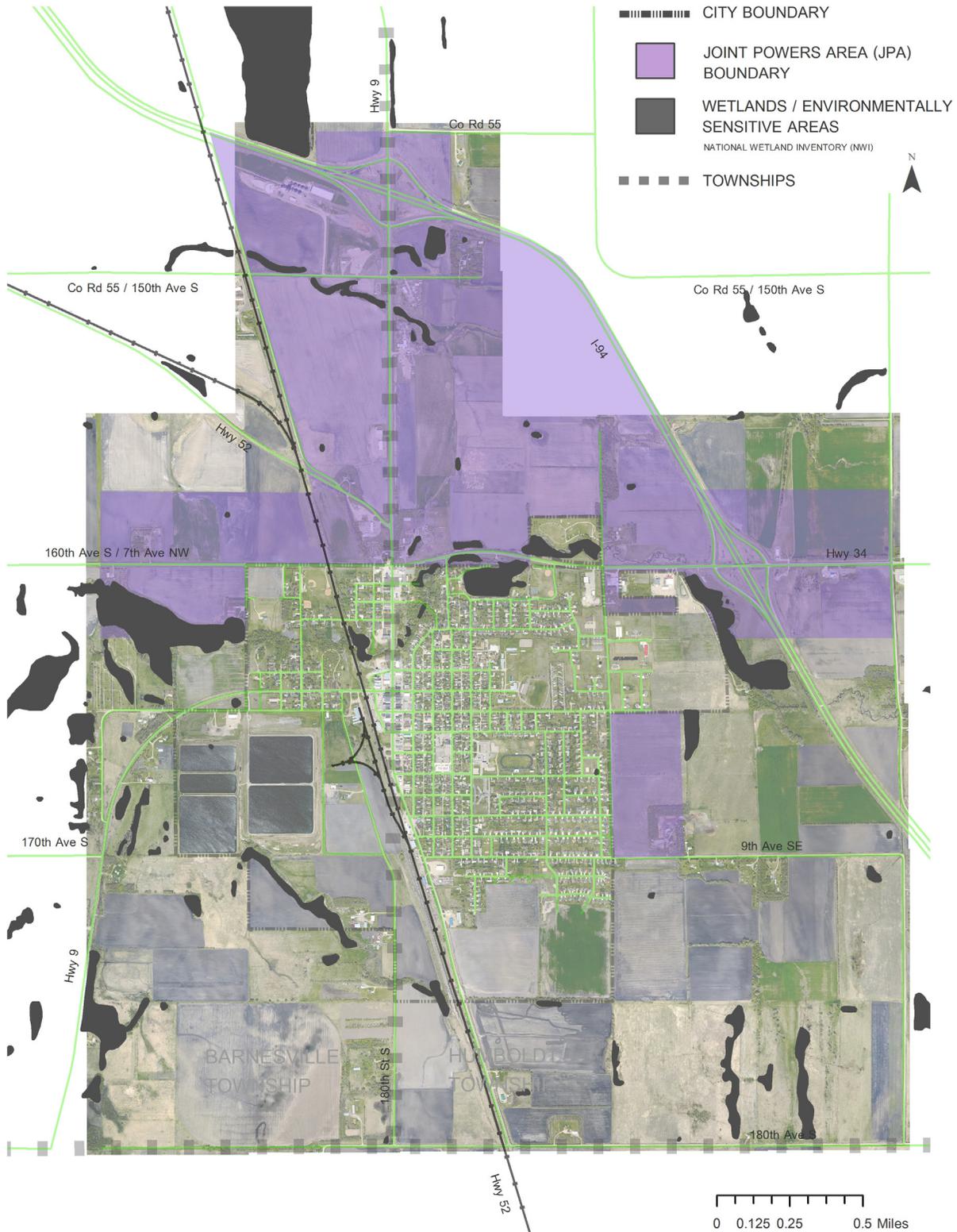


and the Bison Substation in North Dakota (between Casselton and Mapleton). The Fargo to St. Cloud phase is scheduled to begin in late 2012 near Alexandria. At this June 10, 2011 meeting the PUC also approved the permitted route for the transmission line and according to published maps this 'anticipated alignment' follows I94 to Barnesville and then transitions westward to the North Dakota border. As shown within Map 4 (screen shot) the anticipated alignment is on the eastern side of I94 at the Hwy 34 interchange (note location will impact properties within the JPA) and shifts to the southern side of I94 at the Hwy 9 interchange (note location will impact

PROTECTED WATERS, ENVIRONMENTALLY SENSITIVE AREAS.

The National Wetlands Inventory (NWI) was created in the 1970's by the U.S. Fish and Wildlife Service to map and classify wetlands throughout the entire U.S. The NWI has been further supported by the Emergency Wetlands Resources Act of 1986 (digitizing data) and the Clean Water Act of 1977 (authorized data distribution to the states from the U.S. Fish and Wildlife Service). The NWI is utilized by a number of stakeholders, inclusive of: local government, developers, private industry, consultants, federal agencies and state agencies. At the local government level, these maps are typically utilized for land use planning activities and more specifically to identify the need for wetland permits (ie. CWA Section 404 permit), identify wetland types, identify potential project impacts and to assess mitigation costs. A majority of the NWI data is based on aerial photography from the 1970's and 1980's and thereby the information is severely out of date. It is important to note that recently the Minnesota DNR in collaboration with a number of partners initiated an effort to complete an update to this database with funding from Minnesota's Environmental Trust Fund. The update will be conducted in 13 phases, beginning with areas

MAP 5, PROTECTED WATERS



immediately adjacent to the Twin Cities Metropolitan Area. The NWI and data shown within Map 5 is the “outdated” information; however, the data remains applicable. The statewide update should be completed by 2017.

EXISTING JPA ZONING

CLASSIFICATIONS. The JPA ordinance identifies six (6) zoning classifications which apply to property / acreage within the Joint Powers Area. These classifications and applied locations are consistent with future land uses as set forth within the 1996 JPA Comprehensive Plan and are generally consistent with the future land use plan as included within the City of Barnesville 2004 Comprehensive Plan. Readers should compare and contrast the “*proposed*” future land use plan pursuant to Section 3 of this Comprehensive Plan update (see pg. 27) and applicable (recommended) goals, policies and actions to the underlying intent / implications of the existing zoning classifications. Outlined below is a brief summary of each district:

AG P-1, AGRICULTURAL PRESERVATION DISTRICT. This district is primarily intended for agricultural uses, although single-family residential uses are allowed under a conditional use permit. Maximum densities in this district could reach two (2) units per acre based on established dimensional standards.

R2, SINGLE FAMILY LARGE LOT RESIDENTIAL DEVELOPMENT. This district is designed primarily for low density, single-family residential. Maximum densities are established at one (1) unit per acre [or in other terms the minimum lot size is one acre].

C1, COMMERCIAL DISTRICT. This district is referenced as a ‘highway commercial district’ and is intended to accommodate a range of uses inclusive of retail, auto/service/repair, heavy commercial and light manufacturing, equipment sales, warehouse/distribution, etc.

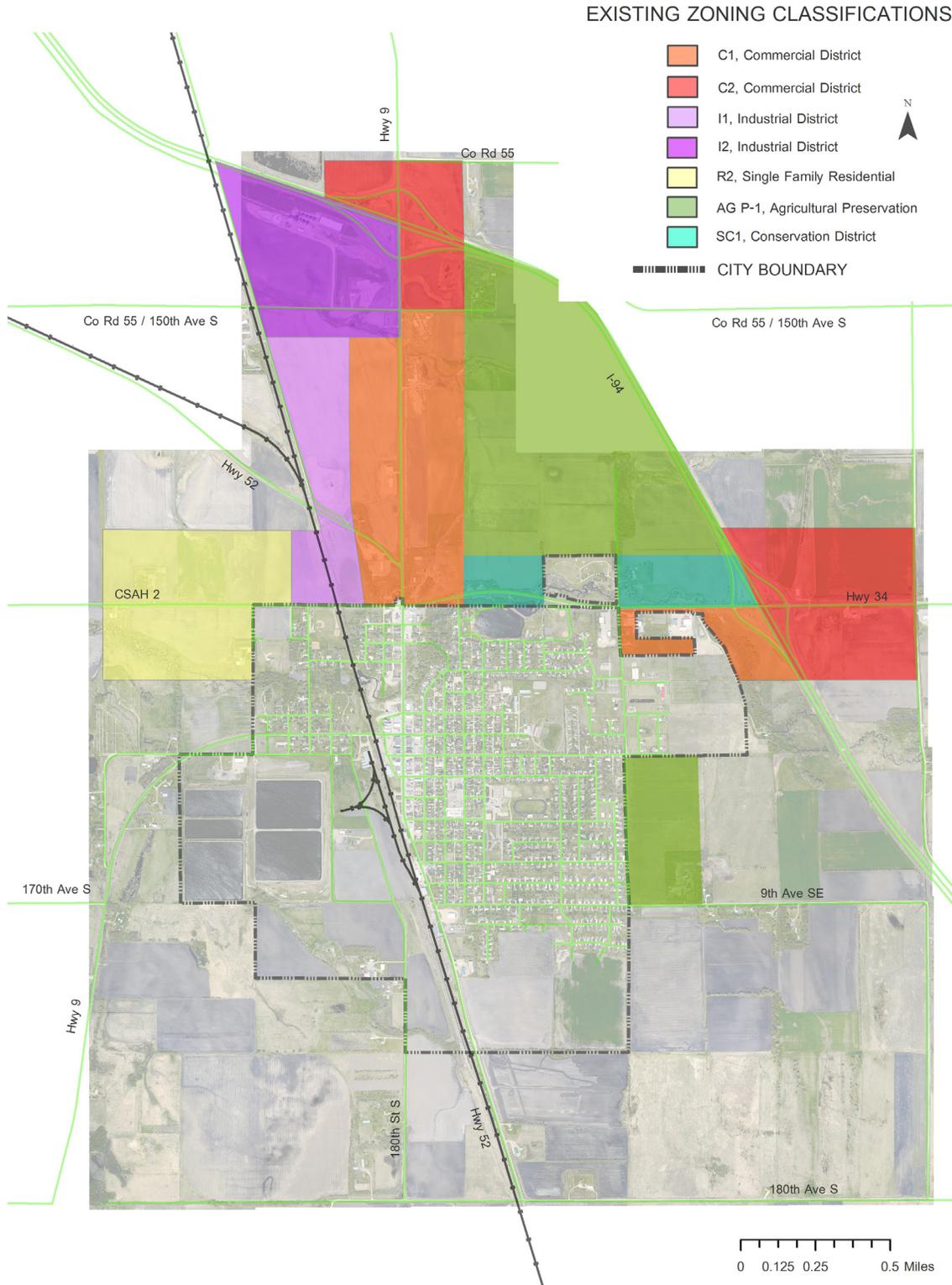
C2, COMMERCIAL DISTRICT. The C2 district is also described as a ‘highway commercial district’ although the permitted uses differ significantly from the C1 district. Per the zoning ordinance, this district is intended to accommodate uses that directly benefit from interstate traffic such as: fuel stations, truck service, lodging facilities, drive-thru establishments, etc.

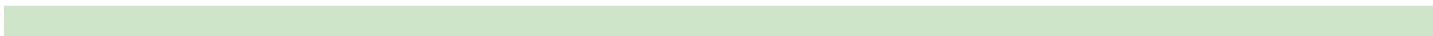
I1, LIGHT INDUSTRIAL DISTRICT. This district is intended to provide acreage for ‘industries’ which are compatible with an assortment of adjacent uses and do not have an “objectionable” influence on adjacent properties. The use standards within this district are very compatible with the C1 District in addition to some less desirable highway frontage uses such as heavy manufacturing, locker plants and salvage yards.

I2, HIGHWAY INDUSTRIAL DISTRICT. This district is designed to accommodate uses that need direct access to the interstate and may be of a more ‘intense’ industrial application. Permitted uses are similar to those in the C1, C2 and I2 districts such as manufacturing, warehouse/distribution, agricultural, sales; in addition to more intense uses inclusive of chemical fertilizer storage/plants, storage facilities, fuel storage, etc.

SC1, CONSERVATION DISTRICT. This district is intended to accommodate uses in environmentally sensitive areas (ie. flood prone, wetlands, heavy vegetation, etc. This district covers a few acres directly adjacent to Hwy 34 to the east and west of Wagner Park.

MAP 6, EXISTING ZONING CLASSIFICATIONS





PLANNING FOR THE FUTURE

PRIORITIES AND CONSIDERATIONS

section

OVERVIEW. As highlighted throughout this Comprehensive Plan the two most critical elements within the JPA relate to issues of land use and transportation. The primary intent of this Section is to identify, analyze and prioritize growth areas with consideration to appropriate future land uses; and with additional detailed discussion/analysis relative to infrastructure availability/extension, annexation policies, transportation [access] and the existing JPA Zoning Ordinance.

HOW SHOULD THIS SECTION

APPLY? Comprehensive Plans are long range planning documents and establish a collective vision for a community (or geographic area, such as the Joint Powers Area) over a defined planning horizon. Although the Plan is a 'guiding' document it does establish a framework for decision making by elected officials respective to priorities, needs, growth strategies and policy direction. The JPB should utilize this Section as follows:

1. To guide development, amendment, implementation and interpretation of land use policy (ie. zoning ordinance);
2. A tool to determine whether development applications (land use applications, development permits, building permits, zoning amendments, annexation petitions/agreements) are consistent with JPB goals and objectives;

GOALS, POLICIES & ACTIONS. As described in Section 1 (see pg. 8) goals, policies and actions are elements identified within

'Planning for the Future' and 'Transportation' sections of this Comprehensive Plan. Goals and policies are intended to reflect objectives of the JPB at a more intimate, sub-category level; while action items are specific to a goal, policy (or both) or issue and represent a task the JPB should *consider* undertaking to further efforts of achieving the defined vision. This section is split into seven (7) 'sub-categories':

- i. PRIORITY GROWTH AREAS;
- ii. EXPANSION / RETRACTION SCENARIOS;
- iii. ANNEXATION & UTILITY EXPANSION;
- iv. FUTURE LAND USE
- v. ECONOMIC DEVELOPMENT
- vi. INFRASTRUCTURE
- vii. ALTERNATIVE GOVERNANCE MODELS.

and for each category a combination of goals, policies and actions will be outlined at the **end** of each sub-category, as applicable.

i. PRIORITY GROWTH AREAS.

Through input opportunities and discussion during early development stages of the Comprehensive Plan, growth areas (see Map 7, pg. 20) have been identified and classified in a hierarchical manner based on identified opportunities and constraints. The assessment of these growth areas was weighted with an emphasis placed on impacts/opportunities respective to transportation facilities and access; as well as determination of the most attractive opportunities from a development and investment perspective

which includes consideration of infrastructure availability and community impacts.

Tiered Prioritization. The delineation of growth areas and applicable tiers (high, mid, low) does not necessarily represent or reflect the order in which development will occur or the order in which development should be approved by the JPB. However, the priority hierarchy does allow the community and JPB to understand that impacts, opportunities and constraints are different in each area.

Applicability of ‘Urban Growth Area’ Boundary. Under MN Statute 462.3535 municipalities have the ability to establish “urban growth areas” through the Comprehensive Planning process (sometimes formulated through a Growth Area Plan). The 2004 City Comprehensive Plan has these growth areas identified and the boundaries are consistent with the JPA boundaries and also show very similar future land use designations. The County development code is written to recognize these ‘urban growth areas’ as defacto “Planned Growth Areas” which, for areas not affected by other zoning ordinances (ie. Township, JPB), are intended to be handled under the Urban Expansion District (UED) designation. Under this County zoning district designation, the County Development Code would allow densities for any overlay plat to reach up to 1 unit per acre or applicable density limits as set forth in the city/JPB ordinance (assuming access to public water and sewer). Due to the presence of zoning regulations through the authority of the JPB, the County does not identify any Planned Growth Areas in the JPA except for some acreage immediately adjacent to 9th Ave NE. This is an important delineation and could become a significant item of interest if the city or either township terminated their role in the (1995) Joint Powers Agreement which is specifically permitted, upon approval of a resolution by the respective board. In sum and as currently set up, if the agreement was terminated a majority of

the acreage would revert back to the County Agricultural General (AG) district. At this point the County, in cooperation with the City and Townships, would need to determine if any property merited the UED district designation.

