CITY OF HAWLEY, MINNESOTA
COMPREHENSIVE PLAN

Approved
December 19, 2016

Prepared by the Fargo-Moorhead Metropolitan Council of Governments

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota and Minnesota Departments of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided through local contributions from the City of Hawley, Minnesota. The United States Government and the States of North Dakota and Minnesota assume no liability for the contents or use thereof.

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The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal Departments of Transportation.

Acknowledgements

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

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INTRODUCTION

The City of Hawley is a community of 2,179 residents (2015 U.S. Census estimate) in west central Minnesota. Located at the intersection of the Buffalo River, U.S. Highway 10, and the Burlington Northern Santé Fe railroad, the City of Hawley has a unique advantage in providing small town character with a quality education system and easy access to both rural recreational opportunities as well as urban amenities. **Figure 1 (page 10)** is a map showing Hawley's location within the greater Fargo-Moorhead to Detroit Lakes region.

The Comprehensive Plan was built upon a strong foundation of public input and stakeholder consultation. Appendix 2 fully documents the public process which forms the foundation of the Comprehensive Plan. The following chapters outline a number of important features about the existing community of Hawley and present a strategy for community development which builds upon Hawley's strengths. Out of the public input process unfolded a set of Community Issues and Opportunities. Understanding the Community Issues and Opportunities provided the City of Hawley the chance to establish a firm, yet flexible, set of directions to allow the community to grow and prosper.

This Plan identifies a clear set of projections for future growth of the City of Hawley. Based on projected population growth, the Plan develops a broad yet realistic future land use plan. The future land use plan identifies a 30 Year Growth Area to allow for the future development and expansion of the City of Hawley. To assist in further understanding the implementation of the Growth Plan, the Comprehensive Plan establishes an Expansion Priority Map which outlines anticipated growth of Hawley municipal boundaries to meet projected future needs. In order to ensure symmetry between the Hawley Growth Plan and the desires and interests of adjacent townships, the Comprehensive Plan establishes a roadmap to achieve consensus in land use, zoning, and annexation decisions concerning Hawley's Growth Area.

PURPOSE AND IMPORTANCE OF THE PLAN

The Comprehensive Plan is a statement of the community's values and sets forth policies to guide the long-range development of the city and the adjoining areas. Through the vision, goals, objectives, and policies, this Comprehensive Plan provides a framework for decision-making on the following issues the City of Hawley will face in the future:

- land use and housing development;
- community character and civic participation;
- transportation, including sidewalk and bicycle facilities;
- economic development;
- parks, civic, and recreational facilities; and
- public facilities and services.

The success of this Comprehensive Plan depends on the community's commitment to planning and its acceptance of this Comprehensive Plan as a valid expression of community attitudes, values, and generally agreed-upon directions. This Comprehensive Plan helps to achieve more predictable and improved outcomes by guiding decisions and courses of action.

HAWLEY DEMOGRAPHIC AND GROWTH TRENDS

The Comprehensive Plan sets forth broad policies and goals that reflect the aspirations and visions of the City of Hawley's residents. It includes information on many different facets of the community including: population; socioeconomic conditions of the community; physical conditions of Hawley and the surrounding area; and many transportation, legal, and fiscal scenarios which may impact the growth of the City in the future. All of these conditions factor into how, when, and where the City may grow and change in the coming years. This Comprehensive Plan compares each of these aspects with the vision and preferred directions of the community's residents to guide the desired future development of the city. It also serves as a valuable source of information to inform decision makers and the public about history, processes, techniques, and ideas for implementation.

Since the adoption of the Comprehensive Plan in 2009, the City of Hawley's population has grown by approximately 200 people, an increase of 10 percent in 6 years. These are consistent with the growth patterns the City of Hawley has experienced during the last two decades, and shows that the City has both a stable and significant population influx. **Table 1 (below)** depicts the City's population growth since the 2010 Census.

Table 1: Population, City of Hawley, 2010-2015

Year	2010	2011	2012	2013	2014	2015
Population	2,065	2,075	2,071	2,091	2,097	2,212

Sources: US Census Bureau Annual Population Estimates; MN State Demographer

With this population growth comes a demand for additional land for residential and commercial uses. In the 2009 Comprehensive Plan, the City affirmed its desire to embrace the anticipated growth both in terms of population and physical size. As discussed in this Plan, the City of Hawley is expected to grow by several hundred people over the next several decades. In order to accommodate for the anticipated growth, the City will need to expand its municipal limits, create additional housing units, and provide the infrastructure necessary to serve the new residents. In order to assist with the expansion, this Plan has outlined a 30-year Growth Area for the City of Hawley. This Growth Area identifies and prioritizes the areas needing to be annexed in the coming decades in order to ensure Hawley can meet the demand for new residential and commercial growth.

KEY ISSUES ADDRESSED IN THE COMPREHENSIVE PLAN

In addition to providing a framework and strategy to account for future growth, the Plan outlines a number of other critical areas the City must work on in the years to come. A significant issue for community attention will be the development of a broad strategy for community and economic development. As a growing community, Hawley will face a number of investment needs and emerging issues which will require thoughtful analysis and discussion before action can be taken. The Comprehensive Plan allows Hawley residents and decision-makers to separate wants from needs, and prioritize critical community investment areas. As a growing small community, ensuring City infrastructure and facilities receive the necessary attention and prioritization is critical. Simultaneously, the Comprehensive Plan identifies areas such as housing and downtown re-investment where Hawley needs to gather a better understanding of the issues and the related needs.

The Comprehensive Plan also provides Hawley a transportation strategy that balances the needs of all users of the transportation system. During the early phase of project conception, the City of Hawley expressed a desire to develop a Sidewalk Improvement Program. This program, which is included within the Comprehensive Plan, includes a sidewalk improvement policy, and existing and future sidewalk map, and a prioritized sidewalk improvement plan. The sidewalk improvement program provides the City with a blueprint to address bicycle, pedestrian, and ADA-compliance issues moving forward. It also addresses in detail the proposed Clay County Heartland Trail extension and provides strategies for the City to develop in a manner which effectively makes use of this potential resource. The plan addresses issues of pedestrian and safe routes to school planning. Finally, this Plan reaffirms the need for sensible public transit options for residents of the community.

PROJECT INITIATION

In 2009, the City of Hawley adopted a Comprehensive Plan which outlined a physical development for the city for the subsequent seven years. At the request of the city, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) included an update to the Comprehensive Plan, including a Sidewalk Improvement Program, in its 2015-2016 Unified Planning Work Program (UPWP). The update was partially funded through federal Consolidated Planning Grant (CPG) dollars as the City of Hawley lies within Metro COG's newly expanded metropolitan planning area boundary.

PLANNING AREA

The Comprehensive Plan addresses all of the current incorporated areas of the City of Hawley and certain areas immediately adjacent to the Hawley municipal limits. The inclusion of this unincorporated land is critical to long-term planning efforts as land development activity and utility expansion in these areas are inherently linked to the city. The planning area for the City of Hawley encompasses approximately 4,270 acres, of which 1,575 are within the incorporated limits of the city.

AUTHORITY TO PLAN

In 1965, the Minnesota State Legislature enacted a municipal planning policy statement (Chapter 670-S.F. No. 826) that effectively instituted a municipality's authority to govern land use activities through certain official controls including: zoning, official maps, and subdivision regulations. The legislation included a definition for a Comprehensive Municipal Plan which served as the foundation for subsequent policy refinements.

Current codified laws of the State of Minnesota specifically grant powers to a municipality to create and adopt a comprehensive plan. Minnesota Statutes, Sections 462.351 to 462.364 contain the planning powers granted to cities in Minnesota. Specifically, Section 462.353, Subdivision 1 authorizes a city to carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt, and amend a comprehensive municipal plan and implement such plan by ordinance or other official actions.

The Comprehensive Plan is the foundation on which regulatory tools such as zoning ordinances, subdivision regulations, and capital improvements programs are developed. Once in place, future development and redevelopment within the community should be evaluated on whether it is consistent with the Comprehensive Plan.

PLANNING PROCESS

The planning process is not intended to end with the adoption of the Comprehensive Plan. Rather, it should be an ongoing and ever-changing process as development occurs, new ideas emerge, and values evolve. As these changes are made, it is important that they are wholly compatible with the present and future functioning of the community.

The Mayor and City Council appointed members to a Study Review Committee (SRC) to oversee and guide the planning process and development of the Comprehensive Plan and make decisions and recommendations based upon their knowledge of issues in the community. The SRC represented 12 members of the City of Hawley's boards and commissions, as well as Clay County. The SRC met seven times throughout the planning process to review and provide oversight on the development of the Comprehensive Plan.

The City of Hawley in coordination with Metro COG held two public involvement meetings to share information and receive comments, one meeting at the outset of the planning process and another meeting when the first draft of the Comprehensive Plan was completed. The first meeting was held on February 25, 2015, and allowed residents to discuss their favorite aspects of, and biggest concerns for, their community. The second meeting was held on December 5th, 2016 to review the final draft of the Comprehensive Plan prior to adoption.

On March 19 and 23, 2015, a series of focus group meetings were held to specifically solicit feedback from certain interest groups including: municipal officials, service coordinators, school and park officials, township officials, business owners, and residents.

PLAN ORGANIZATION

This Comprehensive Plan is organized into a total of seven chapters which look at areas such as community character, land use, transportation, parks and recreation, public utilities and services, infrastructure, and economic development.

