



Clear Lake ***Comprehensive Plan***

September 2006

Prepared By:



M U N I C I P A L
D E V E L O P M E N T G R O U P , I N C .

ACKNOWLEDGEMENT

The Comprehensive Plan was created through the gracious support from City Council and with input from various community leaders and residents and city staff. Following is a list of participants who participated in the 2006 Comprehensive Plan for the City of Clear Lake:

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Tammy Doering
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INTRODUCTION

I. PURPOSE

The City of Clear Lake Comprehensive Plan is a dynamic planning tool intended to guide the future growth and development of the City. The Comprehensive Plan is based on local and regional historical facts, trends and governmental planning standards and includes public opinion gained through a variety of methods. This document presents the Comprehensive Plan for Clear Lake, Minnesota; reflective of the community planning process conducted in 2005 and 2006. The final document was approved in 2006.

As a means of discerning, classifying, and analyzing historical information an inventory of pertinent data has been compiled. The Comprehensive Plan identifies the type, amount, and pattern of growth that has taken place within the City and utilizes this information for the planning of future growth. Accordingly, the Comprehensive Plan provides a knowledge base for instituting a hierarchy of policies that will assist the community in processing a variety of development issues on a defined policy level. This information and policy base will allow decision-makers to evaluate and guide proposals benefiting the residents of Clear Lake, and fulfilling the City's goals and objectives.

II. SCOPE OF PLAN

This Comprehensive Plan encompasses eight (8) general categories of information as follows. In addition a series of maps are interspersed throughout the document as a means of illustrating goals and recommendations itemized in narrative form.

1. A review of the **Physical Characteristics of the Community**, which indicates the geographical nature of the community in terms of a regional context along with an evaluation of the physical aspects of the City such as soils information, topographical elements and physical barriers to development.
2. A review of **Demographic Characteristics and Trends** contains historic and projected population information and social characteristics of the community including age, education, occupation and income.
3. A **Land Use Section** includes elements that inventory existing land uses, identify potential infill or redevelopment areas and evaluate future land use. This section also includes a future land use map.
4. A section on **Transportation** includes information on the current transportation system, goals and policies for future transportation planning.
5. A section pertaining to **Municipal Utilities**. This includes historic wastewater generation rates, the service area of the system, the system design and long-term treatment facility and service strategies and water demand and analysis, treatment and storage capacity and the system as it relates to historic and future demand.
6. A section on **Municipal or Administrative Buildings and Public Services** includes information relating to government, health care, churches and educational facilities.
7. The **Parks, Trails and Recreation Section** includes an inventory of existing park and recreational amenities an analysis of future needs and policies relating to the future parks, trails and other recreational offerings.
8. An **Implementation Section** describes and summarizes local controls pertaining to land use; the subdivision of land, and the City's Capital Improvement Plan process.

III. METHODOLOGY

This Comprehensive Plan is the product of several entities and systematic, ongoing, forward-looking processes including:

- Development of a community survey instrument which was distributed to each property owner via postal mail (a self-addressed return envelope was also provided) and available for downloading from the Municipal Development Group website (www.municipaldevelopmentgroup.com);
- Public/Neighborhood meeting(s);
- Meetings with owners/operators of business establishments within the community;
- Gathering of historical data from the city, county, state and U.S. Census;
- Analysis of opportunities and constraints leading to the formation of goals and objectives;
- Review of City ordinances, studies, reports, etc.;
- Inventory of pertinent information, statistical data and existing structures;
- Assistance from the City Engineer;
- Input from City agencies/commissions, including the Planning Commission, the Park Board, and the City Council; and,
- City staff participation.

IV. COMMUNITY'S UNIQUE STRENGTHS AND OPPORTUNITIES

In September of 2004, a written survey instrument was distributed to all residents/business owners within the City of Clear Lake via postal mail. A complete copy of the results from the written surveys is included at the close of this chapter.

As part of the written community survey, City of Clear Lake residents and business owners were asked to identify the best aspects of day-to-day living in Clear Lake or the most positive attributes. Following are the responses received from those returning the survey:

**TABLE 1-1
COMMUNITY STRENGTHS**

- Small town
- Country living
- I-94 and Hwy 10 convenience
- Quiet
- Friendly
- Location to bigger cities
- Low crime
- Clean
- Good access to jobs, schools and churches
- Quick Fire Department response

As the City continues to grow and change, residents and businesses responding to the written survey noted they thought the community will be faced with a number of challenges or opportunities. Following are challenges survey participants identified:

**TABLE 1-2
CHALLENGES/OPPORTUNITIES**

- Traffic (11 responses)
- Residential vs. business tax base/need more businesses (7 responses)
- Manage growth/growth(7 responses)
- Water/sewer rates and availability/cost of services (2 responses)
- Hunter Lake Assn.
- S/W issues
- RR noise/separation of community
- Isolationism – small town attitude
- No quick access to major services

Those surveyed were asked to comment on who they thought would be living in the community in the future. The results follow in Table 1-3.

**TABLE 1-3
FUTURE RESIDENTS OF CLEAR LAKE**

General Characteristics

- Community of commuters (4 responses)
- Moving north; working in Metro area
- Higher total population

Race/Ethnicity

- All races (3 responses)
- Race & ethnicity doesn't matter
- Same race & ethnicity

Income Level

- Middle income level: \$45,000 - \$120,000 (8 responses)
- Lower income
- Higher income

Age

- Younger people/families (7 responses)
- Average mix of age (2 responses)
- Older age

After identifying community strengths, weaknesses, challenges and opportunities, residents/business owners were asked what one major improvement would make living and/or doing business in Clear Lake better for them, survey respondents noted the following items represented in Table 1-4:

**TABLE 1-4
ONE MAJOR IMPROVEMENT MAKING CITY LIVING BETTER**

Address Traffic/Congestion Concerns

Reduce volume of traffic on Hwy. 24 (6 responses)
Sound barriers near heavy traffic areas in future

Other

Reduce noise from railway (2 responses)
Create a downtown
New Fire Hall
Encourage small business: employment and convenience
Compost site
Put transit system in place

V. PRIORITIZATION OF COMMUNITY GOALS

In a second section of the written survey, participants were asked to help City leaders prioritize projects and give them input in making difficult decisions.

An overview of this section of the survey reveals members of the community support maintaining the community's physical features and current environment (e.g. large lots; rural atmosphere; separation of non-complimentary land uses). The prioritization analysis also reveals a segmentation of the community in terms of: (a) the role/level of public investment in the promotion of quality of life amenities (parks, trails desired); (b) the role/level of public investment in sustaining the community over time (variety of housing options, diversification of the tax base, services/establishments available to support residents); and, (c) balancing of the provision of community services desired (roadways, quality of life amenities, economic development, water/sewer resources) and funding sources.

A detailed summary of the results follows.

1. *In regard to future development and redevelopment would you encourage the City to emphasize a development style which:*

- a. 22% Primarily encourages mixed uses (e.g. mixed housing types/densities; mixed uses like housing and commercial).
- b. 78% Primarily features tiered land uses (e.g. separate commercial and single family residential zones with a buffer zone of multiple family residential land use).

2. *In future residential development would you encourage the City to place more emphasis:*

- a. 47% On the development of affordable housing.
- b. 53% Maintaining larger lots.

3. *When managing future growth in parcels abutting existing areas with public water/sewer should the City:*

- a. 42% Specify where urban growth can occur and at what time.
- b. 58% Allow the price of land to dictate where and when development adjacent to urban areas occurs.

4. *Would you encourage the City to provide/maintain open space within the City by:*

- a. 47% Requiring larger lot sizes.
- b. 53% Allowing smaller lot sizes and grouping open space areas for public use and to protect landscape features such as wetlands, woodlands, hills, viewsheds from roadways, etc.

5. *Recognizing both are important would you encourage the City to place more emphasis on:*

- a. 35% Quality of life facilities, opportunities and amenities (park and trail system development, recreational programs, educational/cultural opportunities).
- b. 65% Keeping taxes low.

6. *Recognizing both are important would you encourage the City to place more emphasis on:*

- a. 68% Encouraging commercial development on lots with highway frontage.
- b. 32% Encourage development/redevelopment in the downtown.

7. Would you encourage the City to:

- a. 32% Develop more, smaller parks used by neighborhood and community residents.
- b. 68% Develop a few larger parks that are used by all City and area residents/tourists.

8. Would you encourage the City to:

- a. 37% Fix up and/or enhance existing parks and recreational areas.
- b. 63% Accept the donation of additional parkland in developing areas.

9. Recognizing that both are important, should the City:

- a. 15% Place greater emphasis redeveloping existing commercial areas.
- b. 85% Attracting new business development.

10. Recognizing that both are important, should the City:

- a. 50% Place greater emphasis on attracting commercial/service developments (restaurants, personal services, etc.).
- b. 50% Place greater emphasis on attracting industrial development (adding jobs to the community).

11. Would you encourage the City to:

- a. 61% Employ advanced standards for aesthetics for businesses (e.g. require portions of building facades utilize prescribed exterior building materials; landscaping standards).
- b. 39% Pursue less stringent standards (e.g. allow pole buildings; do not require landscaping) as a means of attracting more business.

12. Recognizing both are important would you encourage the City to place greater emphasis on:

- a. 83% Roadway construction and improvement projects.
- b. 17% Enhancing park and recreational facilities and trail systems.

13. Regarding future development would you encourage the City to:

- a. 47% Require all development pay for itself (require trunk area charges, water/sewer access charges, roadway/storm sewer impact fees, parkland dedication/fees, require plat/plan review fee/escrow, etc).
- b. 53% Participate sharing of development costs in a limited manner as a means of attracting growth.

14. Would you encourage the City to promote/retain image/ambiance in the community by:

- a. 53% Implementing historic preservation, site design, landscaping and outdoor storage standards.
- b. 47% Allowing development to occur as it has been.

15. Would you encourage the City to preserve the rural, small town nature of the City:

- a. 22% By limiting growth in rural areas.
- b. 78% Working with developers to design residential environments that are fully compatible with adjacent areas (e.g. limit foundation size, building height; require landscaping techniques that preserve native vegetation, woodland and wildlife communities).

Other comments received through the survey process, neighborhood meetings, from city staff members and consultants and from planning commission meetings are contained within the various chapters of this Plan.

The following pages illustrate complete responses to the community survey.

The City Council of Clear Lake is seeking input from community members interested in participating in the visualization and guiding of Clear Lake's future development and redevelopment. The following detailed survey allows you an opportunity to comment on a number of topics. The goal of the survey is to help City leaders establish goals and set priorities. Comments received from you will be incorporated into the City of Clear Lake's Comprehensive Plan update. Thank you in advance for taking time to complete this rather lengthy survey – please be assured your comments matter!

I. QUALITY OF LIFE

1. Please list what you think are the two best aspects of day-to-day life in Clear Lake.

- Small town
- Country living
- I-94 and Hwy 10 convenience
- Quiet
- Friendly
- Location to bigger cities
- Low crime
- Clean
- Good access to jobs, schools and churches
- Quick Fire Department response

Please list what you believe are major challenges facing Clear Lake?

- Traffic (11 responses)
- Residential vs. business tax base/need more businesses (7 responses)
- Manage growth/growth(7 responses)
- Water/sewer rates and availability/cost of services (2 responses)
- Hunter Lake Assn.
- S/W issues
- RR noise/separation of community
- Isolationism – small town attitude
- No quick access to major services

Who do you see living here in the future (age, income level, total population, race, ethnicity)?

General Characteristics

- Community of commuters (4 responses)
- Moving north; working in Metro area
- Higher total population

Race/Ethnicity

- All races (3 responses)
- Race & ethnicity doesn't matter
- Same race & ethnicity

Income Level

- Middle income level: \$45,000 - \$120,000 (8 responses)
- Lower income
- Higher income

Age

- Younger people/families (7 responses)
- Average mix of age (2 responses)
- Older age

What level of infrastructure do you want (i.e. paved streets, street curb/gutter, parks, trails, sewer, water)?

Streets

- Paved (9 responses)
- As is (one response)
- Not paved (no responses)

Parks/Trails

- More trails/uniform sidewalks/connection of trails and sidewalks/crosswalks & safe crossings (6 responses)
- More parks (2 responses)
- Rustic park (one response)

Curb/Gutter

- Curb/gutter (4 responses)
- As is/no curb (2 responses)

Water/Sewer

- Water/sewer in City (6 responses)
- No water/sewer (no responses)

Other

- Shopping mall in old Coborn's facility – avoid St. Cloud
- Extend City more than two blocks from major roads and side roads

What is the one **major** improvement that would make living in Clear Lake better for you?

Address Traffic/Congestion Concerns

- Reduce volume of traffic on Hwy. 24 (6 responses)
- Sound barriers near heavy traffic areas in future

Other

- Reduce noise from railway (2 responses)
- Create a downtown
- New Fire Hall
- Encourage small business to provide employment and convenience
- Compost site
- Put transit system in place

II. HOUSING

How would you describe the current condition of the existing housing stock in Clear Lake?

EXCELLENT	GOOD	FAIR	POOR
1 (5 percent)	14 (70 percent)	4 (20 percent)	1 (5 percent)

The most advantageous mixture of housing types within Clear Lake would be the following:

<u>HOUSING TYPE</u>	<u>OPTIMAL MIXTURE (PERCENTAGE EACH)</u>
General occupancy apartment	07.50 %
Condominiums/Townhomes	11.30 %
Entry level single-family houses	20.00 %
Move up single-family houses	43.00%
Empty nester housing	12.80%
Senior Apartments	08.70 %
Assisted Living Facility	05.20 %
Optimal Mixture of Housing Types	100%

The most advantageous mixture of housing values/gross rents within Clear Lake would be the following:

<u>GROSS RENT OR DWELLING VALUE</u>	<u>OPTIMAL MIXTURE (PERCENTAGE EACH)</u>
Rent \$500 or less per month	12.50 %
Rent \$501 to \$750 per month	08.60 %
Rent \$751 or more per month	07.20 %
Dwellings valued at less than \$150,000	17.00 %
Dwellings valued at between \$150,001 and \$250,000	42.20 %
Dwellings valued at more than \$250,001	18.50 %
Optimal Mixture of Rents/Housing Values	100%

III. TRANSPORTATION

In your opinion, what is the physical condition of roads in the community?

EXCELLENT	GOOD	FAIR	POOR
None (n/a)	16 (84 percent)	3 (16 percent)	None (n/a)

Are there areas in the community where improvement of the condition of roadways should be a priority, if so where?

- Not applicable/they are good (4 responses)
- Railway crossing (2 responses; lights)
- Hwy 24 (2 responses; stoplights)
- Older part of town
- County Road past school (90th Street)
- Pave road toward Grand Irrigation from City in downtown area

Are you aware of any existing or pending transportation/traffic issues in the City that have not been addressed, both motor and pedestrian? Where, describe.

- Not a problem (4 responses)
- Highway 24/crossing – vehicular and pedestrian (4 responses)
- Highway 24/congestions (3 responses)
- Highway 24/excessive speed (2 responses)
- Crosswalk by Post Office goes no where

III. ECONOMIC DEVELOPMENT

In your opinion what businesses/services would be a pleasant addition to the community?

- Restaurant/Café/Pizza – delivery and eat in (6 responses)
- Grocery store (5 responses)
- Industry (3 responses)
- Beauty/barbershop (3 responses)
- Auto repair (3 responses)
- Hardware/home improvement store (3 responses)
- Recreation center
- More retail in general
- PC based business
- Something for leaves/brush
- Public transport from St. Cloud
- Anything

What area(s) or specific properties in the community should be targeted for future commercial/industrial development?

- Adjacent to Hwy 10 (5 responses)
- Develop EDA to analyze conditions and promote commercial/industrial development
- Downtown (develop)
- Industrial development
- Anywhere along train tracks
- Area next to Al's towing

What is the most advantageous proportion of residential tax base to commercial/industrial tax base for the City of Clear Lake?

<u>OPTIMAL RATIO</u>		
Albertville	78/22%	No responses
Annandale	83/17%	1 response
Becker	77/23%	No responses
Buffalo	86/14%	No responses
Clear Lake	87/13%	2 responses
Clearwater	75/25%	2 responses
Rogers	70/30%	3 responses
St. Michael	94/6%	No responses
Other	80/20%	1 response
AVERAGE	77/23%	

IV. PARKS

What park facilities would most add to the quality of life in Clear Lake?

- 5 (25%) Playground equipment
- 3 (15%) Athletic Fields
- 4 (20%) Picnic Shelters
- 8 (40%) Trails

Comments:

- All are good now (2 responses)
- Taxes seem high already

Are all areas of the City served well by existing parks facilities? 15 (83%) YES 3 (17%) NO

Where are there deficiencies?

- Ballfields for adult softball
- Both sides of town

How would you rank existing park facilities on a scale of 1 to 5 with 1 being poor and 5 being excellent?

- 1 0 (zero %)
- 2 1 (5%)
- 3 6 (33%)
- 4 4 (22%)
- 5 7 (38%)

What one major recreation improvement would you like to see made in Clear Lake during the next five years?

- Walk/bike/ jogging trails (5 responses)
- Pavilion/activity center/community center (3 responses)
- None/ok now (2 responses)
- New tennis court
- Overnight camping at the city park.

Do you think the following groups have sufficient recreational opportunities in Clear Lake:

Group	Yes	No
Children	10 (66%)	5 (33%)
Teens	4 (29%)	10 (71%)
Adults	9 (60%)	6 (40%)
Seniors	8 (53%)	7 (47%)
Families	11 (73%)	5 (27%)
Tourists	5 (36%)	9 (64%)

V. POLICY – ELECTED OFFICIALS – GENERAL GOVERNMENT

Do you feel you are informed about City Council decisions? 11 (61%) YES 7(39%) NO

Do you feel community members/officials/organizations work together? 12 (80%) YES 3 (20%) NO

Is local government responsive and are services provided equitably? 15 (88%) YES 2 (12%) NO

THIS SECTION OF THE SURVEY WILL ASSIST CITY LEADERS IN PRIORITIZING PROJECTS AND ISSUES:

THE FOLLOWING RULES APPLY:

- Please complete this questionnaire independently without consulting others.
- Please circle either one statement or the other (not both or neither).
- Please interpret each question as you see fit.

16. In regard to future development and redevelopment would you encourage the City to emphasize a development style which:
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25. Recognizing that both are important, should the City:
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26. Would you encourage the City to:
 - a. 61% Employ advanced standards for aesthetics for businesses (e.g. require portions of building facades utilize prescribed exterior building materials; landscaping standards).
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 - a. 22% By limiting growth in rural areas.
 - b. 78% Working with developers to design residential environments that are fully compatible with adjacent areas (e.g. limit foundation size, building height; require landscaping techniques that preserve native vegetation, woodland and wildlife communities).

PLEASE FEEL FREE TO ADD OTHER SPECIFIC COMMENTS NOT ADDRESSED ELSEWHERE IN THE SPACE FOLLOWING:

- Look beyond edges of road - Beyond two blocks from the road
- Thanks for getting resident comment- keep up good work- Council progress essential; growth is good
- Train station for Northstar
- Glad your doing Comp Plan – forward looking

NATURAL RESOURCES

Natural and physical features/attributes of the City of Clear Lake are simultaneously a bountiful resource and a factor limiting development/redevelopment. Natural Resources in and around Clear Lake provide the foundation for maintaining a healthy environment, high quality of life and growing in a sustainable fashion. Clear Lake's natural resources are one of its greatest assets. Preserving and improving on natural resources will not only continue to provide a base for recreation, but will also help to support the local economy by providing high quality resources from which to draw. Because of its geographic location and growth pressure from both the seven county metro area and St. Cloud area it is imperative that Clear Lake plan for the protection of its natural resources.

Within Chapter Three of this Plan (Demographic Trends and Assumptions), it is noted that Clear Lake is projected to increase to 2,053 in population throughout the course of the next two decades if the I-94/Hwy 10 interregional connection is constructed. Much of the forecast commercial and industrial growth is attributed to the interregional connection, much of the anticipated residential growth is likely to be attributed to Clear Lake's natural amenities. Efforts should be directed toward wetlands and water resources, soils and geology, topography and drainage, wildlife and rare species, natural scenery, forests, prairies, and native plant communities. The concept of sustainable development should provide direction. Sustainable development can be seen as *"development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs."* (Minnesota Legislature, 1996.) The perspective of sustainability calls upon us to invest our time and energy in efforts which simultaneously strengthen the environmental, economic and social dimensions of any issue.

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

1. A Physical Setting including information on area, climate, topography, waters, watershed, groundwater, vegetation, rare species and soil conditions;
2. Natural Resource Objectives; and
3. Natural Resource Policies/Recommendations.

I. PHYSICAL SETTING

A. Size

According to the United States Census Bureau, the City has a total area of 0.8 mi² of which 1.23% is water. Since the 2000 Census the city has not acquired any additional land through annexation.

B. Climate

The climate of Clear Lake and surrounding Central Minnesota region is characterized by warm, humid summers with severe local storms and occasional tornadoes. The winter seasons are generally cold and relatively dry. The average 30 year annual precipitation for the years 1961 to 1990 has been 27 to 28 inches of water based on data from the State Climatology Office, Division of Waters, Minnesota Department of Natural Resources. Nearly two thirds of Minnesota's annual precipitation falls during the growing season of May through September or 17 to 18 inches of precipitation. The normal precipitation during the months of April through October has been 22 to 23 inches. During late December, January, and early February, temperatures frequently remain below zero. Frost in Minnesota takes place as early as September and ends as late as May. Soil freeze occurs in Minnesota during the late fall and early winter months.

II. LAND RESOURCES

A. Ecologic Framework

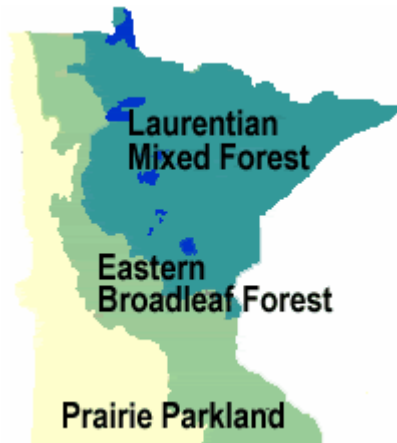


Figure 4-1
Minnesota Ecological Regions

Source: MNDNR

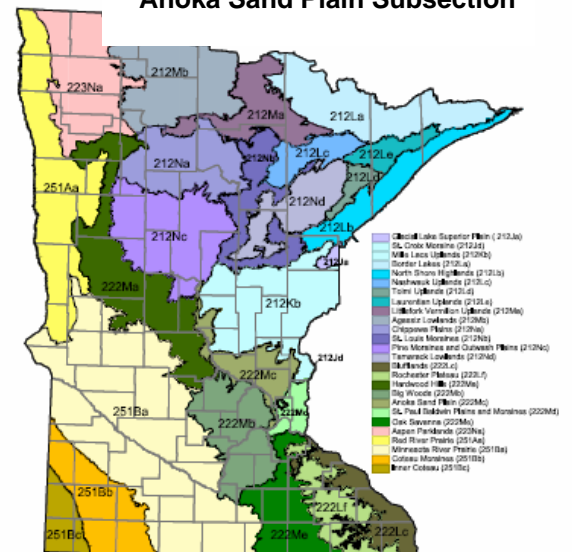
According to the Department of Natural Resources, sections within this province are further defined by the origin of glacial deposits, regional elevation, distribution of plants and regional climate. Minnesota has 10 sub-ecological sections and Clear Lake lies within the Minnesota and NE Iowa Morainal division and the Anoka Sand Plain subsection. The Anoka Sand Plain subsection consists of a flat, sandy lake plain and terraces along the Mississippi River.

The other important landform is a series of sandy terraces associated with historic levels of the Mississippi River. Soils are derived primarily from fine the sands of the sandy plain. Most of these sandy soils are droughty, upland soils (Psamments), but there are organic soils (Hemists) in the ice block depressions and tunnel valleys, and poorly drained prairie soils (Aquolls) along the Mississippi River. Seventy to eighty% of the soils are excessively well drained sands and another 20% are very poorly drained.

The predominant presettlement vegetation on the droughty uplands was oak barrens and openings. Characteristic trees included small and misformed bur oak and northern pin oak. Jack pine was present locally along the northern edge of the subsection. Brushland characterized large areas of the sandplain. Upland prairie formed a narrow band along the Mississippi River, as did areas of floodplain forest. Presently sod and vegetable crops are extensively grown on drained peat and muck areas. Urban development is rapidly expanding into the subsection. Urban development and agriculture (primarily sod and vegetable crops), which occurs in about one-third of the subsection, has resulted in the loss of prairie and savanna and drainage of peatlands.

Minnesota includes three of North America's ecological regions or biomes which represent major climate zones which converge: prairie parkland, deciduous forest and coniferous forest. The Ecological Classification System (ECS) is a nationwide system developed to manage natural resources on a sustainable basis. This system integrates climatic, geologic, hydrologic, topographic, soil and vegetation data. Clear Lake is included within the Eastern Broadleaf Forest province. This province bridges the transition zone between prairie to the west and true forest to the east. Major landforms include lake plains, outwash plains, end moraines, ground moraines, and drumlin fields.

Figure 4-2
Anoka Sand Plain Subsection



B. Topography and Drainage

A review of topography within the City of Clear Lake shows the area is relatively level in elevation ranging from about 990 to 1000 feet above sea level. Mild variation in the city’s topography allow for a diverse array of development possibilities and options since Clear Lake’s terrain is generally flat and conducive to urban development.

C. Soils

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

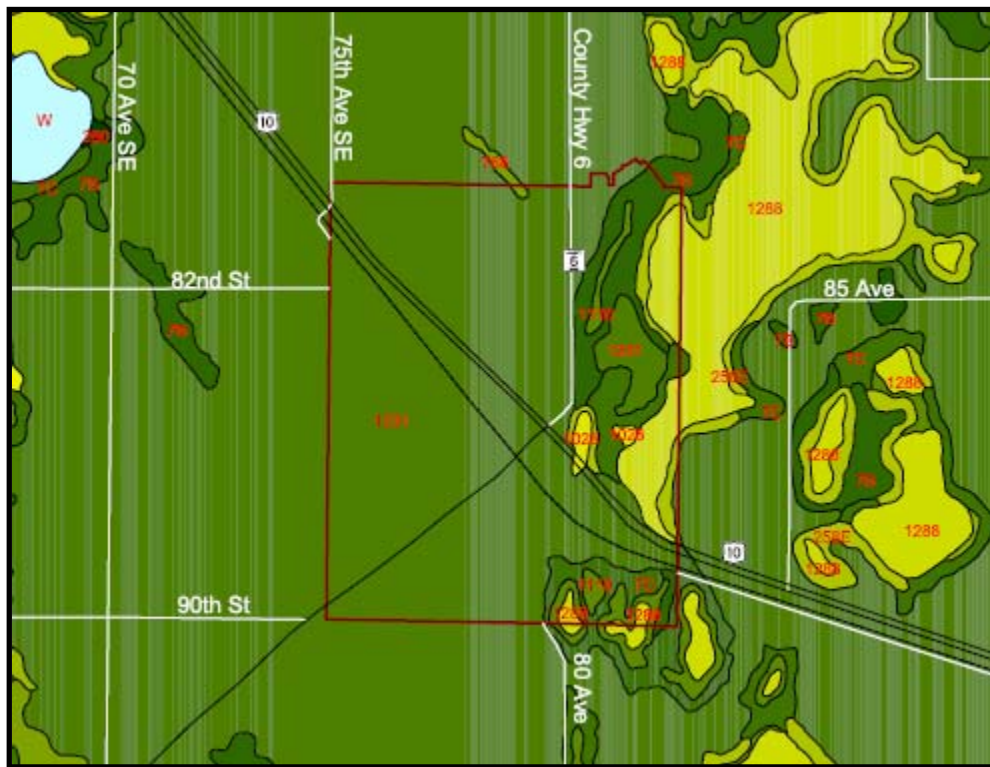
An illustration of soils within the City of Clear Lake is included on the following page as Figure 2-1 and is reflective of USGS datum. Soil surveys provided by USGS provide information about erosion rates, depth to groundwater, surface and subsurface (to 5 feet) soil texture, engineering interpretations and suitability for activities such as private sewage treatment, building limitations, and nonmetallic mining sites to name few. This information is invaluable in making water and land resource management decisions. Soils with identical or near identical profiles are grouped into a soil series, normally named for a geographical feature where it was first described. Each series has the same characteristics, regardless of where it is subsequently found. Soil associations, which are described on a general county soils map, are a distinct pattern of soil series in defined proportions. Soil association maps provide an overview of the soils at a county level. These maps can help identify where high runoff or erosion could be expected, or where areas of high or low agricultural potential are likely to be located. These maps are not adequate for detailed planning and site selection of structures or roads. There are ten general soil associations in the Clear Lake area. The Sherburne County Soil Survey reveals most surface soils within the city consist of Hubbard-Mosford.

Table 2-1 reflects data included in the Sherburne County Soil Survey for areas within one mile of Clear Lake as illustrated on the “General Soils Map”.