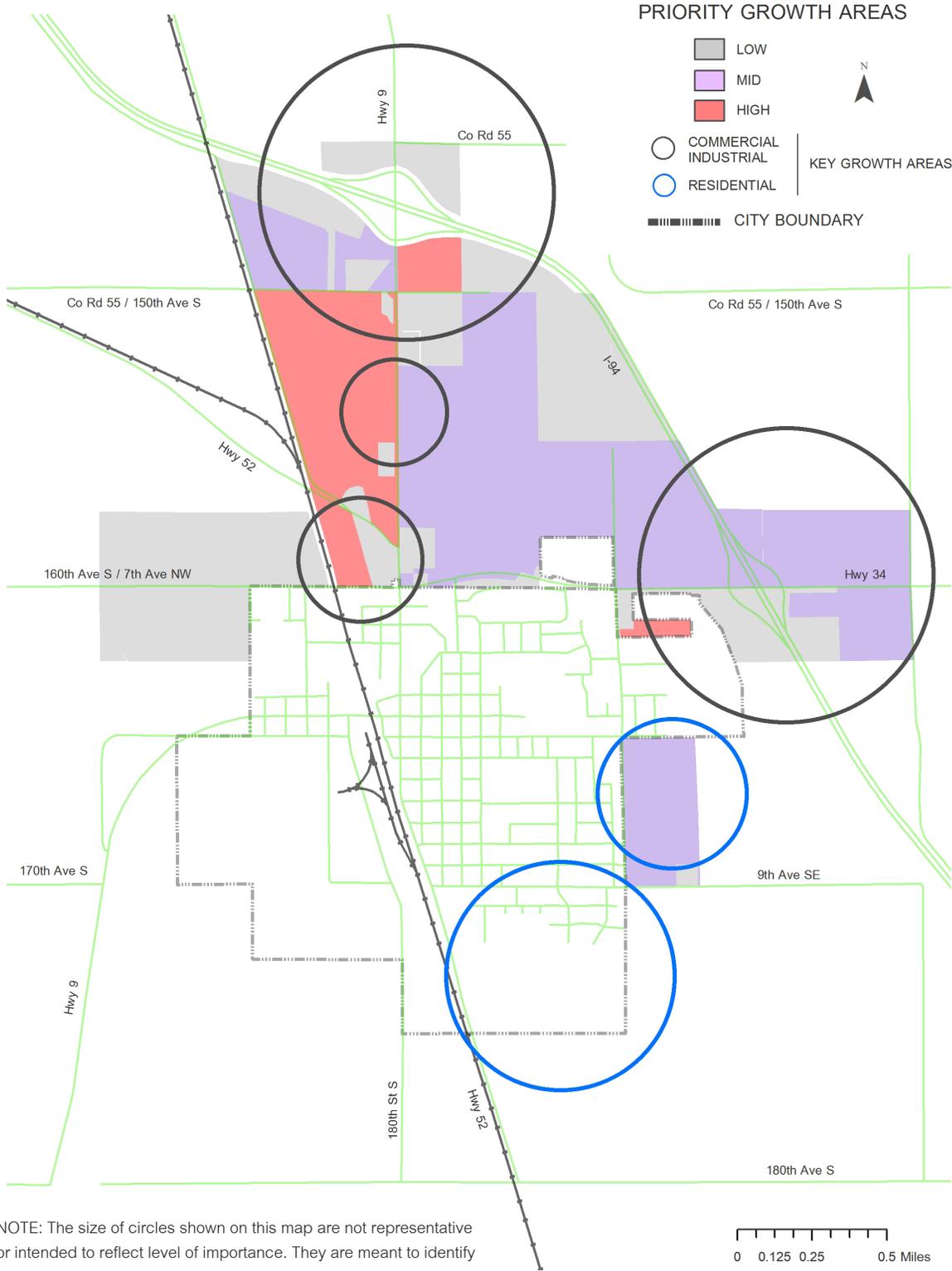
POLICY 3.1 As development proposals are submitted within delineated growth areas the JPB shall give adequate consideration to project benefits and impacts prior to rendering a decision.

GOAL 3.2 To retain cooperative and comprehensive land use planning and zoning for areas adjacent to city limits which may experience growth pressures under the planning horizon of this Comprehensive Plan.

ii. EXPANSION, RETRACTION

SCENARIOS. As previously described, the Joint Powers Area is currently comprised of approximately 1380 acres, 49 parcels and 33 different property owners. In 1995 the Joint Powers Agreement which established the framework for the JPB was signed and executed by the City of Barnesville, Humboldt Township and Barnesville Township. Subsequently, in 1996 the JPA Comprehensive Plan and Zoning Ordinance were established and adopted, which included the identification of properties within the JPA. According to archived public input meeting information and minutes the process to establish and formalize the extent of the Joint Powers Area was somewhat controversial, especially to certain property owners. As part of this Comprehensive Plan update process the Plan sets forth a number of scenarios whereby the Joint Powers Area could be expanded, contracted and/or modified due to changing conditions or other dynamics.

MAP 7, PRIORITY GROWTH AREAS



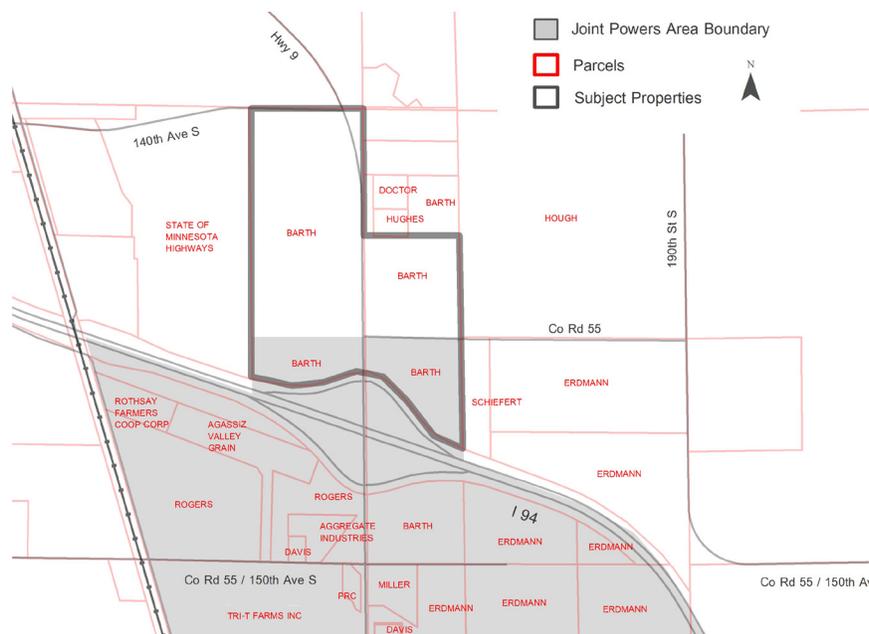
NOTE: The size of circles shown on this map are not representative or intended to reflect level of importance. They are meant to identify general 'Key Growth Areas' as further outlined in the map legend.

150+ Acres North of Hwy 9 / I94 Interchange (NW & NE quadrant). As shown in Map 8, (below) approximately 40 acres of the BARTH property (north of the Hwy 9 / I94 interchange) is located within the JPA. Adjacent acreage comprising approximately 110 acres is also under the same ownership and the properties are actually split by the JPA boundary. During the early public input opportunities this acreage was discussed as both a possibility for inclusion and removal (40 acres). The 40 acres (within JPA) is currently zoned C2 Commercial District and is intended to accommodate uses that directly benefit from interstate traffic. The remaining 110 acres (outside the JPA boundary) is zoned AG Agricultural General under the Clay County Development Code. Pursuant to § 8.5D-4 (A)(2) of the County Code, residential development on the remaining 110 acres could accommodate 1 unit per 40 acres or under the clustered subdivision regulations 8 units per quarter section. Under the existing JPA Zoning Ordinance the R2 Single Family Residential District could accommodate up

to 1 unit per acre. In sum, there would be an obvious benefit for the property owner to seek inclusion of this property if there was any interest in developing the acreage. The second component of the discussion is whether it is necessary to keep the 40 acres within the JPA as it is unlikely utilities would reach this area anytime in the near future. It is important to note that these sites could be developed with well and septic and do not necessarily need and/or require city infrastructure. Based on this information, the Plan recommends that the JPB retain the JPA boundary at this location as it currently exists, based on the following rationale:

1. This Comprehensive Plan clearly shows that the City of Barnesville is well positioned to handle residential growth within incorporated city limits. There is no need for additional acreage to be set aside or marketed for residential development at densities greater than what is currently allowed per the County Code;

MAP 8, HWY 9 / I94 INTERCHANGE



2. With the possibility that commercial growth could happen at this interchange without city infrastructure (ie. water, sewer) it would be advantageous for the JPB (thereby a mechanism for city involvement as well) to retain a presence in the decision making process, especially respective to permitted uses and development application processing.

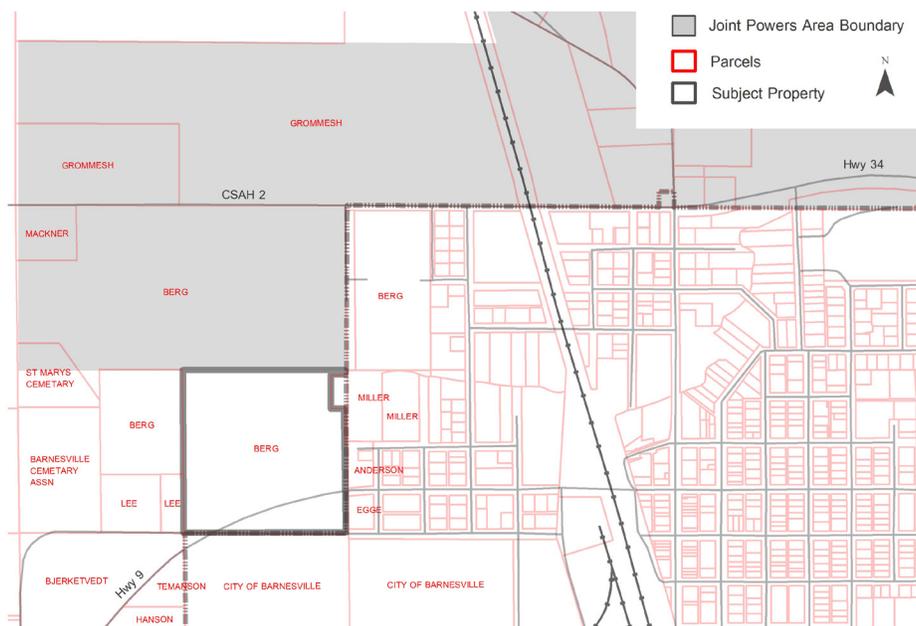
40+ Acre BERG Property (south of CSAH 2 and west of Hwy 9). As shown in Map 9, (below) this 40 acre parcel is split by Hwy 9 and is directly adjacent to boundaries of both the JPA (north) and City of Barnesville (south and east). Acreage to the north is currently zoned as R2 Single Family Residential (JPA) and acreage to the east is zoned as low density residential by the city. During early public input opportunities and SRC meetings this acreage was discussed as a possibility for inclusion within the JPA, partially based on expressed interest by the property owner. The property owner indicated they would like to develop the northern 34 acres as low density

residential and the southern 6 acres as higher density multi-family, possibly apartment units. Based on the following, the Plan recommends that the JPB retain the JPA boundary as it currently exists (at least short term) per the rationale outlined below:

1. Pursuant to MN Statute §414.033 this acreage would be eligible for annexation by ordinance by petition of the property owner.
2. The property is contiguous to city limits and it would be appropriate and cost effective to extend municipal utilities to this acreage if development was pursued.

160+ Acres (east of Hwy 34 / I94 Interchange). As detailed within Map 10 (pg. 23) this 160+ acres is included within the boundaries of the JPA and currently accommodates some low impact commercial uses. During early public input opportunities and SRC meetings this acreage was discussed as a possibility for removal from the JPA. All 160+ acres is currently zoned C2 Commercial District which is intended for uses that directly

MAP 9, CSAH 2 / HWY 9 INTERCHANGE

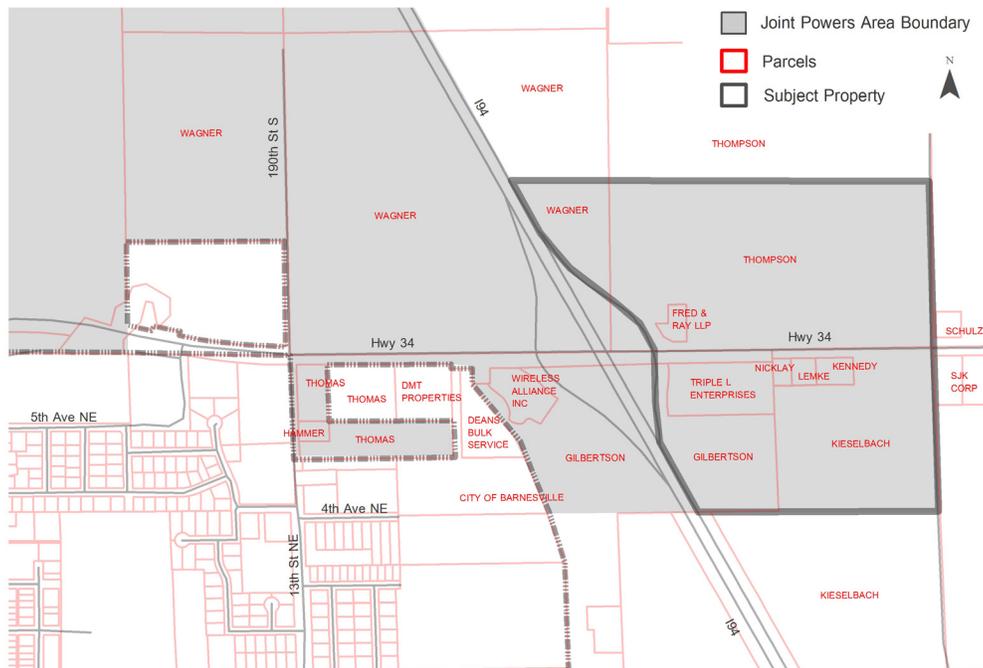


benefit from interstate traffic, inclusive of: hotels, motels, service stations, automobile service facilities, retail, storage, restaurants, etc). If the acreage was removed from the JPA, the property would revert to the Resource Protection Wellhead Overlay (RP-WHP) designation and permitted/conditional uses would be very restricted. For example, most commercial, industrial and high impact agricultural uses would not be permitted or conditional uses in the RP-WHP district. A second but equally important consideration is the proximity of this acreage to existing municipal utilities. Extension to the east side of this interchange would be much more feasible and cost effective in a short-term scenario as compared to the Hwy 9 / I94 interchange; in addition to the fact that annexation would be much easier to accomplish. Conversely, this acreage does have a strong case for removal from the confines of the JPA due to the underlying County zoning that would be applied. In sum, it becomes a consideration for the JPB and the City of Barnesville on how much they would like to

control permitted and conditional uses in this area. If the property remains in the JPA, at which time an update to the Zoning Ordinance is completed significant consideration needs to be given to density and permitted/conditional uses within the applied district for this area, specifically respective to the protective aspect of the RP-WHP district. Based on this information the Comprehensive Plan sets forth the recommendation that the acreage remain in the JPA pursuant to the following rationale:

1. With the possibility that commercial growth could happen at this interchange without city infrastructure (ie. water, sewer) it would be advantageous for the JPB (thereby a mechanism for city involvement as well) to retain a presence in the decision making process, especially respective to permitted uses and development application processing.

MAP 10, HWY 34 / I94 INTERCHANGE



GOAL 3.3 The Joint Powers Area and its applicable geographic boundaries of governance shall be appropriate to the context of the vision, goals and objectives of the community relative to land use, development policies, transportation and oversight.

ACTION 3.3 Over the planning horizon of this document (15 - 20 years) the JPB shall periodically re-visit the extent and application of the JPA boundary.

iii. ANNEXATION and

UTILITY EXPANSION. Based on discussions during the early public input opportunities and discussion with the SRC, it was made clear the intended strategy of the JPB was to encourage growth in a phased, incremental and “inward to outward” manner. It is also important for readers to realize the true intent of the JPA Agreement and Zoning Ordinance is to: (a) provide a more regulated and locally developed permitted use matrix to ensure desirable and appropriate transitions of land uses, mainly related to interim or spot development scenarios; and (b) to identify acreage and increase investment opportunities/potential in certain areas adjacent to city limits with the intent of attracting additional commercial and industrial growth.

It is possible that certain levels of growth could be realized within the JPA without the extension of municipal infrastructure, especially if growth occurred in a parcel by parcel manner.

However, in all likelihood, a majority of the developments that would occur (and should be supported) along Hwy 9 and Hwy 34 should be looking for municipal utilities and it should be the JPB and City’s objective to pursue this type of development (sales tax, property tax, governance, enforcement, etc). The JPB should be encouraging development and investments that result in annexation and not individual well and septic systems. Why?

1. JPB Authority and Applicability. As noted above, the JPA Agreement and Zoning Ordinance were created for specific reasons which does not include traditional oversight responsibilities as may be provided by townships, cities or county’s. The phasing of growth and development policies should focus on attracting certain investments and allowing the City to handle all development proceedings concurrent and/or subsequent to annexation proceedings.

2. Utilization of Available Acreage to the Highest Possible Degree. The available acreage on these corridors for development is limited and the JPB should be judicious as investment becomes a reality. It should be noted that any growth that utilizes well and septic will not be able to achieve desirable densities or use intensities and thus the acreage will not be used to its highest potential.

3. Roadways / Townships. A majority of the ‘higher’ priority growth areas are larger tracts and as detailed in the access management strategy (see Section 4 for additional details) and as further supported in preliminary engineering feasibility reports completed by Moore Engineering Inc (2011); internal roadway networks will be needed in order to appropriately develop these larger properties. Encouraging and supporting development proposals that will result in annexation will increase opportunities for public roadway facilities and minimize issues associated with private internal subdivision roadways.

Pursuant to §3.04 (Subd 10) of the City of Barnesville Municipal Code properties “... outside the corporate limits must initiate and complete annexation proceedings prior to being provided with such service or services”.

GOAL 3.4 To achieve growth in the JPA that is incremental and follows a logical pattern outward from the existing corporate limits of Barnesville.

POLICY 3.4 The JPB shall support development applications and investments which require and/or request municipal utilities and which shall result in annexation to the city or applications which preserve the ability to tie into municipal infrastructure at which point it becomes feasible.

iv. FUTURE LAND USE. This Comprehensive Plan update has been drafted to guide the JPB and community towards a sustainable and responsible future relative to growth and development. Based on data provided within Section 2 (see pg. 9), existing conditions and identified opportunities and constraints the following represents the framework under which the future land use plan was developed respective to residential, commercial and industrial growth.