Within the Comprehensive Plan, there are specific goals and objectives identified for various topics addressed throughout the document. Goals serve as broad statements that express desired outcomes and visions for the community. Goals are followed by a series of objectives which are statements that imply commitment or direction on how to meet goals.

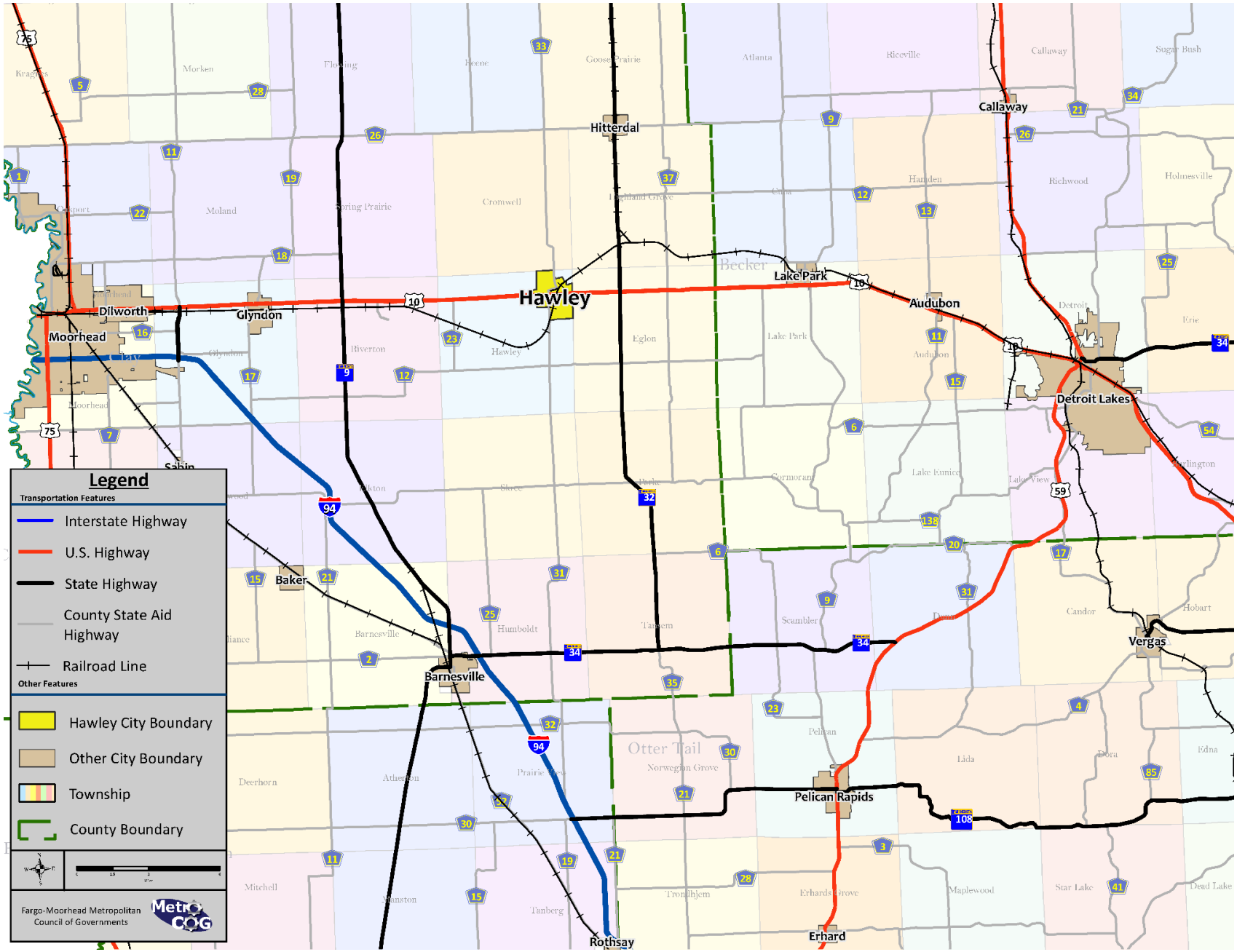


Figure 1: Location of Hawley within Fargo-Moorhead to Detroit Lakes Region

COMMUNITY PROFILE

This chapter presents information concerning both the built environment and physical characteristics of the landscape within and surrounding the City of Hawley. Features of the built environment include public facilities, services, infrastructure, as well as the recreational facilities within the City. Physical characteristics pertinent to this Plan include an analysis of the soils, wetlands, and flood plains within and surrounding Hawley, all of which have a significant influence on the land use and development patterns recommended later in this Plan. In addition, demographic data is used to provide a 30-year policy framework for the future physical development of the City of Hawley and areas within its two-mile extraterritorial jurisdiction. The detailed demographic profile is provided within Appendix A. Much of this analysis is based upon discussions with the Study Review Committee as well as community members through public outreach.

SCHOOLS

Hawley Independent School District No. 150 provides educational facilities to approximately 950 students ranging from grades K-12. Pre-school is available during the school year as well as adult education programs. Students in grades K-6 attend Hawley Elementary School, while students in grades 7-12 attend Hawley High School.

Hawley Public Schools recently completed an $11.6 million addition and remodeling project. The High School added three new classrooms; doubled the size of the Agriculture Shop and updated the HVAC system. Hawley Elementary School added six new classrooms, a 2-plus court field-house with an elevated walking track, new locker rooms, a new music room and updated the HVAC system. The playground area and Athletic Complex were also expanded and updated. The school district currently employs 72 teaching staff, 3 Administrators and 59 support staff, with a budget of $11,391,107. Residents of the City of Hawley also have access to the Hawley Community Swimming Pool, which is owned by the School and located on the north side of town at the corner of 8th Street and Elizabeth Street.

COMMUNITY FACILITIES

The map in **Figure 2 (p. 15)** details key public facilities within the City of Hawley.

CITY HALL

The Hawley City Hall is located at 305 6th Street. City Hall houses offices of the City Clerk/Treasurer, the Public Works Director, and the Motor Vehicle Registrar. Services available at City Hall are Motor Vehicle Registration, DNR Registration, Public Utility (Electric, Natural Gas, Water, Sewer, and Garbage services, zoning, airport hangar rental, etc.

PUBLIC LIBRARY

The Hawley Public Library is located at 422 Hartford Street. In 1961 Hawley became a part of the Lake Agassiz Regional Library System which greatly increased the resources available. The library continued to grow and in 1975 Hawley received federal revenue sharing funds to build a new library. The library was dedicated on November 2nd, 1976. In 2011 the Hawley Public Library was remodeled. The City owns the building and it is run by Lake Agassiz Regional Library System.

HAWLEY COMMUNITY BUILDING

The Hawley Community Building was completed in April of 1942. Its primary purpose was to act as a facility for fire equipment and an area to hold public meetings. The community building has expanded from its original purposes and has held sporting activities, dances, and social events. Church groups, civic organizations, and sports groups have all utilized this facility. The community building is also a designated fallout shelter.

MUNICIPAL LIQUOR STORE

The City operates an off-sale municipal liquor store. This recently built building is located on the south side of US Highway 10 in a location convenient for visitors travelling between the Fargo-Moorhead metro area and the lakes country. In 2015, the Hawley Municipal Liquor Store gross profit was $286,912. This represents an increase of approximately 9 percent from 2014.

POLICE DEPARTMENT

In 2014 the Hawley Police Department was relocated to 818 Front Street, where an existing metal building was remodeled into offices and a garage area. The department is staffed by 4 full-time officers, with additional officers serving part-time. The department offers 24-hour coverage, including on-call, and call out services for the City of Hawley. The Department has

four vehicles and utilizes the Red River Regional Dispatch Services. There are no on-site facilities for holding prisoners.

RECYCLING CENTER

The Recycling Center is located at 614 Front Street and shares the public utility warehouse. Clay County reimburses the City a set amount each year for recycling. The facility is available for use by residents of the City and the surrounding rural area. Hawley boasts the highest recycling rate per household of all communities within Clay County.

PUBLIC WORKS SHOP

The Public Works Shop is located at 720 Front Street and was built in 2005. The City Street department and Public Utilities Workers operate from this building.

FIRE DEPARTMENT

The Fire Department, located at 430 5th Street, is governed by the Hawley Area Fire District with consists of the City of Hawley and six surrounding townships. The Fire Department building is owned by the City of Hawley.

HAWLEY AREA EMERGENCY RESPONSE DISTRICT

Hawley Emergency Response Team, Inc (HERT, Inc.) leases space in the City owned building at 114 Sixth Street. HERT, Inc. has a contract with the Hawley Area Emergency Response District to provide first responder services. The Hawley Area Emergency Response District consists of the City of Hawley and six surrounding townships.

PARKS AND RECREATIONAL FACILITIES

MUNICIPAL PARKS

The City of Hawley has a number of parks and several open space areas. Westgate Park is located on the west side of the City, two blocks north of US Highway 10, and south of the Westgate housing development. Westgate Park is an accessible facility that provides visitors with a basketball court, playground equipment, picnic shelters, a shared-use path, as well as a winter ice-skating rink and warming house. There is a recreational path for walking, rollerblading, and biking which circles around Westgate Park (approximately 1/3 mile long). This is an eight-foot wide path which is divided for two-lane recreational traffic. This path also provides accessibility for persons with disabilities to restrooms and picnic facilities in the park.