**TABLE 2-1
GENERAL SOIL ASSOCIATIONS – CITY OF CLEAR LAKE**

Soil Association	Characteristics
260	Duelm loamy sand, 0 to 2 percent slopes
7A	Hubbard loamy sand, 0 to 2 percent
7B	Hubbard loamy sand, 2 to 6 percent slopes
7C	Hubbard loamy sand, 6 to 12 percent slopes
1231	Hubbard-Mosfod complex, 0 to 3 percent slopes
1110	Isan sandy loam, 0 to 2 percent slopes
261	Isan sandy loam, depress ional, 0 to 1 percent slopes
768	Mosford sandy loam, 0 to 2 percent slopes
708	Rushlake coarse sand, 1 to 4 percent slopes
258B	Sandberg loamy coarse sand, 1 to 6 percent slopes
258E	Sandberg loamy coarse sand, 12 to 35 percent slopes
258C	Sandberg loamy coarse sand, 6 to 12 percent slopes
1288	Seelyeville-Markey complex, ponded, 0 to 1 percent slopes
1028	Udorthentis-Pits, gravel, complex
158B	Zimmerman fine sand, 3 to 6 percent slopes

**FIGURE 2-1
GENERAL SOIL ASSOCIATIONS – CITY OF CLEAR LAKE**



D. Vegetation and Rare Species

The Minnesota DNR reports that 97 Species in Greatest Conservation Need (SGCN) are known or predicted to occur within the Anoka Sand Plain. These SGCN include 39 species that are federal or state endangered, threatened, or of special concern.

As represented in Figure 2-2 on the following page, the Natural Communities and Rare Species Map of Sherburne County does not illustrate any significant massings of native communities and/or rare species within the immediate vicinity of the City of Clear Lake. There may be local concentrations of vegetation and/or species that the City of Clear Lake may wish to preserve. The Natural Communities and Rare Species Map of Sherburne County does illustrate significant natural communities/rare species south of CSAH 8 in the vicinity of the Mississippi River, including oak woodlands near the township residential development near the Clearwater/Clear Lake wastewater treatment plant. The River is classified as a Wild, Scenic and Recreational Water by the MnDNR.

**FIGURE 2-2
NATURAL COMMUNITIES AND RARE SPECIES MAP OF SHERBURNE COUNTY
VICINITY OF CLEAR LAKE CITY AND TOWNSHIP**

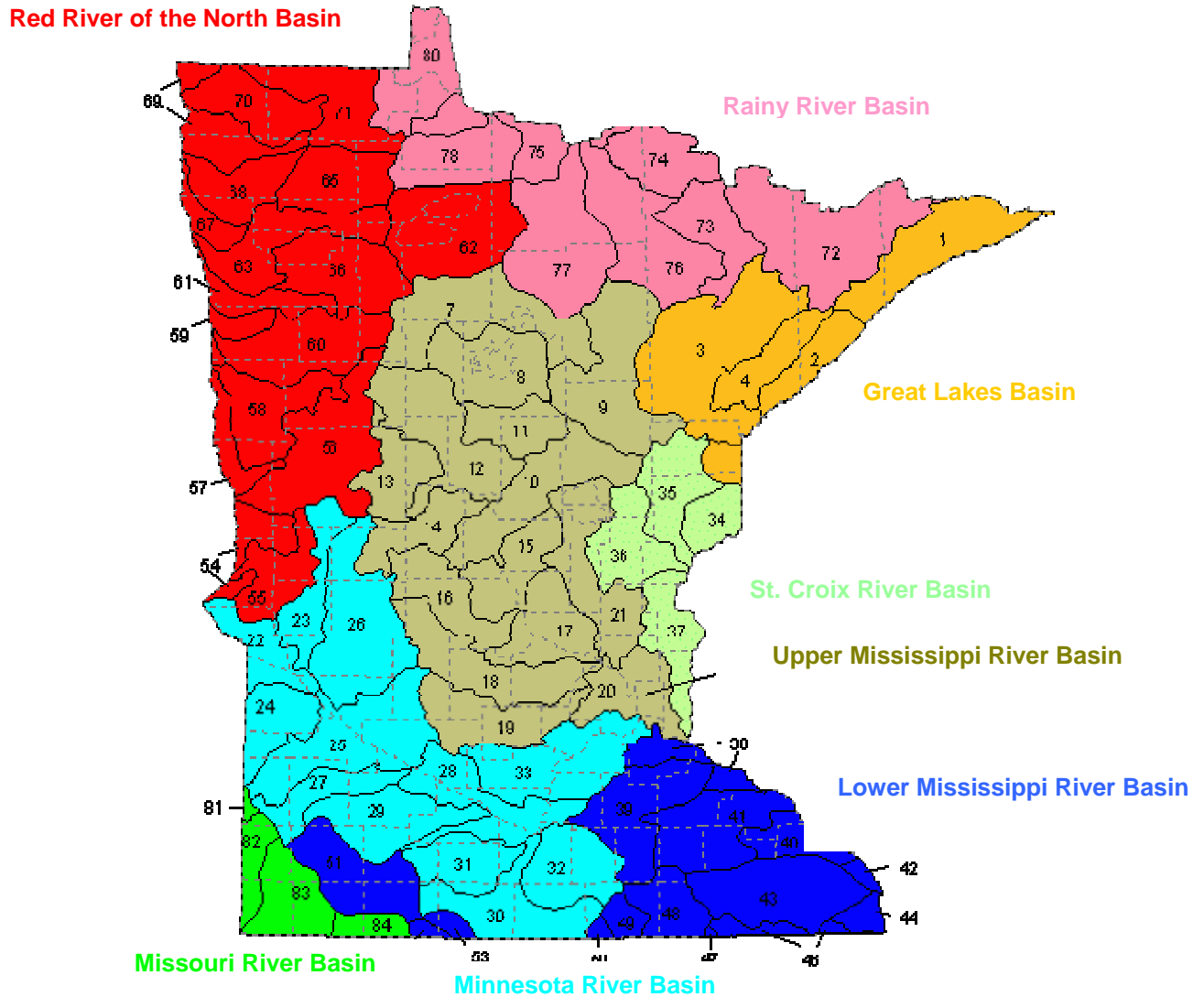


III. SURFACE WATER RESOURCES

A. Watershed

The term 'watershed' refers to the entire physical area or basin drained by a distinct stream or riverine system. Gravity and topography are the two major factors that define a watershed. Watersheds help review authorities to evaluate the quality and quantity of local water resources. Clear Lake is contained within the Upper Mississippi River Water Basin and the Mississippi River (St. Cloud) Watershed. A map of this basin Figure 2-3 is located below. The drainage area of the Mississippi River (St. Cloud) watershed is 1128.0 square miles.

**FIGURE 2-3
MAJOR BASINS AND WATERSHEDS OF MINNESOTA**



B. Surface Waters

Approximately 1.23% of the City's total land area is comprised of surface waters. Major surface water features within the city include Hunters Lake. In addition, several protected wetlands exist within and in close proximity to the corporate limits. Surface waters classified by the Minnesota Department of Natural Resources (MNDNR) are subject to shoreland regulations.

C. Wetlands

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

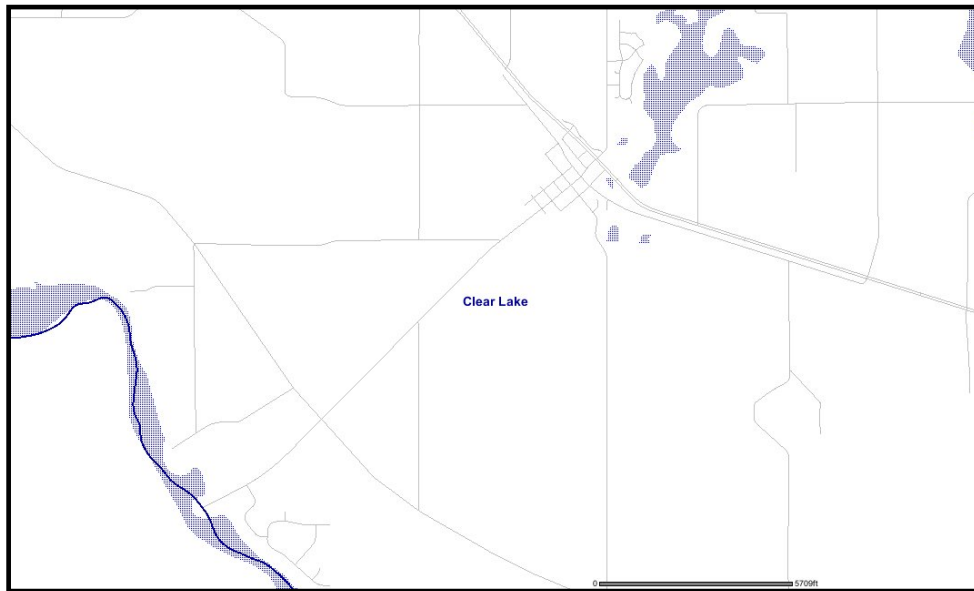
supply. Wetlands cleanse and purify surface water by removing nutrients and other contaminants from storm water runoff.

The Army Corps of Engineers and the Department of Natural Resources are ultimately responsible for the overall protection of wetland, however, the Sherburne County Soil and Water District is the local governmental unit responsible for implementing wetland protection measures and administers the Wetland Conservation Act (WCA) on behalf of the City.

D. Flood Plains

Floodplains are lowland areas adjacent to lakes, wetlands, and rivers that are covered by water during a flood. The regulatory floodplain is the area covered by a flood that has a 1% chance of occurring in any given year, often referred to as the 100-year flood. The City of Clear Lake does include areas designated as Floodplain and is enrolled in the National Flood Insurance Program (NFIP). These areas are illustrated on Figure 2-4.

**FIGURE 2-4
FEMA FLOOD INSURANCE RATE MAP (FIRM)**

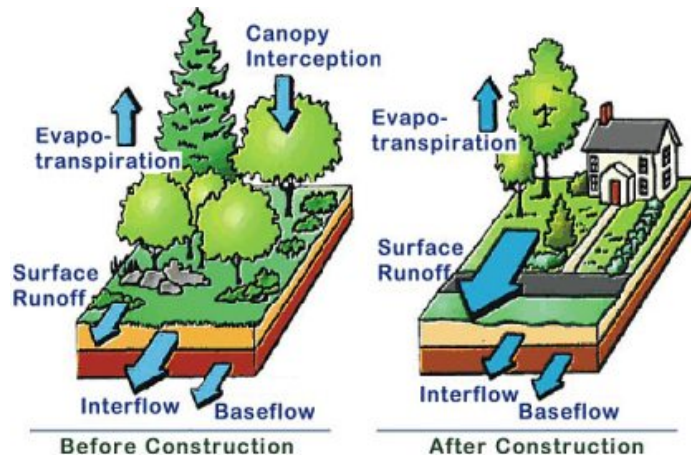


In 1969, the Minnesota Legislature enacted the State Flood Plain Management Act (Minnesota Statutes, Chapter 103F). This Act stresses the need for a comprehensive approach to solving flood problems by emphasizing nonstructural measures, such as floodplain zoning regulations, flood insurance, floodproofing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

E. Local Hydrologic Cycle

Groundwater and surface water are both part of the “hydrologic cycle”. Development has a profound influence on the quality of waters. To start, development dramatically alters the local hydrologic cycle (see Figure 2-5 below). The hydrology of a site changes during the initial clearing and grading that occur during construction. Trees, meadow grasses, and agricultural crops that intercept and absorb rainfall are removed and natural depressions that temporarily pond water are graded to a uniform slope. Cleared and graded sites erode, are often severely compacted, and can no longer prevent rainfall from being rapidly converted into stormwater runoff.

**FIGURE 2-5
LOCAL HYDROLOGIC CYCLE**



Source: MNDNR

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

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

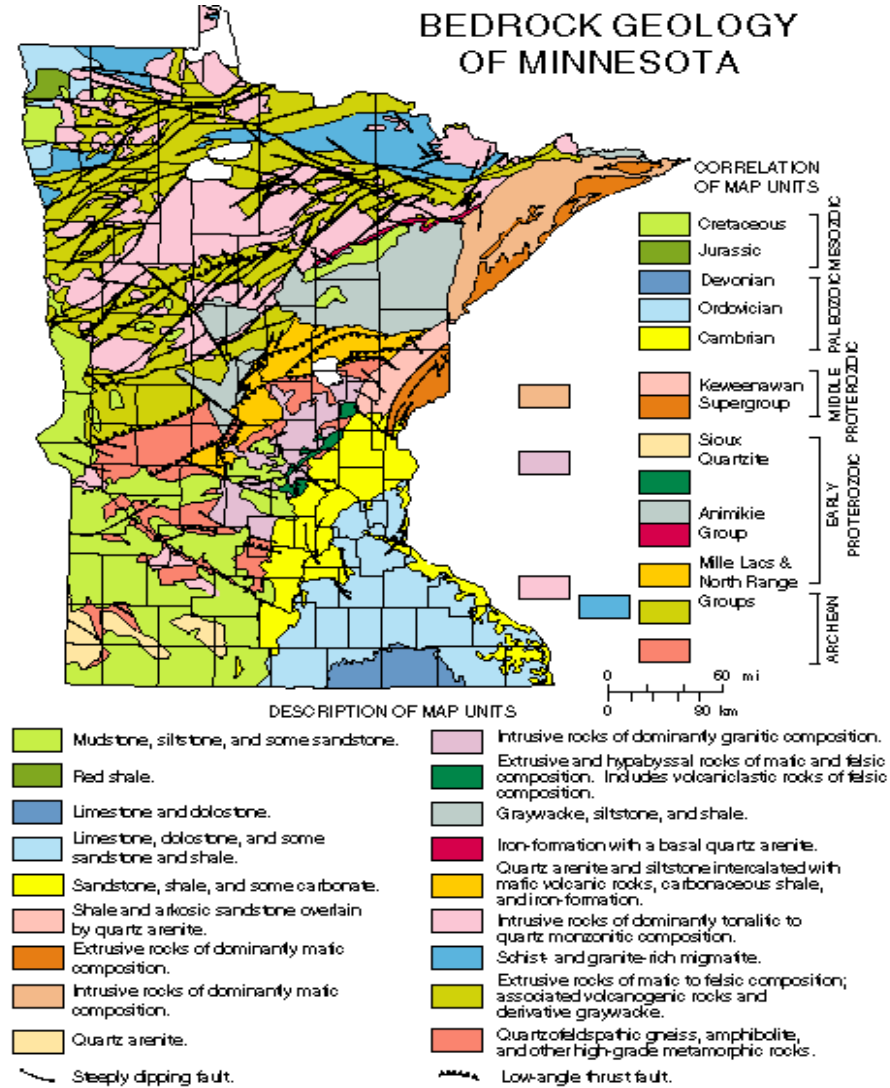
IV. GROUND WATER RESOURCES

A. Geologic Framework

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

As shown in Figure 2-6, geologic conditions vary greatly in different parts of Minnesota.

**FIGURE 2-6
BEDROCK GEOLOGY OF MINNESOTA**



Source: Minnesota Geological Survey

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

The Minnesota Pollution Control Agency reports six confirmed instances of leaking underground storage tanks (LUST) within the city over the past 15 years. Most files on the sites have been closed as of the drafting of this Plan. The sites are identified in the following table.

**TABLE 4-3
LEAKING UNDERGROUND STORAGE TANK SITES**

Site and MPCA ID#	Address	Release Discovered Date	Product Released	Leak Site Complete Site Closure Date	Contaminated Soils Remaining/Offsite Contamination
951	Hwy 10 & 24	1989	Gasoline	2001	Yes/No
8396	Market Street & Hwy 10	1994	Unknown	1997	Unknown/No
11211	4258 105 th Ave	1998	Gasoline	2000	Yes/Unknown
15480	195 State Street	2003	Unknown	--	Unknown/Unknown
15698	6679 80 th Avenue	2004	Diesel	2005	Yes/No
2507	Rural	1990	Diesel	1996	Yes/Unknown

Source: MN Pollution Control Agency, 2006

According to the MPCA, Clear Lake draws its water from high-yielding bedrock aquifers from the Greater Metro Region Basin (Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington and Wright Counties) where buried sand and gravel recharges deeper bedrock aquifers. This region includes extensive sand-plain aquifers which are present in the north, east and southeast parts of the region. Natural ground-water quality has been identified as good, but is susceptible to contamination from the effects of urbanization. Quality issues identified by the MPCA include: widespread, low-level contamination of upper aquifers has been observed from the effects of urbanization, growth areas are served by ground water, but are often susceptible to geology and the lack of proper sewer systems in developing areas and nitrate contamination of sand-plain aquifers.

V. AIR, NOISE AND LIGHT POLLUTION

The air quality is also an important and sometimes forgotten issue of importance for communities; air pollution is increasingly a regional and global problem. Pollutants can blow in from cities hundreds of miles away. An air toxic monitoring study was completed by the MPCA from October 1999 through September of 2000 at test site number 3201 which is located at 101 Central Ave West in St. Michael. The test measured 73 air toxins. The average concentrations of the air toxins were compared to health benchmarks. Compounds which exceeded benchmarks in St. Michael were carbon tetrachloride and formaldehyde. Most production of carbon tetrachloride was banned in 1997 due to the Montreal Protocol, and levels of carbon tetrachloride have been decreasing since 1997. The MPCA reports an expectation that levels of carbon tetrachloride are below benchmarks at this time as it is at the other monitoring locations in the state. Formaldehyde was above benchmarks at all locations in the Statewide Study including St. Michael. Formaldehyde levels continue to exceed benchmarks at most current monitoring locations. The formaldehyde and carbon tetrachloride benchmarks were each for cancer. When four carcinogens (acetaldehyde, benzene, carbon tetrachloride and formaldehyde) were added in St. Michael, the increased excess cancer risk was 3.6 in 100,000. Risks across Minnesota ranged from 2.5-5.8 in 100,000. Risks below 1 in 100,000 are considered negligible.

Residents indicated that they wished to retain the small town atmosphere of the community. They value the peace and tranquility of City. Visual pollution from light and noise pollution detract from the small town atmosphere. Lighting should not detract from the views of the river at night and blinking, flashing and bright lights are a nuisance and can easily be controlled through modern advances in lighting which reduce glare and concentrate lighting on-site. Not only can good lighting design and devices control light

pollution, they also are more cost efficient and energy efficient. Furthermore, commercial and industrial lighting should not detract from residential uses. Noise ordinances can ensure that noises do not cause nuisances to residents as well.

VII. ARCHEOLOGICAL RESOURCES

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

As time progresses, Clear Lake may face the loss of more and more of one of its truly non-renewable resources. These resources are the archaeological and historic sites that give the city's modern day residents a tie to the past. Many of these cultural resources are being purposefully demolished or destroyed while others face the natural elements and slowly erode away, some without any knowledge. One threat to these resources is that their significance, or even their existence, is largely unknown. Development, redevelopment, or failure to maintain these sites can diminish or destroy historic and archaeological resources. However, widespread knowledge of archaeological sites can increase the likelihood that they will be disturbed or vandalized. Encroaching development and modernization require the need for preservation of archaeologically and historically significant sites. Because the known, or suspected, historic resources may have no significant relationship to current or likely future uses or activities in Clear Lake, it is questionable if they will play a role in determining or affecting the city's character. However, State guidelines call for municipalities to review construction or other ground disturbing activity within prehistoric archaeological sensitive and historic sensitive areas.

Clear Lake lies within the Central Lakes Deciduous Archeological Region of the State and also in an area where there is a medium to high probability of archeological site existence. Site potential is based upon statistical relationships between known sites and environmental factors. Information obtained from the Office of the State Archaeologist (OSA), State Historic Preservation Office (SHPO), and MnDOT indicate the presence of some archaeological sites, however, locations have not been verified and are rather schematic. Areas of archeological finds warrant review and appropriate coordination with the State Historic Preservation Office (SHPO) as to area sensitivity. For further reference, data is available in the records of SHPO.

VIII. DEVELOPMENT CONSTRAINTS

A review of several natural features has been reviewed in this Chapter. It should be noted that several of the natural features identified in this section, including but not limited to lakes, soils, wetlands, flood prone areas, potential archeological sites and regionally significant ecological areas, will present constraints to future development. Several of these significant natural features/areas exist in the proposed growth area of the City. Included on Map 2-1, is a graphic illustration of potential constraints to development. The boundaries on the map are a compilation of floodplain areas, National Wetland Inventory areas, areas of steep slope (based upon Sherburne County Soil Survey) and DNR Public Waters Inventory data. Field verification was not done to determine wetland existence. It should be noted that further review of these and sites identified is required prior to development. This map is intended to provide a general overview.

IX. NATURAL RESOURCES OBJECTIVES AND RECOMMENDATIONS

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

Policy/Recommendations:

1. Encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.
2. Encourage the use of natural resource data/studies for planning and review of development and redevelopment such as soils, topography, groundwater etc.
3. Develop a policy ensuring compliance with approved subdivision grading/drainage plans are maintained. Compliance checks/certifications upon site grading completion, at the time of building permit issuance and immediately prior to issuance of a certificate of occupancy should be considered.
4. Carefully regulate development in areas adjacent to wetlands and flood prone areas to preserve these as attractive amenities.
5. Encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.
6. Identify and protect significant scenic areas, open spaces, historic or archaeological sites. Emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features.

Objective: Protect the quality and use of surface water through support and coordination with Sherburne County, State and Federal agencies.

Policy/Recommendations:

1. Encourage and promote land use practices to protect and improve surface water resources.
2. Require appropriate erosion controls during construction and enforce through a developer's agreement and onsite inspections.
3. Evaluate the impact of stormwater runoff on surface water in the city and respective growth areas.
4. Support the coordination of planning and implementation efforts between the SCWD, as well as state and federal agencies.

Objective: Protect and preserve groundwater supply and quality through support and coordination with Sherburne County, state and federal agencies.

Policy/Recommendations:

1. Encourage land use practices that enhance high quality groundwater recharge.
2. Protect ground resource from contamination through the implementation of the Wellhead Protection Plan.

Objective: Protect air quality in the city to comply with MPCA standards.

Policy/Recommendations:

1. Review performance standards within the Zoning Ordinance to ensure that they adequately control dust and wind erosion related to land use and development activities.

Objective: Preserve the environment as a sustainable resource to insure both present and future generations a good quality of life.

Policy/Recommendations:

1. Coordinate plans and work with all agencies responsible for the protection and restoration of our environment.
2. Administer and support the state environmental review program (EAW, EIS).
3. Develop an enforcement program that properly enforces the city's regulations including stormwater violations.
4. Encourage tree planting on private property within the City and investigate the adoption of a tree preservation and replacement ordinance as a part of the Zoning Ordinance to protect valuable trees in areas which will be developed in the future.
5. Examine specific requirements for environmental protection that may be incorporated into the city's Subdivision regulations such as identification of subdivision landscaping standards and identification of existing trees of a substantial size as part of the preliminary plat required data.
6. Continue to participate in the National Flood Insurance Program and administer Floodplain regulations.

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

Policy/Recommendations:

1. Maintain a current list of persons to contact at various local, state and federal agencies which are responsible for protecting the environment.
2. Distribute new information relating to environmental regulations to all policy makers and elected officials as it becomes available.
3. Seek opportunities, such as conferences and publications to learn about emerging issues regarding the environment and provide training for elected and appointed officials to assist them in dealing with the complexities of environmental issues.

DEMOGRAPHIC TRENDS AND ASSUMPTIONS

In order to analyze future housing, park and recreation, governmental, utility and transportation needs of the City it is important to review historic trends and develop assumptions for the future growth of the community. Population projections, land use and housing needs are dependent upon a number of factors including those outside of the City's control. At the same time projections are necessary in order to assist the City in its long range planning for appropriate facilities and services and funding of those items. The information contained in this chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office and Sherburne County and current trend analysis.

I. SOCIAL PROFILE SUMMARY

A. POPULATION GROWTH – HISTORICAL

1. The Minnesota Demographer's Office 2004 population estimate for Clear Lake is 369 a 39% increase over the 2000 Census estimate of 266 persons. Historical Census data demonstrates a fluctuation in population during each decade from 1970 – 2000. Over the 30-year period from 1970 - 2000 the number of persons living in the City been between 266 and 315 persons.
2. The Minnesota Demographer's Office and illustrates projected growth in the County by age. The projections indicated a significant increase in the population throughout all age categories within the County. However, the most significant growth is projected to occur in those aged 60 or more years. The data is reflective of the general aging of the population and will impact future demand for changes in housing types, public transportation needs and recreational opportunities.

B. HOUSEHOLD GROWTH - HISTORICAL

1. Census data indicates the number of households within the City decreased by eight (8) percent between 1990 & 2000, from 112 to 103 units. Since 2000 the Minnesota Demographer's Office has estimated the number of households within Clear Lake has increased from the 103 units (Census 2000) to 147 in 2004, a 43% increase.
2. The average household size in 2000 was 2.6 persons per household. The average household size in the City of Clear Lake is less than that reported in the 2000 Census for Sherburne County (2.98) but more than the Minnesota average (2.52). The Minnesota Demographer's Office estimates 2.51 persons per household in Clear Lake in 2004.
3. City building permit activity trend analysis represented in Table 3-3 illustrates at total of 44 dwelling units have been added to the City since enumeration of the 2000 Census.

POPULATION CHARACTERISTICS

1. As expected, the City of Clear Lake has a relatively diverse mixture of family and non-family households when compared to Clear Lake Township. The ratio of family to non-family households in Clear Lake is comparable to that in Clearwater. In comparison to Clear Lake Township, the City of Zimmerman and Sherburne County as a whole, Clear Lake has a higher concentration of non-family households.
2. The 2000 median age was 32.8 years, higher than the county median age of 31.4 years and but significantly lower than the state median of 35.4 years and the national average of 35.3 years of age.

3. Comparative analysis of age distributions within the City and the County (based on the 2000 Census) indicates there are more children under the age of 15 and more adults aged 30 to 39 in the County than in the City and somewhat more persons over the age of 65 in the City when compared to Sherburne County. Table 3-6 on the following page illustrates comparisons of age groups within the City and the County.
4. As defined in the latest Census in 2000 there were slightly more males (50.7% of the population) than females (49.3% of the population) residing in Clear Lake. The number of males in the community are greater than females in nearly all age categories except those over age 55.
5. According to the 2000 Census, there were 145 people in Clear Lake 25 years of age and older. Of these, nearly 85% graduated from high school, similar to the cities of Clearwater and Zimmerman but notably less than Clear Lake Township and the Sherburne County average. Nearly eight percent of the population obtained bachelors degrees or higher, below the average of other political jurisdictions polled with the exception of Zimmerman.
6. According to the most recent data available at the time of writing this chapter (third quarter of 2005) average wages in Clear Lake were \$464.00 per week, or \$11.60 per hour. Table 3-9 compares weekly/hourly wages earned within the City of Clear Lake with other political jurisdictions and the county and state averages. It is noted wages within Clear Lake are higher than those in Clearwater and Zimmerman but significantly lower than the county and state average.
7. The 2000 Census reports a median family income (MFI) in Clear Lake of \$54,375 slightly above the MFI of both Clearwater and Zimmerman but below the MFI in Clear Lake Township, Sherburne County and the State.
8. 2000 Census statistics indicate approximately 97.3% of Clear Lake residents classify themselves as white or Caucasian compared with 96.7% of those in the County and 91% of the entire population in the State of Minnesota.

II. POPULATION GROWTH

Census data demonstrates that although the population has fluctuated somewhat, the total number of persons residing in Clear Lake has remained relatively unchanged over the past thirty (30) years. The Table also illustrates growth trends in Clear Lake as compared to the County as a whole. The City's population as a percentage of the County's population has decreased significantly since 1970 with a slight rebound in recent years. The decrease indicates other portions of the County have been expanding at a more rapid pace than that within the City.

**TABLE 3-1
HISTORICAL POPULATION COMPARISON**

Year	City of Clear Lake	% Annual Change	Sherburne County	% Annual Change	City Pop. percentage of County
1970	280	-	18,344	-	1.53%
1980	266	-5.00%	29,908	63.04%	0.89%
1990	315	18.42%	41,945	40.25%	0.75%
2000	266	-15.56%	64,417	53.57%	0.41%
2004	369	38.72%	79,030	22.69%	0.47%

Source: U.S. Census; Minnesota State Demographer's Office

Clear Lake experienced growth as compared to previous population between 1980 and 1990 (18.42% increase) but significantly declined from 1990 to 2000 (15.56% decrease; 1.56% annual decline). It appears the population has rebounded significantly since enumeration of Census 2000.

III. HOUSEHOLD GROWTH

Various data sources can be reviewed to provide a profile of the households in Clear Lake. The State Demographer's Office, 1970 – 2000 Census data indicates the number of households within the City increased by 29% from 80 in 1970 to 103 in 2000. The Demographer's Offices estimates 147 households in the year 2004, a 43% increase over the year 2000.

The City's average household size has fluctuated over the past 30 years from a high of 2.94 persons per household in 1990 to a low of 2.51 currently (2004 estimate). In the previous decennial Census period average household size decreased from 2.94 persons/household in 1990 to 2.61 persons/household in 2000. The decrease in household size follows national trends and is influenced by the general aging of the population. It is noted Sherburne County had an average of 2.98 persons per household in 2000.

A review of the type of unit occupied (i.e. owner occupied or renter occupied; single family detached, attached, apartment unit) is an important measure of the sustainability of the communities housing stock. A diversity of housing options prevents a polarization of residents into one age or income group.

Table 3-2 illustrates differences in selected housing characteristics for communities in relatively close proximity to Clear Lake.