Residential. As previously noted, from 2000 to 2010 the City of Barnesville added 148 households or approximately fifteen (15) per year. In sum, the City is well positioned to handle residential growth within incorporated city limits. New residential development has pushed south from 9th Ave SE and the city has over 130+ platted lots, in addition to over 60 acres of incorporated property that is zoned for lower density residential uses. Therefore, this Comprehensive Plan attempts to delicately balance any opportunities for residential growth within the JPA with available residential acreage within city limits.

Commercial / Industrial. As interstate volumes continue to increase (see Map 12, pg 33) the demand for parcels in close proximity to the interchanges (with good access to intersecting arterials and possibly rail spurs) will likely increase. Although the city has acreage available for commercial and industrial development (specifically the Business Park),

there are opportunities within the JPA for commercial and industrial growth which may be less appropriate or attracted to available city acreage. It is important to note that in 2011 the City of Barnesville commissioned Moore Engineering Inc. to complete a preliminary engineering report on the feasibility of extending municipal infrastructure to certain parcels within the JPA. The reports concluded that the extension of utilities to these specific areas was indeed feasible from both a physical and cost perspective (for additional information see pg. 40). In sum, commercial and industrial growth offer the most opportunity within the JPA which was carefully considered as the update (Map 11, pg 27) to the 1996 Future Land Use Plan was developed.

FUTURE LAND USE PLAN. The 'Future Land Use Plan' for the Joint Powers Area is outlined within Map 11 (pg. 27). The plan was influenced in part by the following:

1. Public Input;
2. SRC Input / Focus Group Input;
3. Priority Growth Area Map;
4. Existing Land Uses;
5. Existing and Proposed Transportation Network, (including the proposed access management strategy);
6. Existing Zoning Map and Future Land Use Plan;
7. Infrastructure Availability and Applicable City Policies Regarding Utility Extension;
8. Projected Land Demand; and
9. Other details and analysis as presented within the Comprehensive Plan update.

The future land use plan establishes a vision for growth within the JPA for the next 15-20 years and should be used by the JPB to determine whether development applications (ie. land use applications, development permits, building permits, zoning amendments, annexation petitions/agreements, etc.) are consistent with the vision, goals and objectives as set forth within this Comprehensive Plan.

GOAL 3.5 To simplify the existing JPA Zoning Ordinance to increase its functionality and readability.

GOAL 3.6 To achieve consistency between goals, policies and principle objectives within this Comprehensive Plan and development applications.

POLICY 3.6(a) The JPB shall use the Future Land Use Plan to guide, inform and support decision making.

POLICY 3.6(b) Future development and land use policy shall be consistent with the intent of the Future Land Use Plan.

POLICY 3.6(c) Any modifications to the Future Land Use Plan shall be clearly supported by other overarching goals, policies or objectives within this Plan.

POLICY 3.6(d) The Future Land Use Plan should be used as the framework to guide any future revisions or modifications to the Zoning Ordinance and Zoning Map; specifically relating to zoning district classifications and application thereof.

ACTION 3.6 (1) The JPB shall utilize the Future Land Use Plan to guide an update to the JPA Zoning Ordinance, specific to the following:

1. Eliminate the AG P-1 District and establish a new 'interim' or 'transitional' district which retains agricultural uses (except feedlots) as permitted uses and allows residential densities at and/or similar to County Code requirements for the Agricultural General (AG) District (ie. 1 unit per 40 acres or 8 units per quarter section for clustered subdivisions). This district should closely align with 'low priority' growth areas with existing agricultural uses.

2. Eliminate the SC1 Conservation District. This district has no real purpose and any acreage within this district could easily convert into the aforementioned 'interim' or 'transitional' district.

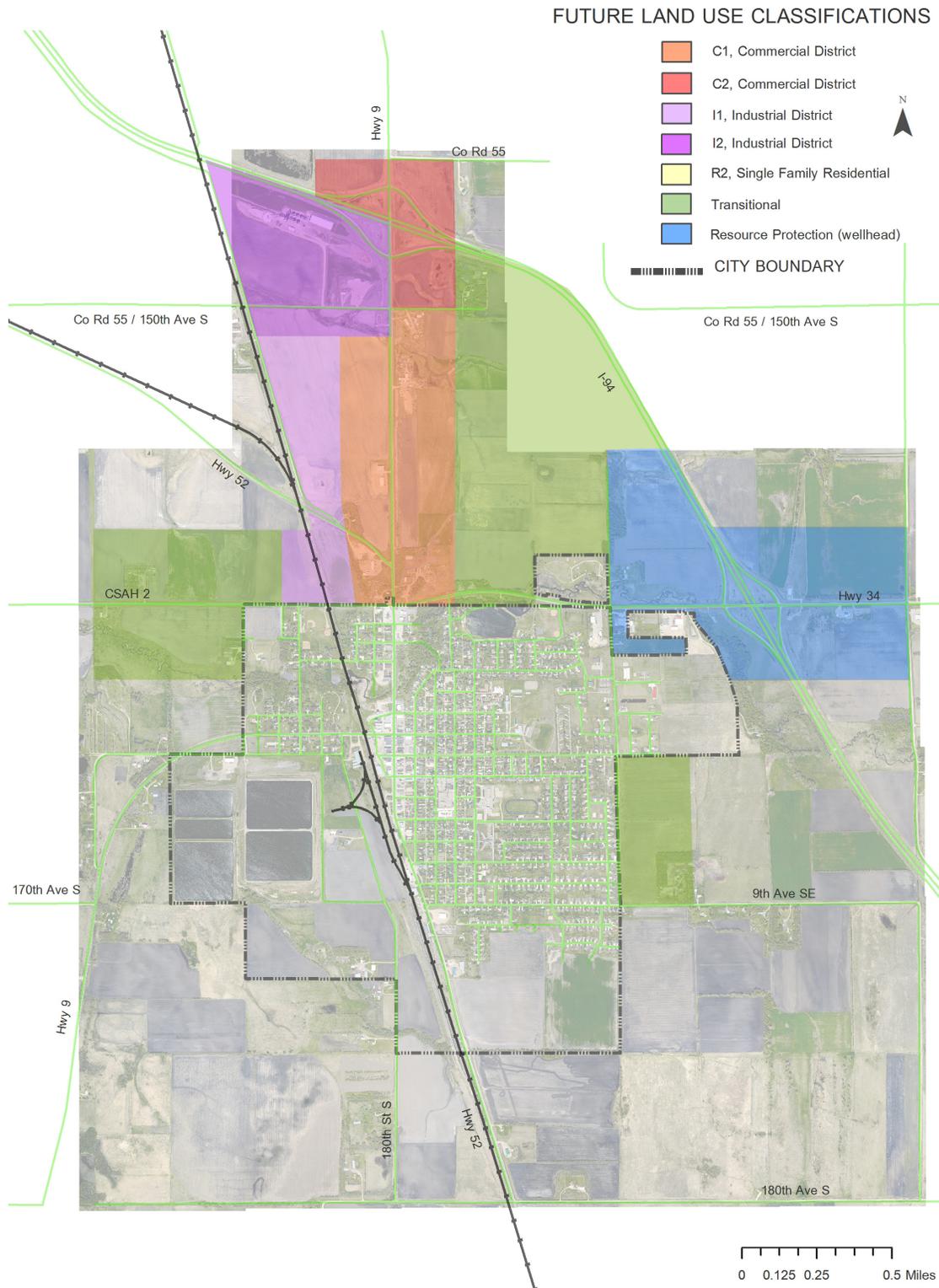
3. Re-write and update requirements, regulations and processes for subdivision applications within the JPA, as currently referenced within Appendix 1 of the JPA Zoning Ordinance. This is an important issue and needs to be addressed; as currently written, it is extremely unclear on how a subdivision application is processed and handled within the boundaries of the JPA.

4. Dimensional standards for all existing districts within the JPA Zoning Ordinance (other than the R2 Single Family Large Lot Residential District) have front setback requirements at 115 feet which may be overly excessive and possibly counter-productive in certain areas. The JPB should revisit and consider the potential implications of these setback requirements. It is important to note that under the variance criteria currently structured within the Zoning Ordinance it is highly unlikely any request for relief from these setback regulations would be possible as it would not meet the minimum criteria. Applicants could possibly make use of dimensional standard flexibility offered through a Planned Unit Development (PUD) process; however, this section is rather unclear as to its intended purpose and application.

5. Update and clarify the intent and application of a Planned Unit Development (PUD).

6. Create a Resource Protection district which aligns with boundaries of the County Resource Protection Wellhead Overlay (RP-WHP) district. Specific consideration should be given to permitted and conditional uses in this district; and most importantly consideration to the protective aspect of the RP-WHP district.

MAP 11, FUTURE LAND USE PLAN



V. ECONOMIC

DEVELOPMENT. In 2004 under Minnesota Governor Tim Pawlenty the Minnesota 'Job Opportunity Building Zone' (JOBZ) program was unveiled with the intention of stimulating economic growth in rural Minnesota (set to expire in 2015). This program established a number of tax-free zones within certain targeted areas of Minnesota where adequate infrastructure existed and business growth was being actively pursued. To qualify for these substantial tax savings (state and local tax exceptions for up to 12 years) companies needed to meet certain job and wage goals. This is noted within the Comprehensive Plan as a significant portion of acreage located west of Highway 9 and acreage north of CR 55 is included in this program.

GOAL 3.7 To attract, promote and pursue high quality businesses which may benefit from the opportunities available within the JPA.

POLICY 3.7 The JPB should continue efforts and coordination with the City of Barnesville and the Barnesville Economic Development Authority to actively market acreage and opportunities within the JPA.

vi. INFRASTRUCTURE.

According to available data and interviews with city staff; potable water, sanitary sewer and storm sewer infrastructure within the City of Barnesville is in relatively good condition with adequate capacity available to accommodate existing needs and future growth. Capacity limits within utility infrastructure is a critical factor in attracting growth, development or redevelopment and the city (and JPB) should remain cognizant of the functional capacity of these systems. It is also important for readers to understand there is a finite balance between having available capacity and over-building or over-projecting infrastructure needs over a given planning horizon.

GOAL 3.8 The JPB and City of Barnesville shall work cooperatively to ensure new developments locate in high priority growth areas (to the degree possible) to facilitate orderly expansion of public services.

POLICY 3.8 The JPB, City of Barnesville and stakeholders shall carefully evaluate and analyze costs/benefits of industries that place a high demand on the water supply/distribu

vii. ALTERNATIVE

GOVERNANCE MODELS. As noted in the scope of work for this project Metro COG was tasked with taking a look at other possible governance models, options and alternatives to ensure the JPA structure is an adequate and efficient mechanism pursuant to identified goals, objectives and issues. In short, the JPA Comprehensive Plan and Zoning Ordinance have been in place for 15+ years (and took years to establish) and it was Metro COG and the JPB collective understanding that whatever direction the Comprehensive Plan established for the future will likely be in place for the next 15-20 years. The intent of this section is structured such that Metro COG and stakeholders could gauge the utility of the existing model and provide a forum in which other models could be documented and discussed, in concept. Based on this exordium, a few alternative options are highlighted below for the readers information and consideration. It is important to note that these options were developed as preliminary concepts/brainstorming and would need to be vetted by a competent land use attorney if an alternative governance structure was ever pursued to any degree, by the JPB and partners. By producing these alternative governance models, Metro COG was looking to establish a framework for discussion for the sole purpose of ensuring the most effective and efficient governance structure is in place. To note, based on Metro COG's initial review

of the JPA Comprehensive Plan and Zoning Ordinance the documents are drafted with more contemplation and concern regarding the identities of parcels which could handle future development and ensuring any uses or construction in the short-term do not affect and/or negatively impact long-term opportunities. The most important question of this discussion, is there a more efficient and appropriate strategy that should be explored?

CONCEPT A, City Growth Area Plan.

Under MN Statute 462.3535 municipalities have the ability to establish “urban growth areas” through the Comprehensive Planning process (sometimes formulated through a Growth Area Plan). Based on the existing County Code, the City and County would need to cooperatively identify these urban growth areas or defacto “Planned Growth Areas”; which would be handled under the Urban Expansion District (UED) designation. Under this County zoning district designation, the County Development Code would allow residential densities for any overlay plat to reach up to 1 unit per acre or applicable density limits as set forth in the city/JPB ordinance (assuming access to public water and sewer). To note, the UED district does not allow many commercial or industrial uses and only a few parcels adjacent to Hwy 9 and Hwy 34 are currently commercially zoned per the County Code (see County Zoning Map). The important aspect of this concept is that any substantial residential growth adjacent to city limits would be required follow the policies and ordinances of the city; inclusive of access to public water and sewer in order to achieve the higher densities. Based on existing city policy, the city would not be able to extend municipal services without annexation. Under annexation proceedings, this establishes a mechanism to apply city zoning and subdivision provisions through the annexation process and agreement. In sum, this concept would force any substantial residential development into city limits under city policies and ordinances.

CONCEPT B, Township Zoning. Under this concept, Humboldt and Barnesville Townships would adopt the appropriate regulations within their zoning ordinances (Barnesville Township would need to adopt an ordinance) to facilitate these land use designations and any controls. This concept is probably the least feasible as decision making for these peripheral growth areas would be disjointed and direct city involvement would be significantly reduced. Under this concept, the city could extend its extraterritorial subdivision authority (see description on pg. 7) which would provide an instrument for more direct city involvement. In this circumstance, subdivision review and approval would fall under the city’s jurisdiction and zoning would be based on Township regulations (which could be consistent w/ the intent of the existing JPA ordinance).

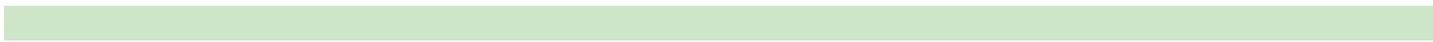
CONCEPT C, Orderly Annexation

Agreements. This process is set forth in MN Statute 414.0325 and utilizes a joint resolution, typically by one or more townships and one or more municipalities, to designate unincorporated areas for annexation; either currently or at some point in the future under the terms and porated areas for annexation; either currently or at some point in the future under the terms and conditions negotiated within the resolution. As noted in statute (414.0325 subd. (d)(1)) the county and townships may exclude the designated properties from their zoning and subdivision ordinances thereby allowing the city to extend it zoning and subdivision regulations to include the entire orderly annexation area. The other option, if the county and township cannot agree to this type of extraterritorial zoning and subdivision regulation by the city would be a three (3) member committee inclusive of representation from the county, city and township to govern the orderly annexation area. How would this work in concept? The city (in coordination with stakeholders) identifies the properties that are most likely or of which the city would like

to see developed (which has already happened to some degree w/ recently completed preliminary engineering feasibility studies). The city and townships (possibly county and property owners) would then work to establish an orderly annexation area and resolution which would designate the properties and establish zoning/subdivision authority. Dependent on dynamics, the city could then work collaboratively with property owners to identify development plans, identify investors, coordinate municipal utility extension, etc. All other properties outside the orderly annexation area would fall back into the County Agricultural General District (AG) which would allow 1 unit per 40 acres and more flexibility from a use perspective (ie. feedlots, commercial, etc).

CONCEPT D, 2 Mile Extraterritorial Subdivision Authority. Consistent with MN statute 462.358 the city has the ability to extend application of its subdivision regulations to unincorporated territory within two (2) miles in any direction of incorporated limits. As previously noted, the city has not exercised this right, to date (must be formalized by resolution). Under this concept, the city could formally acknowledge the 2 mile subdivision authority and have the county identify properties synonymous with the JPA boundary (or maybe only certain “urban growth areas”) under the Urban Expansion District designation. Current city policy (§3.04, Subdv. 10) requires annexation upon extension of municipal utilities. This provision also establishes a mechanism to apply city zoning and development regulations through the annexation process and annexation agreement.

END OF SECTION



TRANSPORTATION

INTEGRATION OF LAND USE & TRANSPORTATION

section 4

OVERVIEW. As noted in previous sections and as outlined in the scope of work for the Joint Powers Area Comprehensive Plan Update; transportation and land use are highlighted as the two most critical elements of this plan.

The transportation section has been drafted to focus specifically on identifying and establishing a transportation plan (existing and future) that is consistent with city, county and state transportation plans; as well as strategies, regulations and standards set forth by each jurisdiction.

Most importantly, the intent of this transportation section is to establish a planning level framework and understanding (between project partners and stakeholders) as to how critical elements of the system will function over the established planning horizon of the Comprehensive Plan.

HOW SHOULD THIS SECTION

APPLY? The JPB should utilize this section as follows:

1. Guidance for long-range transportation planning and decision making;
2. A tool to review development permits or subdivision applications for compliance/continuity with community and JPA goals;
3. An economic development and marketing tool; as well as a document to ensure a certain level of predictability and efficiency for property owners, developers and potential investors.

INTEGRATION; SUMMARY. Land use planning and transportation are two closely entwined disciplines especially relative to growth, development and investment. Section 3 (pg. 20) of this Comprehensive Plan discusses *urban growth areas* (see statutory definition for more information) and identifies priority growth acreage. Based on findings and analysis within Section 3, it appears that a majority of any residential growth will likely be accommodated within the confines of city limits and commercial and/or industrial growth would be more likely to focus on segments of Hwy 9 (from CSAH 2 to I94 interchange) and Hwy 34 (from Hwy 9 to I94 interchange).

Due to the commercial and industrial growth possibilities adjacent to these corridors this section focuses on development of a comprehensive access management strategy.

GOALS, POLICIES & ACTIONS.