Riverbend Park is located on the east side of the railroad tracks south of US Highway 10, adjacent to the Buffalo River. This park features playground equipment, swings, a basketball

area, a large shelter area, and walking bridges across the Buffalo River. There is also a restroom adjacent to Riverbend Park. Brekken Park is located north of the intersection of 1st Street and Reno Street. Brekken Park offers playground equipment, a basketball area and lots of green space to play. Community Kids Park is located at the corner of 5th Street and Main Street, on the east side of the Community Center. Basketball courts are on the north side and playground equipment is on the south side. The City has land located on Hobart Street just west of the Buffalo River which may be converted into a dog park in the future. Additionally, Prairie Hills Estates has an area set aside for a large park, which will be built once street access is constructed.

OTHER RECREATIONAL FACILTIES

The City of Hawley also has a number of other recreational facilities. Hawley's Golf Course and Country Club is located south on US Highway 10, along the Buffalo River. This area has served as a golfing facility for over 80 years. This is an 18 hole, par 71 golf course. The City owns much of the land that the golf course is on, and leases that land to Hawley Golf and Country Club to operate their business. Near the golf course is a man-made lake and stone bath house which were constructed as a Works Progress Administration (WPA) in the 1930's.

The baseball diamond and softball complex offer further availability of public recreational facilities to residents and visitors. These facilities are located on the south side of US Highway 10, east of the Buffalo River and the Hawley Municipal Golf Course. The softball complex has four diamonds. The Hawley Rodeo Grounds are located in the same area, between the baseball diamond/softball complex and Rodeo Drive.

The City recently completed a disc golf course in City-owned property near the softball diamonds and municipal golf course. Disc golf is an increasingly popular recreational activity due in part to the low cost for equipment and availability of free public courses. The Hawley course serves as an example of innovative solutions a city can incorporate in order to encourage healthy lifestyles and draw visitors into the city.

Figure 2: Key Public Facilities or Utilities in Hawley

PHYSICAL CHARACTERISTICS

Hawley is situated in an area that is rich with natural features such as wetlands, riparian vegetation, and gravel deposits. These features present opportunities for aesthetically pleasing, natural areas for development and recreation. However, these features also present challenging impediments for development due to the steepness of grade, instability of the soil, or the regulatory constraints associated with development in certain areas (e.g.. wetlands and gravel mines). What follows is a description and analysis of the existing physical characteristics of the Hawley area.

SOILS

Detailed soil maps have been compiled by the US Department of Agriculture and the Soil Conservation Service. The soil classification maps and the map unit descriptions are presented in the Soil Survey of Clay County Minnesota. The maps and descriptions can be used to preliminarily determine the suitability and potential of a soil for specific uses. They can also be used to plan the management needed for those uses.

The soils in and around Hawley are comprised of two major soil associations: the Barnes-Langheri and Lohnes-Sioux. The Barnes-Langhei association is the predominant association, and are nearly level to hilly, well-drained soils which formed in loamy glacial till on uplands. The soils in these associations are mostly fit for development, subject to a varying level of restrictions. The Lohnes-Sioux association is nearly level to very steep, moderately well-drained to excessively drained soils which formed in loamy to sandy outwash material on lake beaches and outwash plains. The Lohnes-Sioux association soils are found predominantly adjacent to the Buffalo River and lakes near Hawley.

SOIL RATINGS

As part of the Comprehensive Plan, soils were evaluated in order to determine potential land uses based on restrictions and suitability. One criterion used in this analysis provides information for planning land uses related to urban development and to water management. Using information from the Soil Conservation Survey, the potential of land within Hawley's 30-year growth area for supporting building sites was evaluated. As most of the new developments are anticipated to be single family residential dwelling units, the ratings for "dwellings without basements", and "dwellings with basements" were used to identify areas which are developable without conditions, developable with conditions, and those areas which have limited potential for development. **Figure 3 (pg. 18)** presents the development suitability ratings for the soils within the 30-year growth area.

The following are definitions of the rating categories:

a. **Limited Development Potential:** Areas with limitations which are considered severe. The soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction cost, and

possibly increased maintenance are required. Special feasibility studies may be required in these areas.

b. **Developable with Conditions:** These areas have a development potential, but have soil condition restrictions which require special planning, design, or maintenance to overcome or minimize.

c. **Developable:** Soil properties and site features are generally favorable for the indicated use; limitations are minor and easily overcome.

d. **Unclassified Soils:** Unclassified soils are generally not suited to use as sites for dwellings, small commercial buildings, local roads and streets, or septic tank absorption fields. The flood hazard is the main limiting factor. The steepness of adjoining slopes are also principal limitations to urban uses of these soils. Shallow water is easily ponded in these areas during most of the growing season, therefore making development of these areas difficult. Many abandoned pit areas also provide cover and water for wildlife. Areas of these pits can be leveled and reclaimed, but their suitability for uses will vary considerably. Major reclamation is required to make any of these soil areas suitable for urban uses.

It is important to note that the soil definitions and conditions shown on the map are generalized and for planning purposes only. Actual conditions for specific areas may differ from those conditions depicted on the map. A full soil bearing survey should always be performed in order to better determine development conditions in specific areas.

RESOURCE PROTECTION OVERLAY DISTRICT – AGGREGATE RESOURCES

The Clay County Land Development Code identifies areas which have additional requirements which need to be accounted for before development. Much of the land within Hawley's growth area falls within a district identified by the County as the "Resource Protection Overlay District – Aggregate Resources." **Figure 4 (pg. 19)** is a map depicting the areas within the current City limits and the growth area that fall within this District.

Lands within the Clay County Aggregate Resource Protection District have requirements pertaining to the minimum lot size (2 acre minimum), restrictions on location of structures near mining pits, and require additional documentation and notification of development of the parcel. The City of Hawley should be aware of and understand these requirements as development occurs within these areas in the future. The specific requirements are outlined Clay County Ordinance 2012-1, 8-5C-7.