The 2000 Census reports a total of 36 rental units in the City of Clear Lake. This represents 29% of the total 103 occupied housing units within the City at the time of Census enumeration. The 71% owner occupied to 29% renter occupied ratio of housing types within the community is close to the Minnesota Livable Communities Act desired benchmark of 70/30 for typical communities. The ratio in Clear Lake is

similar to that in Clearwater (73/27) but significantly different from those in Clear Lake Township (93/7) and Zimmerman (88/12).

The City of Clear Lake currently has a lack of attached single family owner occupied and/or rental units. There are no townhomes/condominiums within the City of Clear Lake. In comparison, such units comprise a statistically significant portion of the available housing units in the City of Clearwater (nine percent) and have a presence in both the City of Zimmerman's housing stock (three percent) and Clear Lake Township housing stock (two percent).

The majority of rental units in the City of Clear Lake (64% of rental units) are contained in structures with 10 – 19 units in Clear Lake. This is the highest concentration of rental units in facilities containing 10 – 19 units than any of the other entities sampled (i.e. Clearwater 47%; Zimmerman 13%; Clear Lake Twp 10%). The data may indicate need for additional renter options as it relates to

Of the total 103 housing units, 99% were occupied (102 units) with just one of the units vacant. A typical vacancy rate indicative of a healthy housing market lies between a three and five percent vacancy. The low number of vacant units within the City of Clear Lake potentially indicates a very tight real estate market wherein sale prices and rental rates may be artificially inflated due to insufficient supply.

**TABLE 3-2
COMPARISON OF SELECTED HOUSING CHARACTERISTICS**

Area/Type	Clear Lake		Clearwater		Zimmerman		Clear Lake Twp	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Owner-occupied housing units	67	100	241	100	851	100	540	100
1, detached	64	95.5	206	85.5	755	88.7	526	97.4
1, attached	0	0	26	10.8	17	2	10	1.9
2	0	0	0	0	0	0	2	0.4
3 or 4	0	0	0	0	0	0	0	0
5 or more	0	0	3	1.2	0	0	0	0
Mobile home	3	4.5	6	2.5	79	9.3	2	0.4
Boat, RV, van, etc	0	0	0	0	0	0	0	0
Renter-occupied housing units	36	100	87	100	114	100	38	100
1, detached	6	16.7	14	16.1	11	9.6	28	73.7
1, attached	0	0	2	2.3	10	8.8	0	0
2	0	0	9	10.3	0	0	6	15.8
3 or 4	5	13.9	0	0	10	8.8	0	0
5 to 9	2	5.6	4	4.6	18	15.8	0	0
10 to 19	23	63.9	41	47.1	15	13.2	4	10.5
20 to 49	0	0	15	17.2	44	38.6	0	0
50 or more	0	0	0	0	0	0	0	0
Mobile home	0	0	2	2.3	6	5.3	0	0
Boat, RV, van, etc	0	0	0	0	0	0	0	0
TOTAL UNITS AND OWNER/RENTER RATIO	103	71% / 29%	328	73% / 27%	965	88% / 12%	578	93% / 7%

Source: U.S. Census. Table QT-H10

Residential new construction within the City of Clear Lake has fluctuated over the past five years with a five year average of 9.6 permits issued per year. All new housing units constructed since the year 2000 have been single family dwelling units. Table 3-3 summarizes building permit data for the past five years.

**TABLE 3-3
CLEAR LAKE BUILDING PERMITS 2000 – 2004**

YEAR	SF	MF	TOTAL
2000	4	0	4
2001	13	0	13
2002	11	0	11
2003	13	0	13
2004	7	0	7
TOTAL	48	0	48

*Source: County Building Permit Files

The rate of household growth within the City in the future is expected to continue but will rely heavily on the capacity of the City to service such growth and the availability of land for development/redevelopment. It is noted the State Demographer's Office anticipates the number of households in Sherburne County to more than double from 2000 through the year 2030. The state forecasts the number of households within Sherburne County to increase from 21,581 households to 46,260 (114%) over the next 30 years.

The City of Clear Lake has given approval to a 162 lot residential subdivision entitled "Parkside".

IV. CLEAR LAKE SOCIAL CHARACTERISTICS

A. Household size and type.

As illustrated in Table 3-4, the 103 housing units occupied within the City of Clear Lake at the time of enumeration of Census 2000 a somewhat lower percent of family households (67.6%) than non-family households (32.4%) were reported.

As expected, the City of Clear Lake has a relatively diverse mixture of family and non-family households when compared to Clear Lake Township. The ratio of family to non-family households in Clear Lake is comparable to that in Clearwater. In comparison to Clear Lake Township, the City of Zimmerman and Sherburne County as a whole, Clear Lake has a higher concentration of non-family households.

**TABLE 3-4
HOUSEHOLD COMPARISON – CLEAR LAKE**

Total households	Clear Lake	Clearwater	Zimmerman	Clear Lake Twp	Sherburne Co.
Family households	67.6%	68.5%	75.0%	83.4%	77.6%
Male householder	56.9%	51.1%	54.8%	71.3%	63.3%
Female householder	10.8%	17.4%	20.1%	12.2%	14.2%
Nonfamily households	32.4%	31.5%	25.0%	16.6%	22.4%
Male householder	16.7%	15.0%	14.8%	9.2%	12.1%
Living alone	11.8%	11.3%	9.8%	7.5%	7.9%
Female householder	15.7%	16.5%	10.2%	7.3%	10.3%
Living alone	14.7%	12.8%	8.1%	6.3%	7.8%

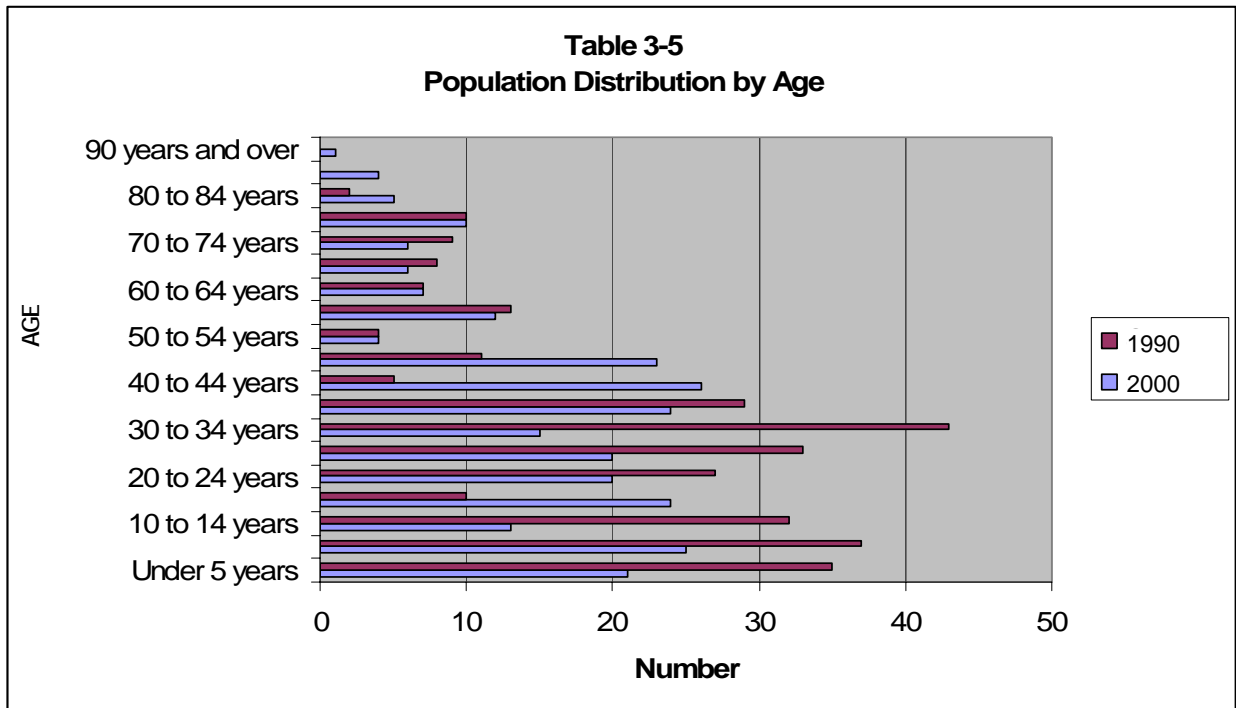
Source: 2000 Census, Table QT-P10

Census 2000 statistics also reveal that of the 69 'family' households fifty-seven consist of married couple households (83% of all family households). Children 18 years and under reside in 56.5% of all family households. Clear Lake has a significantly higher percent of married couple households than the state of Minnesota that, in 2000, reported 53.7% of all households were married couples, a decrease from 57.2% in 1990. The Census data indicates a core of traditional families within the City of Clear Lake.

B. Age.

From 1990 to 2000, the number of residents less than fourteen years of age decreased significantly as a percent of the population from 33% of the population in 1990 to 22% of the population in 2000. The decrease in children is somewhat to be expected as the 'baby boomers' move through their child-bearing years. In 2000 there was a slight increase in those aged 15-19 but a measurable decrease in those aged 20 to 24. The decline in the number of residents aged 20 to 34 in 2000 is somewhat but not totally offset by the increase in the number of persons aged 35 to 50 in 2000. The decrease in the number of young adults in the community and the comprehensive decline in those aged 35-50 in the 2000 Census may be indicative of a lack of housing options such as entry-level apartments and move-up homes.

The 2000 median age was 32.8 years, higher than the county median age of 31.4 years and but significantly lower than the state median of 35.4 years and the national average of 35.3 years of age. Table 3-5 illustrates age group distribution changes within the City between 1990 and 2000.



Source: U.S. Census- 1990 and 2000

Comparative analysis of age distributions within the City and the County (based on the 2000 Census) indicates there are more children under the age of 15 and more adults aged 30 to 39 in the County than in the City and somewhat more persons over the age of 65 in the City when compared to Sherburne County. Table 3-6 on the following page illustrates comparisons of age groups within the City and the County.

**TABLE 3-6
CLEAR LAKE AND SHERBURNE COUNTY AGE GROUP DISTRIBUTION**

PLACE AND AGE GROUP	CLEAR LAKE CITY		SHERBURNE COUNTY		DIFFERENCE
	Number	Percent	Number	Percent	Plus/Minus
Under 5 years	21	7.9	5,410	8.4	-0.50%
5 to 9 years	25	9.4	5,607	8.7	0.70%
10 to 14 years	13	4.9	5,655	8.8	-3.90%
15 to 19 years	24	9	5,108	7.9	1.10%
20 to 24 years	20	7.5	4,344	6.7	0.80%
25 to 29 years	20	7.5	4,453	6.9	0.60%
30 to 34 years	15	5.6	5,527	8.6	-3.00%
35 to 39 years	24	9	6,359	9.9	-0.90%
40 to 44 years	26	9.8	5,496	8.5	1.30%
45 to 49 years	23	8.6	4,270	6.6	2.00%
50 to 54 years	4	1.5	3,434	5.3	-3.80%
55 to 59 years	12	4.5	2,445	3.8	0.70%
60 to 64 years	7	2.6	1,725	2.7	-0.10%
65 to 69 years	6	2.3	1,277	2	0.30%
70 to 74 years	6	2.3	1,067	1.7	0.60%
75 to 79 years	10	3.8	895	1.4	2.40%
80 to 84 years	5	1.9	653	1	0.90%
85 to 89 years	4	1.5	412	0.6	0.90%
90 years and over	1	0.4	280	0.4	0.00%
TOTAL	266	100	64,417	100	-

Source: U.S. Census- 2000

The Minnesota Demographer's Office has projected population growth by age/gender through the year 2030 at a county level. Table 3-7 illustrates the projections for Sherburne County. The data is indicative of trends expected within the City of Clear Lake, including a significant increase in the number of individuals 65+ years old.

**TABLE 3-7
SHERBURNE COUNTY POPULATION PROJECTIONS**

Age Group	2000*	2005	2010	2015	2020	2025	2030	2000 - 2030 % Change
0-4	5,410	5,600	6,430	7,260	7,840	8,120	8,300	53.4
5-9	5,607	6,330	6,490	7,260	8,040	8,590	8,840	57.7
10-14	5,655	6,330	6,860	7,040	7,740	8,480	9,000	59.2
15-19	5,108	5,790	6,310	6,700	6,840	7,470	8,120	59.0
20-24	4,344	6,260	6,720	7,030	7,130	7,280	7,790	79.3
25-29	4,453	5,540	7,100	7,510	7,700	7,690	7,830	75.8
30-34	5,527	5,580	6,490	7,930	8,290	8,460	8,360	51.3
35-39	6,359	6,120	6,100	6,930	8,280	8,650	8,800	38.4
40-44	5,496	6,910	6,540	6,470	7,250	8,560	8,930	62.5
45-49	4,270	5,730	6,980	6,600	6,490	7,230	8,490	98.8
50-54	3,434	4,470	5,860	6,990	6,570	6,460	7,160	108.5
55-59	2,445	3,490	4,480	5,780	6,800	6,380	6,270	156.4
60-64	1,725	2,420	3,400	4,330	5,510	6,430	6,020	249.0
65-69	1,277	1,710	2,350	3,300	4,190	5,310	6,150	381.6
70-74	1,067	1,170	1,530	2,100	2,950	3,740	4,730	343.3
75-79	895	910	990	1,290	1,780	2,500	3,180	255.3
80-84	653	780	800	870	1,120	1,530	2,150	229.2
85+	692	750	890	1,020	1,100	1,340	1,800	160.1
Total	64,417	75,890	86,320	96,410	105,620	114,220	121,920	89.3

Source: MN State Demographic Center, October 2002.

C. Gender.

As defined in the latest Census in 2000 there were slightly more males (50.7% of the population) than females (49.3% of the population) residing in Clear Lake. The number of males in the community are greater than females in nearly all age categories except those over age 55.

D. Education/Educational Attainment.

Clear Lake is a part of School District 742, which now includes the communities of Clear Lake, Waite Park, St. Joseph, St. Cloud and the surrounding area. The City of Clear Lake at the time of Census enumeration had a total of 70 persons aged three and over enrolled in school. Of these students, five or seven percent were enrolled in college or graduate school, seventeen or 24% were enrolled in high school (grades 9-12), thirty-nine or 56% were enrolled in middle or elementary school (grades 1-8), six or nine percent were in kindergarten and three children (four percent) were enrolled in nursery school or preschool.

Table 3-8 below compares educational attainment characteristics of Clear Lake with similar political jurisdictions and the county average.

**TABLE 3-8
EDUCATIONAL ATTAINMENT COMPARISON (PERCENT)**

PERCENT OF POPULATION 25 YEARS & OVER	CLEAR LAKE	CLEARWATER	ZIMMERMAN	CLEAR LAKE TWP	SHERBURNE CO
Less than 5th grade	1.4%	0%	1.2%	0%	0.2%
5th to 8th grade	6.9%	5.2%	3.8%	1.7%	2.7%
9th to 12th grade, no diploma	6.9%	8.2%	10.8%	3.7%	7.2%
High school graduate (incl. equivalency)	44.1%	41.2%	36.2%	30.6%	32.5%
Some college credit, less than 1 year	8.3%	9.3%	9.5%	6%	10%
1 or more years of college, no degree	17.2%	18.5%	22.8%	17.4%	19.5%
Associate degree	4.1%	6%	7.8%	9.6%	8.5%
Bachelor's degree	7.6%	8.9%	6.9%	18.3%	13.8%
Master's degree	3.4%	2.4%	0.8%	9%	3.9%
Professional degree	0%	0%	0%	3%	1%
Doctorate degree	0%	0.4%	0.3%	0.6%	0.7%
Percent high school graduate or higher	84.8%	86.7%	84.2%	94.5%	89.9%
Percent bachelor's degree or higher	11%	11.7%	7.9%	31%	19.4%

According to the 2000 Census, there were 145 people in Clear Lake 25 years of age and older. Of these, nearly 85% graduated from high school, similar to the cities of Clearwater and Zimmerman but notably less than Clear Lake Township and the Sherburne County average. Nearly eight percent of the population obtained bachelors degrees or higher, below the average of other political jurisdictions polled with the exception of Zimmerman.

E. Employment.

Employment statistics from the 2000 Census indicate 144 people (76.6% of the population) age 16 and over are in the labor force. Depending on where they live in the City of Clear Lake, the mean time traveled to work is 21.8 minutes.

According to the most current data available at the time of the drafting of this chapter (November 2005), the Minnesota Work Force Center estimates 44,135 people in the labor force in Sherburne County with 42,513 employed, resulting in a 3.7% unemployment rate. During this same time period Minnesota had an unemployment rate of 3.6% and the United States unemployment rate was 4.8%.

Minnesota Workforce Center estimates can be used to compare average wages for employees in Clear Lake to other areas. According to the most recent data available at the time of writing this chapter (third quarter of 2005) average wages in Clear Lake were \$464.00 per week, or \$11.60 per hour. Table 3-9 compares weekly/hourly wages earned within the City of Clear Lake with other political jurisdictions and the county and state averages. It is noted wages within Clear Lake are higher than those in Clearwater and Zimmerman but significantly lower than the county and state average. The lower average wage within the City of Clear Lake is likely due to a higher concentration of jobs within the community in the service-providing domain rather than the goods-producing domain and the location of the community further away from the core of the St. Cloud and Twin Cities metropolitan statistical areas.

**TABLE 3-9
WAGE COMPARISON**

Area	Avg. Weekly Wage	Avg. Hourly Wage
Clear Lake	\$464	\$11.60
Clear Lake Twp	\$467	\$11.68
Clearwater	\$396	\$9.90
Zimmerman	\$430	\$10.75
Sherburne County	\$599	\$14.98
Minnesota	\$777	\$19.43

Source: Mn. Department of Economic Security

F. Income.

The 2000 Census reports a median family income (MFI) in Clear Lake of \$54,375 slightly above the MFI of both Clearwater and Zimmerman but below the MFI in Clear Lake Township, Sherburne County and the State.

**TABLE 3-10
INCOME COMPARISON**

Area	Per Capita Income	Household Income	Family Income
Clear Lake	\$16,894	\$40,625	\$54,375
Clear Lake Twp	\$29,599	\$63,229	\$67,500
Clearwater	\$17,325	\$41,696	\$46,771
Zimmerman	\$18,528	\$49,332	\$51,275
Sherburne County	\$21,322	\$57,014	\$61,790
Minnesota	\$23,198	\$47,111	\$56,874

Source: 2000 Census- 1999 statistics; Tables DP-3 and QT-P32.

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

The 2000 Census reveals 3.1 percent of the population (eight individuals) in Clear Lake are living below the poverty level, higher than percent in Clear Lake Township (0.5%) but lower than Clearwater (9.3%), Zimmerman (6.3%) and Sherburne County (4.4%). Poverty is defined on a sliding scale by size of family and number of related children under the age of 18. It is noted poverty thresholds for 2004 as defined by the U.S. Census are \$9,827/year for one person under the age of 65 and \$9,060/year for one person over the age of 65. For a family of four with two related children the threshold is \$19,157/year.

G. Race.

2000 Census statistics indicate approximately 97.3% of Clear Lake residents classify themselves as white or Caucasian compared with 96.7% of those in the County and 91% of the entire population in the State of Minnesota.

V. CITY OF CLEAR LAKE POPULATION AND HOUSEHOLD PROJECTIONS

It is understood the nature of the City's future with respect to economic development and housing, agricultural, retail, commercial, and industrial market potentials depends to a great extent on the population growth that may take place in the coming years (i.e. population projections). Projections are estimates of future populations based on statistical models that extrapolate past and present trends into the future. The confidence with which future market situations may be assessed is closely related to the quality of the population projections employed. As such, the provision of high quality projections has been a basic aim for this report and for support of community and/or municipal service policy development.

The population projections developed by the Minnesota Demographer's Office for Sherburne County were made using a Cohort-component Methodology. This methodology first separates the population into five-year age groups by gender, called cohorts. It then applies the various components of population change (births, deaths, and migration) to each cohort in five-year increments over the projection period. The Mn. Demographer's Office limits the extent of population projections to a county level, therefore, municipal projections must be calculated. When calculating City projections, the statistics produced by the Mn. Demographer's Office for Sherburne County will be used as a control total/baseline for the City projections.

The model used for the municipal projections involves the use of four different simple projection methods. For each method, the city's population is projected and then adjusted to fit the county total for the three projection years 2010, 2020 and 2030. Then the four methods are averaged for each projection year to create a final projection.

The four methods used are:

1. Method one averages the 35-year and the 15-year growth rate from 1970-2005 for the City. The average growth rate was then used to project 2010, 2015, 2020 and 2025. For each projection year, the county population total was compared to the control total projected by the cohort-component method.

TABLE 3-11

Year	Based on thirty year average		Based on fifteen year average		Average Both
	Population	% Change	Population	% Change	
1970	280	-	280	-	-
1980	266	-5.00%	266	-5.00%	-
1990	315	18.42%	315	18.42%	-
2000	266	-15.56%	266	-15.56%	-
2005	369	38.72%	369	38.72%	369
2010	392	6.10%	654	7.72%	523
2015	415	6.10%	1,159	7.72%	787
2020	441	6.10%	2,053	7.72%	1,247
2025	468	6.10%	3,638	7.72%	2,053

2. Method two averages the numerical population increase from 1970-1980, 1980-1990, and 1990-2000 for the City. The City's average increase was used to project the increase between 2000-2010, 2010-2020, and 2020-2030. For each projection year, the county population total was compared to the control total projected by the cohort-component method.

TABLE 3-12

City Projection: Based on Historical Numerical Change per Annum			County Projection: Based on Historical Numerical Change per Annum			MN. Demographer's Office Actual Projection: Cohort-Component Method		
Year	Population City of Clear Lake	Numerical Change	Year	Population Sherburne County	Numerical Change	Year	Population Sherburne County	Numerical Change
1970	280	n/a	1970	18,344	n/a	1970	18,344	n/a
1980	266	(14.00)	1980	29,908	11,564.00	1980	29,908	11,564.00
1990	315	49.00	1990	41,945	12,037.00	1990	41,945	12,037.00
2000	266	(49.00)	2000	64,417	22,472.00	2000	64,417	22,472.00
2005	369	103.00	2005	79,030	14,613.00	2005	79,030	14,613.00
2010	382	12.71	2010	87,699	8,669.43	2010	86,320	7,290.00
2015	394	12.71	2015	96,369	8,669.43	2015	96,410	10,090.00
2020	407	12.71	2020	105,038	8,669.43	2020	105,620	9,210.00
2025	420	12.71	2025	113,708	8,669.43	2025	114,220	8,600.00

Average annual change = 2.54 Average annual change = 1,733.89 Average annual change = 1,743.20

3. Method three averages the City's share of the county growth from 1970-1980, 1980-1990, and 1990-2000. The City's average share of the growth was applied to the overall county growth predicted by the cohort-component method to project the growth for the City.

TABLE 3-13

Year	City of Clear Lake	% Change	Sherburne County	% Annual Change	City Pop. as percent of County
1970	280	-	18,344	-	1.53%
1980	266	-5.00%	29,908	63.04%	0.89%
1990	315	18.42%	41,945	40.25%	0.75%
2000	266	-15.56%	64,417	53.57%	0.41%
2004	369	38.72%	79,030	22.69%	0.47%
2010	414	12.20%	86,320	9.22%	0.48%
2015	472	14.11%	96,410	11.69%	0.49%
2020	528	11.79%	105,620	9.55%	0.50%
2025	583	10.31%	114,220	8.14%	0.51%

4. Method four kept the City's percent of the total county population in 2004 constant. So, the county's population projected by the cohort-component method in 2010, 2015, 2020, and 2025 was assigned to the City in the same proportion as it was in 2004.

TABLE 3-14

Year	City of Clear Lake	% Change	Sherburne County	% Annual Change	City Pop. as percent of County
1970	280	-	18,344	-	1.53%
1980	266	-5.00%	29,908	63.04%	0.89%
1990	315	18.42%	41,945	40.25%	0.75%
2000	266	-15.56%	64,417	53.57%	0.41%
2004	369	38.72%	79,030	22.69%	0.47%
2010	406	9.95%	86,320	9.22%	0.47%
2015	453	11.69%	96,410	11.69%	0.47%
2020	496	9.55%	105,620	9.55%	0.47%
2025	537	8.14%	114,220	8.14%	0.47%

It is noted all population projections are subject to some degree of uncertainty, because it is impossible to exactly predict future trends, particularly the future level of migration. The following population projections are not intended as an exact prediction of future population; therefore, users of the projections should keep these limitations in mind and interpret them accordingly.

A summary of the three methods of forecasting population is illustrated in Table 3-8, along with projected households through the year 2025.

**TABLE 3-15
SUMMARY OF POPULATION PROJECTIONS PLUS ESTIMATED HOUSEHOLDS**

Year	Method 1	Method 2	Method 3	Method 4	Average	Households*
2010	414	382	523	406	431	172
2015	472	394	787	453	527	210
2020	528	407	1,247	496	670	267
2025	583	420	2,053	537	898	358
*2.51 persons/hshd (2004 est population divided by 200 estimated households).						

The City of Clear Lake has made a conscious decision to base the analysis of future development and redevelopment on the third method of population projection as highlighted above. Table 3-16 below projects future households based upon method three above. This is the basis for the remaining chapters within the Comprehensive Plan.

**TABLE 3-16
SUMMARY OF POPULATION PROJECTIONS (METHOD 3) PLUS ESTIMATED HOUSEHOLDS**

Year	Pop. Projection Method # 3	Households*
2010	523	208
2015	787	314
2020	1,247	497
2025	2,053	818

* 2.51 persons/household

LAND USE

The Land Use Section of the Clear Lake Comprehensive Plan includes:

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

I. PURPOSE

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

Additionally as provided in Chapter Three (Demographic Trends & Assumptions), the City of Clear Lake is projected to see steady growth over the next two decades. This continued growth will pose many land use challenges. The strain between the demands of an urban community on the fringe of the seven county metro area and the agricultural/large lot residential character of the surrounding township may be at the forefront of this struggle.

Although the area surrounding the City is predominantly agricultural, the construction of a new interregional connection between Interstate 94 and Highway 10 is expected to greatly affect the pace of development and future land use within the City of Clear Lake and Clear Lake Township. In addition, the potential expansion of the Northstar Commuter Rail Service through the City will also present additional opportunities and challenges related to future development and redevelopment.

Furthermore, as vacant developable land in the City decreases urban land uses will continue to extend into the neighboring township, putting development pressure on the surrounding areas. As residential, industrial and commercial development expands, there will be increased pressure on the City to closely scrutinize land for development.

II. LAND USE INVENTORY

A. Inventory By Existing Land Use

To better analyze existing land uses and potentials for redevelopment and future development, MDG has created an existing land use map which is included as Map 4-1 at the close of this chapter. The existing land use map is based on tax classifications assigned to individual parcels by the Sherburne County Assessor's Office.

The breakdown according to estimated existing land use at the time of this Comprehensive Plan (March 2006) follows in Table 4-1 on the following page.

**TABLE 4-2
EXISTING LAND USE – TAX CLASS SHERBURNE COUNTY**

Land Use Category	Gross Acres	Percent of Total City
Rural/Agricultural	270.00	53%
Low Density Residential	61.70	12%
Multi-Family Residential	20.60	4%
Commercial	28.60	6%
Industrial	0	0%
Public/Semi-Public	43.00	8%
ROW*	85.00	17%
TOTAL	509.00	100%

* MDG estimate equal to 20% of land area

Rural/Agricultural

Rural/agricultural land uses include property that is currently utilized for agricultural purposes and open natural spaces within the City limits of Clear Lake. This area also can include former farmland that has not been cultivated for many years and is now sitting idle. Although currently agricultural, this land is in the likely path of urban development and may be suitable for residential, commercial or industrial uses in the future when city sewer and water are available. The majority of this land use can be found in the outer portions of City limits and consists of nearly 53% of the City’s landmass, primarily north of Highway 10.

Low Density Residential

Low density residential development comprises of 12% of the City’s total area. The City’s 6.17 acres of low density residential development is located primarily in the central area of the community south of Highway 10, with a pockets of residential in the northeasterly quadrant of the City. Single-family homes consume the majority of the City’s residential land.

Multi-Family Residential

Multi-family residential development includes apartments and other multiple-unit residences. This land use comprises 4% of the City’s total area. The City’s 2.06 acres of multi-family residential land is located primarily west of Main Avenue (T.H. 24); including at the intersection of Brook Street and Main Avenue and the intersection of Arnold Street and Main Avenue.

Commercial

The commercial areas of the City make up a moderate portion of the City mass and can be reviewed in terms of traditional ‘downtown’ commercial development and highway-oriented commercial development. Overall, commercial uses comprise 6% of the city’s total area. The downtown commercial area is centrally located in the community in the vicinity of Main Avenue and State Street within the original townsite. As typical of small towns, the current face of the downtown is somewhat stark, original development looks random to haphazard in placement on the lot, architectural style/design and building materials. The downtown area consists largely of older one to two-story buildings with commercial establishments facing the street and offering service to the community. Such businesses include a bank, a market, a funeral home and the Clear Lake Township Hall. It is noted the Burlington Northern Santa Fe railway traverses the downtown carrying approximately 60 train trips per day.

Highway-oriented commercial areas have developed adjacent to Highway 10. Uses such as restaurant/bars, gas/convenience stores and the like are common in highway corridors and employ business models that are dependent on high volumes of vehicular traffic and highway visibility.

Industrial

At this point, the City doesn't have any parcels carrying an 'industrial' tax classification. There are existing industrial uses within the community including a grain elevator, a truck transit operation and a dock storage/sales establishment. It is noted the majority of businesses within the City are commercial in nature.