Similar to Section 3 and as described in Section 1 (see pg. 8) goals, policies and actions are elements identified within the 'Planning for the Future' and 'Transportation' sections of this Comprehensive Plan. Goals and policies are intended to reflect objectives of the JPB at a more intimate, sub-category level; while action items are specific to a goal, policy (or both) or issue and represent a task the JPB should *consider* undertaking to further efforts of achieving the defined vision. This section is split into seven (7) 'sub-categories':

- i. **FACILITIES & JURISDICTION;**
- ii. **TRAFFIC COUNT DATA;**
- iii. **SIGNIFICANT CORRIDORS;**

- iv. FUNCTIONAL CLASSIFICATION;
- v. ACCESS MANAGEMENT STRATEGY;
- vi. RAILROAD;
- vii. PUBLIC TRANSPORTATION.

application submittals with Mn/DOT staff for any property with proposed access or existing access onto State Highway 9 or 34; and with Clay County staff for any property with proposed access or existing access onto the county highway system which includes CR 55, CSAH 2 and CSAH 52.

i. FACILITIES & JURISDICTION.

Although the relative size of the JPA is rather limited at approximately 1,380 acres, a number of important regional and inter-state roadway facilities bisect the study area. With these various federal, state and local (city, township, county) facilities; jurisdiction and oversight authority becomes a key consideration.

State (MnDOT) Facilities.

- Highway 9
- Highway 34
- Interstate 94

Clay County Facilities.

- CSAH 52
- CSAH 2
- County Road 55

Local (Township) Facilities.

- Any Township Roadways

GOAL 4.1 The JPB shall coordinate the necessary inter-jurisdictional interaction to ensure implementation of this transportation plan and access management strategy.

POLICY 4.1 The JPB shall work in cooperation with Mn/DOT, Clay County, Humboldt Township, Barnesville Township and the City of Barnesville to ensure local transportation and access needs are balanced appropriately with regional travel or traffic operational needs.

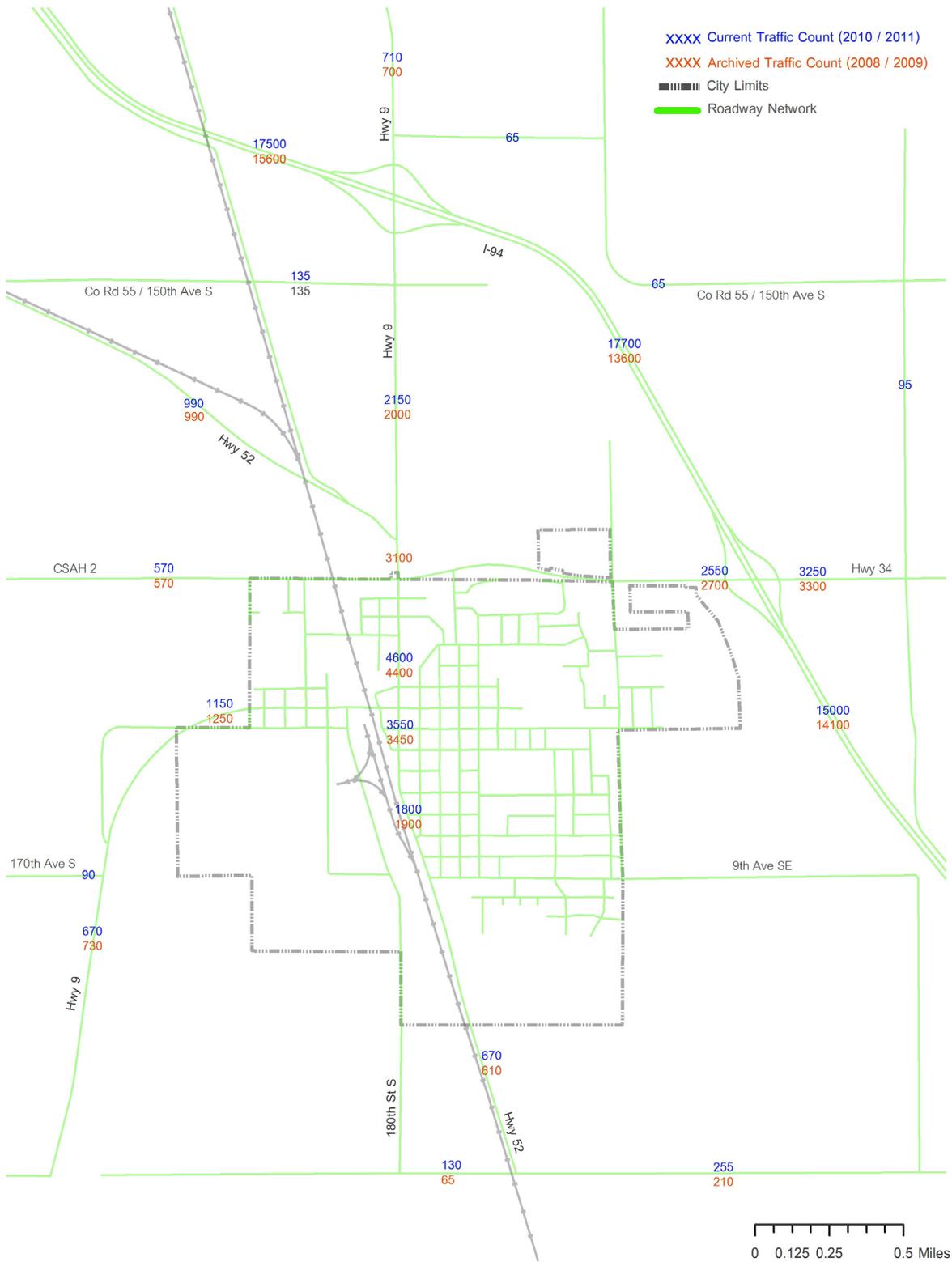
ACTION 4.1 Coordinate the review of development permits or subdivision

ii. TRAFFIC COUNT DATA.

Pursuant to archived traffic volume data available via Mn/DOT's website (www.dot.state.mn) volumes on the interstate system at both Barnesville interchanges continue to show slight annual increases (volume data tracked on a two year cycle for all trunk highways in Minnesota). In 2000, interstate volumes were documented at approximately 14,000 Annual Average Daily Traffic (AADT), 2009 counts showed volumes at approximately 15,600 AADT and 2011 counts at 17,500 AADT. For comparative purposes, 2011 counts on I94 near the Red River bridge in Fargo/Moorhead are documented at 66,000 AADT.

Similar to trunk highways, Mn/DOT collects AADT data for all CSAH roadways, certain county roads and roadways designated as part of the municipal state aid system (MSAS) on a two to four year cycle. Map 12 (see pg. 33) displays and contrasts 2009 and 2011 traffic count data for major roadway facilities adjacent to the municipal limits of Barnesville. It appears fair to conclude that based on the traffic count data the Hwy 9 and Hwy 34 corridors into Barnesville do offer some significant development opportunities; which is further supported in the following analysis which details the growing significance of certain corridors which provide access to the Minnesota lake country.

MAP 12, TRAFFIC COUNT DATA

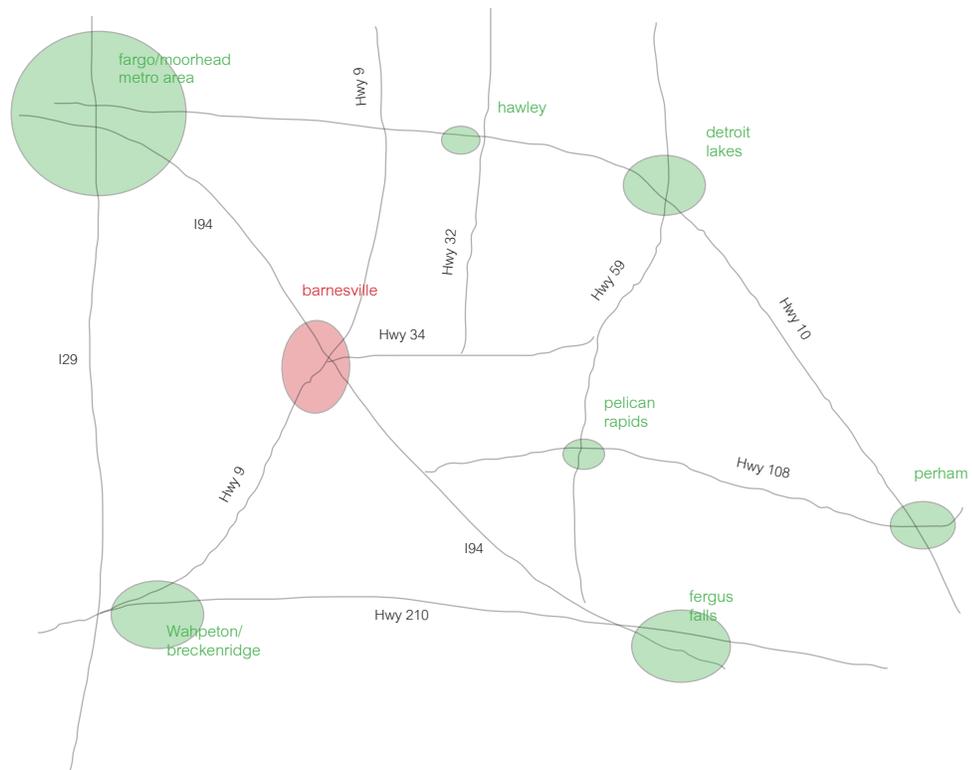


iii. SIGNIFICANT CORRIDORS.

As noted above, traffic volumes on Hwy 9 and Hwy 34 have gradually increased over the last decade. In part, this is likely attributable to several factors which include increased volumes on the interstate, increased population in Barnesville as well as surrounding communities and seasonal peaks associated with traffic traveling to and from lake country. Map 13 (see below) details the connectivity between some of the larger cities in the region and desirable lake

country destinations. Barnesville is lucky to be situated in a manner which strategically makes the community more visible and thereby establishes it as an important hub and conduit (specifically Highway 34) to a number of recognizable lakes and destinations such as: Pelican Lake, Dunvilla, Lake Lizzie, Crystal Lake, Lake Lida, Star Lake, Dead Lake and Maplewood State Park.

MAP 13, CORRIDORS AND LAKE COUNTRY CONNECTIVITY



iv. FUNCTIONAL

CLASSIFICATION. Functional classification is utilized to prioritize and design roadways and is an indication of its vehicle capacity and general purpose as a transportation facility.

Typically, and pursuant to the Clay County Functional Classification Network and County Code (see Map 14, pg. 36) four (4) roadway classifications are recognized which include:

Local - primarily to provide access to adjacent properties;

Collectors - intended to collect trips from numerous local roadways and distribute the vehicles to a roadway of greater significance;

Minor Arterial - facilities reserved for 'through' trips, typically of one (1) mile or more; and handle substantial trip volumes;

Principal Arterial - continuous roadway corridors that accommodate long distance vehicular movements; roadways which typically connect cities, transfer goods between economies and often function as inter-state transportation corridors.

Map 14 (see pg. 36) outlines the applicable functional classification for key roadways adjacent to Barnesville and proximal to the JPA.

Applicability to County Development Code

Regulations & Access Permits. It is important to note that the applied functional classification also relates to specific spacing, dimensional and regulatory language within the Clay County Development Code. As defined in Ordinance No. 2000-3 any development contemplated under the Barnesville Joint Powers Agreement and Zoning Ordinance is not subject to the provisions of the County Development Code. However, to ensure coordination and communication with the County Highway Department a formal access permit is still required and shall be secured prior to and/or concurrent with any JPA development application. Clay County

adopted an updated access management policy in December of 2012 and it should be noted that spacing and access management provisions within the existing JPA Zoning Ordinance (specifically 'access separation') are not entirely consistent with provisions within the Clay County Development Code. This is a continuity issue that needs to be addressed by the JPB and Clay County to ensure the intended outcome is achieved at which time further development occurs within the boundaries of the JPA.

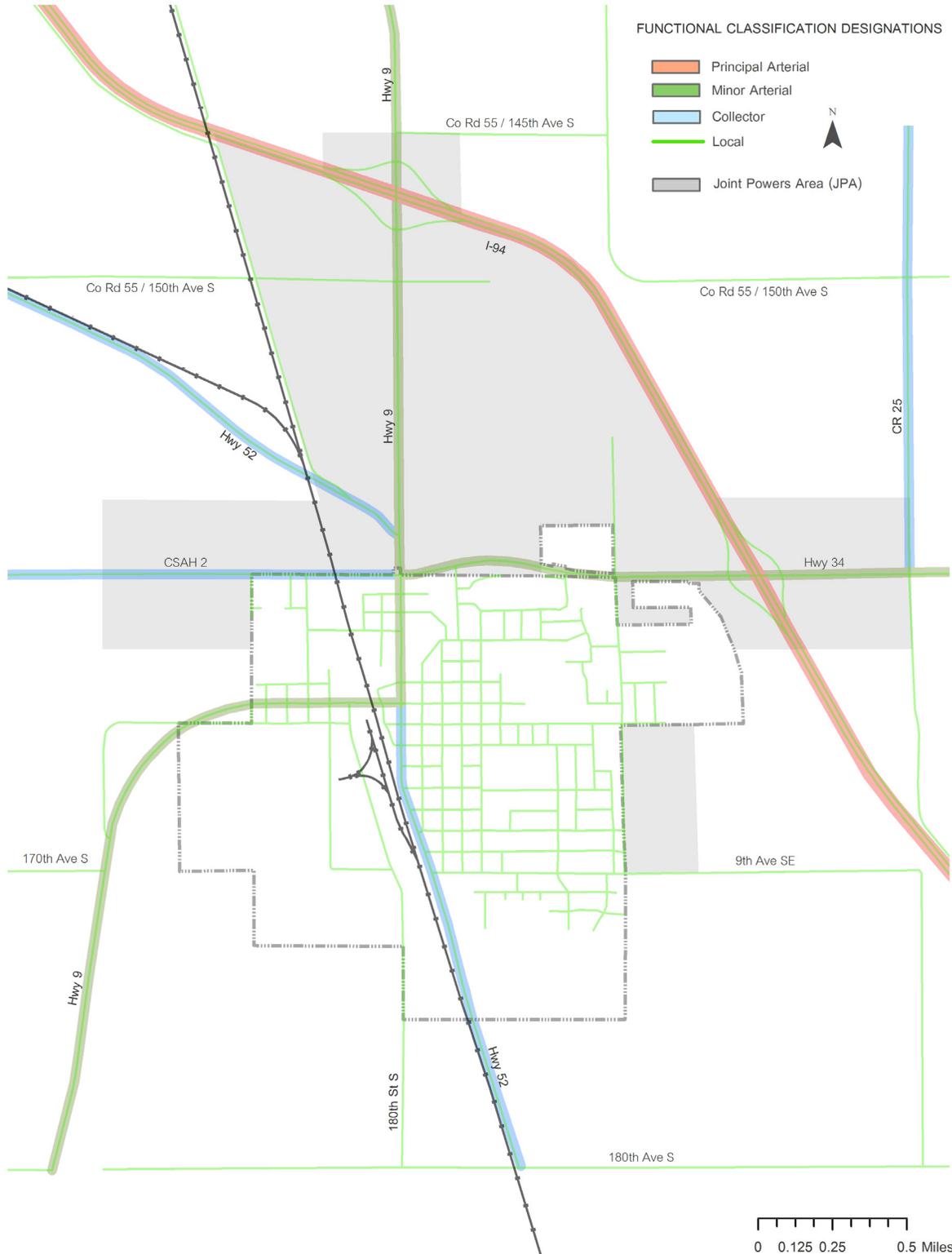
Mn/DOT Corridor Designations, Applicability

and Existing Conditions. As noted in Mn/DOT's Access Management Manual (January 2, 2008) there is an access category and assignment strategy for the entire Minnesota trunk highway system. The system consists of seven (7) primary categories which are intended to directly reflect the strategic importance of the specific highway and five (5) sub-categories which further stratify the highways by facility type and adjacent land use patterns. These designations are important as they represent the formal link to access management 'guidelines' on these highways. Map 15 (see pg. 39) outlines the applicable designations for highways proximal to the JPA.

According to Mn/DOT's manual, Hwy 9 and Hwy 34 are designated as minor arterial (rural) non-interregional corridors. The designation is intended to accommodate facilities that extend through agricultural, open and low-density development areas which are typically characterized by agricultural applications, large lot development and limited commercial or industrial uses.

Access management guidelines for the minor arterial 'rural' designations are 1/2 mile (or 2,640 ft) for primary intersections and 1/4 mile (or 1,320 ft) for secondary intersections. Primary intersections are typically full-movement public roadway intersections and the distance is established to provide uniform spacing for

MAP 14, FUNCTIONAL CLASSIFICATION



signalization, generally in urban or urbanizing situations. Secondary intersections on undivided highways are generally permitted if a low-risk conflict point can be maintained. Private driveway spacing ranges from 50 to 100 ft, based on roadway posted speed limits.

Existing access conditions on Hwy 9 (see Map 15 for additional information) are consistent with Mn/DOT guidelines with exception to clusters of access points near the CSAH 2/Hwy 9 intersection and CR 55/Hwy 9 intersection and fairly consistent on Hwy 34, although fewer access clusters.

The access strategy detailed within this JPA Comprehensive Plan for Hwy 9 and Hwy 34, relative to the identified growth areas per Section 4, shows spacing that is generally more consistent with an 'urbanizing' designation which would accommodate primary intersections at 1/4 mile, secondary at 1/8 mile (or 660 ft) and private driveway spacing ranging from 360 to 495 feet, dependent upon corridor posted speed limits. Per Mn/DOT's manual the 'urbanizing' designation is intended for areas outside the urban core where land use intensity will increase to a more urban character over a twenty (20) year horizon. Mn/DOT guidelines suggest that these areas are the greatest concern due to their potential to impact functionality of the highway system; however, also providing the best opportunity to cooperatively develop an appropriate access strategy (see Maps 16, 17) to ensure reasonable, suitable and convenient access pursuant to local future land use and growth objectives.

Outlined in Figure 7 (right) is a summary of the important access management guidelines as they would apply to 'rural' and 'urban/urbanizing' designations.