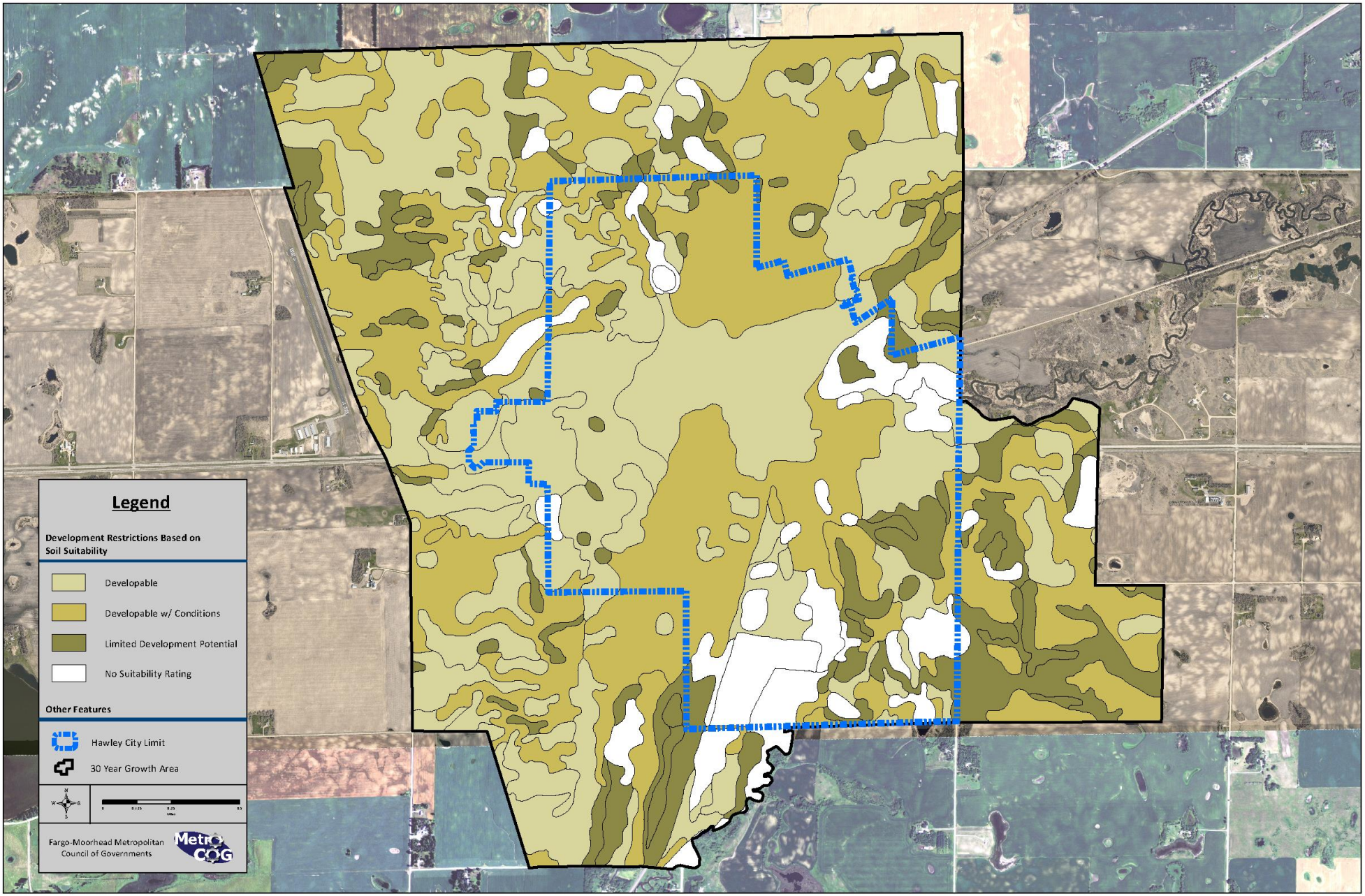


Figure 3: Soil Suitability and Development Restrictions of 30-Year Growth Area

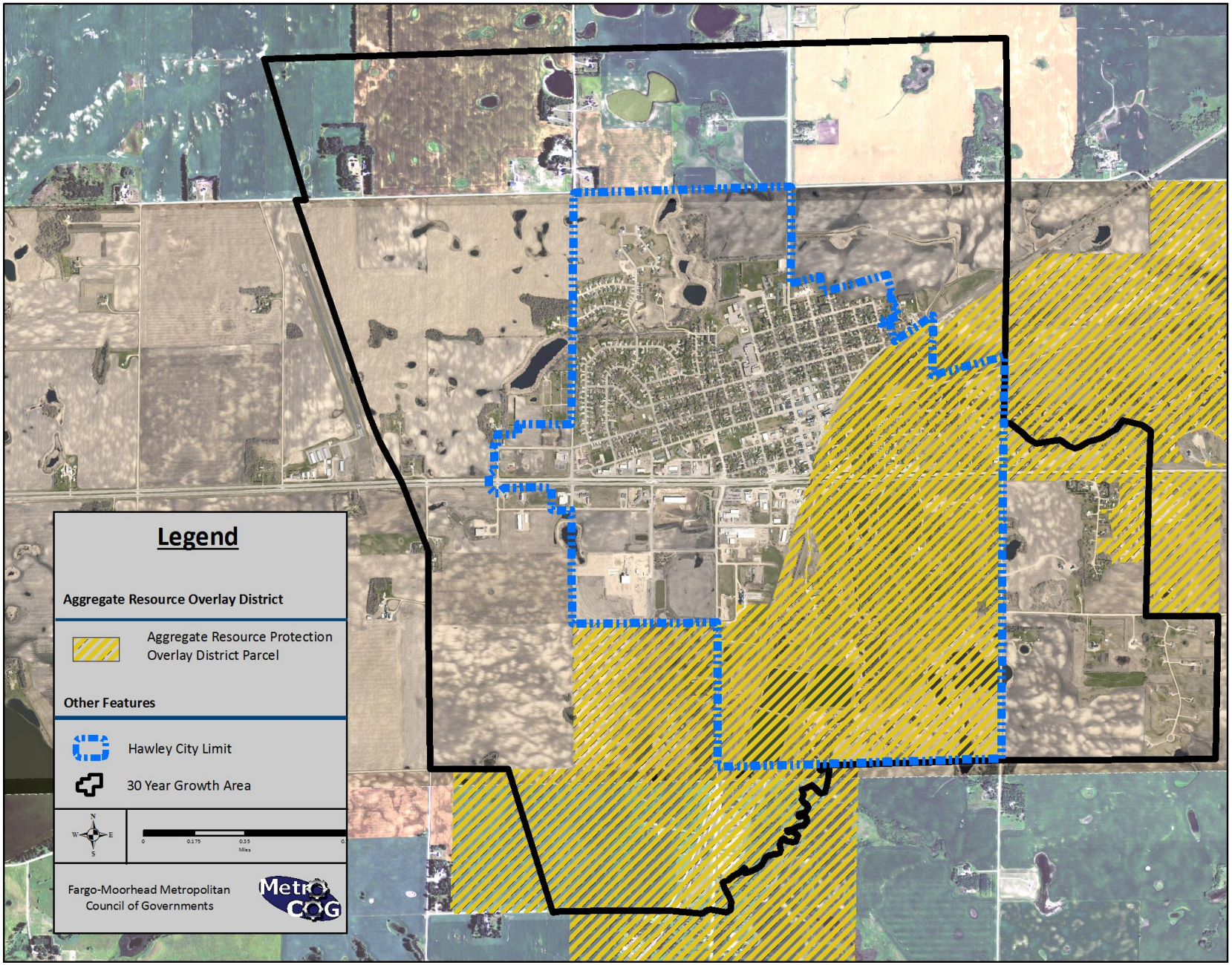


Figure 4: Aggregate Resource Protection Overlay Districts

DEVELOPMENT SUITABILITY

The map lends insight into how soil suitability has led to development patterns which have occurred within Hawley. Almost all of the City's residential development has occurred on soils that have only slight restrictions for development (within areas classified as "developable" on the map). Commercial development, on the other hand, has generally occurred within areas which are developable or developable with conditions. Finally, recreational development and open space has occurred on predominantly saturated soils that are subject to are classified as having "limited development potential" or have no suitability rating.

According to the Clay County Soil Survey, the area north of Reno Street consists of soils with Hamerly 184b. The Hamerly series consists of deep, somewhat poorly drained and moderately well drained, moderately permeable soils. The slopes on these soils range from 1 to 4 percent. Because of the soil type, this area has severe building restrictions for dwellings with basements, but only moderate restrictions on dwellings without basements and small commercial buildings.

The City should be aware that buildings constructed on Hamerly 184b should have the lower level constructed above the seasonal high water table. Constructing tile drains around foundations helps to remove excess subsurface water. Landscaping should be designed to drain surface water away from buildings. Foundations and footings should be designed to prevent structural damage caused by shrinking and swelling of the soil with changes in moisture content. Backfilling around foundations with suitable coarse material provides additional protection against damage to structures. Constructing roads on raised, well compacted fill material and providing adequate side ditches and culverts help protect the roads from flood and frost damage.

WETLAND AND FLOODPLAIN AREAS

In 1968, the United States Congress passed the National Flood Insurance Act, which established the National Flood Insurance Program (NFIP). This Act provided for the availability of flood insurance within communities that were willing to adopt floodplain management programs aimed at mitigating future floodplain losses. The Act also required the identification of all floodplain areas within the United States.

The most recent Federal Emergency Management Agency (FEMA) flood zone analysis was published by FEMA on April 17, 2012. **Figure 5 (p. 22)** is a map depicting wetlands the FEMA flood zone areas within the 30-year growth area. Note that this map does not take into account DNR Clean Water Projects, Phases One and Two of the Buffalo River re-meandering

project completed in 2014 and 2015, respectively, or the future Phase 3 project which will focus on rebuilding the Buffalo River Dike on the west side to meet the standards set by the U.S. Army Corps of Engineers.

Developed areas in the City of Hawley most at risk of a one percent chance flood (100-year flood), also known as a base flood per FEMA guidelines, include:

Riverview Acres;
Riverside Trailer Park;
Riverside Inn;
Riverbend Park;
Portions of the Hawley Golf Club; and
U.S. Highway 10 from 3rd Street to 7th Street

The remainder of the City of Hawley is at minimal risk of flooding.

Please note that this Plan does not attempt to describe the many wetland definitions, classifications, and delineations. However, an awareness of the location of the wetlands is essential when considering future growth and development. When a proposed development is located in an area that could affect a wetland, the appropriate authorities (Minnesota DNR, Clay County Planning, Clay County Soil and Water, and the Buffalo River Watershed District) must be contacted.