Public/Semi-Public

Comprising 8% of the city's total area, public and semi-public land use makes up an important portion of the City's land. This category includes educational, religious, health care, cemetery, government, utility and other public uses.

Other Areas: ROW

This includes all vacant property that is not available for development, such as public right-of-way, county, state or federal owned property, rail property, water and wetlands. An estimated 17% of the community is comprised of lands dedicated to the public for right-of-way purposes. This percentage is due largely to the City's grid-like street pattern in the residential districts that make up the bulk of the City, and is not unlike that found in other similarly sized communities. Major highways in Clear Lake include State Highway 10, which traverses diagonally through the center of the City and State Highway 24 which traverses diagonally southwesterly of Highway 10 and connects to County Road 8.

II. REDEVELOPMENT/INFILL POTENTIAL

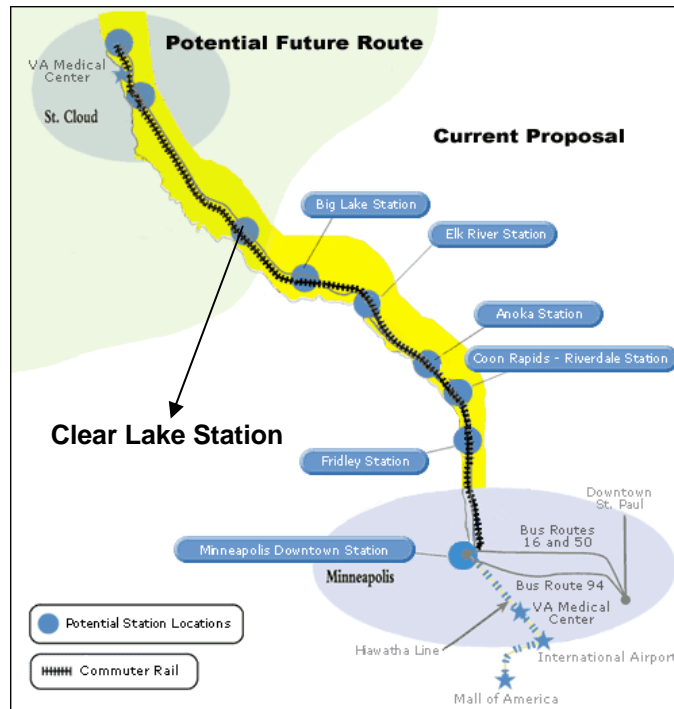
While the amount of vacant land within the area serviced by municipal utilities is modest, the City should emphasize the use of currently available sites within the service area prior to the development of alternative sites. The development of sites within the serviced area will ensure prudent land management, assist in the prevention of 'leap-frog' type development and ensure maximum cost effectiveness for community residents. Additionally, efforts shall be made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility.

The City should focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City. To achieve this, the City should:

1. Encourage the removal of existing buildings that have exceeded their useful life or;
2. Encourage or participate in the removal of those which are deemed to have a "blighting effect" upon adjacent properties and/or present nuisance conditions that pose a threat to health and safety of citizens, and
3. Promote appropriate re-uses for under-utilized properties.

Northstar Commuter Station

The City of Clear Lake has a genuine opportunity to reimagine a portion of the downtown adjacent to the railway corridor in the event Northstar Commuter Rail Service is extended from Big Lake to St. Cloud. The Commuter Rail, while it would increase the volume of trains moving through the City, it could also spur retail/service development adjacent to a passenger station/depot. The following graphic depicts the potential commuter railway route from Minneapolis to St. Cloud.



In order to capitalize on this opportunity, the City will need to be intricately involved in the initiative to advance commuter rail from Big Lake to St. Cloud. Should the City embrace the economic benefit of a commuter station within the downtown, the City will need to work with commuter rail organizers to ensure a stop is located in Clear Lake, that adequate parking is provided for commuters and that citizens are an active part of the effort.

Railway noise is currently an issue impacting most areas within the corporate limits. With approximately 60 trips currently passing through the City on a daily basis and with the potential for additional commuter rail trips, railway noise is likely to continue to impact residents of the City of Clear Lake. Several persons responding to a survey mailed to residents noted rail noise had a significant impact on their daily lives. If the City chooses to embrace the commuter rail concept, it may be beneficial to investigate railway noise reduction efforts specifically related to the reduction of noise made from the sounding of horns (federal requirement). A recent study conducted by Northwestern University's Office of Public Safety revealed automated train horns installed at intersections reduced noise by 85% when compared to train-mounted horns.

IV. FORECAST LAND USE DEMAND

The City of Clear Lake will need additional land with urban services to accommodate forecasted household and employment growth through the year 2030. Projections of population and households in Clear Lake identified in Chapter Three of this Plan were developed on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals, with emphasis on the detailed profile of the City developed in this planning inventory. Specific data applied to the projections were the rate of U.S. Census data, residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns. The rate and timing of growth within a community are influenced by several factors some of which may be controlled by the city and others over which the city has little or no control. The following are some factors which influence the rate/timing of growth:

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

Market conditions will have a major impact on housing types as well as the City progresses toward the year 2030. Interest rates, land/material prices and inflation, gas prices, among other factors will significant impact buyer preferences.

Since housing types are difficult to forecast this portion of the plan focuses on density rather than housing types. Future land use is based on population projections, the existing housing mix ratio and current density standards included in the zoning ordinance.

Population/Household Projections

In Chapter Three (Demographic Trends & Assumptions), four different methods of calculating future population estimates were employed, with an average of the three methods and the MN Demographer’s estimate used to forecast population in five-year incremental stages over the next twenty years.

Table 4-3 illustrates the estimated population and household growth expected in Clear Lake through 2025. This is exclusive of land which may be annexed that is already developed with residential households. The City of Clear Lake has expressed a desire to base future land use demands on Method Number Three as highlighted below.

**TABLE 4-3
SUMMARY OF POPULATION PROJECTIONS**

Year	Method 1	Method 2	Method 3	Method 4	Average	Households*
2010	414	382	523	406	431	208
2015	472	394	787	453	527	314
2020	528	407	1,247	496	670	497
2025	583	420	2,053	537	898	818

*Based on Method #3 and 2.51 persons/hshd (2004 est population divided by 200 estimated households).

Housing Mix

Table 4-4 on the following page illustrates the number of housing units that are owned and rented and the volume/percentage of unit types (e.g. detached, attached, apartment, manufactured home, etc.) which are owner occupied and occupied by renters.

**TABLE 4-4
COMMUNITY HOUSING MIX**

Owner-occupied housing units	67	
1, detached	64	95.5%
1, attached	0	0
2	0	0
3 or 4	0	0
5 or more	0	0
Mobile home	3	4.5%
Boat, RV, van, etc	0	0
Renter-occupied housing units	36	
1, detached	6	16.7%
1, attached	0	0
2	0	0
3 or 4	5	13.9%
5 to 9	2	5.6%
10 to 19	23	63.9%
20 to 49	0	0
50 or more	0	0
Mobile home	0	0
Boat, RV, van, etc	0	0
TOTAL UNITS AND OWNER/RENTER RATIO	103	71% / 29%

Density

Future land use needs may be calculated based on historic trends, densities allowed in Zoning Ordinance or some combination thereof.

Historic densities are based on volumes of acreage per tax classification and identified at 2.81 dwelling units per net acre (low density) and 15 dwelling units per net acre (high density).

The current zoning ordinance prescribes four (4) residential zoning classifications with varying minimum lot size requirements. The most strict low density districts requires a minimum lot size of 12,000 square feet; the most strict multiple family district requires a minimum lot size of 9,000 square feet.

Low density future land use projections within this plan are based on three dwelling units/net acre; an average of the historic density for low density development (2.8 du/acre) and the minimum lot size prescribed within the current zoning ordinance (3.6 dwelling units/net acre).

Medium/high density future land use projections within this plan based on the density prescribed in the current zoning ordinance of 4.8 dwelling units/net acre of medium density residential development.

“Net density” excludes areas required/provided for right-of-way, parks, storm water ponds, etc. and areas subject to development constraints.

**TABLE 4-5
PROJECTED FUTURE RESIDENTIAL LAND USE DEMAND***

LAND USE	2005 No. of Units	2005% of Units	2005 Acres	Percent of Resid Ac**	Avg Density	2010 Est. Units	2010 Acres	2015 Est. Units	2015 Acres	2020 Est. Units	2020 Acres	2025 Est. Units	2025 Acres	Total Est. Units	Total Acres
R1/R-2 - Single Family Residential	73	71%	26	93%	2.81	98	33***	98	35	170	61	298	106	664	234
R3/R4 - Multiple Family Res.	30	29%	2	7%	15.00	8	2***	8	2	13	3	23	5	51	11
Total Residential	103	100.00	28	100%	3.68	105	34	106	37	183	63	321	111	715	245

* Based on 2006 Population Projections contained within the Demographic Trends and Assumptions Component (Chapter 3) using the third method of population projection.

** Assumes the ratio of low density and high density residential land uses will reflect present day ratio.

*** Density assumes 3 du/net acre low density and 4.8 du/net acre medium density.

The current ratio of residential to commercial/industrial acreage in the City of Clear Lake is 91% to nine percent. If this land use ratio continues, an estimated 27 additional net acres will be needed to support future commercial and industrial growth.

The following Table 4-6 represents projected net and gross acreages, which is projected to be used for residential and commercial/industrial land uses through the year 2025. It is noted that the net acreage does not include land needed to support development such as additional right-of-way, utilities and park and open space where the gross calculation does.

**TABLE 4-6
NET/GROSS ACREAGE FORECASTS: RESIDENTIAL & COMMERCIAL/INDUSTRIAL LAND USES**

LAND USE	2010 Acres	2015 Acres	2020 Acres	2025 Acres	Net Acres	Gross Acres
R1 - Single Family Residential	33	35	61	106	235	306
R2 - Two, Three and Four Family Res.	2	2	3	5	12	16
Commercial/Industrial	7	7	7	7	27	35
TOTAL	42	44	71	118	274	356

It is important to note that future growth boundaries depicted on the Future Land Use Map (Map 4-3 at the close of this Chapter) contain more acreage than the gross acreage demand as portions of land in the growth boundaries are already developed with rural residential subdivisions and/or businesses located in the township or contain wetlands or creeks. In addition land will be required for public and institutional uses.

V. FUTURE LAND USE PLAN

A. Planning Compared to Zoning

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

The differences between planning and zoning are further noted in the following table:

**TABLE 4-7
PLANNING & ZONING DIFFERENCES**

<u>Planning</u>	<u>Zoning</u>
<ul style="list-style-type: none">▪ Provides general policies for the city (i.e. attract new businesses to city and provide a mixture of housing).	<ul style="list-style-type: none">▪ Sets forth zoning regulations – <u>the law</u>. (i.e. notes location where uses are allowed, setbacks, density etc.)
<ul style="list-style-type: none">▪ Flexible, written to be able to respond to changing conditions.	<ul style="list-style-type: none">▪ Rigid, requiring formal amendment and details of how to administer.
<ul style="list-style-type: none">▪ The Land Use Plan reflects, in general terms, the relationships that ensure compatible land uses and the overall soundness of the Plan.	<ul style="list-style-type: none">▪ The Zoning Map is specific in nature. It identifies the zoning classification for each land parcel within the city and each allowable use.
<ul style="list-style-type: none">▪ The Plan projects land needs into the future, thus serving as a policy <u>guide</u> for future development.	<ul style="list-style-type: none">▪ The Map is updated as soon as a zoning application is approved and reflects current opportunities for development.
<ul style="list-style-type: none">▪ The Plan enables government officials to anticipate future public expenditures more effectively. This results in more efficient use of tax dollars.	<ul style="list-style-type: none">▪ The Map permits development to occur in accordance with present opportunities and constraints.
<ul style="list-style-type: none">▪ Provides a background on the community, issues, goals, citizen desires and potential actions and recommendations.	<ul style="list-style-type: none">▪ Deals just with physical development and how to administer the zoning ordinance.
<ul style="list-style-type: none">▪ The Plan provides an opportunity for citizens, developers, and affected agencies or governmental jurisdictions to determine the city's goals.	<ul style="list-style-type: none">▪ The Map is an official document that is legally binding and reflects the current development potential of land parcels.

B. Future Land Use

Map 4-2 at the close of this Chapter offers a visual representation of future land use projections. The future land use map has been developed based on:

1. Ability to serve areas with municipal sanitary sewer;
2. Projected land uses for each category to retain a similar ratio of residential to industrial land as exists in 2006;
3. Tiered land uses with more intense land uses adjacent to arterials and collector streets and more compatible land uses adjacent to each other;
4. Land topography and natural resources; and
5. Community input in the process through surveys, community input meeting and monthly Planning Commission meetings.

This plan and subsequent documentation takes into consideration the land uses that have previously been approved by the City and the land uses encourage compact, contiguous development. It efficiently uses the existing and proposed infrastructure and capital investment.

A future land use plan is only as good as the implementation/official controls that regulate it. If a zoning and/or subdivision ordinance does not reflect the policy recommendations of the Comprehensive Plan, planning efforts are likely to fail.

VI. FUTURE LAND USE POLICIES

A. Overall Land Use Concept.

Clear Lake is a rural community with an 'urban' core (downtown), the potential for downtown redevelopment (Northstar commuter station), a growing number of residents (Parkside Subdivision), a potential for future highway commercial/industrial expansion (I-94/Hwy 10 Interregional Corridor), a stable employment base and assorted park and recreational opportunities. Participants in the comprehensive planning process have expressed a desire to retain the "small town" atmosphere and to employ strategies to manage future growth and redevelopment. To those ends the following guiding principals and subsequent objectives have been considered/created:

- *Retain the spirit of a small town.* The goal of retaining the small town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses and parks and recreation to offer quality of life amenities.
- *A well-balanced tax base* – In order to assist with the fiscal health of the City, to discourage the consolidation of the tax base into one category and to enhance employment offerings, a range of land uses including commercial and industrial have been planned for.
- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the city to the year 2025. As market demands change the plan may need periodic review and updates. The future land use plan includes recommendations to complete comprehensive sanitary sewer and storm water management plans and identify future transportation or collector street locations to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure.

B. Policies and Objectives.

Policy 1: Work with adjacent local units of government and regional entities to accommodate growth in a flexible, connected and efficient manner.

Objectives:

- Take measurable steps to implement the 2006 Clear Lake Comprehensive Plan as may be amended.
- Develop an orderly annexation agreement with Clear Lake Township based upon a mutual understanding that the social/economic health of the City and the Township are indelibly interrelated.
- Base orderly annexation agreements on managed growth; contemplate annexation when the area is contiguous with existing urban development, about to become urban in nature (petition for) and/or able to be serviced by the City as demonstrated in a capital improvement plan. Orderly annexation agreements should include map(s) depicting the orderly annexation area and detail regarding the staging of annexation.
- Collaborate with Clear Lake Township to help ensure land use decisions resulting from requests in areas likely to become urban in the future are not counter-productive (e.g. the citing of a structure in a location that is the likely projection of a future roadway; development of subdivisions with decentralized water/sewer facilities)

- Collaborate with adjacent municipalities, Sherburne County and Clear Lake Township to identify areas that will accommodate post-2025 growth forecasts and implement strategies to preserve these areas for future growth (e.g. clustered development not to exceed 1 unit per 40 acres).
- Plan for necessary infrastructure improvements through a capital improvement plan and by reviewing proposed subdivisions to determine:
 - Impact on existing and future transportation facilities,
 - Impact on existing and future surface water management systems,
 - Adequacy of park facilities within the proposed development,
 - Appropriateness of the proposed use(s),
 - Adequacy and quality of proposed sanitary sewer and water facilities, and,
 - If sufficient capacity is available within proposed sanitary sewer and water facilities to service the proposed development.
 - Adequacy of administrative/community services (i.e. general government, public works, police/fire protection, etc).

If the City of Clear Lake is not able to provide services necessary to accommodate a proposed development within a reasonable period of time (i.e. two years) the request for subdivision should be denied.

- Adopt/implement ordinances that time development with infrastructure availability (e.g. standards which allow the City to deny a request for plat approval if unable to provide a full complement of municipal services to the proposed development within a reasonable period of time).
- Collaborate with Sherburne County and Clear Lake Township to minimize conflicts between agricultural and non-farm land uses through local ordinances and official controls.
- Require staging plans be submitted with all requests for concept plan and/or preliminary plan/plat approval proposing over 100 lots.
- Consider public investment in projects (e.g. Northstar commuter station and related development) which achieve multiple goals such as commercial revitalization, environmental restoration/preservation and housing stock diversification.
- Conserve natural resources – particularly water resources – and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
- Develop and implement environmentally sound and cooperative water use practices, conservation initiatives, and joint planning and implementation efforts, including wellhead protection plans, designed to protect and ensure an adequate supply of water for the region.
- Consider encouraging developers to incorporate innovative stormwater management techniques, natural resources conservation practices and habitat restoration projects into development plans and projects.
- Plan efficient and cost effective wastewater treatment facilities. Work with the joint sewer authority and the City of Clearwater to conduct a master sanitary sewer planning effort which results in a plan to provide services in a continual and cost effective manner (e.g. construct mechanical treatment facility, petition to join St. Cloud sanitary sewer system, provide for purchase of additional acreage for aeration beds, etc.)
- Work with Sherburne County to implement Individual Sewage Treatment System (ISTS) management practices and implement a maintenance program (consistent with Minnesota Rules Chapter 7080).

Policy 2: Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to serve the region's economic needs.

Objectives:

- Pursue proactive participation in Northstar commuter rail service extension from Big Lake to St. Cloud. Place special emphasis on assuring a commuter station is placed in the Clear Lake downtown and pursue efforts to minimize noise (automatic land horn vs. train mounted horn) impact on the Clear Lake community.
- Plan for an interconnected system of local streets, pedestrian and bicycle facilities.
- Plan and develop an interconnected collector street system that is integrated with the regional system.
- Discourage direct property access onto collector roads, planned for local roadways leading to a central intersection with a collector street.
- Develop local land uses linked to and compatible with local and regional transportation systems.
- Implement access management guidelines, especially for collector streets.

Policy 3: Encourage expanded choices in housing location and types.

- Pursue the development of safe, healthy and attractive residential environments offering a broad choice of housing options including sufficient life-cycle housing options, sizes and values conducive to a diverse population and various income levels.
- Adopt/implement rental housing ordinance allowing for inspections of facilities.
- Approve and permit proposed housing developments in light of population forecasts, existing housing stock and current and future community and regional needs, as appropriate.

Policy 4: Work to conserve, protect and enhance the region's vital natural resources.

- Encourage developer's to integrate natural resources into land use design decision-making process.
- Consider adopting/enforcing local environmental conservation ordinance.
- Consider the preparation of a local stormwater management plan.
- Adopt and implement best management practices for abating, preventing and removing point and nonpoint source pollution; reducing soil erosion; protecting and improving water quality; and maximizing groundwater recharge through surface water infiltration.

Policy 5: Work to ensure the City of Clear Lake continues to be a community with its own distinctive character and sense of place: retain the spirit of a small town, retain/promote places for people to gather and preserve the original townsite (Downtown Clear Lake) as the historical focus of the community's heritage while encouraging a well-balanced tax base.

Objectives:

- Employ a logical pattern of future land use in an organized fashion, with a transportation system

to support the various land uses and parks and recreation to offer quality of life amenities.

- Create additional collector street routes to provide through traffic with alternate routes options rather than utilizing T.H. 24 to access Highway 10. In addition, the City may wish to encourage compact development within a Central Business District which is centered either east or west of T.H. 24.
- Consider allowable uses, design guidelines and mixed use opportunities within the Downtown as a means of providing for a multi-functional, pedestrian-oriented Downtown core.
- Review use standards applicable to vehicle-oriented commercial nodes in areas adjacent to high volume traffic corridors.
- Review open space preservation guidelines especially as they relate to the development of commercial nodes and related uses adjacent to entryway corridors and within the new inter-regional corridor.
- Consider financial assistance to business establishments which provide opportunities for local employment offerings at livable wages.

Policy 6: Encourage infill development and redevelopment where possible to maximize the public's investment in infrastructure.

- Pursue public/private partnerships designed to assist with either the removal of existing buildings that have exceeded their useful life or the revitalization of structures where possible, perhaps in conjunction with the establishment of a commuter rail station.
- Support infill development on vacant lots within existing subdivisions by monitoring the amount of vacant lots available as a means of avoiding excess lot quantities, partially developed subdivisions and 'leap-frog' type developments.
- Monitor the quality of housing stock and enforce codes and ordinances relating to outdoor storage, residential parking, landscaping etc.
- Research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock particularly within and in close proximity to the Central Business District and perhaps in conjunction with the development of a commuter rail station.
- Limit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
- Require infill residential units to be compatible in use and scale with the surrounding neighborhood.
- Restrict home occupations to businesses customarily found in homes which employee only household residents and that do not sell products or services to customers at the premises.
- Consider allowing higher density residential land uses adjacent to arterial roadways, near community services, between commercial nodes (in conjunction with open space preservation) and/or as tiered transitional land uses (higher intensity to lower intensity).

Policy 7: Provide for the preservation of existing and development of new commercial/industrial land uses as a means of complimenting the quality of life, developing local employment opportunities and diversifying the tax base.

Objectives:

- Pursue private/public partnerships and proactive rehabilitation/revitalization programs within the Central Business District, perhaps in conjunction with the construction of a commuter rail station.
- Work with downtown business/property owners to develop unified promotional events to attract customers to the downtown.
- Educate downtown property/business owners of the advantages of planned landscape design and the benefits of incorporating of greenspace, courtyards and gathering places within new development and redevelopment efforts.
- For highway oriented commercial uses, periodically review the need for design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings and a corridor of high visibility.
- Study methods to link existing commercial facilities in the Downtown and future highway commercial expansions (design features, ornamental lighting, sidewalk pavers, signage, etc.) to areas of residential development (trails, pathways, open space corridors, etc.)
- Create a business retention and expansion program.
- Establish incentives for industries that will contribute substantially to the City's tax and employment bases without substantially impacting public infrastructure.
- Periodically review the need for building material requirements for industrial facades facing arterial and collector streets within the Zoning Ordinance.
- Review future industrial park areas to minimize impact on environmental features such as rivers, woodlands, steep slopes, wetlands and natural drainageways.
- Review performance guidelines designed to help minimize the impact of industrial properties on adjacent land uses by requiring additional setbacks, screening and/or fencing and landscaping.
- Require landscaping within industrial parks to improve the aesthetic appeal of the district.

Policy 8: Provide and plan for public facilities/uses needed to support current and future growth such as a new city, fire hall and police department as well as future educational facilities.

Objectives:

- Plan and budget for future public facilities including city offices, a fire hall and police protection services.
- Collaborate with other public agencies such as the school district to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc.
- Secure land needed for future public facilities including utility sites and buildings.
- Retain governmental administrative offices within close proximity to the central business district to support the downtown as a focal point for services.

Policy 9: Retain and provide for park and recreation opportunities which allow for relaxation and physical activity in addition to enhancing the quality of life within the City.

Objectives:

- Require park land dedication and fees to add parks and recreational amenities in new growth areas.
- Create planned trail and/or sidewalk connections from neighborhoods to parks and linkages between parks.
- Continue to upgrade existing parks.
- Offer park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors.
- Collaborate with the school district to provide for joint use of school/park facilities.

Policy 10: Work with adjacent municipalities, Sherburne County and Clear Lake Township to provide for orderly growth and corporate boundary expansion.

Objectives:

- Seek stand-alone or joint-planning authority within the future land use area depicted on Map 4-3 at the close of this chapter.
- Collaborate with Sherburne County and Township to allow limited rural residential development to occur within the urban growth boundary or the potential municipal expansion area provided density is one home per 40 acres.

VII. ORDERLY GROWTH PLAN.

A. Benefits of Orderly Annexation

As the population increases, it may become necessary to expand City services outside of the current municipal boundaries. The benefits of working with the adjacent township with regard to orderly annexation include that extending the urban area in an orderly and managed fashion, protecting the environment and natural resources, fairly distributing the costs of urban services among all that benefit, providing urban services more efficiently and without costly duplication and pursuing sound land use planning practices by using land resourcefully.

State guidelines allow three forms of annexation:

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

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

B. Methods of Annexation

Annexation by Ordinance

The City could pursue Annexation by Ordinance should the land to be annexed be urban in character as defined by Minn. Stat. § 414.033. The law defines land as being urban in character if it satisfies one of the following conditions:

- The City owns the land to be annexed.
- The land is completely surrounded by land already within City limits.
- The land abuts the city and the area to be annexed is 60 acres or less, not presently served or capable of being served by available public sewer facilities and all the landowners petition the City for annexation.
- The land is within two miles of the City and has been approved for platting after August 1, 1995, and the platted lots average 21,780 square feet or less.

The City would simply write and pass an ordinance describing the area to be annexed. The ordinance would be filed with the Minnesota Department of Administration, the City Clerk, the County Auditor, and the Secretary of State. This particular method is easy to do when the City works with the township, and the township does not object to the annexation.

Orderly Annexation

Clear Lake could also annex land by using the Orderly Annexation procedure. This procedure emphasizes negotiation and agreement wherein the City and the Township from which the land is to be annexed pass a joint resolution designating the unincorporated land to be annexed. The joint resolution is submitted to Minnesota Department of Administration for approval. This is often the preferred method of annexation because it encourages cooperation between the City and Township over the long-term.

Annexation by Petition

Another manner available for acquiring land is Annexation by Petition. This procedure is only utilized if the City cannot annex land using either of the first two procedures. The City would pass

a resolution to file a petition with Minnesota Department of Administration to annex the land in question. Sometimes the landowner includes a request to be annexed into the City, which the township may contest. Should the annexation be contested, Minnesota Department of Administration would require that the City and the contesting party meet three times over a 60-day period to resolve any disputes. Should these meetings fail to resolve the contestation, the Department of Administration can require the City and the contesting party to enter mediation and arbitration. Since Annexation by Petition is often considered a hostile form of annexation and can be lengthy and costly for both the city and township, the City should pursue Annexation by Ordinance or Orderly Annexation whenever possible. Annexation by Petition is not a common method of annexation and the Minnesota Department of Administration recommends proceeding with one of the two aforementioned methods, using Annexation by Petition only as a last resort.

C. Urban Growth Area (UGA)

“Urban Growth” is generally defined as residential, commercial or industrial growth that that requires additional or expanded services for sanitary sewer, public water supply and storm drainage facilities, parks and police and fire protection. An urban growth area is the land needed to accommodate the estimated urban growth of a community during a specified time period or simply, where the City is expected to grow. The UGA in Clear Lake is represented in the Future Land Use Map (Map 4-2). The rationale for defining this area is for a community to most efficiently provide public facilities and infrastructure by identifying where development is likely or desired to occur. UGAs help to hold down the costs of public services and facilities, save agriculture from urban sprawl, lead to better coordination of city and township/county land-use planning and they bring greater certainty for those who own, use or invest in land at the City's edge.

Drawing an urban growth area in Clear Lake has been a joint effort between the City and the Clear Lake township. The UGA typically creates an urban growth area that encircles the City, however, due to the presence of the interregional corridor construction and the demands for services necessitated by commercial and industrial development the UGA in Clear Lake is somewhat of a different shape. Land in that area is not within the City's corporate limits is currently under township/county jurisdiction. However, since much of that land may be annexed to the City, it is important for the City and County to work together in planning and zoning that area. Usually, the urban growth area is subject to the City's Comprehensive Plan, but the County controls zoning and land use permits there until the area is annexed or becomes developed to urban standards. Cities and Counties coordinate planning and zoning in urban growth areas through "urban growth management agreements." Such agreements provide the answers to important questions such as:

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

Outside of a joint urban growth management agreement or orderly annexation agreement, State Statutes 462.358, Subd. 1 states, *“A municipality may by resolution extend the application of its subdivision regulations to unincorporated territory located within two miles of its limits in any direction but not in a town which has adopted subdivision regulations; provided that where two or more noncontiguous municipalities have boundaries less than four miles apart, each is authorized to control the subdivision of land equal distance from its boundaries within this area.”* This standard could require subdivisions within two miles of the City to require compliance with the City's subdivision ordinance including design standards for streets, storm water drainage, etc. This may cause some rural developments to be financially not feasible or minimize development within the two-mile radius. The City of Clear Lake should at minimum, desire to comment on projects proposed within the township in order to protect roadway corridors and ensure the proposed use is consistent with the proposed future land use map.

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

1. Continue open communication with Clear Lake Township about growth and annexation issues affecting the area.
2. Develop an evaluation program to determine when a property should be annexed into the City. Although there is vacant land available within the City, higher density developments are likely to occur outside of the City limits as development pressure increases. Higher density developments that have access to city services should be annexed into the City if they meet a certain threshold. Part of the evaluation process should include determining if the properties to be annexed want to be annexed into the City.
3. Develop an orderly annexation agreement with Clear Lake Township. It is imperative that the City and the Township work in cooperation to ensure that orderly growth occurs in the region and to keep friendly working relationships between the City, County and Township. The City should focus primarily on *orderly annexation* rather than the other procedures for annexation. The orderly growth and annexation plan should include provisions for property owners that petition to be annexed into the City.
4. Apply zoning and subdivision controls within the two-mile buffer around the City as authorized by Minnesota Statutes. In order to provide City services, particularly sewer treatment access, new development must be at a certain density level. The two-mile buffer acts as an urban transition zone that provides housing and commercial options at urban and rural densities. Requiring higher density development in the undeveloped areas immediately surrounding the City makes it more efficient to connect city services to the development and to annex the property into the City.
5. Require land immediately adjacent to the City limits be annexed into the corporate limits prior to development.
6. Annex land as the area is about to become urban or suburban in nature.