Although Mn/DOT has stated the probability of converting applicable sections of Hwy 9 and Hwy 34 from 'rural' to 'urbanizing' is unlikely, especially in the short term, this should remain

as an important discussion point, regardless of the fact an agreed upon **planning level** access management strategy has been determined for this area within this Comprehensive Plan, under the following premise:

1. In terms of language within the Mn/DOT Access Management Manual it is clear the category description for an 'urbanizing' designation fits the intended [ADOPTED] growth objectives for these highways (specifically Hwy 9). The JPB, in cooperation with the City of Barnesville, has adopted a Comprehensive Plan and Zoning Ordinance which clearly shows the intent of urbanizing these corridor segments under a defined planning horizon. It would be advantageous to plan for public roadway connections, spacing, etc under an applicable classification to increase efficiencies and predictability at which time development occurs.

2. Pursuant to Figure 3.12 within the Access Management Manual it specifically states that "Mn/DOT's preference is to permit public street connections rather than driveways....". It is important to note that private driveway opening guidelines are much less restrictive under the 'rural' designation. Dependent upon subdivision and/or development scenarios these lower 'rural' guidelines could negatively impact corridor functionality, mobility and safety; and to a degree could set the framework for the division of land adjacent to these corridors.

FIGURE 7, Mn/DOT HIGHWAY PRIMARY CATEGORIES

Highway Assignment Category		Typical Posted Speed	Public Street Spacing		Signal Spacing	Driveway Opening Spacing (private)
MINOR ARTERIAL						
			Primary	Secondary		
5A	Rural	45-55 MPH	1/2 Mile	1/4 Mile	x	50-100 ft
5B	Urban / Urbanizing	40-45MPH	1/4 Mile	1/8 Mile	1/4 Mile	360-495 ft

Source: Mn/DOT Access Management Manual (January 2008)

GOAL 4.2 The Joint Powers Area shall have continuity in access management regulations which shall align with the intent of provisions set forth in the Clay County Development Code.

POLICY 4.2 The JPB shall work cooperatively with Clay County to achieve consistency and continuity in access management policies, through an appropriate mechanism.

POLICY 4.2 (a.1) Amend the JPA Zoning Ordinance to specifically reference the adopted Clay County Functional Classification Network (as otherwise shown as Map 13 within this document, as may be amended) and revise spacing standards to match the intent of the Clay County Development Code;

or

POLICY 4.2 (a.2) Amend the JPA Zoning Ordinance and specifically cite the Clay County Access Management Policy (Section 8.3.6 of the Clay County Development Code) as in full force and effect respective to any access management regulations, provisions, permitting and process.

GOAL 4.3 The JPB shall support convenient, connected and efficient transportation facilities which includes preservation of corridor operations and functionality on Hwy 9 and Hwy 34.

POLICY 4.3 The JPB shall continue to support efforts to re-designate Hwy 9 and Hwy 34 to an 'urbanizing' classification. For additional information on amending access category assignments see Section 2.2.4 of the Mn/DOT Access Management Manual.

components, especially given the dynamics of the JPA, was to ensure adequate access for growth areas and to establish a conceptual understanding between project partners relative to how the transportation system will function over the defined planning horizon. This type of planning exercise is extremely valuable and is a core element within this Comprehensive Plan as it sets forth a decision making guide and helps to establish a more streamlined and predictable approval process for property owners, developers, investors; if development, subdivision or investment ever occurs within any of the growth areas.

Access Management Considerations. As the access management strategy was developed and vetted the following were key considerations and should be factored as readers review/analyze the applicable strategies for corridors within the confines of the Joint Powers Area.

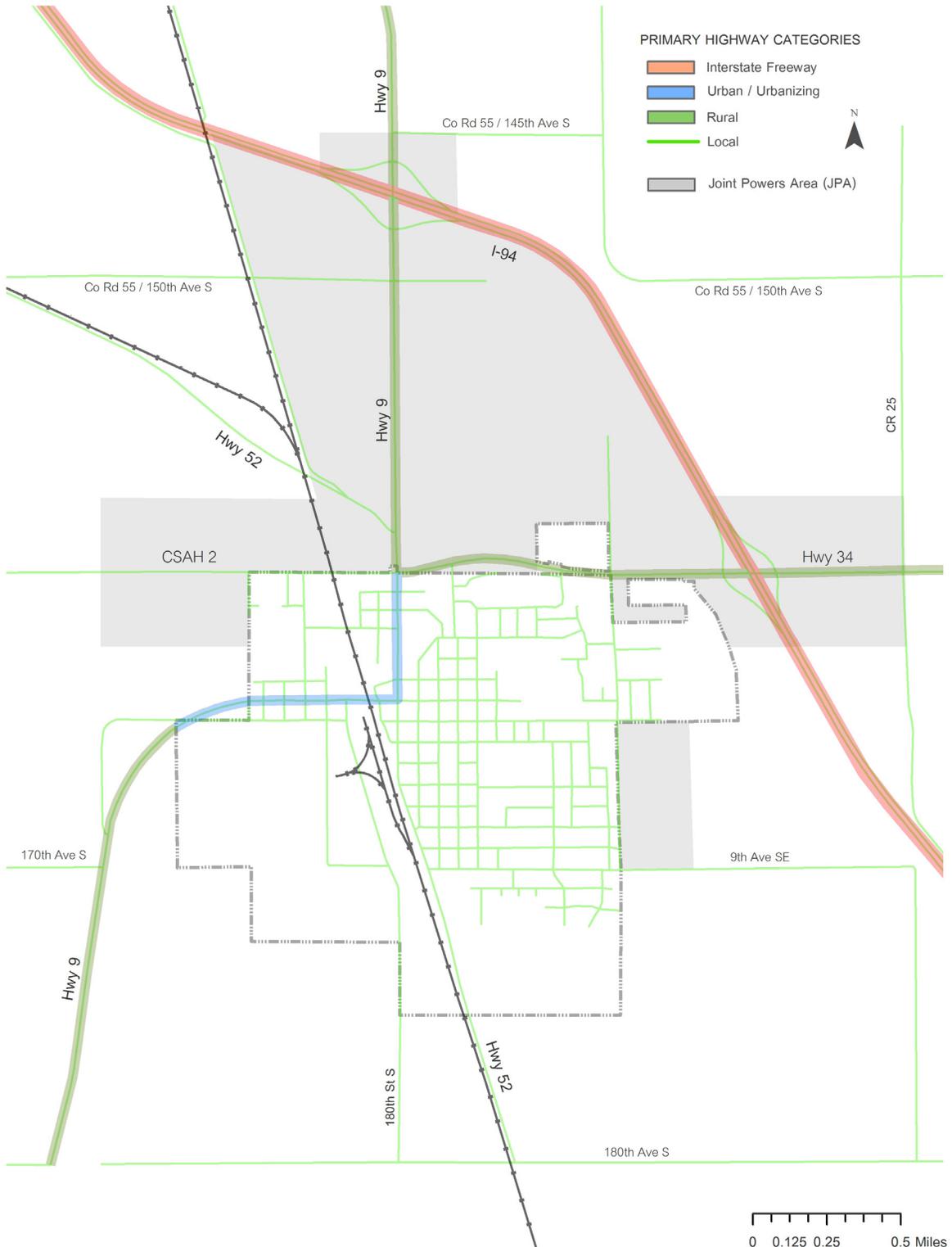
Access Management. What is it? Why is it important? Access management refers to a set of techniques which are utilized to minimize/control the number of conflict points on a corridor to preserve the functional integrity of the corridor. Access management strategies are intended to ensure effective and reliable mobility by reducing crashes, traffic delays and congestion; while maximizing corridor capacity and functionality; in addition to minimizing costly remedial roadway improvements and establishing consistency on corridors in fringe areas which are likely to urbanize at some point in the future.

Access Closures and Opportunities. ● Maps 16 and 17 identify existing access points or access openings to properties (some are field approaches) which could offer opportunities for closure and/or consolidation at some future time. Generally, these opportunities become available at which point a development application is submitted (development permit, subdivision, change of

V. ACCESS MANAGEMENT

STRATEGY. As the transportation plan was developed one of the most important

MAP 15, Mn/DOT HIGHWAY PRIMARY CATEGORIES



use, etc.) or as the roadway is re-constructed. The JPB and City of Barnesville should especially look for opportunities to reduce access points (which could include shared access) at the Hwy 9 / Hwy 34 / CSAH 2 intersection.

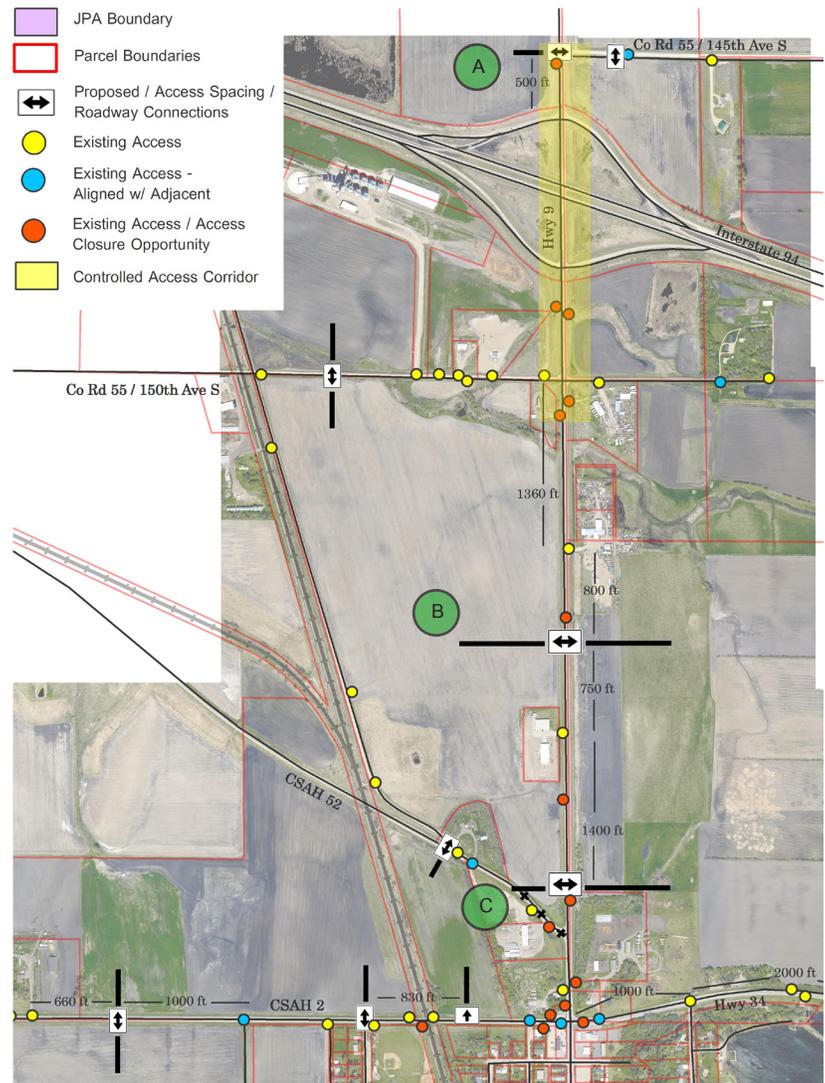
Controlled Access Corridors. Under MN Revised Statutes §160.08 (subd 4.) Mn/DOT and local governments have the ability to acquire access rights with respect to both public and private property through purchase, gift or condemnation. Once the road authority (ie. Mn/DOT, County, Township, City) has acquired the access right(s) along the property's frontage the subject property would retain no right of access to the roadway facility and the corridor segment would be considered to have *full access control*. In regards to the Hwy 9 and Hwy 34 corridors, according to Mn/DOT documentation controlled access has been established adjacent to both interchanges; as detailed on the corresponding maps.

Access and Spacing [North Side of Hwy 9 / I94 Interchange]. **A** The JPA boundary extends north beyond the westbound I94 off-ramp approximately 500 feet with CR 55 acting as the northern termination line. Similar to many areas, the JPA boundary does not necessarily follow parcel boundaries and it should be noted that parcels on both the east and west side of Hwy 9 (north of CR 55) will also have limited access to Hwy 9. As shown within Map 15 any development on the east side of Hwy 9 will need to access Hwy 9 via CR 55. On the west side, the ideal situation would be a coordinated and aligned access at CR 55 and a secondary access would only be allowed onto 140th Ave S.

Consistency with Preliminary Engineering Feasibility Studies. **B** In 2011 the City of Barnesville commissioned Moore Engineering, Inc. to complete a preliminary

engineering report on the feasibility of extending municipal infrastructure (and analyzing other development considerations) to certain parcels within the JPA. The parcels analyzed included acreage within the Barnesville Commercial Park (south of Hwy 34 and east of 13th St) and acreage adjacent to Hwy 9 (west of Hwy 9, north of CSAH 2 and south of CR 55). To note, the interchanges and immediately adjacent parcels were not studied as part of this engineering feasibility study. In summary, the reports

MAP 16, ACCESS MANAGEMENT STRATEGY; HWY 9, CR 55, CSAH 2

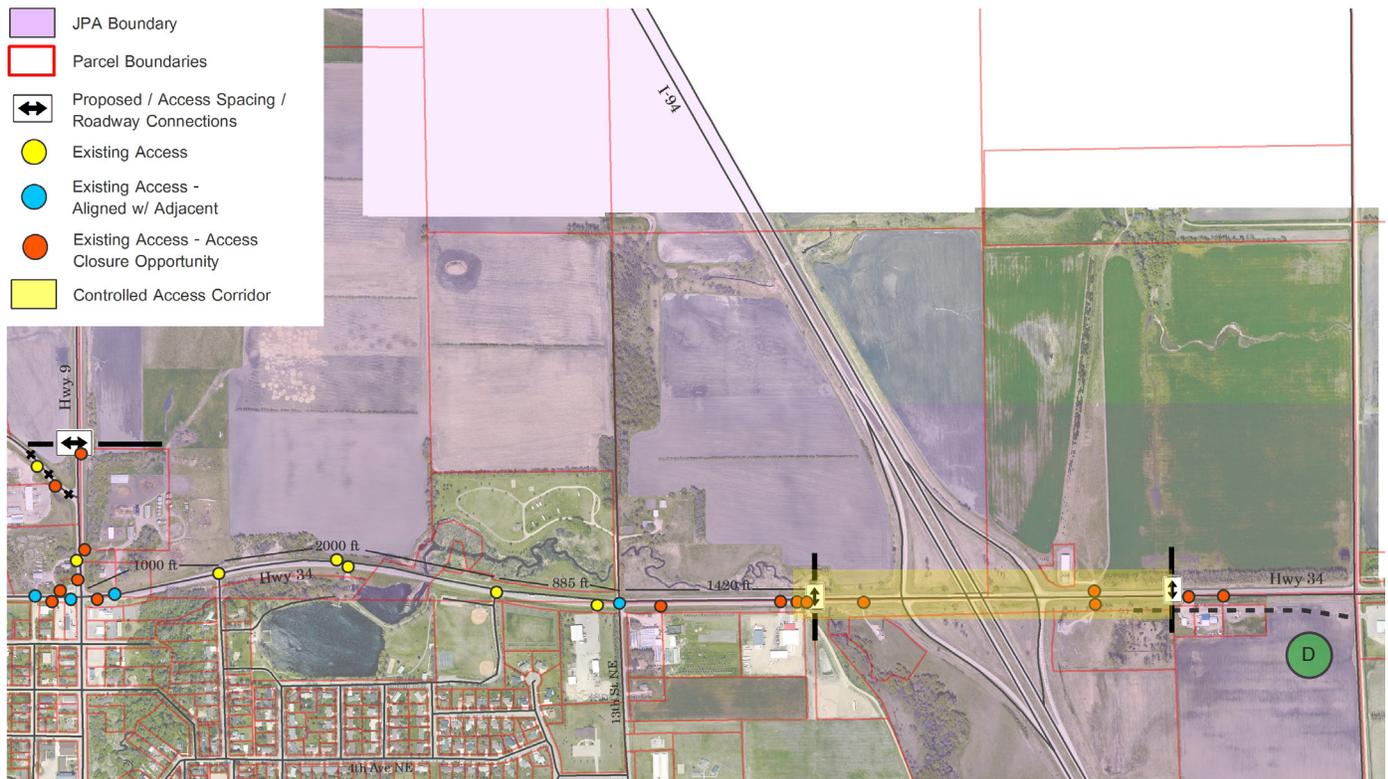


concluded that the extension of municipal utilities into these areas was indeed feasible from both a physical and cost perspective. Public roadway opening alignment onto Hwy 9 at **(B)** is consistent with the conceptual alignment shown within the preliminary engineering feasibility study; however, there is probably some flexibility regarding the exact location at which time the opening is plated and constructed. Proposed access openings onto CR 55 (150th Ave S), CSAH 2 and CSAH 52 are also consistent with the preliminary engineering feasibility studies and would generally meet the intent of the Clay County Access Management Policy.

Alignment of Highway 52. **(C)** In 2010 Clay County completed an unbonded concrete overlay on Hwy 52 from CR 62 to CR 67 and the County is currently pursuing funding to complete rehabilitation of 6 miles of Hwy 52

from Barnesville to Baker. The County has completed design plans for 3 of the 6 miles and continues to pursue opportunities to secure funding for these improvements. Pursuant to conversations and discussion at focus groups meetings with County officials, it appears two alternative alignments have been considered in an attempt to address the angle at which Hwy 52 intersects Hwy 9. Under the current configuration there are safety concerns due to poor sight lines. The two alternatives considered by Clay County include: (a) shifting the alignment east of the railroad underpass to connect into CSAH 2; and (b) shifting the alignment to be perpendicular to Hwy 9 which would site the intersection approximately 390 ft north of the current connection point. This alignment issue has turned into a critical element of the access management strategy as scenario (b) would provide the appropriate spacing, offer the most efficient alignment in support

MAP 17, ACCESS MANAGEMENT STRATEGY; HWY 34



of a coordinated transportation system while also establishing the framework for roadway connections into growth areas on the east side of Hwy 9. In sum, if the Hwy 52 connection to Hwy 9 remains at the existing location the JPB needs to understand it will be exceedingly difficult to achieve an additional or second public roadway opening on Hwy 9 between Hwy 52 and CR 55 .