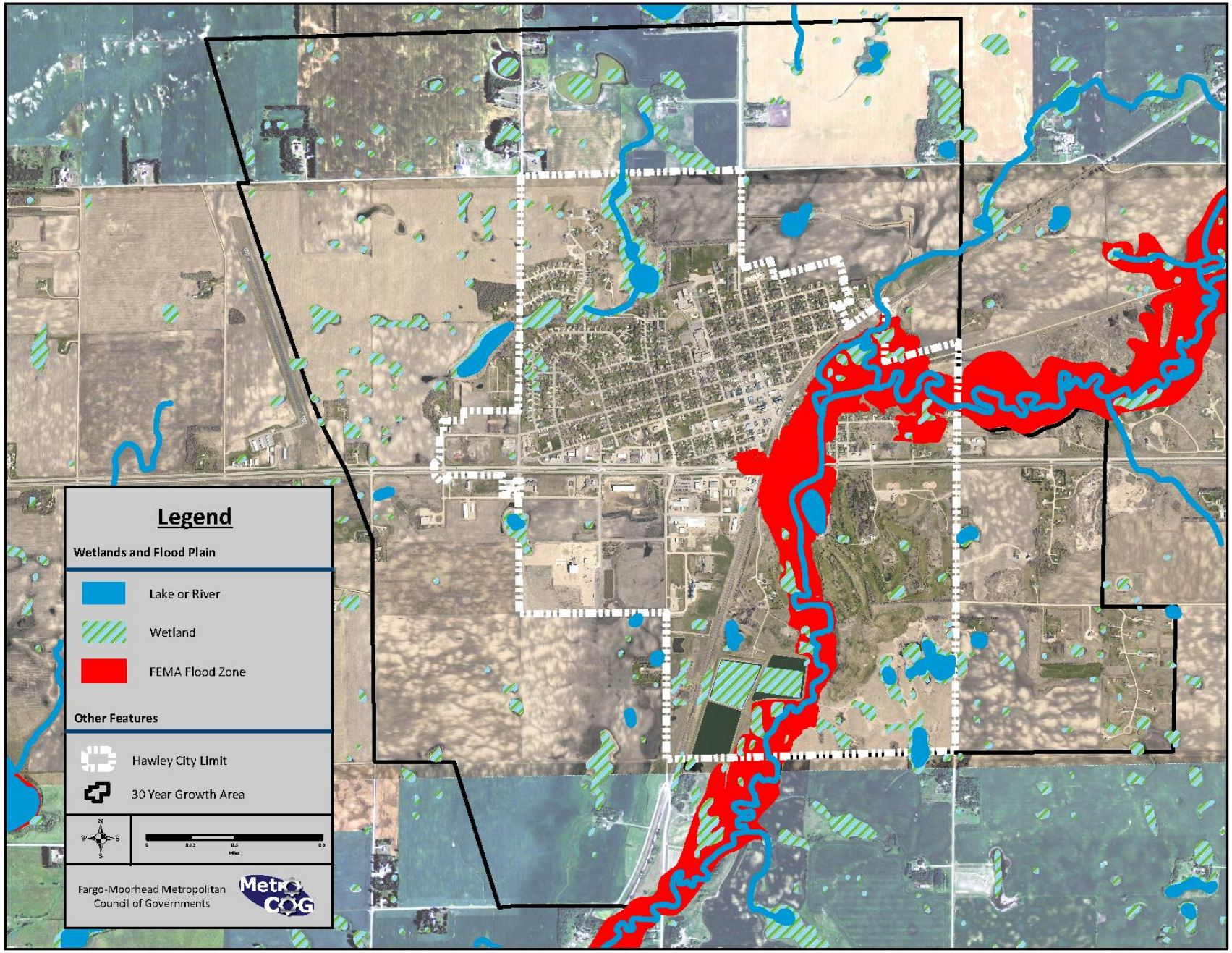


Figure 5: Wetlands and FEMA Flood Zones in the 30-Year Growth Area

LAND USE

EXISTING LAND USE

The study area of the Comprehensive Plan includes not only the City of Hawley, but also the entire two-mile exterritorial (ET) area which surrounds the City. Land uses within the City of Hawley are divided among an assortment of residential, parks and open space, transportation and related facilities. Most of Hawley's existing residential land use consists of single-family residential, while the predominant land use in Hawley's ET Area is agricultural or vacant. Approximately 6 percent of the ET area is occupied by land designated by the County as residential. These are classified as "rural residential" areas and consist of stand-alone residences or the residential portion of a farmstead. **Table 2** on the following page shows the acreage and overall percent of land use for both the City of Hawley and those areas within the 30 year ET growth boundary.

Figure 6 (pg. 25) depicts the existing land use within the City of Hawley, while **Figure 7 (pg. 26)** displays the land use within the two-mile ET area. The following definitions are used to classify land use:

- Single Family Residential: areas with single-family houses containing 2 or fewer dwelling units. Includes both established and more recently developed subdivisions.
- Multiple Family Residential: areas containing multi-family dwelling units, such as townhouses and apartment buildings.
- Manufactured and Mobile Housing: includes both Riverview Acres and Riverside Trailer Park along the Buffalo River.
- Agriculture: lands within the two-mile extraterritorial area that are currently identified by the County as agricultural production areas.
- Vacant/no code: represents the peripheral rural lands that are within and adjacent to city limits and throughout the two-mile extraterritorial area or areas that are currently not developed.
- General Commercial: includes both commercial land uses in downtown Hawley as well as new developments along U.S. Highway 10.
- General Industrial: includes new intensive industrial uses south of U.S. Highway 10.
- Institution and Community Facility: includes government buildings and other important community facilities.
- Parks and Recreation: include each of the City's developed and undeveloped parks, as well as public and semi-public open spaces and designated open areas within private developments.

- Public Assembly: churches and other houses of worship/religious facilities.
- School: includes Hawley Elementary School, Hawley High School, and the School-owned Prairie Nature Center.
- State Owned: land owned by the State of Minnesota.
- Transportation/Utility: areas with streets, right-of-way, pipeline, or other public utilities.
- Wildlife Management Areas: areas dedicated to the management of protected flora/fauna

Table 2: Land Use Acreage and Proportion, City of Hawley and Hawley's ET Growth Boundary

	City Limits		ET Area		Total	
Land Use	Acres	%	Acres	Acres	Acres	**%**
Residential	290.77	18.56%	939.69	5.70%	1230.46	**6.82%**
Single Family Residential	263.43	16.82%	0	0.00%	**263.43**	**1.46%**
Multi Family Residential	**15.24**	**0.97%**	**0**	**0.00%**	**15.24**	**0.08%**
Manufactured and Mobile homes	**12.1**	**0.77%**	0	0.00%	**12.1**	**0.07%**
Rural Residential	**0**	**0.00%**	**939.69**	**5.70%**	**939.69**	**5.21%**
Commercial/Ag Commercial	**131.31**	**8.38%**	67.67	0.41%	**198.98**	**1.10%**
General Industrial	**81.16**	**5.18%**	0	0.00%	**81.16**	**0.45%**
Institutional and Community Facility	**26.81**	**1.71%**	**22.46**	**0.14%**	**49.27**	**0.27%**
Public Assembly	**1.37**	**0.09%**	**0**	**0.00%**	**1.37**	**0.01%**
School	72.38	4.62%	**0**	**0.00%**	**72.38**	**0.40%**
Parks and Recreation	**227.06**	**14.49%**	**727.99**	**4.42%**	**955.05**	**5.29%**
Transportation/Utility	**436.96**	**27.89%**	504.15	3.06%	**941.11**	**5.22%**
Agricultural	**0**	**0.00%**	**7066.29**	**42.88%**	**7066.29**	**39.16%**
Vacant/No Code	**162.27**	**10.36%**	**7151.27**	**43.39%**	**7313.54**	**40.53%**
Others	**136.54**	**8.72%**	**0**	**0.00%**	**136.54**	**0.76%**
Total	**1,566.59**	**100%**	**16,479.59**	**100%**	**18,046.18**	**100%**