TRANSPORTATION

I. INTRODUCTION

This Chapter of the Comprehensive Plan includes an overview of various transportation system components within the City of Clear Lake. The principal components of this section include:

- Functional Classification System of Roadways;
- Analysis of Existing Transportation System;
- Land Use Impact on Future Volumes;
- Local, Regional and State Transportation Plans; and
- Transportation Recommendations.

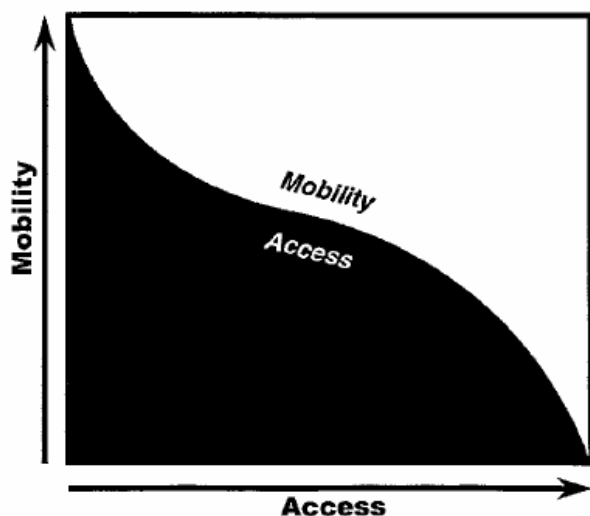
This element of the Comprehensive Plan is intended to provide guidance for the development of a transportation system that serves the access and mobility needs of the city in a safe, efficient and cost-effective manner. The goal of local transportation system planning is to promote connectivity and continuity for roadways within and through the community. Local transportation system planning should be coordinated with respect to county, regional and state plans.

II. FUNCTIONAL CLASSIFICATION SYSTEM OF ROADWAYS

Roadways are classified based on the type of function they are performing or intended to perform, within and through the City. The purpose of classifying roadways is to ensure they provide access in a safe and efficient manner. The classification assists in designing the appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities. A well planned system including a variety of functional road classes promotes connectivity and continuity for roadways within and through the City. Existing and forecast land use and development should be taken into account when planning functional classifications and roadway design. It is noted the ideal system is not always possible due to existing conditions, topography or other natural features and that the classification system is intended to be used as a guideline and may need to be adapted as actual roadways are developed. The Federal Highway Administration (FHWA) has established detailed criteria for all of the different functional classifications.

Access and mobility are the two of six key elements in transportation planning. Mobility is more important on arterials, which requires limited access points onto the arterial roadway. Access is more important on local roadways, which results in more limited mobility. (Figure 5-1).

**Figure 5-1
Access vs. Mobility**



Freeway

Arterials

Collector

Local

Cul de sac

Other functional design stages include:

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

As indicated in Figure 5-1, a key transportation goal for road authorities is to attempt to balance mobility (through traffic need) and access (abutting property owner need) functions of roadways. To those ends the concept of functionally classifying a road system provides some guidance and suggests that a complete system should consist of a mix of various types of roads to best address the needs of a variety of users. Therefore, an ideal system includes major arterials (strictly emphasize mobility), minor arterials (emphasize mobility), collectors (address mobility and limited access) and local (focus on access) streets.

The functional classification of roadways within the City of Clear Lake are illustrated on Map 5-1. They are classified as follows: Principal Arterial, Major Arterial, Minor Arterial, Major Collector, Minor Collector and Local Roadways. Further analysis follows:

A. Principal Arterials:

U.S. Highway 10 running diagonally through the City and State Highway 24 in close proximity to the west of the City are classified as principal arterials.. Principal arterials connect communities with other areas in the state and other states. Emphasis is placed on mobility rather than land access. Intersections with principal arterials are usually limited and controlled. Direct access to principal arterials from local or residential streets is generally not allowed and should be discouraged. The nature of land uses adjacent to principal arterials is typically of a higher intensity. Principal arterials are typically spaced every one to three miles for developing areas and about 10 miles in rural areas.

B. Minor Arterials:

There is one minor arterials located within Clear Lake, CSAH 8 running southwesterly of Highway 10. Like principal arterials, minor arterials emphasize mobility as opposed to land access. Minor arterials generally connect urban service areas in developed communities to areas outside. They typically provide access for medium to short trips. Minor Arterials are generally spaced every $\frac{1}{2}$ to $\frac{3}{4}$ mile apart in metropolitan areas and 1 to 2 miles in developing areas. Minor Arterials are designed to allow traffic to flow at varying speeds but generally attempt to maintain an average speed of 20 to 30 miles per hour during peak traffic times.

C. Major Collector Streets:

The major collector street system facilitates movement from minor arterials and serves shorter trips within the County. Collector streets have equal emphasis on both access and mobility. Collector roads are typically spaced every $\frac{1}{4}$ to $\frac{3}{4}$ mile in fully developed areas and $\frac{1}{2}$ to 1 mile in developing areas. CSAH 6 running northeasterly of Highway 10 and County Road 58 have been identified as a major collector roads.

D. Minor Collector Streets:

Minor collector streets are typically spaced every $\frac{1}{4}$ to $\frac{3}{4}$ mile in fully developed areas and $\frac{1}{2}$ to 1 mile in developing areas. Minor collectors provide supplementary interconnection among growth rural centers and have emphasis on land access. Minor collector streets within the City of Clear Lake include County Road 55.

E. Local Streets:

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

III. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM

The existing conditions of the transportation systems are an important consideration in the determination of future needs. Discussion of certain existing elements of the roadway and transit systems in Clear Lake follows.

A. Existing Traffic Counts

The Minnesota Department of Transportation has documented traffic volume information for major roadways within Sherburne County, including those within and in close proximity to the City of Clear Lake. Daily volumes, as of 2004, from MnDOT are illustrated in Table 5-1 and shown on Map 5-2.

**Table 5-1
Historic Average Daily Traffic Counts**

Roadway	Location	ADT 2000	ADT 2004	% Change 2000 to 2004
State Hwy 24 SE	Southwesterly of River Rd SE	14,700	16,300	9.8%
State Hwy 24 SE	Between River Rd & U.S. Hwy 10	11,600	12,900	10.1%
State Hwy 24 SE	At U.S. Hwy 10	10,500	10,800	2.8%
U.S. Highway 10	From 52 nd St intersection to Hwys 24 and 10 intersection	18,400	19,300	4.7%
U.S. Highway 10	South of Hwys 24 and 10 intersection to 90 th Ave SE	10,800	12,600	14.3%

Source: MnDOT

B. Physical Condition of Roadways

Community survey participants were asked to rank the overall physical condition of roadways within the community, results follow:

Excellent	0%
Good	84%
Fair	16%
Poor	0%

Survey participants were also asked to identify specific priorities for the improvement of roadways within the community as follows:

Are there areas in the community where improvement of the condition of roadways should be a priority, if so where?

- Not applicable/they are good (4 responses)
- Railway crossing (2 responses; lights)
- Hwy 24 (2 responses; stoplights)
- Older part of town
- County Road past school (90th Street)
- Pave road toward Grand Irrigation from City in downtown area

Are you aware of any existing or pending transportation/traffic issues in the City that have not been addressed, both motor and pedestrian? Where, describe.

- Not a problem (4 responses)
- Highway 24/crossing – vehicular and pedestrian (4 responses)
- Highway 24/congestions (3 responses)
- Highway 24/excessive speed (2 responses)
- Crosswalk by Post Office goes no where

C. Transit Service

River Rider currently provides public transit for all ages of residents of Sherburne and Wright Counties with handicapped accessible buses and a volunteer driver program. The service is supported by passenger fares, service contracts, state and federal taxes, local county appropriations, and donations. The mission of the River Rider Joint Powers Transit System is to provide quality, efficient transportation service for the residents of Sherburne and Wright Counties, with an annual goal of achieving or maintaining financial self sufficiency, independent of County-funded tax dollars.

The proposed Northstar Corridor is an 82-mile commuter rail service that will run along Highway 10 from the St. Cloud area to downtown Minneapolis. The Northstar Commuter Rail project is being developed to serve a 40-mile portion of that corridor from Big Lake to Minneapolis. It has been projected that by 2025, more than 850,000 people will be living in the Northstar Corridor service area, an increase of about 200,000 people. The following graphic (Figure 5-2) depicts the impending commuter railway route from Minneapolis to St. Cloud.

Figure 5-2
Northstar Commuter Route



In order to capitalize on this opportunity, the City will need to be intricately involved in the initiative to advance commuter rail from Big Lake to St. Cloud. Should the City embrace the economic benefit of a commuter station within or near the downtown, the City will need to work with commuter rail organizers to ensure a stop is located in Clear Lake, that adequate parking is provided for commuters and that citizens are an active part of the effort. Northstar is slated to be fully operational in 2009.

D. Bicycle and Pedestrian Facilities

Local sidewalk linkages, as well as bicycle lanes, routes and paths all play an important role in the transportation network. Clear Lake's sidewalks do not cover the entire City but are dispersed in the older, more dense areas of the community. Sidewalks are in place adjacent to Main Street on both sides and within the original townsite, generally on one side. The Subdivision Ordinance does not require the installation of sidewalks and/or trails within new subdivisions. The City should at minimum require sidewalks along collector streets and arterials as well as leading to parks. Recommendations relative to bicycle and pedestrian facilities follow below:

- Construct continuous pedestrian facilities along all major streets and highways; these should be direct and interconnect with all other modes of transportation. This includes the interregional connection and Highway 10.
- Provide safe, secure and convenient facilities for pedestrians into and within commercial developments (downtown).
- Relate sidewalk design to the function and the anticipated amount of pedestrian traffic. Locate sidewalks to take advantage of views and other amenities, when appropriate.
- Require pedestrian facilities as land is developed based on standards for the street classification.
- Provide ramps and curb cuts throughout the pedestrian system for physically challenged persons.

The City recognizes a need to provide linkages to regional attractions such as township, county and regional parks and recreation areas. To those ends the Minnesota Department of Transportation has been consulted regarding the interregional connection between I-94 and Hwy. 10 and its potential impact on pedestrian systems. The City has pledged to work with MnDOT to create appropriate pedestrian facilities at the intersection of the interregional corridor and TH 24.

E. Railroad System

The Burlington Northern Santa Fe (BNSF) Railway's mainline parallels the Highway 10 corridor between the Twin Cities and Moorhead. This line features approximately 60 trains per day through Clear Lake, at track speeds up to 75 miles per hour.

F. Airports

The St. Cloud Regional Airport may be accessed via CSAH 6 north of the City of Clear Lake. The St. Cloud Regional Airport is a public commercial facility. A Master Plan revision is currently underway to review the potential of expanding runway capacity. A total of 21 different alternatives were reviewed in the Master Plan redraft including extensions to existing runways and the construction of a parallel runway. The Master Plan resulted in the declaration of three options all of which involve the construction of a parallel runway next to the airport's largest runway, RW 13-31.

MnDOT also notes the presence of a private runway within the vicinity of Clear Lake. MnDOT zoning administrators were contacted regarding the potential impact of airport zoning in the existing corporate limits and potential urban growth areas.

G. Other Transportation Services

Taxi service is not currently within the City of Clear Lake and is not anticipated to have the demographics to support this service for some time.

IV. LAND USE IMPACT ON FUTURE TRAFFIC VOLUMES

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

A. Projected Traffic Volumes

The projection of traffic volumes to a future year is highly dependent upon expected development within the City of Clear Lake and the growth area. Another factor, particularly as it relates to arterial roadways, is the expected increase in through traffic volumes on those facilities. Those volumes, which may or may not have destination within the City, are dependent upon regional and state growth. Table 5-2 illustrates projected traffic (average trips/day) based upon land use calculations (acreages needed to support growth versus actual acreages included in the growth boundaries) established in Chapter 4 (Land Use) of the Comprehensive Plan.

**Table 5-2
Vehicular Trips Generated By New Development**

Land Use	Assumed Density for Volume Projections	Total Units Assumed	Daily Trip Rate per Unit	Estimated Daily Trips
R1/R-2 - Single Family Residential	2.81 units per acre	664	10/DU	6,640
R3/R4 - Multiple Family Res.	15 units per acre	51	7/DU	357
Commercial/Industrial	50 acres	50 acres	50/ac	2,500
Total Additional Trips				9,497

- Assumes 85% of new households low density & 15% of new households high density
- The assumed land use traffic generation is developed by application of trip generation rates in the Institute of Transportation Engineers (ITE) report title Trip Generation, 7th Edition, 2003.

The calculations for the new development assumptions indicate nearly 10,000 additional daily vehicle trips could be generated by projected land uses within the City by the year 2025. Although these trips will be spread out across the entire roadway system, roadways primarily being impacted are expected to include collector streets and arterial highways.

Table 7-3 lists traffic counts for specified roadways within Clear Lake in 2004 compared with those projected for 2025. A projection factor of 1.8 (2005 State Aid Manual for Sherburne County) has been used to forecast 2025 volumes.

**Table 5-3
2025 Projected Traffic Volumes**

Roadway	Location	2025 Projection	Year 2004
State Hwy 24 SE	Southwesterly of River Rd SE	29,340	16,300
State Hwy 24 SE	Between River Rd & U.S. Hwy 10	23,220	12,900
State Hwy 24 SE	At U.S. Hwy 10	19,440	10,800
U.S. Highway 10	From 52 nd St intersection to Hwys 24 and 10 intersection	34,740	19,300
U.S. Highway 10	South of Hwys 24 and 10 intersection to 90 th Ave SE	22,680	12,600

Source: Sherburne County projection rate (1.8.). Does not factor in construction of interregional corridor.

B. Access Management

Managing access points along roadways is important in order to maximize the capacity of the roadway and provide safe routes. Access management is increasing important along collector streets and arterials. Access management is controlled by the city (local collector streets) the County (county roads) and MnDOT (adjacent to state highways). Land use decisions have an impact on the efficiency of the transportation system.

Following are MnDOT recommended spacing guidelines and typical posted speeds:

**Table 5-4
MNDOT Recommended Access Spacing**

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

Source: MnDOT

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

V. TRANSPORTATION PLANS

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

A. City Transportation Plans

The City of Clear Lake has not yet implemented a Capital Improvement Program, which identifies proposed streets project within a five-year plan.

Future collector streets have been identified on Map 5-1. The location of these collector streets has been based on recommended spacing of collector streets, land uses, topography and existing roadways. It is important to note the attached map is for illustrative purposes only and not intended to constitute an official transportation map. The future collector streets should be included in drafts for new subdivisions.

B. County Transportation Plans

Sherburne County has included an overlay of County Road 57 from TH 24 to CSAH 8 in the Capital Improvement Plan for the year 2010. No other capital improvement projects are proposed for the City of Clear Lake or Clear Lake Township through 2010.

C. State Transportation Plans

Mn/DOT has identified 2,930 miles of highway (interregional corridors) in the state as key roadways that tie the state together by connecting people with jobs, distributors with manufacturers, shoppers with retailers and tourists with recreational opportunities. Hwy. 10 was designated a high priority interregional corridor from I-694 to Hwy. 169 in Elk River, and a medium priority interregional corridor from Hwy. 169 in Elk River to Hwy. 24 in Clear Lake. Mn/DOT has completed a corridor study to address present and future issues along this corridor, *Hwy. 10 Corridor Management Plan I-35W to Hwy. 24 in Clear Lake*.



This study recommends the following related to Clear Lake:

Manage access from Sherburne County Highway 11 in Becker Township to Highway 24 in Clear Lake.

Highway 10/Highway 24 is an important corridor to the state, region, and local communities. In order to preserve and/or enhance the safe and efficient movement of goods and people and protect the function of the corridor over the long-term, it is essential that all of the corridor partners work together toward a common performance based "vision". The corridor vision for Highway 10/Highway 24 requires that communities plan for the following:

- **Transition to a Freeway-type Facility**

The rural expressway areas will transition to controlled-access freeway type facilities where volumes approach capacity levels of the rural expressway, the risk for additional traffic signals is high, and/or transition to controlled-access would present a safer and more consistent design type in comparison with adjacent sections of the corridor. Transition areas include Highway 10 from Rice to Highway 24 and Highway 24 from Highway 10 to I-94. To facilitate this transition, Mn/DOT will reclassify these areas to a 1A-F (four lane divided expressway, interchanges only, two mile spacing) access category. In addition, the local, regional and state agencies will manage

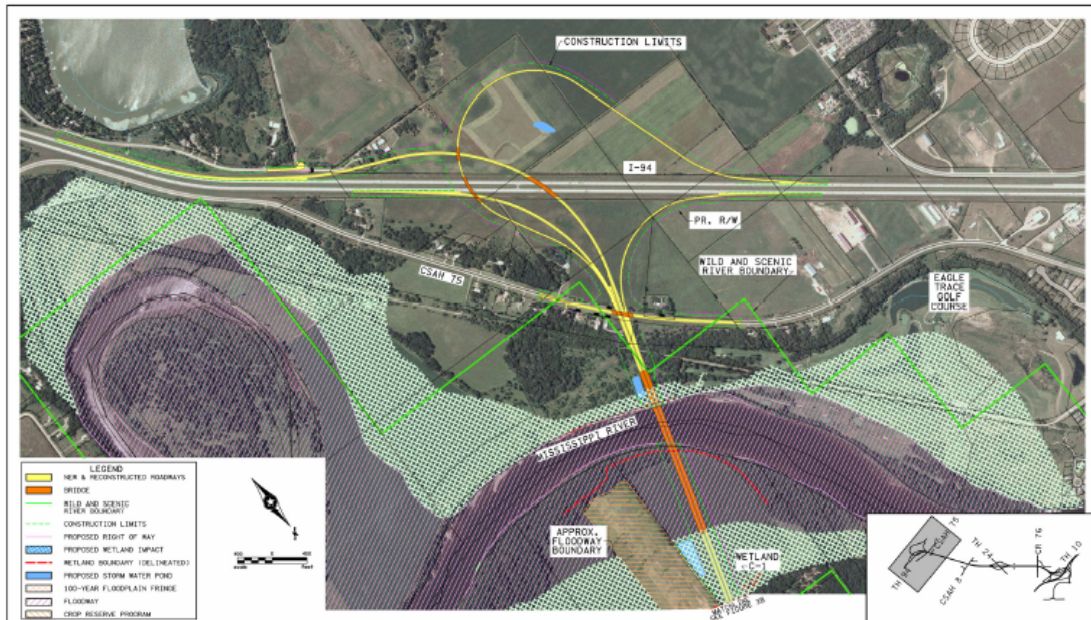
land use and access along the corridor in accordance with the recommended Highway 10/Highway 24 land use and access policies outlined in the report.

- Communities in these areas are encouraged to require developers to plan for, construct, or make accommodations for future frontage/backage roads that will be needed as Highway 10/Highway 24 transitions to a freeway. As funding allows, grade-separated interchange access will be developed.
- Mn/DOT and local agencies should encourage the development of park-and-ride facilities near major public access points to Highway 10/Highway 24 as growth occurs and subdivisions are reviewed.

D. Interregional Connection: I-94 to Hwy. 10.

The need for an enhanced interregional connection between I-94 and Highway 10 was initially established in a comprehensive transportation study completed by MNDOT in 1996. Subsequent studies, forecasts and policies have reconfirmed and strengthened the need for improvements to the transportation system connection between I-94 and Highway 10. In 2004, MNDOT announced its preferred alternative to meet the regional transportation needs (Alternative C). Alternative C is a freeway design with interchanges proposed at I-94 and Highway 10 and a grade-separated rail crossing near Highway 10. It will tie into I-94 one and a half miles southeast of the existing Highway 24 interchange in Clearwater and continue on a new alignment across the river. Figure 5-3 is a map of the preferred alternative for the proposed corridor as represented in the final EIS. The final Environmental Impact Statement is expected to be complete in the summer of 2006. This project is included in the District's long-range plan and identified for construction in 2015 to be completed in 2019, however, due to the significance of this link to the State's Interregional connection system, the project could be advanced if additional funding is made available.

**Figure 5-3
Preferred Alternate – Interregional Corridor**



PREFERRED ALTERNATIVE
 I-94/TH 10 INTERREGIONAL CONNECTION
 Final Environmental Impact Statement
 S.P. #1823-01
 Minnesota Department of Transportation District 3

Figure 3A

E. I-94 to Highway 10 River Crossing.



Another significant interregional corridor identified by MNDOT includes Highway 24 which connects the Twin Cities to Central Minnesota and the Brainerd Lakes areas. It is currently a two-lane highway and experiencing high traffic volumes, especially on summer weekends. A new river crossing project has been identified for construction of 2015, unless funding is made available sooner.

F. Transportation Funding

There are a number of various funding mechanisms available to support transportation projects these include the following:

1. **Federal Funding.** Clear Lake may apply for federal funds for highways through the Surface Transportation Program of the Federal Highway Trust Fund, through MnDOT's District 3 Area Transportation Partnership (ATP). Solicitation occurs approximately every two years, with federal funding covering 80% of a project cost. Types of projects funded include highway reconstruction, safety projects, trails which are part of a project, transit and park-and-ride projects.
2. **MSAS System.** The State of Minnesota, through the gas tax and license fees, collects funds to be used to construct and maintain the State's transportation system. Most of the funds collected are distributed for use on the State's Trunk Highway (TH) system, the County State Aid Highway (CSAH) system and the Municipal State Aid Street (MSAS) system. Of the funds available they are distributed 62% TH, 29% CSAH and 9% MSAS. When a City's population goes above 5,000 they become eligible to receive a portion of the MSAS funding. According to population projections found in Chapter 3, Demographics, Clear Lake is not anticipated to reach a population of 5,000 by 2030.
3. **MnDOT Cooperative Funds.** The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility.
4. **MN Department of Natural Resources Grants.** Various federal and state grants are available for the development or reconstruction of trails. Typically grants require a 50% match and illustration that the trail is not only of local importance but also of regional significance. Grant programs through the DNR for trail projects include the Federal Recreational Trail Grant Program, Regional Trail Grant Program, Outdoor Recreation Grant Program, and Local Trail Connections Program.
5. **Collector and Local Streets.** Developers may be required to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.

VI. Transportation Recommendations.

A number of recommendations for transportation planning are noted throughout this Chapter. Following is a summary of key items:

A. Transportation Plan Discussion

In the context of regional transportation planning and to most efficiently provide for the development of future roadways, intersections and interchanges, the City should develop an official future transportation map and plan depicting future regional plans (Northstar and interregional intersection) and the extension of collector streets. In addition the Transportation Plan should reflect spacing guidelines consistent with urbanizing and rural development factors (possibly as represented by Sherburne County recommended access management guidelines), projecting future volume/capacity analysis and outlining an improvement schedule and revenue streams.

B. Highway 10 Corridor

Highway 10 serves as a primary route moving moderate and long distance travelers to/from Clear Lake and other communities/points of interest. Although it is likely future uses with highway visibility will attempt to capitalize on traffic volume, Highway 10 should remain of primary importance to commuters traveling to destinations either within or external to the area. Since Highway 10 is schedule for upgrade to a higher functional class, the City should review setbacks for structures in zoning classifications adjacent to the highway. The setbacks should preclude the development of new structures (perhaps including parking lots) within a specified distance of the expanded right-of-way.

C. Northstar Commuter Route

Pursue proactive participation in Northstar commuter rail service extension from Big Lake to St. Cloud. Place special emphasis on assuring a commuter station is placed in the Clear Lake downtown and pursue efforts to minimize noise (automatic land horn vs. train mounted horn) impact on the Clear Lake community.

D. Collector Streets

The location of collector streets promotes orderly development. As development plans are presented to the City, future collector streets should be designed to provide continuity and prudent access to other collector streets and arterials and adhere to the recommended access management guidelines.

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

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

E. Local Streets

- Local streets primarily function to serve residential neighborhoods and other areas of lesser daily traffic volumes. The extension and/or spacing of future local streets should promote excellent access to lower intensity land uses and discourage excessive vehicle speeds. Local streets should not be used for on-site traffic circulation which should be accommodated off the right-of-way.
- Local streets should be laid out to permit efficient plat layout while being compatible with the area's topography, adjacent roadways, municipal utility plans and environmental constraints.
- As the street system continues to expand, street maintenance such as snowplowing, grading rural roadways, dust coating, routine maintenance, etc. will become increasingly important issues. Additional street construction will either increase contracted labor expenses or necessitate an expansion of the City's services provided by the municipal public works department. Prior to approving proposed subdivisions, consideration should be given to the City's ability to provide municipal services, facilities and equipment for snowplowing, street grading, minor street repair, dust-coating, etc. on either a contracted or staff basis.
- Additional vehicle trips generated by proposed development and dispersed over the existing roadway system shall be examined relative to the capacity of existing roadways to accommodate increased traffic.
- The City should develop a Capital Improvement Plan which contains budgets for new construction, reconstruction and scheduled upgrading of the street system, with scheduled maintenance seal coating and storm sewer cleaning. The City should implement a schedule for roadway maintenance and reconstruction (e.g. seal coating every 4-5 years; complete reconstruction or mill/overlay every 15-20 years; re-grading/conversion of gravel roads; etc.).
- To avoid duplicate costs the City should correlate future road construction/reconstruction with municipal utility construction and reconstruction. In addition, the City should advise private utility service providers of proposed urban subdivisions and/or construction/reconstruction project to ensure efficient construction/repair/replacement of services including natural gas, electrical and telephone facilities.

E. Transit/Alternate Modes of Transportation

- To diminish/prevent congestion, the City should encourage alternate and/or integrated transportation methods which are less dependent on motor vehicles. The City could promote and encourage walking and biking as alternate transportation methods. The City should strive to promote park and ride facilities near Highway 10 as a means of encouraging car-pooling and ride sharing. As the population ages and diversifies, bus service will become an important amenity in the community and should be promoted. Special attention should be given to improving pedestrian access, movement and crossings to provide both convenience and safety.

PUBLIC UTILITIES: SEWER

I. INTRODUCTION

This portion of the Comprehensive Plan will:

- Review existing facilities.
- Review proposed facilities.
- Provide recommendations for future use of the sanitary sewer system

II. SUMMARY OF EXISTING FACILITIES

The City of Clear Lake's wastewater treatment facility is located in the southeastern portion of Clear Lake Township adjacent to the Mississippi River. The wastewater treatment facility is shared by the cities of Clearwater and Clear Lake through a Joint Sewer Authority. The original facility was placed into service in 1976 and currently consists of an aerated pond treatment system. A proposed expansion to add rapid infiltration system for treated effluent is currently on hold pending resolution of issues relating to high levels of ammonia released with treated domestic wastewater and historic biochemical oxygen demand that exceeds discharge permit specifications. A local comprehensive sewer plan is not in effect at this time. However, the joint authority has recognized a need to expand wastewater treatment capacity to accommodate increased demand in both the City of Clear Lake and the City of Clearwater. To those ends, the City's Engineer, SEH, Inc. has drafted an update to the facilities plan.

The current wastewater treatment plant has a design capacity of 240,000 gallons per day (GPD). Currently the average treatment demand for Clear Lake/Clearwater according to the City Engineer is 227,760 gallons per day (GPD). The Clearwater Public Works Superintendent reports the City of Clearwater places a demand of 175,000 gallons per day (GPD) or an average of 102 gallons per capita per day based on estimated 2005 population. The estimated demand applicable to the City of Clear Lake is 35,750 GPD or 97 gpcd. The remaining available treatment capacity (minus inflow/infiltration allowance) is expected to serve approximately 300 additional residents equating to an available capacity of less than 120 households (2.5 person per household) or equivalents thereto. The gallons per capita per day formula is inclusive of commercial/industrial uses. As of May 2006, the City of Clear Lake provided service to 177 accounts, of which 6.78 percent were commercial/industrial customers and two percent were multiple family units. In addition, as of May 2006, the City of Clearwater provided service to 429 accounts, of which 16.3 percent were commercial/industrial customers and three percent were multiple family units.

The existing sanitary sewer facilities can be divided into two distinct components: the sewage collection system and the wastewater treatment system. The treatment facility removes solids, organic compounds, nutrients and pathogens that have a degrading effect on natural water systems. The wastewater, after treatment, is discharged into the groundwater through rapid infiltration beds and the Mississippi River. The collection system extends throughout a majority of the city's corporate limits and in the past has met demand. The City understands the need to expand the treatment facility in a timely fashion.

Although the extension of lateral sewer may be precipitated by proposed urban development, planning for lateral sewer (i.e. collection system) is ultimately the responsibility of the city governments comprising the Joint Sewer Authority. As of May 2006 the City has not opted to create an itemized inventory of the value of each individual collection main and when each main was placed into service for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive. It is noted that the City of Clear Lake is exempt from the GASB itemization due to its status as a small city.

As of this time the City has extended sewer main to the Clearview Elementary School. In addition since the wastewater treatment facility is located in the southeastern portion of Clear Lake Township, a gravity sewer main extends northward from CSAH 8 to the City of Clear Lake and could be tapped into at various increments throughout the proposed municipal expansion area, especially those adjacent to the future interregional corridor. A six inch forcemain is located south of CSAH 8 to the wastewater treatment site.