Access to Properties Adjacent and Proximal to I94 Interchange Ramps. As discussed in detail within the 'Planning for the Future' section of this Comprehensive Plan (see pg. 20) both interchanges have attracted development interest although no significant activity has taken place other than permitting for cellular towers and the Agassiz Valley Grain facility which rests in the SW quadrant of the I94/Hwy 9 interchange.

I94 / Hwy 9 Interchange: This interchange is probably the most attractive from a development and investment perspective; however, it is the furthest from available municipal utilities. Two field approaches currently exist on Hwy 9 (south of interchange) which are located within a segment of the corridor which is access controlled. If uses change on either of the adjacent properties and/or at which point development occurs access to the SW and SE quadrants will need to utilize CR 55. As noted under **A** (pg. 40), north of the interchange under the ideal scenario the access opening would align with CR 55 (ie. 145th Ave S) and the secondary access would tie into 140th Ave S.

I94 / Hwy 34 Interchange: Opportunities for development and investment exist adjacent to this interchange and there are advantages to this location given lake country travel patterns and proximity to municipal utilities. On the west side of the interchange there is an existing access

to a cellular tower (south side of Hwy 34) however, any change of use on this property and/or any development on the north side of Hwy 34 will require access onto a local roadway network as this segment of corridor is access controlled. As previously mentioned, the City of Barnesville has established a preliminary engineering feasibility study which sets forth a strategy to plat and construct a roadway thereby expanding the Barnesville Commercial Park by approximately five lots (or 28.10 acres). On the east side of the interchange a couple of businesses are present with existing access openings onto Hwy 34. As depicted in the access management strategy the proposed opening is shown (further east from the two existing openings) to decrease potential conflicts with interchange on and off ramps. Further, if uses change and/or if additional development occurs on either side of Hwy 34 the JPB should closely consider the proper siting of this opening and also look for any opportunities to consolidate access points and facilitate connectivity to CR 25; which may or may not be best accomplished with a frontage road.

MnDOT Hwy 34 Project. Mn/DOT has a bituminous resurfacing project programmed on Hwy 34 from Hwy 9 to Dunvilla in 2015. As this project is developed it will be advantageous for the JPB and City of Barnesville to work cooperatively with Mn/DOT to concurrently address any applicable access issues along this corridor. Dependent upon the city's timeframe for construction of the new roadway into the Barnesville Commercial Park it may be the appropriate timing to negotiate and re-align access points on the adjacent properties. This would include the Deans Bulk Service properties and associated two (2) access points as well as the access opening for the meandering private driveway which traverses City of Barnesville property and Gilbertson properties.

Zoning Ordinance Requirements for Frontage Roads and ROW Dedication. **D** According to the JPA Zoning Ordinance direct access to Hwy 9 and Hwy 34 in the C1, C2, I2 districts is not permitted "...without allowing for the immediate or eventual construction of a frontage road." A frontage road concept may be workable and appropriate on Hwy 34 east of the interchange; however it may or may not be the appropriate solution on Hwy 9 depending on possible platting and subdivision intentions and is probably less appropriate for parcels within the JPA that are west of the Hwy 34 / I94 interchange.

GOAL 4.4 The JPA transportation network shall be convenient, connected and efficient while providing reasonable and suitable access to growth areas as identified within Section 2 of this Plan.

POLICY 4.4(a) The JPB shall utilize Map 16 and Map 17 as the official access management *strategy* for the Joint Powers Area; and specifically for any access decisions related to proposed, revised or modified openings on Hwy 9 or Hwy 34.

POLICY 4.4(b) The JPB shall utilize the access management strategy to identify, inform and support efforts to reduce access openings on Hwy 9 and Hwy 34 as opportunities become present through development applications, subdivision applications, annexations, changes of use or any other formal review triggering mechanism.

ACTION 4.4 (1) The JPB shall work collaboratively with Mn/DOT representatives to address access issues adjacent to Hwy 34 and the planned roadway facility into the Barnesville Commercial Park; prior to 2015.

POLICY 4.4(c) Shared access and shared parking facilities (joint facilities) shall be encouraged by the JPB.

ACTION 4.4 (2) Amend the JPA Zoning Ordinance with language supporting, encouraging and/or possibly requiring shared access and/or shared parking; under certain parameters.

POLICY 4.4(d) The JPB shall require ROW dedications, easement dedication or other dedications as determined necessary in order to facilitate implementation of the transportation plan and access management strategy. This may include platted ROW or easement dedications to allow future transportation connections to areas that may accommodate future development.

ACTION 4.4 (3) The JPB should work collaboratively with the City of Barnesville to actively pursue and lobby for Hwy 52 realignment at the Hwy 9 intersection to ensure preservation of long range transportation and growth objectives.

ACTION 4.4 (4) The JPB should consider revising the JPA Zoning Ordinance (specifically dimensional standard language within the C1, C2, I2 districts and section 19.01) to eliminate the requirement that frontage roads and/or dedicated ROW shall be required for any property requesting access onto Hwy 9 or Hwy 34. Frontage roads should remain a viable option or alternative but should not be dictated as there are many other options which could provide a much better transportation framework, dependent upon stakeholder platting and development intentions. The JPB should consider transportation decisions with due consideration given to impacts on adjacent land uses, neighborhoods and future growth. In sum, the JPB should set forth criteria and analyze factors [such as the examples identified below] to ensure consistency with the intent of the access management strategy.

1. How is traffic circulation impacted? Is there

adequate separation between driveway cuts? Is the plan consistent with recommendations within the adopted access management strategy?

2. Does the transportation decision facilitate connectivity to existing roadways? Is adequate ROW available? Are public access easements needed?

3. How does platting or permit approval affect future access and mobility of adjacent properties that may develop or redevelop in subsequent years?

4. How could the decision affect existing (adjacent) land uses or planned uses as set forth with the Future Land Use Plan?

5. Is adequate capacity available to handle proposed traffic impacts or does the development and/or JPB (County, Mn/DOT, City, etc.) need to mitigate certain impacts that will be realized upon project implementation?

(lowest classification) railroad which implies an annual operating revenue below \$23.1 million. This branch is also referred to as a 'short-line' railroad as it is independently owned and interchanges with a larger (Class I) service. According to 2010 data, this branch carries approximately 13,000 carloads annually (cars provided by BNSF) and principle commodities include outbound grain and inbound coal (Otter Tail Power Company).

Intermodal Yard and/or Expansion Opportunities. During early input meetings and focus group meetings (which included Otter Tail Valley Railroad (OTVR) representatives) the concept of whether an intermodal yard would be feasible in Barnesville was discussed. By definition, intermodal facilities are sites where freight is conveyed from one mode of freight transportation to another, which includes truck / rail interfaces. In recent years, and since passage of the Intermodal Surface Transportation Efficiency Act (ISTEA, 1991), intermodalism has grown substantially in part to federal, state and private initiatives to expand the availability of freight terminals. Establishing an intermodal yard has inherent complexities and it is critical to understand potential catchment areas, potential cargo volumes and cargo types. The question beckons whether freight producers would use an intermodal or intermodal type facility at this location; especially given the fantastic access to the interstate system, the Dilworth 'intermodal' yard and a series of other arterial corridors.

As shown in the diagram (see pg. 45), intermodal yards for Burlington Northern Santa Fe (BNSF) are located in St. Paul and Dilworth; although the Dilworth yard no longer performs lifts as freight companies have found increased economies of scale by taking commodities to St. Paul. Additionally, Canadian Pacific (CP) has an intermodal facility in both Minneapolis and Winnipeg and Canadian National (CN) also has a facility in Winnipeg. Typically, for

vi. RAILROAD. As described in Section 3 of the Comprehensive Plan and as specifically detailed in the growth and land use analysis; the JPA has significant potential to attract and develop industrial and commercial uses that require and/or could benefit from direct and easy access to the rail system.

Otter Tail Valley Railroad (OTVR). The OTVR operates approximately 71 miles of former Burlington Northern (BN) trackage from Dilworth to Fergus Falls and as shown in the diagram (pg. 45) this branch provides service to South Moorhead, Dilworth, Sabin, Baker, Barnesville, Lawndale, Rothsay, Carlisle and Fergus Falls. Railroads are divided into 'classes' by the Surface Transportation Board which correspond to the annual operating revenue of the rail system. This OTVR branch is identified as a Class III

rural areas, the catchment area is approximately 200 to 250 miles and a general rule is that if 15-25% of the door to door mileage are dryage miles attributable to that load, the load will not travel intermodally. Further, in order for an intermodal facility to be recognized it would need to handle at least 1/4 million loads per year. Thereby, the feasibility of establishing a true intermodal yard in Barnesville is probably limited due to the economies of scale related to the 200 to 250 mile catchment area, as these freight loads are going to be hauled to St. Paul. However, this does not eliminate the fact that properties adjacent to Hwy 9 would have incredible access to a regional branch of the BNSF rail system and the right businesses could certainly be attracted and benefit from this location. Dependent upon the level of interest from the JPB, City of Barnesville and

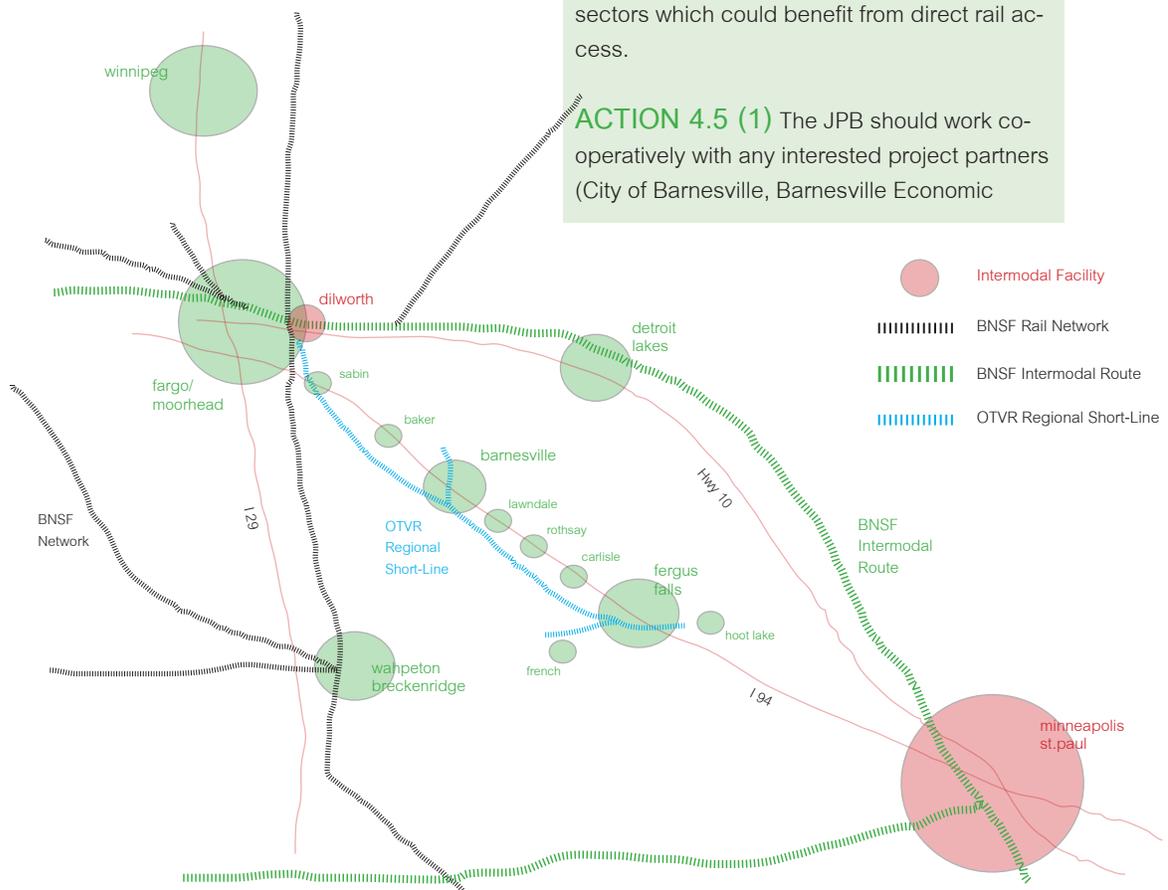
other stakeholders it may be beneficial to more closely study the potential opportunities, rail system dynamics and possible industries and sectors which could benefit at this type of location. This would require the procurement of a consulting firm whom specialized in rail planning, freight movement and economics/marketing.

GOAL 4.5 Enhance and further utilize the OTVR line as an infrastructure resource and marketing tool. Use rail access (combined with proximity to the Fargo-Moorhead Metropolitan Area and Interstate 94) to market and attract industrial/commercial businesses.

POLICY 4.5(a) The JPB should support efforts which seek to further understand railroad dynamics and operations with the intent of establishing a plan to specifically market the area to industries and business sectors which could benefit from direct rail access.

ACTION 4.5 (1) The JPB should work cooperatively with any interested project partners (City of Barnesville, Barnesville Economic

MAP 18, RAILROAD NETWORK



Development Authority, Clay County, etc.) to procure a consultant to provide further insight, analysis and recommendations on the best use and marketing strategy for this rail resource.

POLICY 5.5(b) The JPB shall support businesses, development ventures and development applications adjacent to Hwy 9 and the OTVR rail line which provide opportunities to utilize this infrastructure resource to its maximum potential.

vii. PUBLIC

TRANSPORTATION. Public transportation options are rather limited in the rural areas of Clay County. Currently, Transit Alternatives Inc. (under auspices of Mn/DOT and federal transit grants) operates a commuter service from Detroit Lakes to Fargo/Moorhead which connects into several park & ride locations along the Hwy 10 corridor. Previously, Clay County Rural Transit provided commuter routes from Detroit Lakes to Fargo/Moorhead (Hwy 10) and from Barnesville to Fargo/Moorhead via Hwy 52; in addition to limited demand response service.

END OF SECTION

IMPLEMENTATION

A MATRIX TO A VISION

section 5

STRATEGIC IMPLEMENTATION.

Previous sections within this Comprehensive Plan focused on the foundational elements which include a demographic and existing condition profile and detailed analysis on the integration of land use and transportation. This strategic implementation section sets forth a project prioritization matrix which should be used by the JPB to guide decision making over the next 15 to 20 years.

Figure 8 represents the project prioritization matrix based on the following:

IMPLEMENTATION TIMEFRAME. The implementation matrix includes three (3) overarching categories:

- a. Short Term (2013 to 2017);
- b. Mid Term (2018 - 2022);
- c. Long Term (2023 - 2030).

FUNDING IMPLICATIONS. The JPB operates on an extremely limited budget and typically only meets a few times per year. Readers should note that a majority of the recommendations and actions as formulated as a result of this Comprehensive Plan update effort and as highlighted in the implementation matrix, require little (if any) financial resources. Many of the actions would simply require that the Joint Powers Board set forth the time and commitment to discussion of the issues/topics and establish an internal mechanism to ensure completion.

PUBLIC / PRIVATE

PARTNERSHIPS. To efficiently and successfully implement a Comprehensive Plan both

the public and private sector play an integral role. To achieve a community vision, investment from both sectors will be necessary. In addition, the JPB, City of Barnesville and community should actively encourage public/private partnerships to enhance the likelihood that projects will be initiated and completed that are consistent with Comprehensive Plan goals, objectives and policies.

IMPLEMENTATION MATRIX

OVERVIEW. Projects listed within the matrix are not all inclusive of every recommendation, consideration, suggestion or concept as documented within the Comprehensive Plan update. More importantly, these projects or objectives represent the significant findings and recommendations as outlined within the context of the plan.

PLAN AMENDMENT PROCESS.

As described in Section 1 (see pg. 2) this Comprehensive Plan has been developed to guide decision making within the Barnesville Joint Powers Area. In order for the plan to function over the established fifteen (15) year planning horizon the JPB and community must be able to review, revise and update the plan as conditions warrant (ie. economics, social, demographic, growth, political, etc.). The ability to update or revise the plan provides an avenue in which the community (specifically the JPB and staff) can respond to changing conditions. Amendments to the plan may include: text revisions, goal/policy/action re-evaluation or changes to the Future Land Use Plan. All Comprehensive Plan amendments shall require JPB consideration and action. The JPB shall approve, approve with conditions or deny the amendment based on

staff recommendations, public hearing testimony and amendment approval criteria as set forth below.

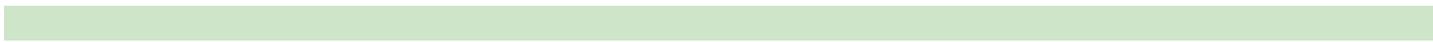
Comprehensive Plan amendments shall be approved if the JPB makes the following specific findings:

- a. The proposed amendment will have no adverse impact (or un-mitigated impact on surrounding properties, facilities or infrastructure);
- b. The proposed amendment will not have significant or adverse impacts on services; inclusive of availability and adequacy of potable water, sanitary sewer and transportation networks;
- c. The proposed amendment is consistent with the intent of the Future Land Use Plan; and
- d. The proposed amendment is consistent with the logical expansion of municipal services and the municipal boundary (as applicable).