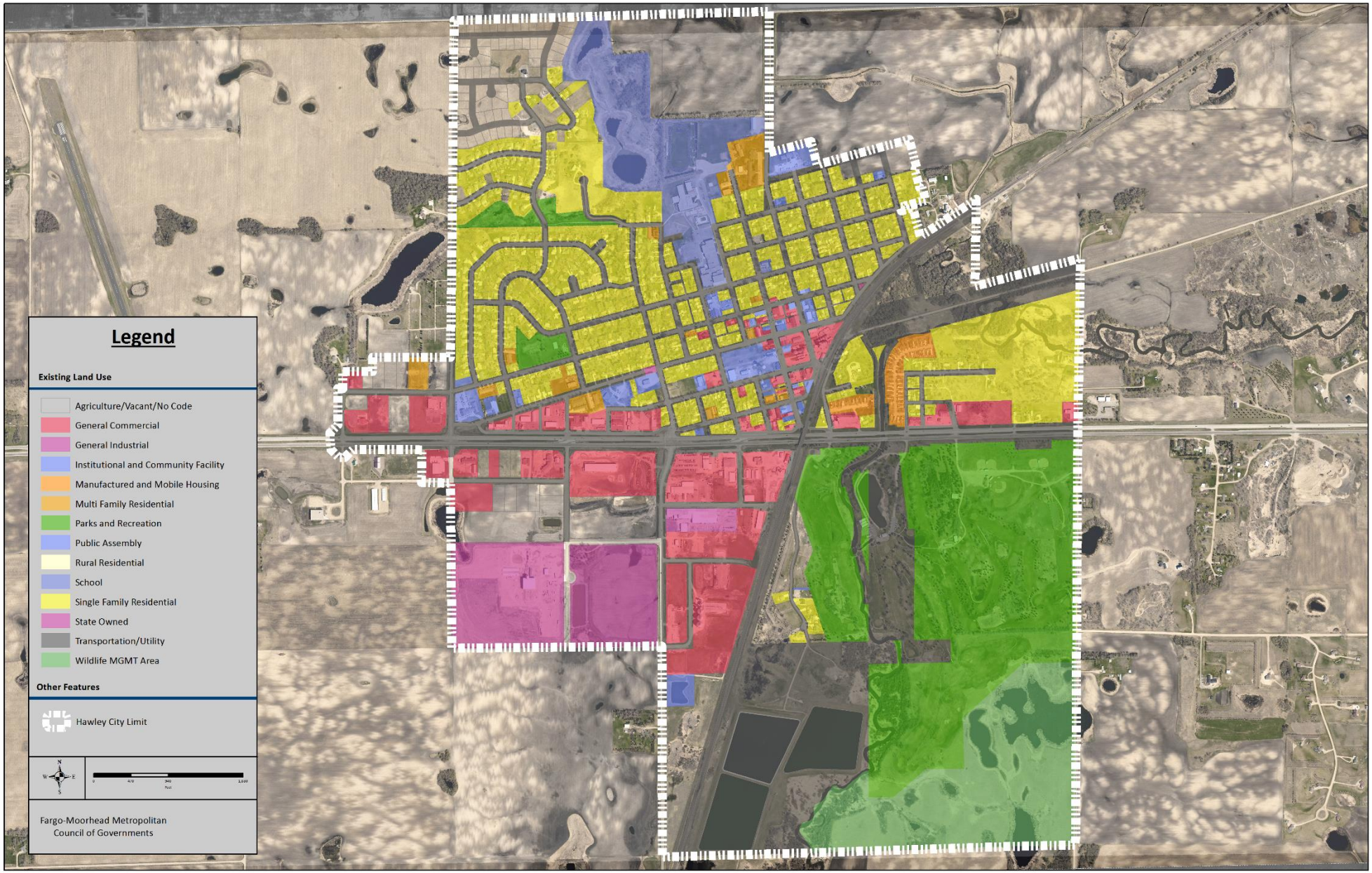


Figure 6: Existing Land Use in Hawley City Limits

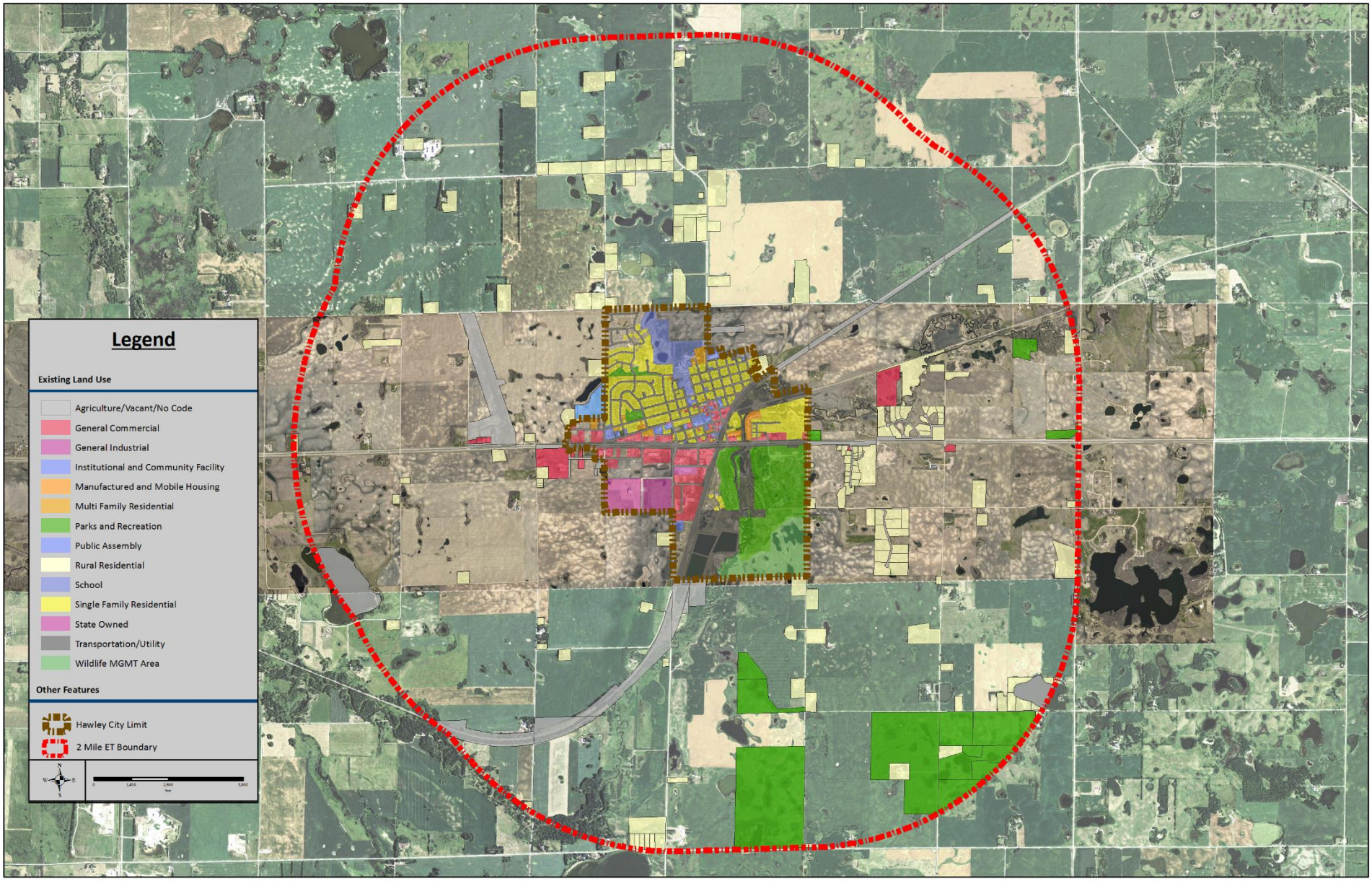


Figure 7: Existing Land Use in 2-Mile ET Area

POPULATION AND HOUSEHOLD PROJECTIONS

Prior to moving into the growth planning and future land use discussion, the Comprehensive Plan looks to develop a set of future population and households projections for the City of Hawley. The use of population and household projections are important in determining the amount of new lands needed for all types of urban development. It helps the City better understand the amount of additional area that will need to be considered for annexation should the City grow in a manner that is anticipated.

In general, the City is expected to grow by approximately 700 people by 2045. Should the average persons per household stay consistent with current trends, this will mean that Hawley will need to accommodate approximately 240 additional households. At present residents of Hawley predominately occupy single family housing units, with relatively few living in multi-family or other housing types. Should the City choose to continue with the current lot requirements as outlined in the zoning ordinance, the total amount of additional buildable land required to accommodate the households should total between 60 to 80 acres. While these numbers are very generalized and could change dramatically based on a number of factors, the City should consider these figures as it plans to accommodate future growth.

FUTURE LAND USE

As a guide for land development and public improvements, the Future Land Use Plan (as depicted on the map in **Figure 8 (pg. 29**) represents how and where the City of Hawley should grow over the course of the next three decades - and beyond. These recommendations were formed based upon feedback received from the Study Review Committee, Focus Groups, and input from the public. The future land use plan is an integral part of this Comprehensive Plan and represents the most desirable land use based upon the goals, objectives, and policies with regard to existing uses and development and physical characteristics of the community. The land use designations form the basis for zoning, and thereby, the location of housing, commercial, and industrial areas. The Future Land Use Plan is an important planning tool for the City of Hawley.

COMMUNITY GROWTH AND EXPANSION

As gathered from feedback during meetings with the SRC and focus groups, there is general support for development north of Hwy 10, particularly in those areas west of 15th Street and south of 15th Avenue. There is also support for municipal expansion north to Cromwell Township, which is viewed as non-prime agricultural land. As Hawley expands its municipal

boundary a framework will be needed to guide future growth in concert with the Townships and in consultation with Clay County. In time, the City will need to consider annexation of existing rural subdivisions to the east of town. As the City considers the annexations of areas outside of city limits it should include existing stand-alone rural residences, where feasible.

Hawley Township is considered prime agricultural land. However, municipal growth into Hawley Township is seen as desirable and inevitable. The land between 15th Street and the Hawley Municipal Airport is the most practical to incorporate into the City. Hawley Township recognizes the pending growth of the City, however is concerned about preservation of agricultural uses. Hawley Township would prefer to work cooperatively with the City on a framework for growth and development.

Hawley has defined a three tiered growth area. These areas are immediately adjacent to the City and expected to be developed within the next 30 years. Growth Tier 1 is immediately west of the current city limits and has been identified as the highest priority and most feasible area to develop within the coming decades. It is anticipated that the areas near Highway 10 will be prime commercial land, while those areas to the north and south of these commercial areas will be predominately residential. Growth Tier 2 consists of land in the very southern extent of the 30-year growth area and east of the current City boundary. These areas are anticipated to fill in and be annexed by the City after Tier 1 areas and consist mainly of single-family residential neighborhoods. Growth Tier 3 is located to the north of the current City boundary and consists of lands within Cromwell township.

The Hawley Growth Area is expected to be annexed and developed at urban densities over the next 30 years. The Growth Area serves as an urban reserve to protect these areas from non-compatible uses and or development trends which may require the premature extension of municipal facilities. Hawley acknowledges it will need to work with Clay County and adjacent townships to ensure symmetry as the Growth Area transitions into the municipal boundary of the City.

Outside the Growth Area is an Agricultural Preservation Area which extends outward to the 2 mile extraterritorial (ET) boundary. Hawley will need to work collaboratively with the Townships and Clay County to ensure a seamless decision making process occurs regarding future development and land use changes in the Agricultural Preservation Area. Development in the Ag Preservation Area is likely to be rural and agricultural in nature. Development in this area will require scrutiny from the City to ensure long term compatibility with urban growth patterns, as well as environmental concerns related to various uses such as feed lots and mining activities.