The sanitary sewer collection system includes a network of collection pipes of various sizes. Design standards for new collection system components require a minimum main size of eight (8) inches. Design standards for new collection system lines as reviewed by the City Engineer adhere to the "Ten States Standards" published by the Great Lakes Upper Mississippi River Board of State Public Health and Environmental Managers recommend subject to special conditions and local requirements approved by the City.

The collection system is primarily comprised of eight (majority of mains) and ten (adjacent to First Avenue E) inch gravity mains that have been placed throughout the City, except that four and six inch forcemains have been placed into service in association with lift stations. A 12" inch main extends to the treatment facility in the southeastern portion of Clear Lake Township. It is noted that as of the drafting of this plan, casings for water/sewer trunk lines to be placed under the proposed interregional corridor facility have not been contemplated due to uncertainty related to the placement/pace of future growth. The wastewater treatment plant expansion report reviewed inflow/infiltration by storm water into the collection system and determined it not excessive at this time.

The City of Clear Lake's current collection system includes three existing lift stations. One lift station is located in the Hunter's Lake subdivision in the northeastern edge of the stormwater pond/park forcemain extends from the lift station south to an eight inch gravity flow main near the *Brickyard* restaurant. A second lift station is located south of First Avenue East. The third lift station is located at the intersection of CSAH 8 and T.H. 24.

According to the Public Works Superintendent, a formal maintenance program/policy has been instituted at the department level with policy review by the City Council. At this time lift stations are inspected weekly and a jetting program is in effect. Mains are jetted system-wide every three years with problem areas jetted annually. Routine repairs and maintenance are funded through the sewer fund.

Sewer rates effective in 2006 are a \$25/month flat rate for wastewater service. The sewer access charge (SAC) effective in 2006 is \$5,500 per unit. The City uses a model similar to that implemented by the Twin Cities Metropolitan Council to calculate dwelling unit equivalents for commercial/industrial facilities.

III. SUMMARY OF PROPOSED FACILITIES

The wastewater treatment facility in Clear Lake/Clearwater should be designed to accommodate future growth within the Clear Lake area. To those ends the Joint Sewer Authority has been active in planning for future expansion, plans have been drafted for the expansion of the existing aerated pond system and construction of a rapid infiltration system for treated effluent disposal as Phase I of the treatment facility expansion. Phase II could consist of the construction of an oxidation ditch facility or possibly additional ponds and RIBs if additional land can be obtained. At this time the sewer authority is considering the need to purchase additional acreage for expansion of the treatment site as needed in the future and the joint authority is considering drafting a study to determine the best long-term approach to providing wastewater treatment service (i.e. expansion of existing system, construction of a mechanical treatment plant, joining St. Cloud district).

The proposed wastewater treatment system expansion will be split 50/50 between the cities of Clear Lake and Clearwater. The expansion will provide an additional 175,000 GPD of capacity. The expanded treatment system is based on a usage factor of 100 gpcd. At that rate it is presumed the plant expansion could accommodate an additional population of 1,650 persons or 675 dwelling units (based on 2.30 to 2.50 persons per household) with 320 equivalent dwelling units allotted to the City of Clear Lake (estimate

800 persons). Chapter Four of the Comprehensive Plan (Land Use) projects a 2025 population increase of 1,684 persons or 670 dwelling units based on 2.51 persons per household.

As of the time this chapter was drafted, the City had provided plat approval to the "Parkside" development contingent on the treatment system expansion. The Parkside plat will add an additional 156 residential dwelling units to the City's housing stock, consuming nearly half of Clear Lake's allotted expansion capacity. In addition, the City is anticipating future commercial/industrial growth near the proposed interregional corridor's intersection with Trunk Highway 24 since it will be the only local access point contained in the planned roadway. At this time, property owners in the vicinity of the intersection of the interregional corridor and T.H. 24 report having been contacted regarding purchase of property by development professionals. For facilities planning purposes, Short Elliot Hendrickson, Inc. (SEH), anticipates 2,000 gallons per acre per day for commercial/industrial properties (20 EDU's/acre). The Comprehensive Plan's future land use projections forecast 35 acres of commercial/industrial development through 2025, equating to 700 EDU's. Commercial development adjacent to the interregional corridor/TH 24 is expected to occur post 2010. Preliminary analysis suggests that the proposed expansion of the wastewater treatment system may accommodate anticipated growth in the near term, but is not likely to provide adequate service over the next 20 years.

It is noted that these estimates may change depending upon the type/volume of commercial/industrial users which locate within the community. An industry which uses high levels of water could consume a large portion of the city's contracted treatment capacity.

Capital expenses should be addressed in a capital improvement program and paid for through an enterprise operating fund or bonding. The revised Facilities Plan Amendment illustrates an estimated cost of \$2.4 million for Phase One (RIB's) of Alternative Four expansion.

IV. RECOMMENDATIONS

1. The City shall review and calculate the impact of all proposed development and land subdivision on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner (i.e. two years). If centralized sanitary sewer treatment can not be provided within a timely manner, the subdivision request should be denied.
 - Implementation: City Engineer and City Council.

2. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City shall review and calculate the impact of all proposed development and land subdivision on maintenance, reconstruction and administrative costs associated with the addition of said facilities to the municipal wastewater system.
 - Implementation: City Engineer and City Council.

3. The City should consider updating the Subdivision Ordinance preliminary plat data requirements to include the mandatory submission of a phasing plan with subdivisions proposing the addition of more than 50 dwelling units. The phasing plan will assist the City in planning for anticipated capital expenses relating to increasing growth.
 - Implementation: City Council.

4. If public financing is proposed for utility extension, the required feasibility study shall be initiated upon receipt of an application for preliminary plat.
 - Implementation: City Council.

5. The City should emphasize redevelopment/infill in existing urban areas to maximize the public investment in existing municipal utilities.
 - Implementation: City Council.

6. The City should prepare and plan for the provision of centralized wastewater treatment facilities to properties adjacent to the future interregional corridor as the construction schedule become imminent.
 - Implementation: City Council.

7. The City shall coordinate extension of municipal sanitary sewer service to areas about to become urban in nature with the extension of municipal water service and storm water collection service. In addition, parcels abutting improved lots (i.e. lots with municipal sewer) on two or more sides shall be serviced with municipal utilities.
 - Implementation: City Engineer and City Council.

8. The City should continually review the appropriateness of: utility rates, sewer access charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
 - Implementation: Financial Advisor and City Council.

9. The City should include future reconstruction/replacement of existing sewer utility system components in a capital improvement program.
 - Implementation: City Administrator and City Council.

10. To avoid duplicate costs the City should correlate future road construction/reconstruction with municipal utility construction and reconstruction.
 - Implementation: Utility providers, City Engineer and City Council.

11. The City should authorize the completion of a local sanitary sewer master plan which will: inventory the current system; identify any outstanding issues with the current system, if identified offer solutions to issues with the current system, plan for the continued service and anticipated growth especially within potential annexation areas.
 - Implementation: City Council.

12. The City may wish to consider a policy to reserve a portion of sewer system capacity specifically for the purpose of commercial/industrial development (e.g. 20% of capacity reserved for future commercial/industrial development, based on estimated usage of 2,000 gallons/acre/day).
 - Implementation: City Council.

13. Although not required, the City may wish to produce a detailed inventory of City-owned sanitary sewer collection facilities including the value and location of said assets, the time each asset was placed into service, the expected life of each asset and the projected timeline for replacement, reconstruction and/or upgrading. The inventory may prove beneficial for capital improvement planning purposes as well as depreciating assets. Asset depreciation will enhance enterprise fund reserves thereby capitalizing future replacement/reconstruction. The enterprise fund should continue to maintain a positive cash flow. It is noted the City operates on a cash basis presently.
 - Implementation: City Council.

PUBLIC UTILITIES: WATER

I. INTRODUCTION

The City of Clear Lake provides municipal water services to the community. This portion of the Comprehensive Plan will:

- Review existing facilities.
- Review proposed facilities.
- Provide recommendations for future use of the water system.

II. SUMMARY OF EXISTING FACILITIES

A Comprehensive Water System plan is in effect at the department level with policy review by the City Council. The City has adopted a Wellhead Protection Plan and a subsequent amendment to the plan. The purpose of a Wellhead Protection Plan is to ensure the current and future safety of the City's drinking water supply and includes the following elements as required by the Minnesota Department of Health:

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

The existing water supply and distribution system was placed into service in the 1978. Historically the distribution system has met Clear Lake's water demands. Improvements have been performed as required to maintain the system.

The present average day usage for the estimated 369 residents is reported by the City to be 42,700 gallons per day. This is an average of 116 gallons per capita per day (GPCD). The current maximum daily usage is reported by the City to be 162,000 GPD which is the result of water tower cleaning and repair. Since water tower cleaning/repair have artificially increased the maximum daily usage, a peak demand of 129,000 GPD or 350 gpcd (the largest monthly demand over the previous two years) has been employed. Based upon this present day data, the future water usage requirements for the year 2025 are estimated to be:

Average Day Demand = [1,684 (2025 pop. increase est.) + 369 existing] X 116 (GPCD) = 238,148 GPD.

Maximum Day Demand = [1,684 (2025 pop. increase) + 369 existing] X 350 (GPCD) = 718,550 GPD.

Wells

Clear Lake presently obtains its raw water supply from two wells located in the western portion of Goenner Park west of First Avenue West. Public wells within the City are identified in ascending numerical order in the order they were constructed. Wells number one and two are both currently in service. Well number one was placed into operation in 1978, well number two in 2004. Under normal operating circumstances, wells are operated independently. It is noted that high levels of nitrate

(exceeding EPA guidelines) have been detected in well number one, water from that well is treated to remove nitrates at the water treatment facility.

Well number one has a pumping capacity of 250 gallons per minute (gpm) and well number two a capacity of 200 gpm if they are operated simultaneously have a combined capacity of 450 gallons per minute.

The "Ten States Standards" published by the Great Lakes Upper Mississippi River Board of State Public Health and Environmental Managers recommend municipal wells have a capacity equal to or exceeding the design maximum daily demand and greater than or equal to the design average day demand with the largest producing well out of service. The existing wells when operated simultaneously at their maximum capacities are capable of producing a combined total discharge of 450 gpm. At this total discharge rate the estimated current maximum day demand of 129,000 gallons in 4.78 hours. With the largest well out of service the maximum capacity is 200 gpm. At this discharge rate the estimated average daily demand of 42,700 gallons could be achieved in just over three and a half hours.

Growth assumptions indicate the wells operated together at their peak capacity would be able to supply the maximum forecast demand estimate of 718,550 gallons in approximately 26.61 hours (27,000 gallons per hour when operated together), exceeding standards for municipal wells. With the largest well out of service the remaining well would be able to supply the forecast average daily demand estimated at 238,148 in approximately 20 hours.

The City's Superintendent of Public Works estimates approximately 30 private wells are located within the Clear Lake corporate limits with most used for irrigation purposes. The City's Municipal Water System Ordinance does not currently require connection to the municipal water system if/when it becomes available. However, the state plumbing code requires the connection if a municipal system is accessible, unless otherwise permitted by the local authority. The MN Department of Health standards allow residents and businesses to retain a private well system after they connect to the municipal system, provided the private well is in working order and the plumbing to the private well and municipal water system are kept an acceptable distance apart.

As of May 2006, the City had 177 water connections. The City estimates multiple family residential properties use 2% of the water, commercial and industrial properties consumed an additional 6.78% and the remainder was used by single family units. Water rates in effect in 2006 are \$.0035 per gallon used. The water access charge (WAC) effective in 2006 is \$2,400/dwelling unit or dwelling unit equivalent.

Water Treatment

City water is treated at a single treatment plant. Water from well number one is treated for nitrates. The finished water is disinfected with chlorine and fluoride added for dental prophylaxis. The water treatment facility capacity is currently 240 GPM. Since it is necessary for the treatment system to shut down or reduce treatment rates during the backwashing of filters, a maximum treatment period of 16 to 20 hours per day is desired. During an average day users within the City demand 42,700 gallons of treated water which could be processed within the treatment center in about three hours. During a maximum demand day, users within the City demand 129,000 gallons of treated water which could be processed within the treatment center in an estimated nine hours. Forecasts for projected growth suggest during an average day users within the City in the year 2025 will demand an estimated 238,148 gallons of treated water each day. To those ends, the City's current water treatment plant would need to operate for nearly 17 hours per day. Forecasts for projected growth suggest during maximum demand days, users within the City in 2025 will demand an estimated 718,550 gallons of treated water per day, greatly exceeding current capacity. Preliminary analysis indicates the water treatment system expansion may need to be examined in future years.

Water Storage

The city has one elevated storage facility located at the site of City Hall. The water tower was placed into service in 1978, has a storage capacity of 100,000 gallons and is currently undergoing repair.

The total elevated water storage available for domestic use and fire demand is 100,000 gallons. The Ten States Standard recommends a minimum storage capacity equal to the average daily consumption (42,700 gallons) and adequate capacity to meet all fire demands as determined by the State Insurance Services Offices. Forecast growth projects an average daily demand of 238,148 by the year 2025, indicating another storage facility may be needed within the next 20 years. It is noted wells and treatment facilities can also be considered as contributors to the available storage capacity if both have reliable standby emergency power systems to treat and discharge water to the system during a power outage. Portable emergency power generation equipment is presently available for City wells and water treatment facilities.

Distribution System

Clear Lake's water distribution system consists of a series of four to 10-inch mains throughout the City. Only one small four inch section of main is in place (old school) within the current system. Ten inch mains extend to Clearview Elementary and adjacent to Center Street north of Highway 10 to the Hunter's Lake development. Most remaining lines are six or eight inches in diameter, consistent with design standards included in the Subdivision Ordinance.

As of May 2006, the City has not created an itemized inventory of the value of each individual main and when each main was placed into service for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive. It is noted the City of Clear Lake has employed straight-line depreciation methodology which is acceptable under GASB 34.

III. SUMMARY OF PROPOSED FACILITIES

The Superintendent of Public Works and analysis above indicates the following may need to be reviewed:

- Change from nitrate removal system to an iron removal system.
- Addition of wells to provide capacity.
- Potential replacement for well number one due to high nitrate levels.
- Installation of permanent emergency power generators.
- The expansion of water treatment facilities.
- The addition of water storage space.
- Oversizing of mains in developing areas.
- Extension of water/sewer mains to future intersection of the interregional corridor and TH 24.
- Public education regarding water conservation.

IV. RECOMMENDATIONS

1. The City shall review and calculate the impact of all proposed development and land subdivision on the capacity of the existing public water supply system to determine whether the City can provide services requested within a timely manner (i.e. two years). If potable water can not be provided within a timely manner, the subdivision request should be denied.
 - Implementation: City Engineer and City Council.

2. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City shall review and calculate the impact of all proposed development and land subdivision on maintenance, reconstruction and administrative costs associated with the addition of said facilities to the municipal drinking water system.
 - Implementation: City Engineer and City Council.

3. The City should consider updating the Subdivision Ordinance preliminary plat data requirements to include the mandatory submission of a phasing plan with subdivisions proposing the addition of more than 50 dwelling units. The phasing plan will assist the City in planning for anticipated capital expenses relating to increasing growth.
 - Implementation: City Council.

4. The City should continue to study existing issues regarding wells and water treatment facilities to help promote the presence of continuous capacity within the system.
 - Implementation: City Engineer and City Council.

5. The City should consider authorizing the completion of a comprehensive water plan which could: inventory the current system; identify any outstanding issues with the current system, if identified offer solutions to issues with the current system, plan for the continued servicing anticipated growth especially within Clear Lake township.
 - Implementation: City Council.

6. The City should development a capital improvement program as a means of budgeting for anticipated expenditures associated with the provision of potable water to the public.
 - Implementation: City Council.

7. The City should consider updating the water ordinance to require property owners to connect to water mains within a specified period of time after public water becomes available. The City could allow private wells to be used for irrigation purposes provided they meet standards outlined in state law.
 - Implementation: City Council.

8. The City should work in cooperation with Clear Lake Township to coordinate annexation of areas about to become urban in nature with the extension of water services. If parcels abut improved

lots (i.e. lots with municipal water) on two or more sides the City may wish to require said lots be serviced with municipal water. The City should not consider approval of annexation in areas not about to become urban in nature as defined by the provision of urban services, including drinking water supply.

➤ Implementation: City Council.

9. "Wet industries" or manufacturers which use high levels of water should be encouraged to recycle water, as the capacity of City facilities may not be able to service the community or the user may consume a large portion of the city's remaining capacity.

➤ Implementation: City Council.

10. The City may wish to consider a policy to reserve a portion of water system capacity specifically for the purpose of commercial/industrial development (e.g. 20% of capacity reserved for future commercial/industrial development, based on estimated usage of 2,000 gallons/acre/day).

➤ Implementation: City Council.

11. The City should continually review the appropriateness of: utility rates, water access charges and trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.

➤ Implementation: Finance Advisor, City Engineer and City Council.

12. Although not required, the City may wish to produce a detailed inventory of water production, treatment and distribution facilities including the value of said assets, the location of said assets, the time each asset was placed into service, the expected life of each asset and the projected timeline for replacement, reconstruction and/or upgrading. The inventory may prove beneficial for capital improvement planning purposes as well as depreciating assets. It is noted the City operates on a cash basis presently.

➤ Implementation: City Council.

PARKS, TRAILS AND RECREATION

I. INTRODUCTION

The City's residents and businesses identify parks, trails and recreational facilities as valuable community resources that contribute positively to the quality of life offered in Clear Lake. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time.

The responses to a community survey underscore the importance of creating and sustaining parks, trails and recreational facilities. These comments are included within this Chapter.

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

This Chapter shall:

- Provide Park Classification;
- Inventory Existing Park Facilities;
- Discuss Trails and Pedestrian Ways;
- Discuss Recreational Opportunities in the City;
- Examine Existing and Future Park Facility Needs;
- Review Community Input; and
- Establish tangible recommended goals and policies for future park, trail and recreation facilities and programs.

II. INVENTORY

A. Park Classifications

The City of Clear Lake features a number of existing park and recreational facilities, which are located throughout the community. Recreational facilities within the City can be typically described according to their type, population served and location.

The following terms and descriptions shall be used to classify existing and future recreational facilities:

'Neighborhood Parks' provide open space for passive recreation for all ages within a neighborhood, particularly for the elderly and families with young children. An ideal neighborhood park site is scenic or wooded and located a maximum of one-quarter mile, which is normal walking distance, from primary users. Suggested minimum size for this type of park is one acre. Site development should include sidewalk, benches, landscaping, and play features for preschoolers. Neighborhood parks should connect with trails which connect to other parks and neighborhoods.

'Neighborhood Playgrounds' are usually provided in conjunction with education and institutional facilities and primarily serve the recreation needs of children ages 5 to 12. Individual neighborhood playground size is dependent on the types of activities it supports and the facilities it provides. Play features, ball fields, basketball and tennis courts, and open play fields are

common components. The service area is highly variable, but it usually has a radius of one-quarter mile.

'Community Parks' typically serve several neighborhoods and are under municipal administration. Although size may vary, community parks are usually more spacious than neighborhood parks or playgrounds. In addition to the kinds of facilities provided at neighborhood parks, these parks may provide swimming pools, picnic areas, more elaborate play fields, restroom facilities and tennis courts. Community parks serve people of all ages and have an effective service area radius of one-half mile.

'City-wide Parks' may serve some or all types of a community's recreation needs. They can provide a wide range of activities for all age groups or may be very specific. In addition to some of the facilities provided by other types of parks, City-wide parks may contain an area for nature study, hiking and riding trails, pond fishing, spectator sports and numerous other activities. However, in many small communities, a City-wide park is sometimes designated as such not because of its size and/or variety of recreation facilities, but because it is the only park available to the community.

'Specialized Recreation Areas' may include but are not limited to; golf courses, historic sites, conservancy areas, linear trails and floodplains. Most specialized recreation areas have limited active recreation value, are not developed as multi-purpose recreation areas, or are not always available for use by the public. Specialized areas are an important adjunct to a community and its park and open space program.

'Regional Parks' may include but are not limited to conservancy areas, trails, floodplains, hiking and riding trails, recreational fields, spectator sports and fishing. Regional parks serve people of all ages and serve a regional population.

B. Existing Park Inventory

There is one City Park in the City of Clear Lake. In addition, there is an open space/stormwater pond in the Hunter's Lake Subdivision and elementary playground/ballfields available at Clearview Elementary. Following is a listing of the park and recreational facilities existing in the City of Clear Lake. Map 8-1 illustrates the location of said facilities:

Goenner Park Inventory

Goenner Park is a community park located next to City Hall. The Park contains a community pavilion with picnic areas, playground equipment, horseshoe pits, one appropriately-surfaced tennis court, a basketball hoop/small asphalt slab, a sand volleyball court, a softball field and a baseball field. An ice rink with goals and two lights is located north of the water tower.

Goenner Park is partially accessible to physically challenged individuals. The pavilion is accessible but the playground is covered with sand and no improved trails/sidewalks connect to other park features such as tennis courts and ballfields. A paved parking facility is accessible.



Hunter's Lake Park

A public park is included in the preliminary/final plat for the Hunter's Lake Subdivision. The park is to be developed as part of Phase Three of the subdivision. The future neighborhood park is located in the northeastern portion of the development.

Clearview Elementary Playground/Ballfields

St. Cloud School District's Clearview Elementary features a children's playground and several ballfields used for school year recess and various summer recreation programs. Clearview Elementary is connected to the City of Clear Lake via sidewalks and a six foot bituminous trail north of T.H. 24. The trail is handicap accessible but not lit.

Table 8-1 on the following page illustrates park inventory by facility.

**TABLE 8-1
CLEAR LAKE PARK INVENTORY**

Clear Lake Park Inventory	Park Classification	Trail Areas	Baseball/Softball	Nature Areas	Horseshoe Pits	Tennis Courts	Soccer Fields	Basketball Courts	Football Field(s)	Volleyball Courts	Track & Field	Playground	Swimming	Pleasure Skating Rink	Hockey Rink	Warming/Changing House	Archery Range	Skateboarding	Restroom facilities	Handicap Access	Picnic Area	Parking	Bike Rack	
Goenner Park	CP	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	
Hunter's Lake Park	NP	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Clearview Elementary School	NP	Y	Y	Y	N	N	N	Y	N	Y	N	Y	N	N	N	N	N	N	Y	Y	N	Y	Y	

CP= Community Park, RP=Regional Park, NP=Neighborhood Park, IND= Indoor

C. Trails and Pedestrian Ways

There are few designated walkways or bikeways within the City. The City currently does not have a sidewalk plan or policy in place. Sidewalks exist along both sides of Highway 24 and on one side of the major of streets within the original townsite. Sidewalks are also in place north of Highway 10 just north of the BP Station and the Brickyard Restaurant. The sidewalks terminate prior to the Hunter's Lake Subdivision. Hunter's Lake Subdivision does not contain sidewalks. A potential future trail corridor is also depicted on Map 8-2 to connect Hunter's Subdivision with the community.

Crosswalks are located at the intersections of: Highway 10 and T.H. 24/CSAH 6; Main Avenue and State Street; Main Avenue and Church Street; and, mid-block Main Street by St. Marcus Church.

A bituminous trail connects to a sidewalk adjacent to Main Street (north side) and extends to Clearview Elementary. The trail is independent of the T.H. 24 facility. T.H. 24 features paved shoulders for bike traffic.

III. PATHWAYS

A. Classifications

Although not applicable at the present time, the following discussion of pathways is included in anticipation of additional growth and opportunities for linkages with regional trail facilities. Pathways within communities and connecting to larger regional pathways are often classified by their purpose, type of improvement and location. The following table includes a description of six types of pathways.

Classification	General Description	Description of each type	Existing Facilities
Park Trail	Multi-purpose trails located within greenways, parks and natural resource areas. Focus in on recreational value and harmony with the natural environment.	Type I: Separate/single purpose hard –surfaced trails for pedestrians or bicyclists/in-line skaters. Type II: Multi-purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters. Type III: Nature trails for pedestrians. May be hard or soft surfaced.	None
Connector Trails	Multi-purpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters located in independent R.O.W (e.g. old railroad R.O.W). Type II: Separate/single-purpose hard-surfaced trails for pedestrian or bicyclists/in-line skaters. Typically located within road R.O.W.	Clearview Elementary Trail is Type II.
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.	Paved shoulder adjacent to T.H. 24 south of Clear Lake.
All-Terrain Bike Trail	Off-road trail for all-terrain (mountain) bikes	Single-purpose loop trails usually locate in larger parks and natural resource areas.	None
Cross Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Loop trails usually located in larger parks and natural resource areas.	None
Equestrian Trail	Trails developed for horseback riding.	Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multi-purpose with hiking and all-terrain biking, where conflict can be controlled.	None

B. Pathway Design

Future trails or pathways should be designed with the following goals in mind (1) Safety – protect non-motorized and motorized users (depending on the type of trail) from adjacent or crossing vehicular traffic, (2) Linkages - provide links between local parks and recreational areas and regional trail systems, (3) Natural Environment – protect the natural environment

and design the trail system while protecting natural features, and (4) Continuity – provide continuous trail systems with as few interruptions in user movement as possible.

IV. RECREATION

There are a number of coordinated and uncoordinated recreational opportunities in and around Clear Lake.

Recreation programs are coordinated by St. Cloud School District 742's Community Education Program. Classes range from academics and athletics to health, safety, and personal enrichment. They are offered at nominal fees throughout the year. Community Education also sponsors several outings to events such as plays, performances, the circus, the zoo, and museums throughout the year.

Local adult and family recreational opportunities include organized youth and adult leagues (baseball and softball) and Little League/T-ball.

V. EXAMINATION OF EXISTING AND FUTURE PARK FACILITIES

The City's existing parkland and open space provide youth, families with young children and adults with a variety of recreational opportunities mostly centered at Goenner Park. Map 8-1 indicates areas served by existing recreational facilities. As indicated parks are located so as to serve the needs of most residential areas of the City, however additional facilities would benefit residents of the City, particularly within the Hunter's Lake Subdivision and within areas proposed for future residential development.

As illustrated on Map 8-2, the City is recommending an expansion of Goenner Park and the development of a looped trail facility as future park/recreation priorities. The City embraces the need to develop a variety of park and recreation features and favors the concept of developing a few city-wide park facilities as opposed to several neighborhood playgrounds/parks.

Accessibility

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

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

Other requirements include but are not limited to:

- One accessible route from site access point, such as a parking lot to the primary accessible entrance must be provided. A ramp with a slope of no greater than 1:6 for a length of no greater than two feet may be used as a part of the route. Otherwise a slope of maximum 1:12 is allowed.
- One accessible public entrance must be provided.

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

- If restrooms are provided, then one accessible unisex toilet facility must be provided along an accessible route.
- Only the publicly used spaces on the level of the accessible entrance must be made accessible.
- Any display and written information should be located where it can be seen by a seated individual and should provide information accessible to the blind.

Parks which are developed with items such as parking lots, tennis courts and basketball courts should have routes which are accessible. Nature parks or areas with limited development should have the minimum of accessible routes to the site.

VI. RECREATIONAL FACILITY STANDARDS

As parkland is acquired either through dedications or purchase, it is important to plan space according to the desired recreational contents. In existing parks, it is important for the Planning Commission and/or subsequent Park Board and City Council to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park. Following are facility standards for a number of recreational activities:

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitchers mount to run east-northeast.	1/6,000	Appr. ¼ to ½ mile radius Part of neighborhood complex. Lighted fields part of a community complex	Goenner Park	Standard met.
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist- 45' men, women-40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, and the batter is not facing sun. Line from home plate through pitchers mount to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	Facilities at Goenner Park and Elementary School.	Meets current needs.
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000	¼ to ½ mile radius. Best in batteries of 2 to 4. Located in neighbor/ community parks or near a school	Facilities at Goenner Park.	Meets current needs. Improvement proposed as part of Parkside Subd.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Basketball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft High School: 5040 to 7280 sq. ft	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000	¼ to ½ mile radius Outdoor courts in neighborhood/ community parks. Indoor as part of schools	Facilities at Goenner Park. 1 Hoop not regulation.	Deficient. Hoop and small asphalt slab, not regulation size. Improvement proposed as part of Parkside development
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	Sand Court at Goenner Park	Meets standard although oriented east-west and not full 60' in length.
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides.	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	None	Deficit of one. Recommend designating an open field area which could be used for soccer and/or football in conjunction with Parkside Development
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	None	Deficit of one. Recommend an open field area which could be used for soccer and/or football in conjunction with Parkside Development
Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft to include support area	Long axis is north-south (outdoors)	1/20,000	15 to 30 minute travel	Ice rink north of water tower.	This is an outdoor facility with wooden boards and two goals. Facility show signs of wear and tear. In summer used by skate-boarders and roller bladers.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Warming House	Variable	Variable	Variable	1/rink area	1 hocking rink/skating area	By ice arena	Shows signs of wear and tear.
Picnic Area	Variable	Variable	Variable	1/5000	2 mile radius	Various	Plan for additional in each new park.
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	Equipment at Elementary School and Goenner Park.	Equipment, Add equipment in park search areas. Plan for additional in each new park. Make handicap accessible under play features.
Sliding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None	No local deficit identified.
Shooting/Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30' . Clear space behind targets min. 90' x 45' with bunker	Archer facing north + or - 45 degrees	1/7,500	30 minute travel time. Part of a regional complex	None.	No deficit at this time.
Community Center	15-25 acres	Varies	Varies	1/20,000	--	None	Population not large enough to support at this time.
Horseshoe courts	0.1 acre			1/2000	--	One	Recommend installation of additional horseshoe pits at Goenner Park and/or with Parkside development
Swimming Pool	1 to 2 acres	Teaching- min. 25 yards x 45' even depth of 3-4 ft Competitive- min. 25 m x 16m. Min. of 25 sq. ft water surface per swimmer. Ratio of 2 to 1 deck to water	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun	1/10,000	150 person capacity 15 minute travel	None.	Population not large enough to support at this time.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population	Service Area	Existing Facilities	Surplus/ Deficit per Standard
Off-Street Parking	300 S.F Per Car	Typically 9' x 20 with a 20' driving lane	Variable	NP: 8-12 cars CWR: 25-100 cars SR: 25-100 cars	NA	Off-street parking is available at elementary school and Goenner Park.	Plan off-street parking at future community parks. Ensure ADA compliant. Recommend additional parking facilities at Goenner Park and/or in conjunction with Parkside Development
Toilet Facilities	Varies	Per building code	Variable	1 double unit per park	1 park	1 at Goenner (accessible)	Plan restrooms in future community parks.