IMPLEMENTATION MATRIX, SEE PG. 49

FIGURE 8, IMPLEMENTATION MATRIX

GENERAL PROJECT DESCRIPTION	FUNDING IMPACT	SUPPORTING GOAL, POLICY OR ACTION
SHORT TERM (2013 - 2017)		
Continue to monitor CapX2020 project construction and <u>alignment</u> . As further detailed within Section 2, the proposed alignment will impact properties within the JPA (both I94 interchanges).	LOW	-
Coordinate and work cooperatively with Mn/DOT to address access issues adjacent to Hwy 34 in advance and/or concurrent with Mn/DOT bituminous re-surfacing project on Hwy 34 from Dunvilla to Hwy 9 intersection. This may also include alignment issues related to the new proposed roadway into the Barnesville commercial park.	LOW	Goal 4.4; Policy 4.4(a); Policy 4.4(b); Action 4.4(1)
Coordinate with the City of Barnesville and actively pursue and/or lobby for Highway 52 re-alignment at the Hwy 9 intersection.	LOW	Goal 4.4; Policy 4.4(a); Action 4.4(3)
Complete Zoning Ordinance Update.	HIGH	Goal 3.4; Goal 3.6; Goal 3.5; Policy 3.6(a); Policy 3.6(b); Policy 3.6(d); Action 3.6(1); Policy 3.8; Goal 4.1; Goal 4.2; Policy 4.2; Action 4.2(a.1) & (a.2); Action 4.4(2); Policy 4.4(d); Action 4.4(4);
Continue to monitor land availability, demand and market conditions at applicable levels of geography (regional, city, etc.); possibly through an annual report or similar document.	LOW	-
Improve coordination between the JPA Zoning Ordinance and wellhead protection objectives as updates or amendments are pursued. Possible considerations include further regulation on contaminants as related to the delineated DWSMA boundary.	LOW	-
MID TERM (2018 - 2022)		
Periodically re-visit the extent and application of the Joint Powers Area and the context of the associated regulatory documents.	LOW	Goal 3.3; Action 3.3; Goal 3.2; Goal 3.4; Goal 3.6; Goal 3.7; Policy 3.8; Goal 4.1; Goal 4.4
Develop marketing strategy to attract, promote and pursue high quality businesses which may benefit from opportunities within the JPA. This marketing strategy should also align with efforts to further understand and utilize the OTVR line as an infrastructure resource. This project should include procurement of a consultant.	HIGH	Goal 3.6; Goal 3.7; Policy 3.7; Policy 3.8; Goal 4.5; Policy 4.5(a); Action 4.5(1); Policy 4.5(b)
Continue to coordinate and work with Mn/DOT to analyze and consider "urbanizing" designations for Hwy 9 and Hwy 34 within the JPA.	LOW	Goal 4.1; Policy 4.1; Goal 4.3; Policy 4.3; Goal 3.4; Policy 4.4(a); Policy 4.4(b)
Coordinate with the City of Barnesville and actively pursue and/or lobby for Highway 52 re-alignment at the Hwy 9 intersection.	LOW	Goal 4.4; Policy 4.4(a); Action 4.4(3)
LONG TERM (2023 - 2030)		
Initiate considerations for an update to the 2012 Comprehensive Plan. This should include discussion on the applicability of other governance models.	HIGH	Goal 3.3; Action 3.3



PUBLIC / STAKEHOLDER INPUT

A RECORD OF MEETINGS

section

PUBLIC AND STAKEHOLDER

PARTICIPATION. Consistent with Metro COG's Public Participation Plan and as briefly described in Section 1 (see pg. 4) a variety of tools were utilized to engage a diversity of stakeholders and interested parties as part of this planning process. This Section sets forth a detailed summary of the public/stakeholder participation process and documents meeting summary's, comments and discussion during each input phase; primarily through a 'record of meeting'.

SEE FOLLOWING PAGES



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****Record of Meeting****

JPA Comprehensive Plan Update
Focus Group _ Government Officials

Date of Meeting:

04/04/2012, 7:30-9:00 a.m. – Community Center

Participants:

Eric Spilde	Gene Prim	Tim Magnusson	Scott Loeslie
Mike Rietz	Brad Field	Richard Sylvester	Fred Dahnke
Katie White	Joe Nigg	Mike Detloff	Eric Newell
Karen Hagen	Margaret Follingstad		

What is your familiarity with the Joint Powers Area Comprehensive Plan and Zoning Ordinance and how it is operating?

Brad Field: Its biggest value is as a vehicle to bring the two townships and the city to the table. Therefore, there are no surprises and the City is not forcing development.

Tim Magnusson: Thinks it is a good idea because the Hwy 9 corridor is the boundary between the two townships and with the joint powers in place, there is consistency in how both sides of the highway are planned for development.

What are the priority growth areas that should be identified in the comprehensive plan?

Tim Magnusson: The I-94 interchanges will be key growth areas, but not until municipal services can be extended into the area.

Brad Field: I agree that extending services to those areas is important, but we have not always had cooperation with the landowners.

Eric Newell: The current commercial park is for more light manufacturing uses due to its proximity to residential areas. The area north of town is desirable for industrial development. The landowner wants to sell the land in one chunk.

Richard Sylvester: The area north of town is low and has bad soil, a lot of potential, but a lot of problems. We should also look at the Comstock Road (County Hwy 2) for commercial development.

Gene Prim: Another problem is the triangle of land where the lumber yard and the County shop are. There are lots of questions about how to serve that area. It should have been annexed years ago. Figuring out how to get municipal services to that area is a problem that needs to be corrected.

Eric Newell: The EDA did an engineering study of that area. It is about \$2 million to serve that entire area.

Brad Field: Regarding going West on Hwy 2, the Buth land is available, but the rest of the landowners are not interested in development.

Tim Magnusson: Property owners change.

Richard Sylvester: The property southwest of town is developing.

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Joe Nigg: Should we expand the Joint Powers area?

Brad Field: Some platted lots are still available in that area. If land is platted, maybe it should be included.

Joe Nigg: What about residential area in the JPA?

Tim Magnusson: Residential should be in the city and in an area for easy extension of municipal services.

Eric Newell: Future development of residential is better in other areas of the city.

Tim Magnusson: How interested is the community in extending services into some of the land in the Joint Powers Area?

Brad Field: It would depend on whether the people developing the land would pay the cost. I don't think we should extend services on the theory of "build it and they will come".

Gene Prim: Extending services along Hwy 34 brings in the possibility of developing the Grommesh land.

Tim Magnusson: Have some of the alignments for Hwy 2 and Hwy 52 been looked at? I heard that they might be changed.

Richard Sylvester: The rail turn-around near the sewer lagoons are still valuable.

Comments on Transportation

Brad Field: The frontage roads need to be taken out.

Mike Detloff: Frontage roads add to the development cost.

Tim Magnusson: But MNDOT needs to agree to not require them.

Joe Nigg: That's why we need an access plan for the highway.

Brad Field: A recent company that the EDA was working with was interested in land away from Hwy 9 to avoid those access issues.

Richard Sylvester: We need a setback ordinance to reserve space for possible frontage roads.

Tim Magnusson: That would be a good idea.

Joe Nigg: Good setbacks are already in place.

The session finished with some discussion on some potentially landlocked properties, but feedback was limited.



****Record of Meeting****

JPA Comprehensive Plan Update
Focus Group _ JPA Property Owners

Date of Meeting:

04/04/2012, 10:30-12:00 p.m. – Community Center

Participants:

Greg Berg	Dave Grommesh	Brent Berg	Brad Barth
Mike Rietz	Phillip Rogers	Jeremy Krause	Joe Kieselbach
Katie White	Joe Nigg	Butch Lemke	Dan Noreen
Maurice Nicklay			

What are your overall impressions of the JPA and what are the priority growth areas that should be identified in the comprehensive plan?

Butch Lemke: My property is on the east side of the interstate on Hwy 34. The joint powers was a hindrance to building in the area. The City is not providing any services in the area and I still had to go through many of the County processes. The proposed power line limits the ability to build. Not in favor of the planned frontage road to serve my property.

Joe Nigg: The frontage road and access points will be looked at as a part of this process.

Butch Lemke: And my zoning changed. It is restrictive and there is no point to it. The frontage road would take too much of my property.

Brad Barth: Some of those access issues are out of local control, it is up to MNDOT. The frontage road could be access for the multiple properties.

Jeremy Krause: Building my new building was made a little harder by the joint powers requirements. The local inspector is sometimes hard to get a hold of, but he had a helpful suggestion and is very knowledgeable. If inspections were handled through the County the inspectors would be more available because of the larger staff.

Dave Grommesh: Has there been talk of a turning lane for the grain elevator?

Joe Nigg: We plan to talk to MNDOT about that.

Brad Barth: Most of the interest I have had on my land is for residential development.

Dave Grommesh: We need to set up the zoning to make it easier to develop as development comes. Barnesville has done a good job of zoning and property owners need to have some vision. The Joint Powers Board needs to set it up to work with the property owners.

Joe Kieselbach: Is there a Joint Powers Ordinance that covers these areas?

Joe Nigg: Yes, that is one of the things that is being reviewed.

Joe Nigg: What is your reaction to the transportation sections of the handout and what do you know about these apparent landlocked parcels?

General group comments: The one to the north gets access from a gravel road that runs past the storage sheds. The one to the south, there is a general access easement across the entire parcel that borders it to the north.

Greg Berg: The access point on the map near the overpass on Hwy 9 is fairly steep.

Dave Grommesh: It is a safety issue having an access point that close to the interchange.

Brad Barth: What should be at those interchanges? Why is it that they have not developed? Is it because it is too hard to do or is it because there is a lack of vision for the areas? The Joint Powers are laying out a framework, but they aren't marketing or pushing for development.

Joe Nigg: That's the key, what is the priority of the community.

Greg Berg: Do you get into marketing?

Joe Nigg: We put together the plan and then the JPB and the EDA and landowners work together to move it forward.

Maurice Nicklay: Could I take my property out of the JPA? Why does the area extend east of the interstate? I really don't like the frontage road.

The property owners also brought up some concerns about the CAPX2020 power line project and how that would impact the development of their property.



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****Record of Meeting****

JPA Comprehensive Plan Update
Focus Group _ Transportation

Date of Meeting:

04/04/2012, 9:00-10:30 a.m. – Community Center

Participants:

Dave Overbo	Terry Ystenes	Dan Hanson	Jon Olson
Mike Rietz	Troy Dodds	Brad Fox	Katie White
Karen Lauer	Joe Nigg		

Nigg reported that MN DOT was unable to send any representatives due to several meetings in the district. Metro COG will schedule a meeting with MN DOT in the near future.

Nigg provided an overview of the Informational Packet which had been distributed to the participants.

Clay County Highway Department

Overbo reported that a TIGER Grant has been submitted for the 6 miles of Highway 52 remaining to resurfaced from the Schmidt Potato House to Barnesville. Three miles are designed are ready to go. Several options are being considered for the underpass area just outside Barnesville in cooperation with the railroad including eliminating the underpass and connecting Highway 52 to Clay County 2. Nigg suggested the possibility of sweeping Highway 52 to the north and creating more of a 90 degree intersection with State Highway 9.

Ottertail Valley Railroad

The group was reminded that during construction the track cannot be taken out of service as it is a main line running shuttle loads of coal from French to Moorhead. Representatives reported that spurs could be placed for customers in the area north of Clay County 2 or South of Clay County 55. There was a question raised regarding the required setbacks of spurs from county roads. Dodds noted that the intermodal service in Dilworth has been taken away and that is now running through Minneapolis. Nigg felt with Barnesville's proximity to the Interstate and with the rail access there might be a possibility to create a new intermodal site in the Barnesville area.

State Highways 9 and 34

Nigg told the group that currently the sections of Highway 9 and 34 in the Joint Powers area have a rural classification. He plans to discuss with MN DOT the idea of changing the classification to an urbanized section. This would reduce the required distance between access points from ½ mile to ¼ mile. This would enhance opportunities for businesses in that area. Nigg noted that there are some cluster access points that will need to be cleaned up.

The current zoning ordinance indicates that areas along Highway 9 and 34 must provide right-of-way and easements for a future frontage road. Nigg felt this was maybe too aggressive. Along Highway 34 this wouldn't appear to work west of the I-94 interchange but could work to the east. Dan Hanson agreed that on the south side of Highway 34, west of the interchange there would not be enough space for a frontage road.

Nigg envisions that part of the Comprehensive Plan will be a memorandum to make adjustments to the zoning ordinance relative to the frontage roads.

Another concern raised by Nigg was the two land locked parcels near the Hwy 34 & I-94 interchange – specifically, behind the old drive-in and to the east of DBS Inc. Dan Hanson noted that preliminary

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engineering work completed by Moore Engineering shows future plans for a dedicated right-of-way connecting the current Commercial Park to Highway 34. Further discussions with MN DOT are needed to determine what will be allowed.

Hanson noted that 13th Street, just west of Thompson Greenery is a future major corridor for the community. The group may want to consider extending 13th Street to the north of Highway 34 and maybe creating a circle road that could serve the farmstead area to the east.

Nigg suggested that if the intersection of Highway 52 and State Highway 9 was moved to the north, then maybe at that point a road could go to the across Highway 9 and east to hook-up with 13th Street further to the east.

Land Use Discussion

Hanson felt that the triangular area bounded by Clay County 2, Highway 52 and Highway 9 would be more apt to be commercial or industrial, not residential.

It was noted that the uses allowed in the Joint Power's AGP-1 district are very similar to the County's ordinance. Rietz noted that zoning and the future land use map may look different. Once the City extends services, the zoning would be changed to reflect the needs at that time. Maybe we need to think of these areas more in terms of transitional areas that would allow for interim uses. The consensus that we wouldn't expect significant development in this large area in the next 15-20 years.

Hanson noted that a portion of the Joint Powers area is included in the City of Barnesville's Wellhead Protection area and that needs to be considered as appropriate land uses are discussed. Lauer agreed to provide Metro COG with a copy of the Wellhead map.

Nigg questioned the group whether or not the low density residential zoning along Clay County 2 should be changed to something else? Hanson indicated that through engineering studies of that area it would be difficult and expensive to get utilities into that area – you would need a deep lift station and would need to get by the railroad. While the area could one day be used for residential it probably won't happen in the next 15 years.

To create more residential area, Ystenes wondered if maybe 2nd Avenue NW could be extended to the west since infrastructure was already in place to that point.

Nigg noted that once the draft plan was completed it would be posted on the City's website and that comments would be accepted throughout the update process.



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****Record of Meeting****

JPA Comprehensive Plan Update
Focus Group _ Commuters

Date of Meeting:

04/03/2012, 11:30-12:30 a.m. – Metro COG Conference Room

Participants:

Jill Berg	Tom Hamm	Del Ellefson	Mark Huesman
Kristal Rick	Katie White	Joe Nigg	

Katie White opened the meeting and briefly explained the intent of the Joint Powers Area Comprehensive Plan update and the plan's applicability. White stated the idea behind this focus group was to solicit feedback on the packet of materials that were sent out to stakeholders.

Del Ellefson suggested that few businesses were expanding and any growth in this joint powers area is not likely to happen in the short-term.

Jill Berg asked why is the Comprehensive Plan necessary.

Nigg stated that the prior Comprehensive Plan was completed in 1996 and needs to be updated to ensure strategies are consistent with the community's vision for this area. Nigg also noted Comprehensive Plans must be updated under a certain timeframe pursuant to Minnesota statute.

Kristal Rick stated that a re-alignment of CSAH 52 (northward) would be beneficial and could help create more opportunities for business growth in that immediate area.

Mark Huasman stated future growth and annexations in the joint powers area makes sense. Mr. Huasman also agreed with discussion within the information packet that frontage road requirements as set forth within the zoning ordinance should be re-evaluated.

Jill Berg stated that having future land use and transportation plans is a good idea but was skeptical on whether businesses would really want to locate in these areas adjacent to Hwy 9 and Hwy 34.

Mark Huasman stated that development at the interstate interchanges is also a good idea and annexation should be pursued if development interest becomes a reality. Huasman also questioned whether it was more economically feasible to push development near the Hwy 34 interchange as it is much more proximal to existing utilities.

Del Ellefson questioned whether there was any interest in attracting businesses which could access the railroad via a spur. Mr. Ellefson stated there are large amounts of acreage immediately adjacent to the railroad that could be developed.



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News Release

Contact: Katie White 701.232.3242, ext 35

Email: white@fmmetrocog.org

April 2, 2012 – For Immediate Release

Public Meeting Notice

Barnesville Joint Powers Area
Comprehensive Plan Update

Notice is hereby given that the Fargo-Moorhead Council of Governments (Metro COG) in cooperation with the City of Barnesville will hold a public meeting on **Wednesday, April 4, 2012 from 4:30 p.m. to 6:30 p.m.** The meeting will be an open house format with a formal presentation at 5:00 p.m. The meeting will be held at the Barnesville Senior Citizen Center (501 2nd Avenue NE, Barnesville, MN.)

The purpose of the Comprehensive Plan Update is to identify issues and strategies relating to transportation and land use issues as it relates to the following areas:

- (1) Establish a vision for growth and development within the Joint Powers Area (JPA) in coordination with land owners, interested persons, and other stakeholders;
- (2) Provide a clear existing condition summary of the JPA planning boundary and adjacent areas;
- (3) Provide a recommended framework to guide subsequent zoning ordinance amendments; and
- (4) Establish recommendations to ensure symmetry between land use plans, policies, and regulations between the City of Barnesville and the Barnesville JPA.