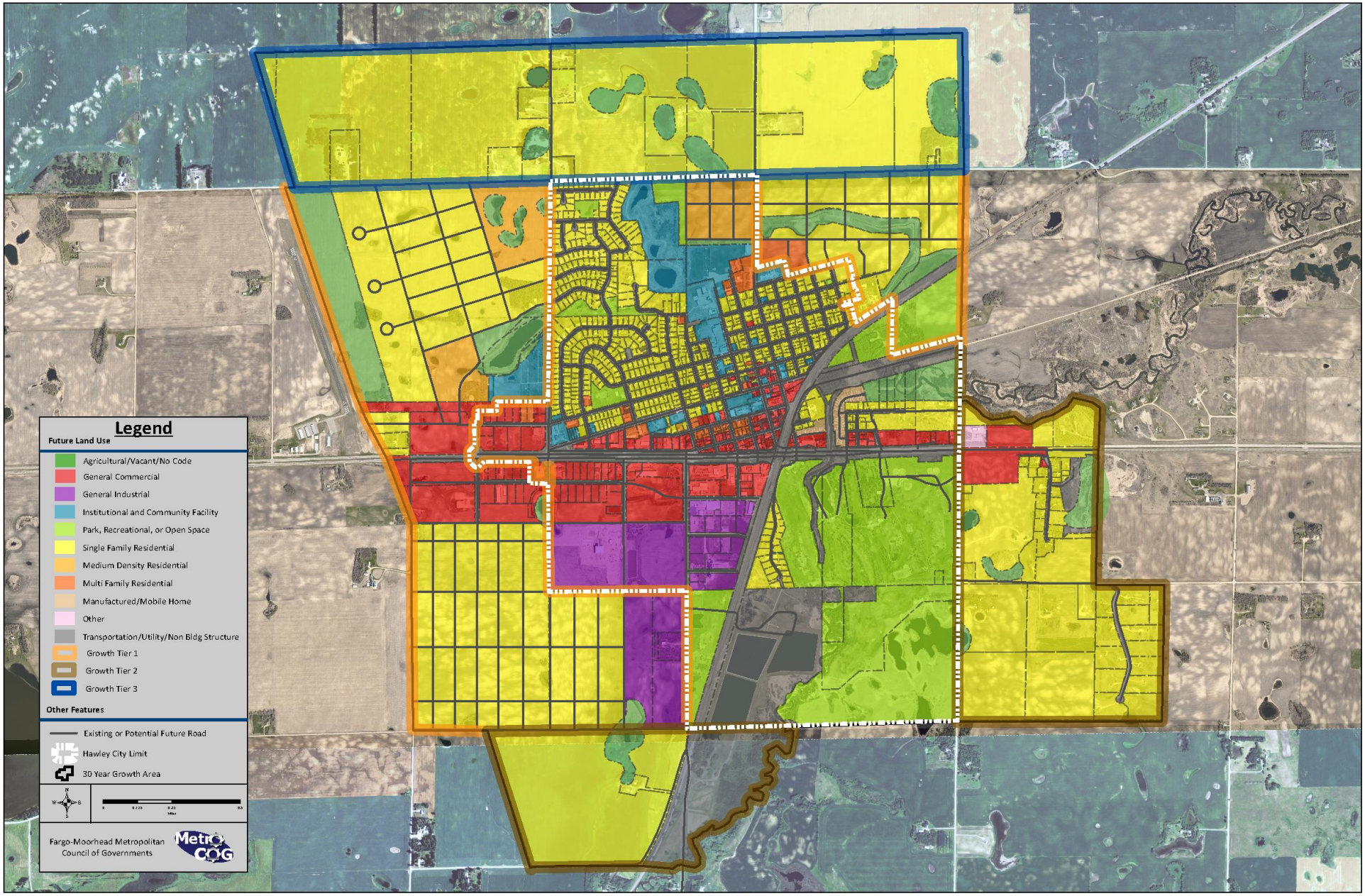


Figure 8: Future Land Use Plan

COOPERATIVE DECISION MAKING IN HAWLEY'S GROWTH AREA

The City of Hawley should consider developing a joint powers planning area to govern land use, zoning, and annexation decisions with adjacent townships. The primary intent of the joint powers planning area is to ensure consensus between the City, Township, and the County in Hawley ET Area. The joint powers planning area will allow the City of Hawley and the Townships to develop orderly annexation agreements, cooperative land use plan, and possibly joint zoning ordinances for areas within Hawley's Growth Area. A range of governance structures and potential participants are possible with a joint powers planning area.

The majority of lands included in the City of Hawley's Growth Area are currently within Hawley Township. Portions of Hawley's Growth Boundary also encompass parts of Eglon, Cromwell, and Highland Grove townships. The City of Hawley should facilitate the creation of a joint powers planning area that covers the entirety of Hawley's Growth Area. Such a planning area would include Eglon, Highland Grove, Hawley, and Cromwell Townships. Inclusion of all four townships in a joint decision making board would allow for a comprehensive and thorough coverage of land use, zoning, and annexation decisions throughout the entirety of Hawley's Growth Area. **Table 3** demonstrates land use and zoning authority in Hawley's Growth Area and ET Area.

Table 3: Land Use Governance in Hawley's Growth Area

Jurisdiction	Subdivision	Land use	Zoning
City of Hawley	Subdivision authority within entire 2 mile ET Area	No Land Use Authority in Growth Area	No zoning authority
Clay County	None	Has Land Use Plan	Zoning authority in Growth Area and entire 2 mile ET Area.
Cromwell Township	None	Has Land Use Plan	Zoning Ordinance
Eglon Township	None	No Land Use Plan	No Zoning
Hawley Township	None	Has Land Use Plan	Zoning Ordinance
Highland Grove Township	None	No Land Use Plan	No Zoning

The first step towards creating a joint powers planning area with adjacent townships should be through the creation of an extraterritorial (ET) land use, zoning, and annexation Task Force. The ET Task Force should be comprised of township officials from Crowell, Eglon,

Hawley, and Highland Grove, the City of Hawley, and Clay County. The intent of the ET Task Force is to decide the scope and terms of agreements necessary to ensure seamless land use, zoning, and annexation decisions in the Hawley's Growth Area and throughout its ET Area. Clay County can offer valuable technical assistance to the ET Task Force and should be considered a critical stakeholder in the process of developing the joint powers planning area.

TRANSPORTATION

Transportation includes a multitude of components that collectively create a system that facilitates the movement of goods and people throughout the community. These components include not only roadways for motorized vehicles but also sidewalks, multi-purpose pathways, and transit facilities. A comprehensive and efficient transportation system provides for the ease of circulation within a community and enhances the community's environmental, economic, and social environs.

As part of the update to the Comprehensive Plan, Metro COG and the City of Hawley have created a comprehensive Sidewalk Improvement Program. This Program provides the City with a blueprint to address bicycle, pedestrian, and ADA-compliance issues moving forward. It also identifies and prioritizes specific facility improvements and outlines a policy which will assist the City in weighing the importance of bicycle and pedestrian needs now and in the future. The Sidewalk Improvement Program is included within this chapter of the Plan.

While transportation often primarily focuses upon the ability to move and circulate within a community, it is also concerned with the interconnection of the local circulation system with broader regional, state, and federal transportation facilities. The economic viability of a community is dependent upon the ability for people, products, and goods to circulate to and throughout the community.

LOCAL ROADWAY AND HIGHWAY FACILITIES

Figure 9 (pg. 34) provides an overview of the existing transportation network for the City of Hawley. Included in the map is an overview of the Federal Functional Classification (FFC) network in the City, MnDOT traffic counts, as well as rail and airport facilities. Overall, approximately 11 to 12 thousand vehicles travel along Highway 10 through Hawley on an average day. Local traffic counts show approximately 1,500 vehicles per day on the primary major and minor collectors serving the City.

The Federal Functional Classification network is used to determine which transportation facilities are eligible for funding under the Federal-aid program. Many factors contribute to the classification of facilities, including a roadway's design, capacity, speed limit, and overall usage. Within jurisdictional limits of Hawley, only those facilities which are classified as a major collector, minor arterial, or principal arterial would be eligible for transportation

funding via the Federal aid program. All requests for changes to the FFC should be coordinated with Metro COG, who will request to MnDOT on behalf of the City of Hawley.

As Hawley moves into the future it must be resolute about maintaining a long range vision for how it wishes its transportation system to operate. Most important is a clear understanding of how traffic on Highway 10 will be managed. Highway 10 is the primary vehicular transportation asset in the community. Achieving an access and mobility balance along US 10 is important to the overall development of Hawley.

Hawley needs to be sure to engage MnDOT and Clay County on the development a corridor wide strategy for access control and management along US Highway 10. The goal of the plan should be to preserve the integrity of US Highway 10 as a major traffic corridor yet balance the inevitable pressure for future development along and adjacent to the corridor.

The City also needs to develop an improvement plan for 15th Street from US Highway 10 to 15th Avenue. The 15th Street corridor will grow in importance as the west end of the town develops. The upgrade of the 15th Street corridor is a long term community wide improvement. Planning for the corridor needs to assume a full build alternative for the areas to the north and west.