* Derived from the National Recreation and Park Association and the American Academy for Park and Recreation Administration Standards with local standards applied.

VIII. COMMUNITY INPUT IN PARKS AND RECREATION

A. Public Input

In conjunction with the creation of this Plan, a survey was distributed to all property owners within the community. Results indicate residents consider park, trail and recreational facilities a priority.

- 1. Areas Served.** Fifteen persons or 83% of respondents completing surveys indicated all areas in the community were served well by existing parks, while 3 or 17% of the respondents noted there are areas not served by parks. Comments related to deficiencies were ball fields for adult softball and both sides of town.
- 2. Recreational Items to Add.** When asked what park facilities would add to the quality of life in Clear Lake, survey respondents responded as follows: trails (8), playground equipment (5), picnic shelters (4) and athletic fields (3).
- 3. Ranking of Existing Park Facilities.** Survey respondents were asked to rank the existing park facilities on a scale of one to five with one being poor and five being excellent. Ranking responses were as follows:

1	2	3	4	5
0 (zero %)	1 (5%)	6 (33%)	4 (22%)	7 (38%)

Comments received on the survey relating to this question included that all parks are good now and taxes seem high already.

- 4. Recreational Opportunities.** Survey participants were asked if various age groups and family types have sufficient recreational opportunities in Clear Lake. Ten persons noted children have sufficient recreational opportunities with five indicating there were not sufficient opportunities for children. Only 29% (4) felt teenagers are offered sufficient

recreational opportunities while 71% (10) of respondents indicated there were not. Of the respondents, 60% (9) felt adults have sufficient opportunities and 53% (8) felt adequate opportunities are available for seniors. 73% (11) of respondents felt there were adequate recreational opportunities for families and 36% (5) felt there were adequate opportunities for tourists.

5. Major Recreation Improvement. Survey participants were asked, "What one major recreation improvement would you like to see made in Clear Lake during the next five years?" Responses included:

- Walk/bike/ jogging trails (5 responses)
- Pavilion/activity center/community center (3 responses)
- None/ok now (2 responses)
- New tennis court
- Overnight camping at the city park.

6. Additional considerations survey participants were asked with the respective percentages follow below:

Recognizing both are important would you encourage the City to place more emphasis on:

- a. 35% Quality of life facilities, opportunities and amenities (park and trail system development, recreational programs, educational/cultural opportunities).
- b. 65% Keeping taxes low.

Would you encourage the City to:

- a. 32% Develop more, smaller parks used by neighborhood and community residents.
- b. 68% Develop a few larger parks that are used by all City and area residents/tourists.

Would you encourage the City to:

- a. 37% Fix up and/or enhance existing parks and recreational areas.
- b. 63% Accept the donation of additional parkland in developing areas.

Recognizing both are important would you encourage the City to place greater emphasis on:

- a. 83% Roadway construction and improvement projects.
- b. 17% Enhancing park and recreational facilities and trail systems.

Regarding future development would you encourage the City to:

- a. 47% Require all development pay for itself (require trunk area charges, water/sewer access charges, roadway/storm sewer impact fees, parkland dedication/fees, require plat/plan review fee/escrow, etc).
- b. 53% Participate sharing of development costs in a limited manner as a means of attracting growth.

IX. MAINTENANCE AND OPERATIONS

The proper care and management of park and trail facilities will encourage park/pathway use, improve the quality of life in Clear Lake and enhance the visual quality of neighborhoods and the City as a whole. Maintenance of the park system is currently coordinated through the City's Public Works Superintendent. The department also assists with park duties and street functions.

Park maintenance tasks may occur on a regular basis. These jobs include but are not limited to:

Litter and Garbage Clean-up
Preventative Equipment Maintenance
Equipment Repair
Facility Repair and Maintenance

Mowing and Trimming
Moving Tables and Benches
Leaf Clean-Up

X. FINANCIAL RESOURCES

Several resources are available to assist the City of Clear Lake in providing adequate parks, trails and facilities for residents. Following is a list of typical sources.

1. Property Taxes
2. Park Dedication/Fee In-Lieu of Parkland Dedication Requirements
3. User Fees
4. Volunteer hours/labor
5. Donations by private individuals, civic organizations, organized groups, etc.
6. Grants

The City budgets for operational expenses through its annual budget process. The City currently utilizes donations from organizations and individuals, grant programs and the general tax levy to cover expenses relating to parks. The City should consider the establishment of a capital improvement plan for long-range capital improvements to the park system. Examples of expenditures within the capital improvement plan include purchase of playground equipment, purchase/planting of trees, paving of the parking lot, etc.

Park Land Dedication Ordinance. The City does include parkland dedication requirements within the Subdivision Ordinance. Applicable standards require ten percent (10%) of the gross acreage platted in all property proposed for subdivision (commercial, industrial and/or residential) be donated to the City for parkland purposes. The City, at its discretion may require a fee in lieu of parkland dedication.

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

Following the inventory and evaluation of existing park, trail and recreation facilities and in accordance with park, trail and recreational plans the following goals and recommendations have been prepared.

1. The City Council shall review development proposals to ensure proposed parkland dedication or fee-in-lieu of dedications meet the needs of the City including type and location of land, park configuration, access and parking and compatibility with the neighborhood and other recreational offerings. Specifically, the City should search for parkland north of Highway 10 and east of Main Avenue.
2. The City should strive to provide active and passive park and recreational facilities to meet the needs of diverse groups within the community specifically including, but not limited to, teenagers, physically and mentally challenged and senior citizens.
3. In order to reduce the tax impact of park and recreational (re) development projects, the City should research and utilize a variety of funding sources for the acquisition, development and renovation of park and recreation facilities; including but not limited to grant applications, providing information to civic organizations regarding desired capital improvements to parks and trails, use of volunteer labor, and use of user fees. The capital improvement plan shall be reviewed annually to address items identified within the Comprehensive Plan.
4. The City shall design new facilities to be barrier free and provide other accommodations for people with disabilities, in accordance with ADA requirements.
5. The City should make sure residents are aware of where public parks are and that said areas are open for public use.
6. The City should implement an overall maintenance plan, including: Capital equipment costs (i.e. new equipment, new play features, park upgrades) included in the five-year

Capital Improvement Program (CIP), and other capital expenses (e.g. pedestrian/bicycle trail construction, etc.).

7. The City should ultimately plan for a grade separated crossing (over or underpass) at T.H. 24 and Highway 10; especially as the corridor plan for the Highway 10 facility is implemented.
8. The City should plan on linking sidewalks/trails to any potential transit station in conjunction with the Northstar Commuter Rail.
9. The City should plan to link current/future trails, places of destination and residential neighborhoods to regional trail facilities such as the future trail corridors adjacent to the Mississippi River, T.H. 24 and CSAH 6. Regional recreation areas such as the Clear Lake Scenic and Natural Area and the Sherburne National Wildlife Refuge are also important connections.

COMMUNITY FACILITIES AND PUBLIC SERVICES

I. INTRODUCTION

The City of Clear Lake is committed to serving the public in an efficient, effective and professional manner. The purpose of this chapter of the Comprehensive Plan is to review existing services and facilities and reflect on the impact of forecast growth upon said facilities and services. Contents include:

- An overview of existing municipal facilities
- An overview of other community facilities
- A description of municipal boards and commissions
- A summary of public input relating to municipal facilities and services; and
- Objectives and Policies for Community Facilities and Public Services

Clear Lake is a statutory city that operates with a "Council-Administrator Plan". The City Administrator is responsible for administration of the city and its various departments.

II. EXISTING COMMUNITY FACILITIES

Existing Structures

1. City/Fire Hall: 8670 1st Avenue West

The City's Administrative Offices are located in a portion of the Clear Lake Fire Hall. The current facility is small but in good condition and handicap accessible. The offices of the City Administrator and utility billing facilities. The Council Chambers are contained within the fire hall vehicle facility.

Staff members for administrative functions include a part-time City Administrator and a part-time staff accountant. Attorney, Building Official, Engineering and Planning functions are contracted.

Plans and specifications for a new City Hall have been drafted and approved by the City. The new facility includes expanded office space, meeting space and a council chambers.

The fire hall portion of the facility includes storage bays and lockers. Independent meeting and/or training facilities and decontamination facilities (i.e. showers) are not currently available. The Clear Lake Fire Department (CLFD) responds to approximately 175 calls per year. The CLFD is comprised of 32 volunteer professionals.

The Clear Lake Fire Department (CLFD) serves the entire City of Clear Lake, its residents and commercial/industrial facilities as well as rural areas in parts of 52 square miles Clear Lake and Palmer townships. The Clear Lake Fire Department equipment inventory includes four pumpers, two tankers, a rescue truck and two grass rigs. Overall equipment is in good condition.

Future fire department needs/recommendations include: A new substation in Palmer Township, a new tanker and a new main station.

2. Police Service: Sherburne County Sheriff's Department.

The City of Clear Lake does not currently provided police services on a contracted or municipal staff basis. Public protection is afforded by the presence of Minnesota State Troopers and Sherburne County deputies.

3. **Emergency Medical Service (Ambulance): Gold Cross – St. Cloud/St. Augusta**
Emergency medical services within Clear Lake are provided by Gold Cross Ambulance Service and supplemented by first responders from the CLFD and the SCSO. Gold Cross EMS provides basic and advanced life support services 24-hours per day. St. Cloud is the nearest hospital to the City of Clear Lake, a distance of approximately ten miles. The nearest level one trauma center is located in Minneapolis (Hennepin County Medical Center) approximately 50 miles from the City of Clear Lake. Air ambulance support is available as needed through an authorized request from qualified individuals on scene.
4. **Public Works/Streets/Park Maintenance: No Address Assigned**
The Public Works/Streets/Park Maintenance facilities are located on the same property as the current City Hall/Goenner Park but in a different structure. The public works building is in good condition and houses staff, offices and some equipment. The public works/streets/parks department consists of one full-time and two part-time seasonal employees. The public works/streets/parks department is responsible for:
 - A. Day-to-day operation/maintenance of the public drinking water, sanitary sewer and storm sewer systems.
 - B. Street maintenance, plowing and sweeping.
 - C. Operations and maintenance of park facilities and trails.

Future capital expenditures relative to the public works department include: the purchase of a pick up truck.

III. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES

The City of Clear Lake has several boards, commissions and committees that shape the policies and decisions of City government. The City encourages citizens to volunteer to serve on these entities and provide their input. A brief description of each entity and its duties follows:

1. **City Council.** The Clear Lake City Council consists of a mayor, who serves a four-year term, and four council members who serve four-year terms.
2. **Park and Recreation Commission.** The City does not currently have a Park Board/Commission.
3. **Planning Commission.** The City Council currently functions as the Planning Commission.
4. **Clear Lake Economic Development Authority.** The City Council currently functions as the EDA.

IV. PUBLIC INPUT

A community survey completed in conjunction with the updating of the Comprehensive Plan requested input from residents and business leaders regarding municipal facilities and services. Respondents were asked a number of questions. A summary of results relating to community facilities and services follows.

- Of those responding, 61% noted they felt informed about City Council decisions.
- The vast majority (80%) noted they believed community members/officials/organizations worked together.
- Most (88%) labeled the local government 'responsive' and noted services are provided equitably

Generally, it appears the residents of Clear Lake are satisfied with City services, facilities and administration.

V. PROJECTED GROWTH

The population is forecasted to increase from 369 people in 2004 to 2,053 people by the year 2030. The projected growth will reasonably require the expansion of existing administrative and protection services. Such services will not only result in a demand for increased public employees, but also increased facility space and increased capital equipment costs. The expansion of administrative facilities and capital equipment purchases should be included in a capital improvement/equipment program. As the City continues to experience growth, periodic review of staffing levels and associated office/equipment needs will be necessary. In order to meet the projected growth and accomplish identified objectives a number of policies have been outlined below.

VI. MUNICIPAL FACILITIES AND SERVICES OBJECTIVES AND POLICIES

OBJECTIVES

1. To provide for adequate facilities and staff to operate and maintain the essential services for current and future residents and businesses in the community.
2. To continue to serve the citizens of Clear Lake in an efficient, friendly and cost effective manner.
3. To continue to update and maintain facilities and operations.
4. To continue to evaluate technology and the need to incorporate technology in carrying out the functions of the city.
5. To provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.

POLICIES

1. Upon receiving concept plans, the City shall review its provision of services including, but not limited to, public administration and public protection services such as police and fire service to ensure said services which are reasonably necessitated by proposed subdivisions and must be provided at public expense, can be reasonably provided within two (2) fiscal years of approval of the proposed subdivision. If said services cannot be reasonably provided, the subdivision shall be deemed premature.
2. The City should monitor and assess the condition and adequacy of existing municipal structures and consider the completion of a public facilities study to identify possible future space needs and locations. The City should establish long-term solutions to anticipated building/office space needs. Routine maintenance and repair costs should be allotted for in the annual budget. Reconstruction, remodeling and/or construction of facilities should be addressed in a Capital Improvement Plan.
3. The City should continue working with Sherburne County, adjacent townships and cities to ensure coordinated growth of land uses, transportation systems and regional recreational areas and trails.

4. The City should investigate the establishment of a thorough and current website as a means of informing and updating community members.
5. The City should periodically review the provision of public protection (police) service and consider contracting for services with Sherburne County, if deemed necessary.

IMPLEMENTATION

I. Introduction

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

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

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

II. Zoning Ordinance

The City of Clear Lake Zoning Ordinance was adopted in May of 1999. The Zoning Ordinance includes specific regulations governing land use and an official zoning map. The City Council recognizes the Comprehensive Plan as the policy with the responsibility to regulate land use and development in accordance with the policies and purpose set forth within the Zoning Ordinance. The City administers the Zoning Ordinance on an on-going basis.

Purpose: The purpose and intent of the Clear Lake Zoning Ordinance is to protect the public health, safety, and general welfare of the community and its people through the establishment of minimum regulations in regard to location, erection, construction, alteration and use of structures and land. Such regulations are established to protect such use areas; to promote orderly development and redevelopment; to provide adequate light, air and convenience of access to property; to prevent congestion in the public right-of-way; to prevent overcrowding of land and undue concentration of structures by regulating land, building, yards and density of population; to provide for compatibility of different land uses; to provide for administration of this Ordinance. To provide for amendments; to prescribe penalties for violation of such regulations; and to define powers and duties of the City staff, the Board of Adjustment and Appeals, and the City Council in relation to this Ordinance.

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

- Title and Application
- Rules and Definitions
- Administration
- Enforcement and Penalties
- Non-conforming buildings, structures and uses
- General Performance Standards
- General Lot Area, Yard and Building Regulations
- Off-street Parking and Loading Requirements
- Essential Services
- Home Occupations
- Model Homes
- Sexually Oriented Uses
- Planned Unit Development
- Specialized Housing

- General Zoning District Provisions
- Shoreland Management, Wetland and Floodplain Overlay Districts

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

The Zoning Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures. In order to ensure the Zoning Ordinance is consistent with the goals and objectives of the 2006 Comprehensive Plan the Planning Commission and Council may wish to amend the ordinance to address the following:

Recommendations:

1. Streamlining the zoning review process. As the City becomes inundated with land use requests the Planning Commission will likely need to follow a stream-lined review process which may require the City perform more activities administratively (as allowed by law) and that City staff/consultants provide additional review and recommendations to the Planning Commission regarding individual planning consideration requests.
2. The City may wish to consider the updating of the zoning ordinance relative to the following items:
 - Promotion of the proposed interregional connection, T.H. 24 and Highway 10 corridors as high-quality, aesthetically pleasing gateways to the City which create a distinctive impression of the City. The City can promote the aesthetic quality of the corridor through:
 - Limiting the extent and placement of outdoor storage; requiring screening of outdoor storage.
 - Promoting the employment of high quality landscaping techniques for front yards, entryways, parking lots, sidewalks, screening of loading docks/overhead doors and the like.
 - The clustering of commercial uses in 'nodes' separated by greenspace and/or greenways as opposed to continuous strip commercial development.
 - The preservation of existing environmental features such as woodlands, wetlands and existing greenway/wildlife corridors.
 - The implementation of uniform and/or decorative lighting standards.
 - Promotion distinguishing architectural designs and/or high quality exterior building finishes especially for building facades facing public rights-of-way.
3. Review/update the sign ordinance as it pertains to signs within these corridors as a means of promoting aesthetically pleasing signage and minimizing visual clutter and confusion while meeting the needs of businesses and consumers. The City could streamline signage allowances and require signage relate to the building and the architectural quality of the adjacent properties.
4. The Planning Commission and Council may wish to expand building design requirements for commercial facilities within the original townsite to include a list of prohibited exterior building materials to protect the historical character and integrity of the District.
5. Ensure any recommendations included in the Wellhead Protection Plan relating to the City's Zoning Ordinance are updated.
6. The Planning Commission and Council should review other sections of the Zoning Ordinance to ensure consistency with state statutes (e.g. non-conforming need to allow reconstruction if

permit is pulled within 180 days of destruction and adult uses reference State Statute overlaps).

7. Revise the provision that building and development fees are established by Ordinance (not resolution) as per State Statute requirements and update and adopt the Development Fee Ordinance on an annual basis.
8. Addition of enabling language:
 - Allowing the City to be reimbursed for costs associated with the review of the request for subdivision.

III. Subdivision Ordinance

The City of Clear Lake Subdivision Ordinance was adopted in May of 1999. This Ordinance regulates the division or platting of land within the City's corporate limits.

Purpose: The purpose of the Clear Lake Subdivision Ordinance is to: Provide for and guide the orderly, economic and safe development of land, urban services and facilities; Encourage well-planned, efficient and attractive subdivisions by establishing adequate and impartial standards for design and construction; Provide for the health, safety and welfare of residents by requiring the necessary services such as properly designed streets and adequate sewage and water service; Place the cost of improvements against those benefiting from their construction; Secure the rights of the public with respect to public lands and waters and to set the minimum requirements necessary to protect the public health, safety, comfort, convenience and general welfare.

Contents: The Subdivision Ordinance includes sections related to:

- General Subdivision Provisions
- Minor Subdivisions
- Procedures for Filing and Review
- Premature Subdivisions
- Disqualification/Denial of Plats
- Plat and Data Requirements
- Subdivision Design Standards
- Construction Standards
- Required Improvements and Financial Arrangement
- Administration and Enforcement

Implementation: The Subdivision Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals/objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures. In order to ensure the Subdivision Ordinance is consistent with the goals and objectives of the 2006 Comprehensive Plan, the Planning Commission and Council may wish to amend the Ordinance to address the following:

Recommendations:

1. The City should review the Subdivision Ordinance relating to:
 - Streamlining the subdivision review process. As the City becomes inundated with subdivision requests the Planning Commission will likely need to follow a stream-lined review process which may require the City to perform more activities administratively (as allowed by law) and require that staff/consultants supply additional review and recommendations to the Planning Commission regarding individual requests for planning

consideration. The use of tailored application, checklists and detailed schedules is encouraged.

- Review/updating of plat review standards relative to sidewalk and trail requirements;
- Addition of a requirement addressing grading and drainage plans prior to building permit issuance, including residential lots, require individual lot drainage plans to comply with approved grading plan;
- The City should consider amending the Subdivision Ordinance to include requirements for Common Interest Community Plats, in accordance with State Statutes 515;
- Revise the provision that building and development fees are established by Ordinance (not resolution) as per State Statute requirements and update and adopt the Development Fee Ordinance on an annual basis.
- Addition of enabling language:
 - Allowing the City to be reimbursed for costs associated with the review of the request for subdivision.

IV. Miscellaneous City Code Provisions

In addition to consideration of review/updating of the zoning and subdivision ordinance the City may wish to investigate the following:

- The establishment of a Planning Commission which would provide advice to the City Council in decisions relating to land use and subdivision.
- The establishment of a Park Board/Commission.
- The establishment of an Economic Development Authority.
- The installation of rental and commercial maintenance codes as a means of helping to promote/maintain community character on an ongoing basis.

V. Capital Improvement Plan

The City of Clear Lake has not formally instituted a Capital Improvement Program (CIP) that allows lists projects, prioritizes expenditures and identifies sources of funding for the scheduled financing of capital expenditures relative to the implementation and maintenance of public facilities and services necessary for the City's growth. An informal CIP is in place with review of capital projects as a part of the annual budget process.

The overall objective of a Capital Improvement Plan (CIP) is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP should be a flexible, evolving tool the City uses as a guide for the future. The CIP should be updated annually to allow for capital necessity and prioritization changes. Along with anticipated expenditures, the CIP should include proposed sources of funding such as special assessments, enterprise funds (water, sewer), state aid, annual levy, etc. Expenditures such as municipal vehicles (police), police and city administration, street and utility projects, park improvements and the like should be included. The phasing in of projects which require the same sources of funds can assist in retaining a level annual tax levy.

Recommendations for Implementation:

1. The City should develop a formal Capital Improvement Plan identifying capital projects, estimated costs, year to be completed, sources of funds and priority ranking.
2. The City should include in its Capital Improvement Plan large projects which have been identified as important to the community as a part of this Comprehensive Plan including but not limited to the upgrade or construction of a new wastewater treatment facility, water system improvements and upgrades, improvements to existing parks and new community parks, and improvements to municipal building(s) to support administration, police and emergency.
3. The City should consider including in the Capital Improvement Plan update of utility studies as the city grows.

Sources of funding include:

- Special assessments
- Enterprise funds (water, sanitary sewer, storm sewer revenue funds)
- Funds that are levied annually to establish a capital improvement fund and equipment fund
- State aid funds, and
- Other sources

VI. Growth Areas and Annexation

The City of Clear Lake, through its comprehensive planning process, has identified land use needs to accommodate additional residential, commercial and industrial development to the year 2030. The City and Clear Lake Township have met jointly throughout the Comprehensive Planning process. The Future Land Use Map (Map 4-2) has been developed through joint discussions.

In addition, the City Councils of Clear Lake and Clearwater met to jointly discuss the provision of urban services north of the Mississippi River. Each respective City Council made a conscious decision to plan for the City of Clear Lake to service the area north of the Mississippi River including the CSAH 8/TH 24 intersection and the potential future intersection of T.H. 24 and an interregional connection.

Recommendations for Implementation:

1. The City and Township should continue to work together to develop and adopt an Orderly Annexation Agreement for areas that are included in the Future Land Use Map (Map 4-2).
2. The City of Clear Lake should take an active role in the review and provide comments on the future Sherburne County Comprehensive Plan as it relates to transportation systems, land uses, and regional trail and park plans which may impact the City of Clear Lake.

VII. Comprehensive Plan Review and Revision

The Comprehensive Plan is intended to guide the growth of the community. As events and circumstances within the community change, the Comprehensive Plan should be reviewed and updated, as appropriate. Amendments to the Comprehensive Plan should not occur without public notice, a public hearing conducted by the Planning Commission and City Council, final review and approval.

Amendments to the Comprehensive Plan should be considered if there have been changes within the community or issues which were not anticipated by the Plan.

Recommendations:

1. It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at five year intervals to ensure it is a current reflection of the City's growth patterns, community goals and land use needs.
2. The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission or direction from the City Council. No amendment shall be adopted until a public hearing has been conducted. A 4/5 affirmative vote of the City Council is required to amend the Plan.
3. It is recommended that on an annual basis that staff and the City Clerk, Planning Commission (if established) or the City's consulting planner report to the City Council regarding development issues which have occurred as they relate to the Comprehensive Plan, proposed projects which have an impact on the accuracy on the Plan projections, and a list of implementation goals identified within the Plan and the status of implementation.

VIII. Comprehensive Plan Implementation Strategies

To summarize, the Comprehensive Plan:

- Includes a summary of the City's demographic profile,
- Projects future housing and population trends,
- Identifies natural resources and goals for preserving natural amenities,
- Inventories current land uses and projects future land use needs with the identification of where appropriate land uses should be located,
- Analyzes the past, current and future housing stock,
- Reviews the current transportation system and includes a plan for future collector streets and policies,
- Inventories current park land and recreational amenities and includes recommendation for future park and recreational facilities,
- Summarizes the community facilities and public services with identification of future needs, and
- Addresses municipal utilities as they relate to current and future land use needs.

In order to implement the goals and policies identified in each of these Chapters, the following implementation strategies have been prepared:

1. **Zoning and Subdivision Ordinances:** Update the City's Zoning and Subdivision Ordinances to ensure consistency with the Comprehensive plan, as noted within this Chapter as well as cited additions to City Code.

2. **Capital Improvement Plan.** Adopt a capital improvement plan, including major capital expenditures identified in this Plan.
3. **Annexation Plans/Joint Annexation Agreements.** Develop a policy related to when land should become annexed and work with neighboring Townships to develop orderly annexation agreements as areas become urbanized or developed.
4. **Transportation.** Continue to work with Sherburne County and MNDOT on its regional transportation planning efforts. Require the platting of collector streets identified on the transportation plan.
5. **Utilities.** Address wastewater treatment plant capacity issues as soon as possible and adjust SAC and WAC fees and rates to support required expenditures. Address need for new wells. Continue to monitor capacity of utilities as plats are submitted.
6. **Education.** Continue to support education in the community, meeting periodically with school administration to discuss joint programming of recreational programs and facilities, and timing on municipal and educational capital projects.
7. **Park and Recreation.** Obtain land and/or fee in lieu of parkland dedication, as a part of the subdivision process, in areas in which community and neighborhood parks have been identified as required to support future growth. Continue to seek donations, grants, and other funding to upgrade existing parks.
8. **Housing.** Consider adopting code provisions for the on-going and long-term maintenance of the City's housing stock. Inform builders or housing programs to support the various types of life-cycle housing.
9. **Sense of Community.** Continue to focus on the heritage of the community through design elements and celebrations. Continue community events to assist in retaining the small town feel and sense of community as the population continues to grow. Provide opportunities for involvement by new residents and long-term residents to come together.
10. **Preservation of Environment.** Demonstrate commitment to maintaining sensitive environmental features and landscapes which traditionally defined Clear Lake.

City of Clear Lake

Potential Development Constraints

Map 2-1

Legend

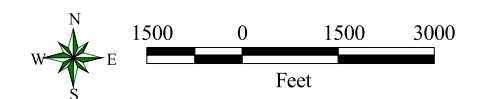
-  Potential Development Constraints
-  Clear Lake Township Parcels
-  Municipal Boundaries
-  Water Features
-  County Boundaries
-  3 Mile Buffer of City Limits
-  City Limits

Note: The boundaries shown on this map are a compilation of FEMA flood plain areas, National Wetland Inventory areas, areas of steep slopes (soils with 12% or greater slopes derived from the Soil Survey Geographic (SSURGO) database for Sherburne County), and DNR Public Waters Inventory.