Information regarding the Barnesville Joint Powers Area Comprehensive Plan Update will be available for review in the Metro COG office (address below), or online at www.fmmetrocog.org. Written comments will be accepted by Metro COG until noon, April 6, 2012. Written comments can be submitted in writing to Metro COG at One North Second Street, Suite 232, Fargo, ND 58102; or by email at white@fmmetrocog.org. All public comments received will be reviewed and considered by the Study Review Committee for the project and will be included within the final corridor study document.

Contact Katie White, Transportation Planner, at 701.232.3242 (Ext. 35) if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Joan Geyer, Metro COG Executive Secretary at 701.232.3242 at least two days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

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Public Input Meeting Barnesville Joint Powers Area Comprehensive Plan Update

Notice is hereby given that the Fargo-Moorhead Council of Governments (Metro COG) in cooperation with Barnesville Joint Powers Board (JPB) will hold a public meeting on

Wednesday, April 4, 2012 from 4:30 p.m. to 6:30 p.m.

The meeting will be an open house format. The meeting will be held at the Barnesville Senior Citizen Center, 501 2nd Avenue NE, Barnesville, MN.

The purpose of the Comprehensive Plan Update is to: (1) establish a vision for growth and development within the Joint Powers Area (JPA) in coordination with land owners, interested persons, and other stakeholders; (2) provide a clear existing condition summary of the JPA planning boundary and adjacent areas; (3) provide a recommended framework to guide subsequent zoning ordinance amendments; and (4) establish recommendations to ensure symmetry between land use plans, policies, and regulations between the City of Barnesville and the Barnesville JPA. Issues and strategies will be identified as it relates to transportation and land use in the JPA.

If you are not able to attend the public input meeting, you can submit written comments to Metro COG at One North Second Street, Suite 232, Fargo, ND 58102; or by email at white@fmmetrocog.org by noon on Friday, April 6, 2012. All public comments received will be reviewed and considered by the Study Review Committee for the project and will be included within the final document.

Contact Katie White, Planner, at 701 232-3242 (Ext. 35) if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Joan Geyer, Metro COG Executive Secretary at 701.232.3242 at least two days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.



Barnesville Joint Powers Area (JPA) Comprehensive Plan Update Summary from April 4, 2012 Public Input Meetings April 11, 2012

Public Input Summary:

Metro COG staff sent letters and packets of information about the JPA Comprehensive Plan Update to 109 interested persons inviting them to a combination of focus groups, individual interviews and a public input meeting. Overall, 33 people attended the focus groups and 10 to the public meeting which is good participation given the context and scope of the Joint Powers Area.

The focus groups were receptive to the process of updating the comprehensive plan and a number of issues, needs, concepts and ideas were discussed; many of which will require further exploration by the JPB. Although not all inclusive, outlined below is a brief summary of key issues and needs that were discussed.

Applicability / JPA Administration:

Some concerns were raised from property owners within the JPA relating to the administration of the joint powers ordinance; such as excessive fees and regulations that may not be necessary. Other concerns expressed related to the timeliness of building inspections.

Zoning Classifications and Discussion:

AG P-1 District. This district and its applicability were specifically discussed at each of the focus group meetings. Discussion focused on whether this district could be re-purposed as a 'transitional' or 'interim' district to more closely reflect the district's purpose.

Property North of Hwy 34 & west of Interchange (Wagner). The current zoning classification for this parcel is mostly SC1 (Conservation District). Is there merit in transitioning any of this acreage to a C1 (Commercial District) classification?

R2, Single Family Large Lot Residential Development Properties. Should this acreage be designated differently? Is residential development something the JPB wants to encourage beyond the extent of the County Code outside the extent of city limits?

Growth and Development Priorities:

Interchanges. Differing opinions were heard on the prioritization of growth in the JPA. A majority of individuals believed that growth should start from the City of Barnesville and continue outwards in a coordinated and phased manner (consistent w/ recently completed Engineering Feasibility Studies) with primary considerations given to the feasibility of utility extensions. Others believed the two interstate interchanges make much more sense from a development, demand and potential investment perspective. Property owners with holdings in these areas did note that they receive periodic inquiries from developers who would be interested in building at these locations.

Industrial / Intermodal. Representatives from the Otter Tail Railroad attended a focus group to discuss the potential for development along the JPA's western boundary (Hwy 9). It was noted that there is adequate space for several spurs should any industrial developer wish to utilize that resource, and it remains the target of developer interest in the area. Is there a possibility to pursue an intermodal yard due to proximity to the rail, interstate and several arterial corridors?

JPA Expansion or Retraction:

C2 Commercial District Acreage north of I94/Hwy 9 Interchange. Discussion during the focus groups and specifically with a representative of the property owner focused on whether additional acreage (150+) north of the interchange should be added to the JPA or if the existing acreage should just be removed; a majority of the discussion relating to the reality of utilities getting across the interstate and property owner interest in residential development.

Berg Property (south of CSAH 2 and west of Hwy 9, R2 District). Discussion focused on whether the 40 acres adjacent to city limits and directly north of Hwy 9 should be included within the JPA. The property owner stated some interest in residential development on this acreage at some point in the future and also noted some interest in multi-family housing on the south side of Hwy 9.

Hwy 34 Acreage east of the I94 Interchange. Should this property remain in the JPA? What is the possibility of infrastructure extension into this area?

Transportation:

Frontage Roads and the Joint Powers Ordinance. One of the primary access concerns along the Hwy 9 and Hwy 34 corridors is the requirement for a frontage road to be constructed (and/or ROW dedicated). Discussion across all the meetings was that frontage roads are an unreasonable requirement as a number of different strategies could be utilized; especially adjacent to Hwy 9.

Development and Agreement on Access Management and Spacing. Metro COG sees this as one of the major issues to discuss with Mn/DOT over the new few weeks.

Agassiz Valley Grain. Concerns were raised regarding lack of adequate turn lanes for trucks accessing Agassiz Valley Grain.

Hwy Roadway Classifications. Focus groups discussed the need to pursue this discussion with Mn/DOT to transition sections of Hwy 9 and Hwy 34 from city limits to the both interchanges from a rural to urbanizing designation. This would provide more flexibility from a spacing perspective and would be much more consistent with the growth plans as approved by Barnesville.

Hwy 52 / Hwy 9 Alignment. Focus groups discussed whether the re-alignment of Hwy 52 / Hwy 9 should be considered by the County Highway Department as re-construction of this stretch is currently in the planning process.

Other:

CapX2020. An issue that was brought forth during the focus groups is the construction of the CapX2020 transmission line. Several proposed alignments were discussed among the participating JPA property owners and there appears to be some potential issues per the existing ordinance. Cursory research has determined that the power line will follow Interstate 94 through outlying sections of the JPA.



Fargo-Moorhead Metropolitan Council of Governments

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****Record of Meeting****

JPA Comprehensive Plan Update
Study Review Committee (SRC)

Date of Meeting:

04/11/2012, 7:00 a.m. – Barnesville City Hall

Participants:

Ted duCharme	Frank Schindler	Dave Heng	Margaret Follingstad
Mike Rietz	Tim Magnusson	Darrell Thomas	Merlyn Bekkerus
Darin Allmaras	Cathy Enstad	Karen Lauer	Katie White
Joe Nigg			

White reported that 43 people had participated in the 4 focus group sessions that were held on April 4 – commuters, government officials, transportation and property owners.

Nigg told the group that the Comprehensive Plan Update is expected to take 8-10 months to complete. The tentative plan is for the Study Review Committee to come together for 60-90 minutes in July, with the draft plan to be completed in August.

Nigg reviewed the summary document which had been provided to the SRC prior to the meeting. He reminded the group that the goal is to produce a long range planning document that is non-regulatory in nature.

Existing Zoning Ordinance

- Nigg stated that it is his observation that the existing zoning ordinance is too complex for the 1300 acres that are included in the Joint Powers.
- Property owner Richard Wagner had requested a rezoning of his property which would allow for the rebuilding of a home on that site
- Tim Magnusson reminded the group of the shoreland designation is the NW corner of the intersection of Highway 34 and I-94, which restricts any construction within 300 feet of the defined creek bed.
- Follingstad noted that the more we develop the interchanges the more that draws people away from downtown. We may want to consider an alternate approach to allow for more green space on Highway 34.

Growth and Development Priorities

- With nearly 130 residential lots within the city limits it would appear that the large lot residential district in the Joint Powers may be unnecessary.

SUMMARY OF PUBLIC INPUT MEETINGS

Interchanges

- Based on the proximity to existing water and sewer infrastructure it would appear that it would be easier to develop the Highway 34 interchange first.
- Thomas noted that the 2011 summer construction project created local business opportunities due to the detour. We should emphasize the “Easy off-Easy on”
- Heng questioned how many property owners along Highways 34 and 9 were willing to sell their property and how that affects the plan. Nigg noted that land use decisions should be made from the standpoint of “what makes sense” not necessarily if the property is available or not.

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- Both Magnusson and Lauer indicated that many businesses who might choose to locate in these areas could utilize wells and septic systems and that infrastructure may not need to be extended.
- Rietz said that the key is to work together so it meets the needs now and in the future. There needs to be a smooth transition if at some point infrastructure is extended.

Expansion of Joint Powers Area

- Nigg indicated that Brad Barth had expressed interest in having more of his property in the NE corner of the I-94 and Highway 9 interchange included in the Joint Powers.
- Thomas said that at the time the Joint Powers was originally formed there was extensive discussion as to where the lines were drawn.
- Magnusson noted that the Barth property is currently in Humboldt township, whose zoning ordinance mirrors Clay County's zoning ordinance. There would be possibilities to leave the property outside the Joint Powers, but adjust the zoning to allow Barth to open up more residential parcels.
- At the property owners meeting, Brent Berg was interested in possible commercial or multi-family development on the 40 acres south of his residence which he owns, and area which is currently outside of the Joint Powers area. The group seemed to feel that this property might be better annexed into the City, which would allow access to infrastructure. Barnesville township representative Schindler indicated the township would support annexation.

Transportation

- Nigg indicated that we need to reach agreement as to where the access points will be along the State Highways. MN DOT Access Management Guidelines, County separation and Joint Powers rules will all come into play.
- At the property owners focus group, several people were unhappy with the frontage road requirement, indicating the guidelines were too restrictive. Nigg agreed with those comments and that more flexibility was needed.
- Follingstad questions whether turning lanes would be incorporated into a redesign on Highway 9, citing safety concerns with the amount of commuter traffic, and increased congestion as a result of expansions at Agassiz Valley Grain.
- Schindler felt the County's decision regarding the Highway 52 underpass will be important to long term Joint Powers planning. Rietz said that emergency services are interested in having one non-at-grade crossing. Nigg mentioned the idea of having Highway 52 coming into Highway 9 at more of a perpendicular angle than present and that Clay County Engineer Dave Overbo was receptive to that idea.
- Nigg said that both Highway 9 and 34 coming into Barnesville are currently classified as rural and that he was going to suggest a change to an urbanized section to create more access opportunities.
- At the transportation focus group it was suggested that the railroad access combined with the proximity to the Interstate may create potential for an intermodal yard and that this was something that could be researched further.

Other Discussion

- It was noted that the CapX2020 transmission line would be coming into the Joint Powers area in the SE corner of the I-94 and Highway 9 intersection, with the lines extending to the west near the Agassiz Valley Grain property. Nigg expressed concern that this use was not permitted by the Joint Powers zoning ordinance. Magnusson stated that the Minnesota PUC supersedes any local regulation and this is a PUC permitted project.

Nigg stated that the plan is to bring the SRC back together in a couple of months to gather reaction to a draft plan.

Meeting adjourned at 8:40 am



****Record of Meeting****

JPA Comprehensive Plan Update
Study Review Committee (SRC)

Date of Meeting:

12/11/2012, 6:00 p.m. – Barnesville City Hall

Participants:

Ted duCharme	Frank Schindler	Dave Heng	Margaret Follingstad
Mike Rietz	Tim Magnusson	Darrell Thomas	Merlyn Bekkerus
Darin Allmaras	Cathy Enstad	Karen Lauer	Joe Nigg

Joe Nigg told the group that the purpose of tonight’s meeting was to review the draft document in its entirety, inclusive of anything from grammar to concepts. This input, along with comments from tomorrow’s public input meeting will be incorporated into the final draft which is expected to be completed by the end of the month. Nigg proceeded to guide the group through the entire document, highlighting key points and addressing (or documenting) comments and questions from committee members.

Section 1 – Introduction

Mr. Nigg stated Comprehensive Plans do not directly impact property rights; however, the document sets a defined course for local policy and decision making which can ultimately impact property rights. The next step is to update the Joint Powers Zoning Ordinance incorporating recommendations from the plan. Tim Magnusson noted that on page 7, under Townships Regulations, the reference to County Code in the last sentence needs to be re-written for clarity. Mr. Magnusson further explained that both townships are notified of permits the County is processing under its Development Code but indicated the County is not asking or seeking concurrence from the Township.

Section 2 – Demographics and Existing Conditions

Mr. Nigg noted that external factors such as land costs and commodity prices have a significant impact on the development of farm land. Rietz reported that the City will begin work on updating the Wellhead Protection Plan in January 2013. Schindler and Heng noted that the CapX2020 route may be changing as a result of current legal actions, including the section by Agassiz Valley Grain. Nigg told the group that staff should watch for the updated National Wetland Inventory (NWI) map, which should be completed in 2016-2017.

Section 3 – Planning for the Future

Nigg noted that depicting “Urban Growth Areas” accurately (and pursuant to Joint Powers Board goals) in the County Code would be important should any of the current partners withdraw from the Joint Powers Agreement in the future. The priority growth areas as noted in Map 7 were identified as a result of past discussions and analysis. Mr. Magnusson noted that the overlay plat language under Urban Growth Area boundaries on page 19 doesn’t accurately reflect how the County operates and suggested that the language should be modified.

On page 23, Mr. Magnusson indicated that the referenced 160+ acres (east of Hwy 34/194 interchange) probably would not convert to Highway Commercial as that section on land is within Clay County’s Resource Protection Wellhead Overlay. Mr. Magnusson believes that permitted and conditional uses in this area are probably more restrictive than the current Joint Powers Zoning Ordinance. Karen Lauer reminded the group that the Joint Powers documents were adopted in 1995-1996, while the first Wellhead Protection Plan was not adopted until 2004. The consensus was that a new district should be named to reflect constraints associated with the Wellhead Protection area. This will be reflected on the map shown on page 27. Mr. Magnusson

noted that the Kieselbach property referenced on the map 10 has been sold to Dave Kost. Mr. Nigg noted that the map on page 27 reflects the elimination of the SC-1 district and the creation on a new Transitional district.

On page 23, Mr. Magnusson noted that the JOBZ program is slated to expire in 2015 and include a corresponding statement. Mr. Nigg noted that the City should look at their Comprehensive Plan to be sure that it aligns with the new Joint Powers Comprehensive Plan.

Section 4 – Transportation

From a transportation perspective, Mr. Nigg stressed that when an update to the Joint Powers Zoning Ordinance is initiated the JPB needs to closely consider coordination with the Clay County Access Management Plan (should be adopted in December 2012). Mr. Nigg stated that one of the challenges facing the Joint Powers area in terms of access is Mn/DOT's designation of Highways 9 and 34 as rural sections rather than urbanizing sections. Mr. Nigg stated Mn/DOT is unwilling to consider making that change at this time but reiterated that this is an issue the board needs to revisit, especially as development of these corridors becomes a reality. Mr. Nigg stated another critical element will be to keep in touch with the Clay County Highway Department in regards to the reconstruction of Highway 52 coming into Barnesville. Mr. Nigg explained that the plan advocates for a perpendicular intersection with Highway 9 which will also coordinate with any development activity (east) of Hwy 9. Mr. Nigg stated that a mill and overlay project is slated for Highway 34 in 2015 and informed the board that this will be an opportunity to work with the State on any improvements or access modifications. Ms. Lauer indicated she would work to have a Mn/DOT representative at the Joint Powers Annual Meeting in April to discuss the project. Mr. Nigg stated the Comprehensive Plan recognizes the economic development opportunities associated with the Ottertail Valley Railroad track in the Joint Powers area.

Section 5 – Implementation

Mr. Nigg stated most of the items listed in the implementation matrix can be completed with little or no expense; however, the recommended Zoning Ordinance update will come at a higher cost. Mr. Nigg stated that Metro COG is available as a resource as the board works through the various implementation items as set forth in the Comprehensive Plan. It was noted that it may be helpful to provide an annual update to the board regarding land and commodity prices. It was agreed that the Wellhead Protection item currently listed as a long term strategy should be moved to short term in light of the recent request from the Minnesota Department of Health that the plan update begin in 2013.

Nigg stated that he hoped to have an updated draft back to the board by the beginning of January for presentation to boards for their discussion and approval.

Meeting adjourned at 8:00 p.m.

Public Input Meeting Barnesville Joint Powers Area Comprehensive Plan Update

The Barnesville Joint Powers Board (JPB) is working in cooperation with the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) to complete an update to the Joint Powers Area Comprehensive Plan. Notice is hereby given that a final public input meeting will be held on **December 12, 2012 (Wednesday) from 6:30 p.m. to 8:30 p.m.** to gather input and feedback relative to the draft plan. The meeting will be held at the Wells Fargo Bank (upstairs meeting room) located at 202 Front Street North, Barnesville MN.

A draft version of the Comprehensive Plan is available for public inspection and interested individuals are encouraged to review the document prior to the final public input meeting. A digital copy will be available on Metro COG's website (www.fmmetrocog.org) and the City of Barnesville website (www.barnesvillemn.com) on November 26; and a hard copy will also be made available for review at Barnesville City Hall and the Barnesville Public Library. Representatives from Metro COG and the Barnesville Joint Powers Board will be available at the meeting to answer your questions and discuss/document any comments or concerns.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Joan Geyer, Metro COG Executive Secretary at 701 232-3242 at least two days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.