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

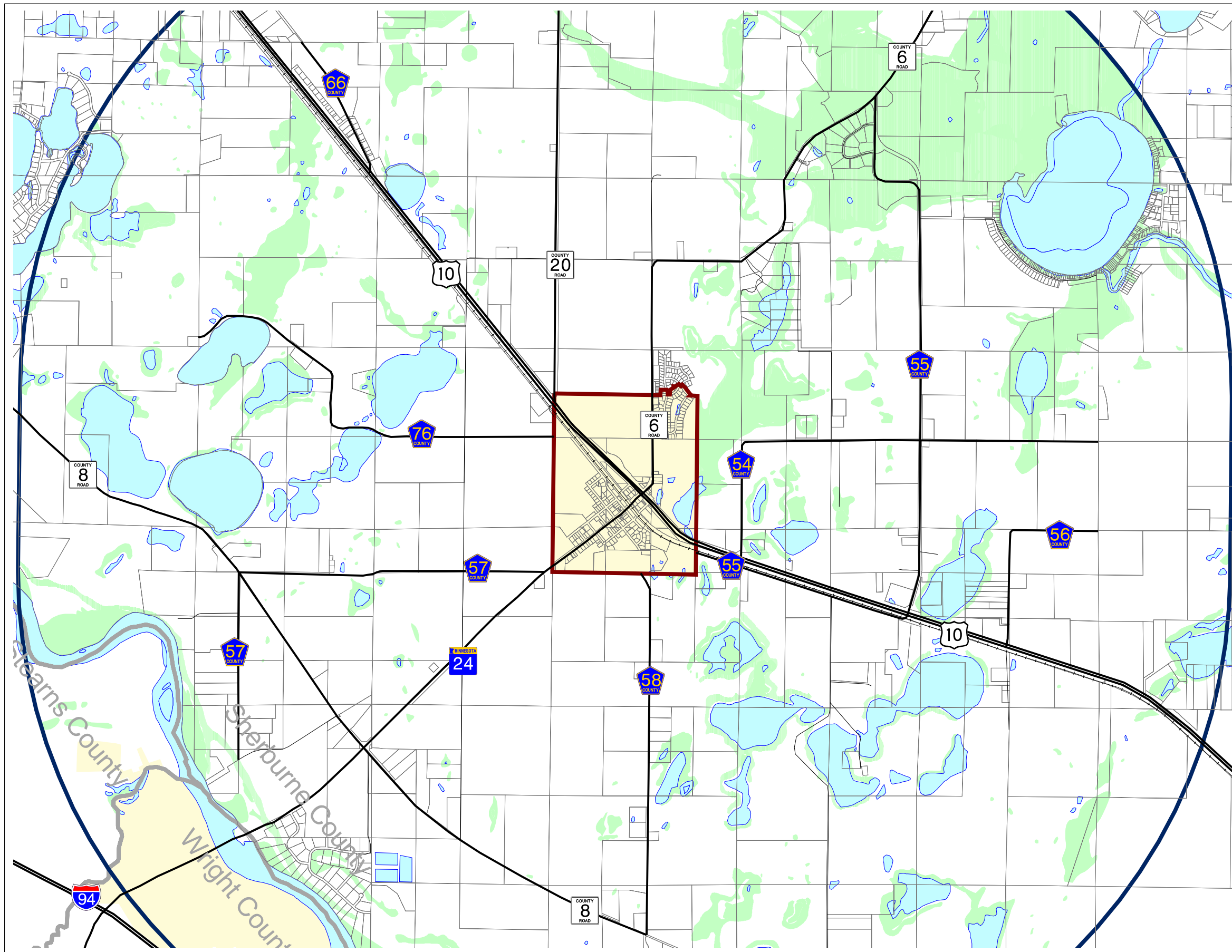
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Map Date: July 2, 2006



Scale: 1 inch = 3000 feet

R.F.: 1 : 36,000



City of Clear Lake

Existing Land Use by Tax Classification

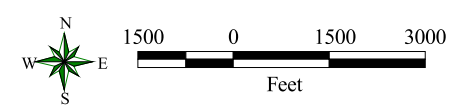
Map 4-1

Legend

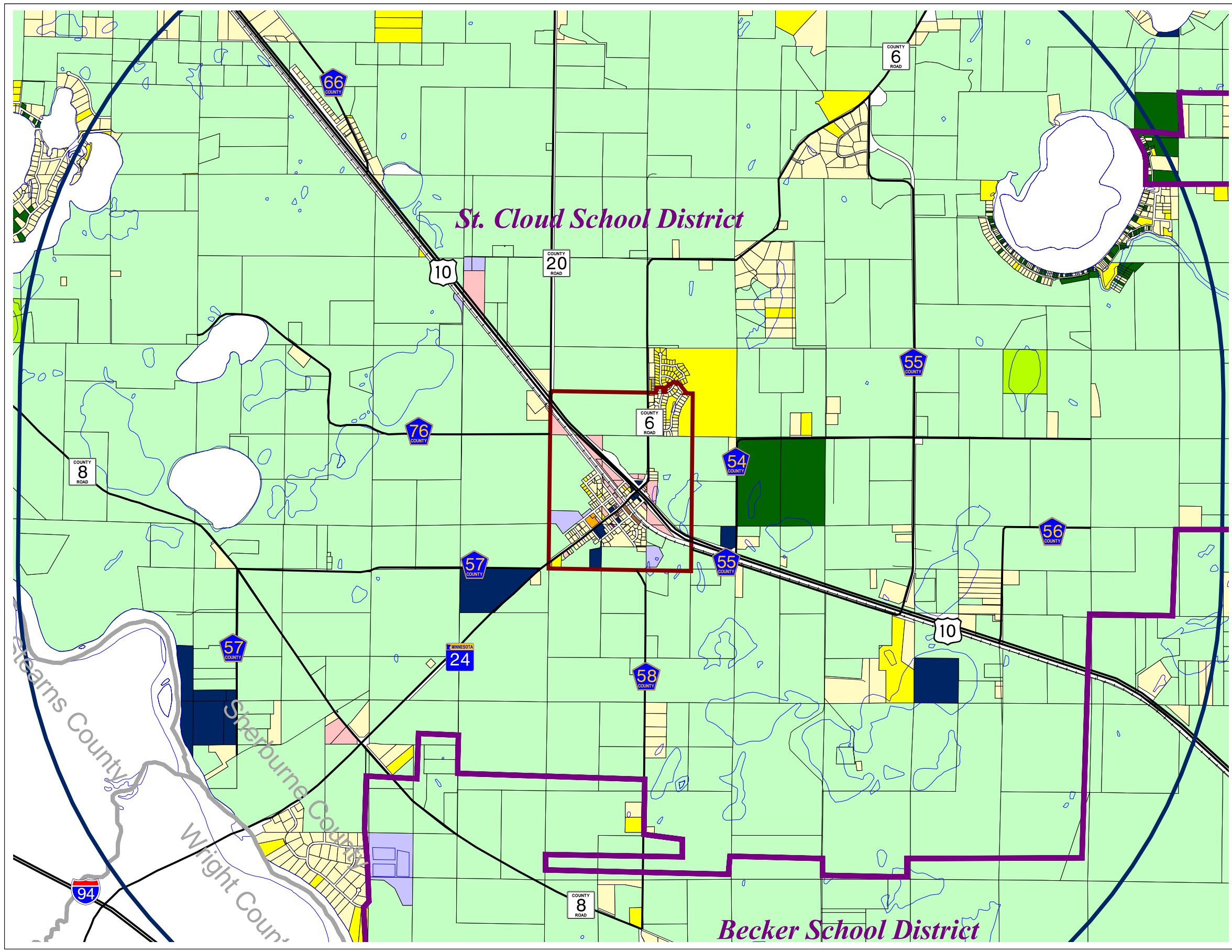
- Agricultural
- Agricultural on Residential Split Class
- Agricultural-Actively Farming
- Res 1 Unit
- Res 2-3 Units or Vacant Land
- Low Income Rental - 4+ Units
- Apartments 4 or More Units
- Seasonal Recreational Residential
- Commercial
- Cemeteries - Public
- Church Properties
- K-12 Schools - Public
- County Public Property - All Other
- Public Utility Land & Bldg Non-Preferred
- State Public Property
- Railroad Over 150K
- Municipal - All Other
- Municipal Public Service Enterprises
- Structures on RR Right-of-Way Preferred
- Tax Forfeited-Real Estate/Pilt or Sev Min
- Wetlands Located on Ag Property
- Water Features
- County Boundaries
- 3 Mile Buffer of City Limits
- City Limits
- School District Boundary

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 R.F.: 1 : 36,000



City of Clear Lake

Future Land Use

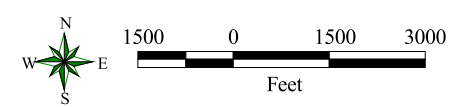
Map 4-2

Legend

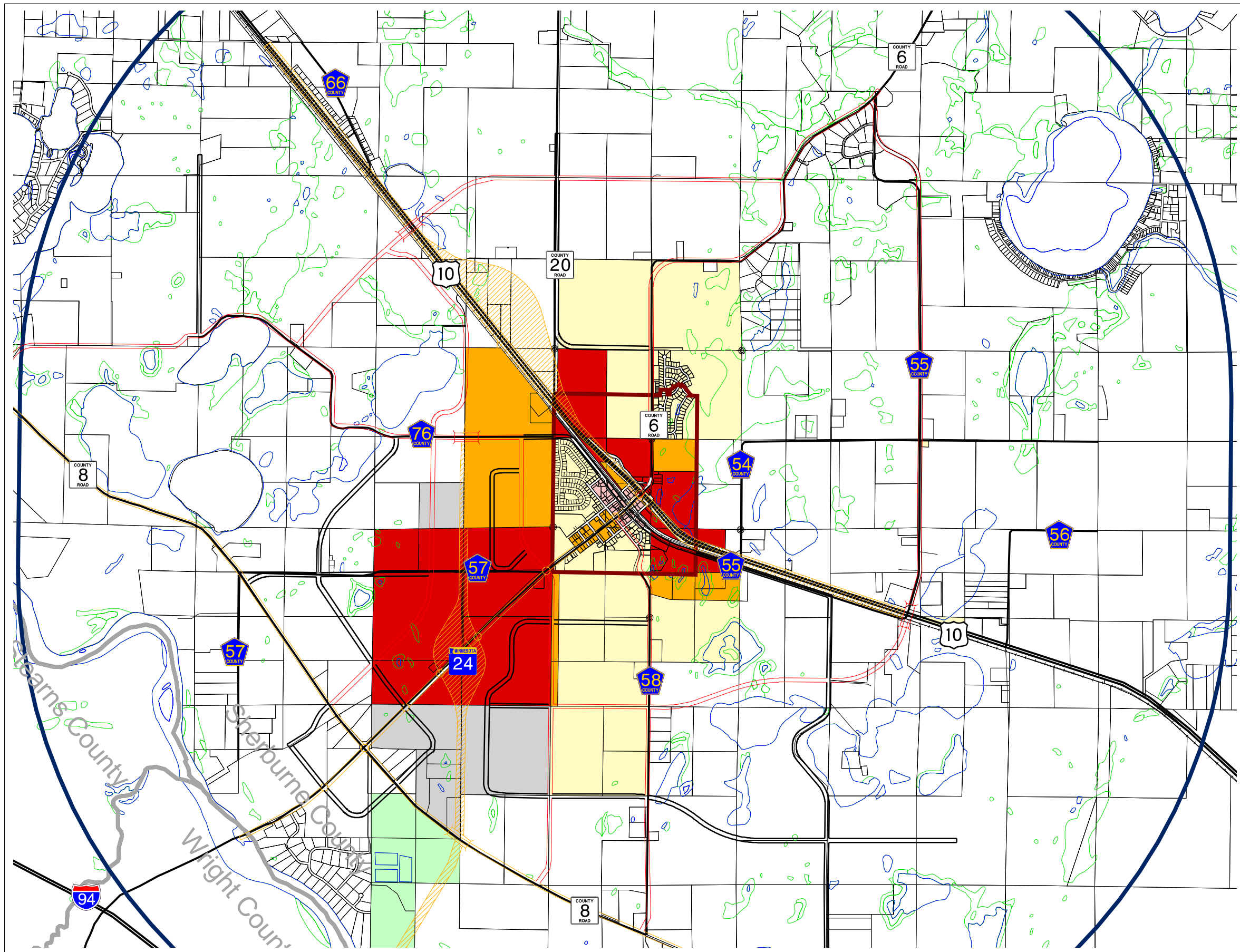
- Future Land Use**
- Agriculture
 - Low Density Residential
 - Mixed Density Residential
 - Highway Commercial
 - Central Business District
 - Light Industrial
 - ROW
- Transportation**
- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - National Wetlands Inventory
 - City Limits
 - Water Features
 - Road Center Lines
 - County Boundaries
 - Sherburne County Parcel Lines

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Map Date: January 27, 2007



Scale: 1 inch = 3000 feet
 R.F.: 1 : 36,000









City of Clear Lake

Future Land Use











Map 4-2

Legend

Future Land Use

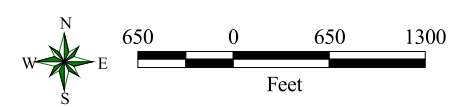
-  Low Density Residential
-  Mixed Density Residential
-  Highway Commercial
-  Central Business District
-  Light Industrial
-  ROW

Transportation

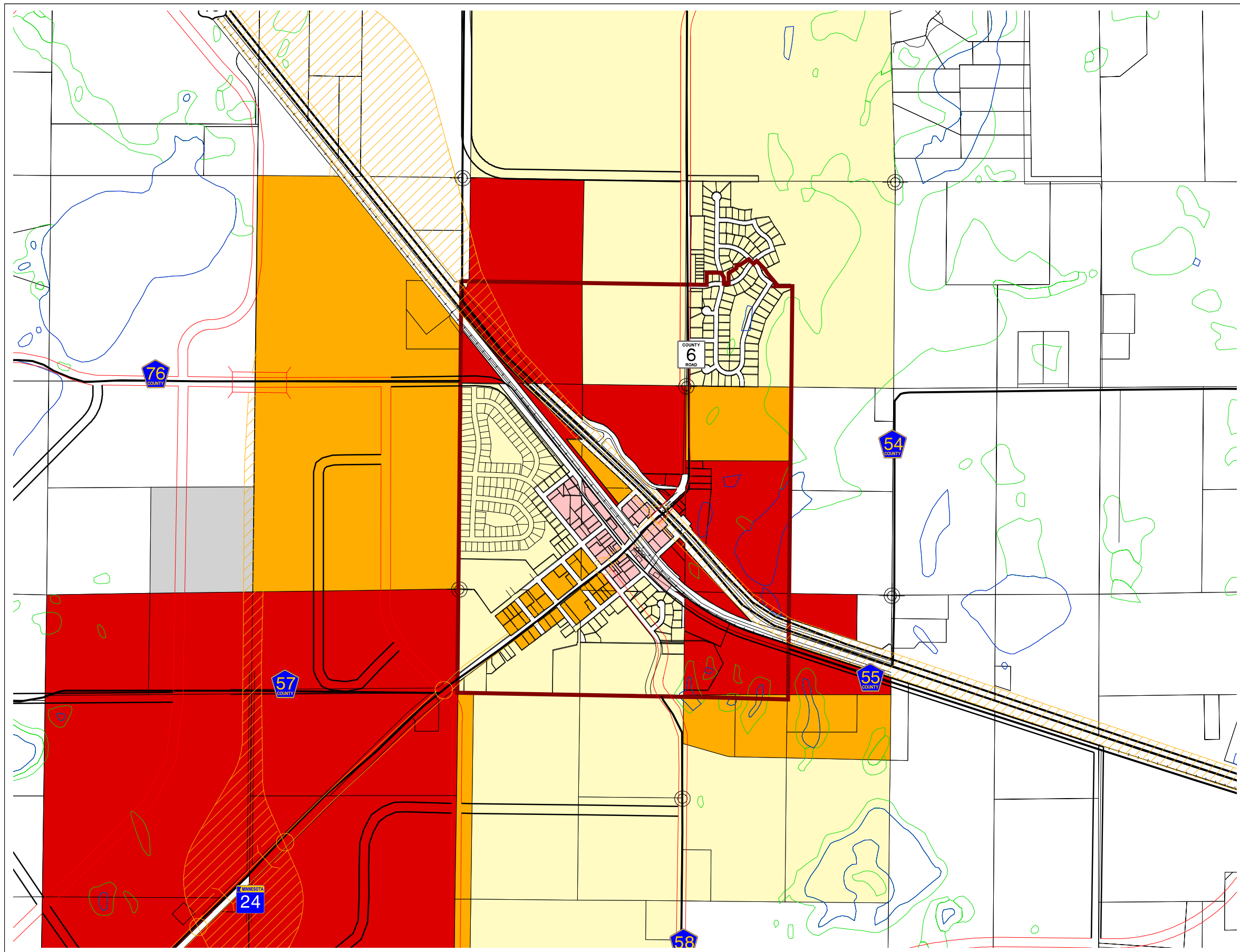
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  National Wetlands Inventory
-  City Limits
-  Water Features
-  Road Center Lines
-  County Boundaries
-  Sherburne County Parcel Lines

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Map Date: January 27, 2007



Scale: 1 inch = 1300 feet
 R.F.: 1 : 15,600



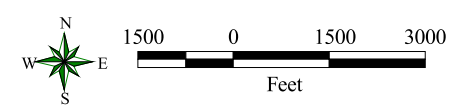
City of Clear Lake Functional Classifications Map 6-1

Legend

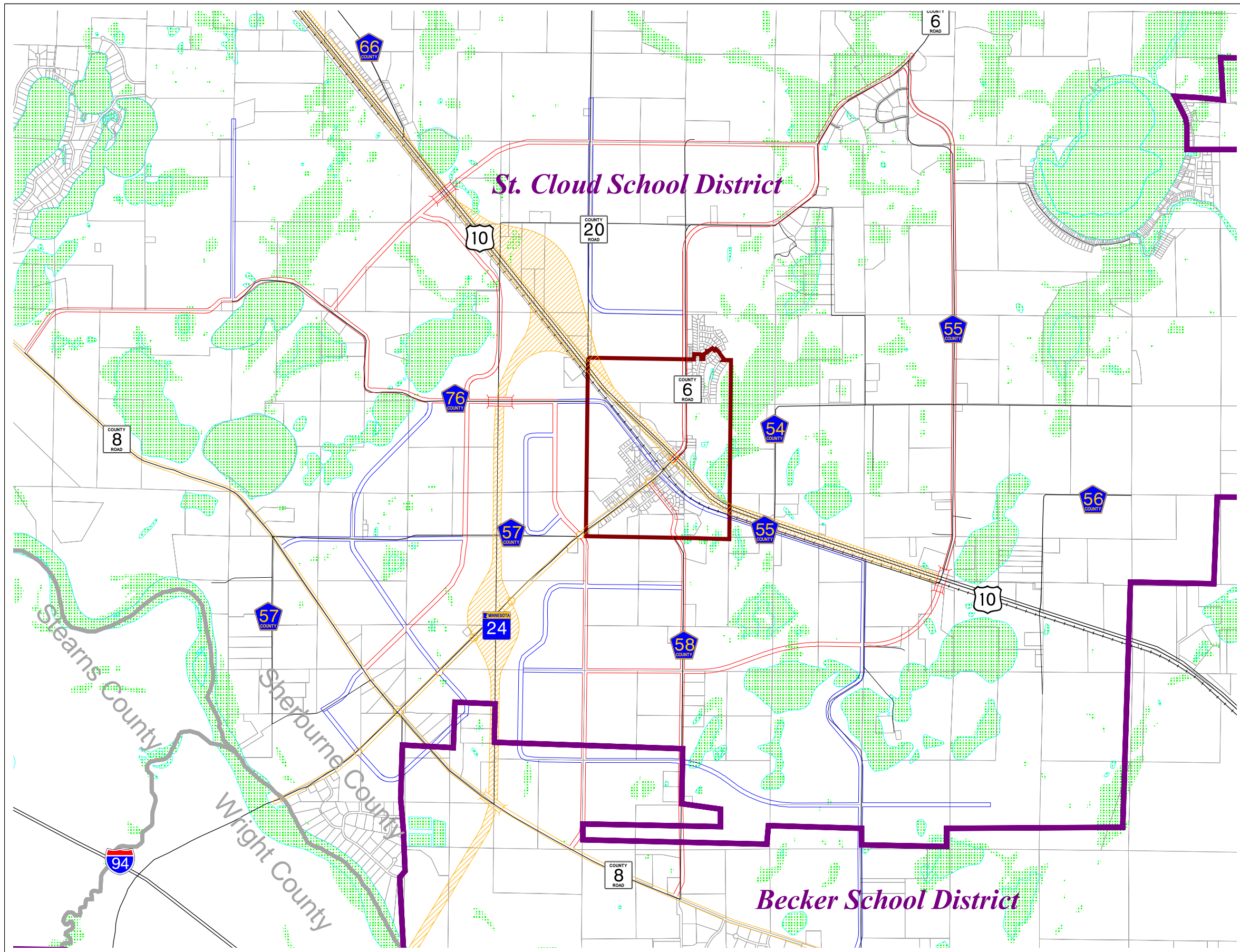
- Transportation**
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- National Wetlands Inventory
- School District Boundary
- City Limits
- Water Features
- Road Center Lines
- County Boundaries
- Sherburne County Parcel Lines
- Municipal Boundaries

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Map Date: July 2, 2006















Scale: 1 inch = 3000 feet
 R.F.: 1 : 36,000



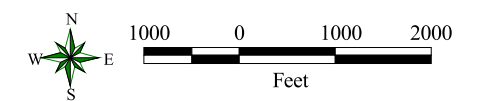
City of Clear Lake Future Transportation Sketch Plan (Developed by SEH, Inc.) Map 6-2

Legend

- Transportation
 -  Principal Arterial
 -  Minor Arterial
 -  Major Collector
 -  Minor Collector
-  National Wetlands Inventory
-  School District Boundary
-  City Limits
-  Water Features
-  Road Center Lines
-  County Boundaries
-  Sherburne County Parcel Lines
-  Municipal Boundaries

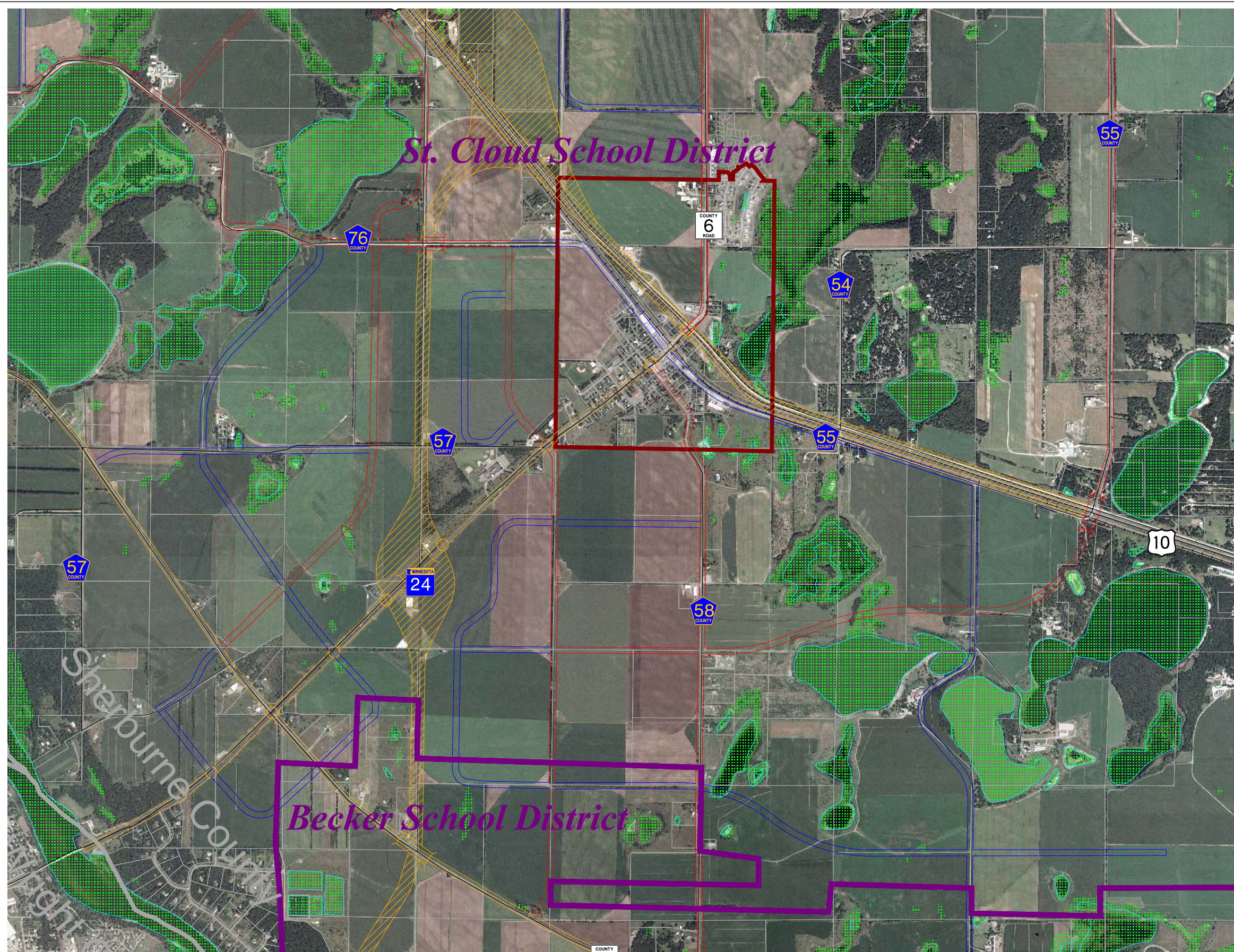
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Scale: 1 inch = 2000 feet

R.F.: 1 : 24,000



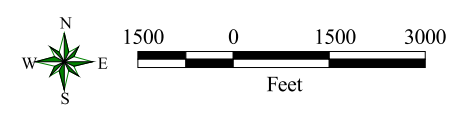
City of Clear Lake Park Service Areas Map 8-1

Legend

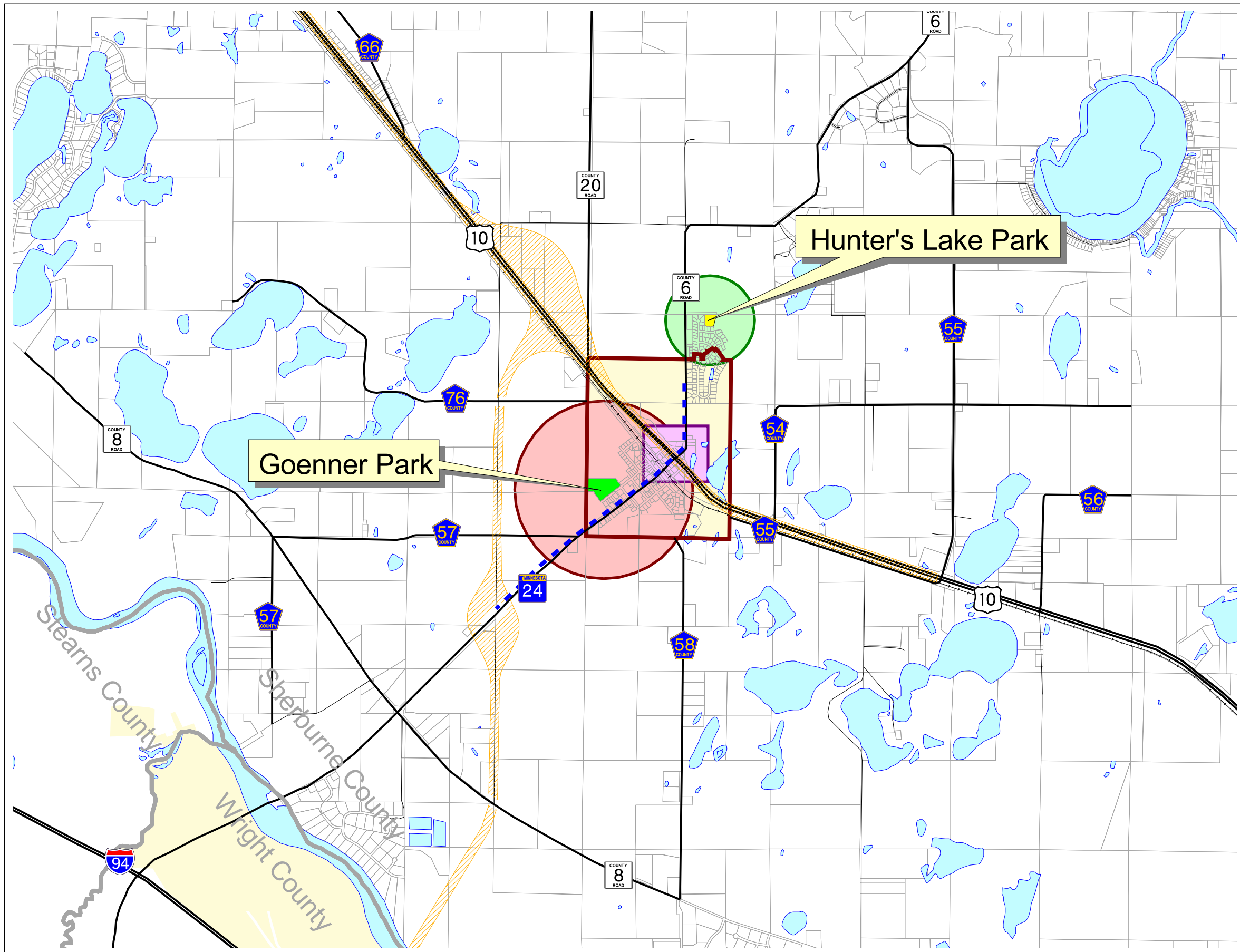
- Parks**
-  Neighborhood Park
-  Citywide Park
-  1/4 Mile Park Search Area - Neighborhood Parks
-  1/2 Mile Park Search Area - Citywide Parks
-  Study Area Pedestrian Under/Over Pass
-  Trail corridor
-  Future Interregional Corridor
-  City Limits
-  Water Features
-  Road Center Lines
-  County Boundaries
-  Sherburne County Parcel Lines
-  Municipal Boundaries

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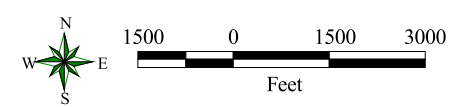
City of Clear Lake Future Park/Trail Plan Map 8-2

Legend

- Parks**
- Neighborhood Park
- Citywide Park
- Trail corridor
- Goenner Park Loop
- Potential future trail corridor
- Future Interregional Corridor
- City Limits
- Water Features
- Road Center Lines
- County Boundaries
- Sherburne County Parcel Lines
- Municipal Boundaries

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