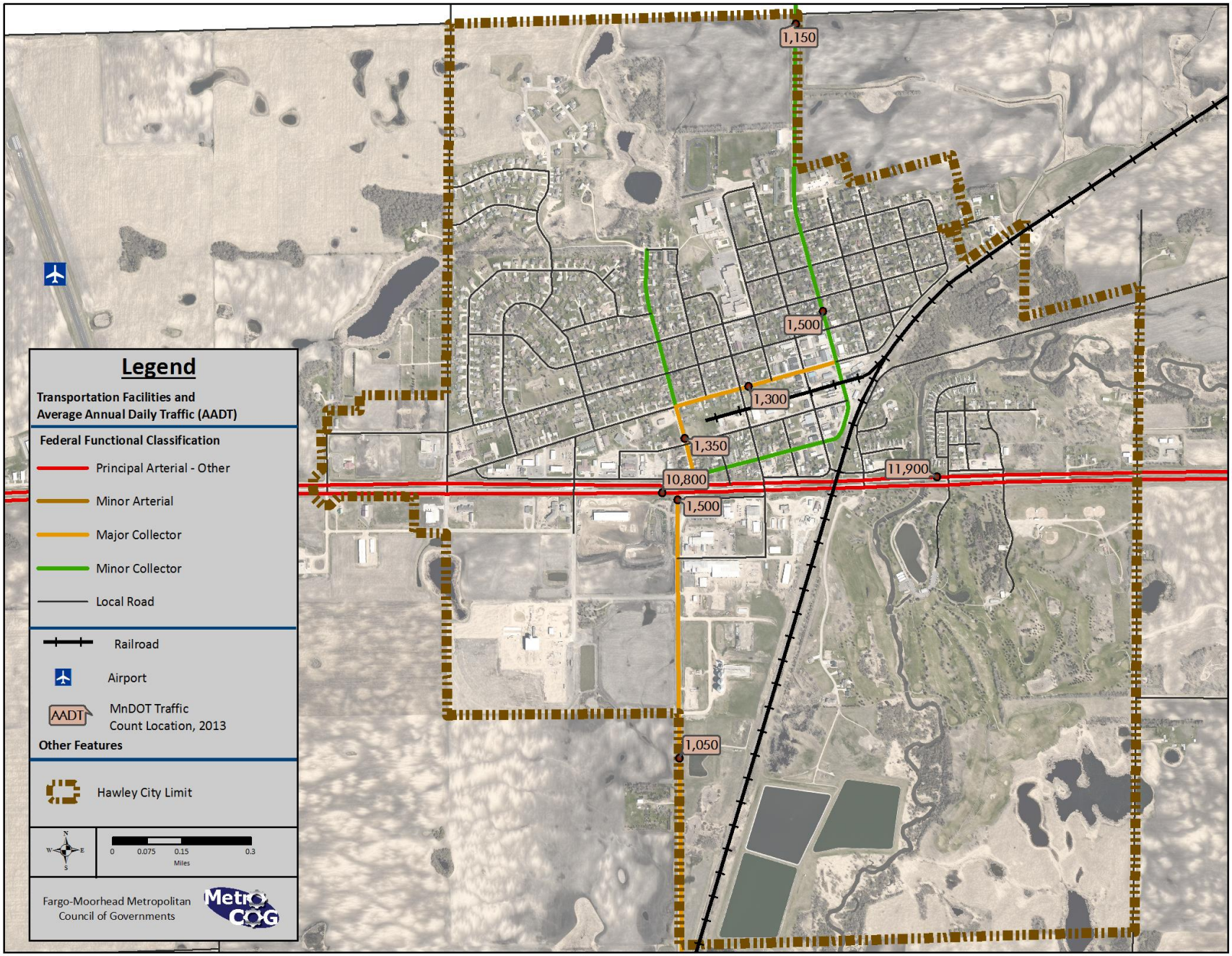


Figure 9: Existing Transportation Facilities, Functionally Classified Roads, and Traffic Volumes

RELATIONSHIP TO NATIONAL & STATE HIGHWAYS

The City of Hawley is connected to the rest of the region by US Highway 10, County State Aid Highway (CSAH) 31, and CSAH 33. U.S. Highway 10 is a major east-west divided four-lane principal arterial facility which connects the City of Hawley to the Fargo-Moorhead Metropolitan area 22 miles to the west, and the City of Detroit Lakes 23 miles to the east. CSAH 31 is a two-lane major collector south of U.S. Highway 10 which connects the City of Hawley to Interstate 94 and the City of Barnesville (via State Highway 34) 20 miles to the south. CSAH 33 is a two-lane minor collector north of U.S. Highway 10 which runs along 10th Street, Main Street, and 6th Street within the City of Hawley. CSAH 33 connects the City of Hawley to the City of Hitterdal (via CSAH 26) 10 miles to the north, and the City of Ulen (via CSAH 34) 17 miles to the north.

The City of Hawley is located within District 4 of the Minnesota Department of Transportation (MnDOT), which is headquartered in Detroit Lakes.

REGIONAL & INTERSTATE BUS TRANSPORTATION

Regional bus transportation is currently provided by Transit Alternatives, which runs a Highway 10 commuter route between Fargo and Detroit Lakes on weekdays. Transit Alternative currently uses the BP gas station on the north side of Highway 10 as an informal park-and-ride for its commuter route. Interstate bus transportation is also available via Jefferson Lines with daily scheduled service in Fargo and Detroit Lakes.

Hawley should further engage with Transit Alternatives to ensure effective commuter transit options for residents into and out of the Fargo-Moorhead Metro area. Ridership on the Transit Alternatives commuter route has been stable, with slight increases when fuel prices increase. Ridership has decreased slightly in 2015, likely due in part to lower gas prices.

Additional coordination with Transit Alternatives would ensure that internal transportation options for the populations with limited mobility, such as a senior mini-van or volunteer driver program. It is anticipated that in the near future, Transit Alternatives will deploy demand-response service utilizing a small minivan.

RAIL TRANSPORTATION

The Burlington Northern Santé Fe rail line runs through the City of Hawley. There are two grade-separated crossings for vehicular traffic, one along Highway 10 and the other just north along Valley Street. The City of Hawley has rail car access at the Hawley Elevator,

located along 5th Street in Hawley and accessible by a spur off of the main rail line. An additional spur line crosses Highway 10 on the highway overpass.

The closest passenger rail service is provided by Amtrak via the Empire Builder line in Detroit Lakes and Fargo, each of which are approximately 23 miles from the City of Hawley. The Empire Builder services cites between Chicago in the east to Seattle and Portland in the west.

A lack of pedestrian facilities across the rail line have led to safety concerns, with pedestrians often crossing along an unmarked and unofficial walkway between Hobart Street and 5th Street. This lack of a pedestrian walkway along the rail line presents a significant safety concern for residents of Hawley. The City should continue to pursue solutions to this pressing problem and coordinate closely with Metro COG as it develops the Regional Railroad Crossing Safety Study.

AIR TRANSPORTATION

The Hawley Municipal Airport is located west of city limits at the intersection of Highway 10 and 215th Street N. The airport is a general aviation facility serving primarily business owners, agricultural sprayers, and recreational pilots that use single-engine and multi-engine propeller driven aircraft.

There are currently 33 aircraft based at the airport. There is an Arrival/Departure (A/D) building, four public T-hangars for based aircraft storage, one private hangar, and five tie-downs available for aircraft parking. There is an automobile parking lot located near the A/D building and 100LL fuel is available for aircraft.

The airport has one runway. The primary runway, Runway 16/34, is a bituminous runway 3,398 feet long by 75 feet wide. There is a Global Positioning System (GPS) approach to Runway 34 and a connector taxiway which connects the runway to the building area.

The aviation forecasts show growth in based aircraft over the next 20 years to 46 aircraft in 2033, which represents a growth of 13 aircraft. The annual operations are estimated to be 9,340 growing to 13,907 over the next 20 years

Additional air travelers use Hector International Airport in Fargo, which offers service from four commercial carriers with non-stop service to ten cities across the United States.

PEDESTRIAN BRIDGES

There are currently two public pedestrian bridges that cross the Buffalo River in Hawley. One bridge is north of Highway 10 and connects Riverview Acres with Riverside Trailer Park. The other bridge is south of US Highway 10 and connect Riverbend Park with the Hawley Golf Course.

Both bridges are in poor condition and lack accessibility to mobility-impaired individuals. Hawley will need to focus on replacing these facilities in the near-future.

SAFE ROUTES TO SCHOOL

The City of Hawley completed construction of a Safe Routes to School (SRTS) path between Westgate Drive and the Hawley School in 2007. It is essential for the City to plan for the installation of vital sidewalk connections from all areas of the City to the school, as currently few ADA-compliant options exist.

To this end, in October of 2016 the City of Hawley submitted an application seeking Transportation Alternatives (TA) grant funding to create connections from Hawley schools to a new multi-use, ADA compliant path. The total SRTS portion of this project .55 mile of five-foot sidewalk connections along Reno, 10th, and Joseph streets. These sidewalks will serve to both facilitate safe passages to school and also tie into the proposed Hawley portion of the Clay County Heartland Trail Extension. The application seeks a total of $580,000 worth of grant funding from the TA program. **Figure 10 (pg. 39)** depicts the map submitted in support of the TA application.

HEARTLAND TRAIL

The Minnesota Department of Natural Resource (MN DNR) and the Clay County Heartland Trail Extension Task Force are studying the extension of the Heartland Trail from the Becker County line to the City of Moorhead. Currently, The Heartland Trail is a multi-use rail trail in north-central Minnesota. It runs 49 miles between Park Rapids and Cass Lake, intersecting with the Paul Bunyan State Trail around Walker. Established by an act of the Minnesota Legislature in 1974, the Heartland Trail is one of the only state trails in north-west Minnesota. A westward extension through Clay County was approved in 2006 to run 85 to 100 miles from Park Rapids to Moorhead. With the proposed continuation of the Heartland Trail, many residents have expressed a desire to see Heartland Trail pass through the City of Hawley.

Several alternatives have been developed as to how the Heartland Trail might pass through the City of Hawley. **Figure 11 (p. 53)** depicts the Pedestrian Facility Improvement Plan, which

includes potential Heartland Trail alignments in the City of Hawley. Feedback gathered throughout the study review process showed that, by and large, the City of Hawley prefers the 5th Street trail alignment (Alignment 1) rather than utilizing the Valley Street underpass. The City should coordinate closely with Clay County during the planned reconstruction of 5th Street, slated for 2020, to ensure the project sufficiently accounts for the Heartland Trail facility needs. Further, the City should continue to actively seek and attempt to utilize the Transportation Alternatives program (TA) for funding.

As part of the TA grant application submitted by the City in October of 2016, the City of Hawley requested funding to help construct a 10-foot multi-use path that will be used as the Heartland Trail connection through the City. The path would run from the Highway 10 and 10th Street stop light along Front Street until it connects to 5th Street. The path would then run north along 5th Street until it reaches the end of Hawley City Limits, at which time it would connect to the Clay County extension of the Heartland Trail. The path would utilize public right-of-way and the existing street network in order to create a pathway which would serve as a showcase for the City. The proposed alignment would bring thousands of visitors into the commercial heart of Hawley, allowing businesses to capitalize on increased exposure to new customers and potentially aid in revitalizing the downtown area. Should the project come to fruition, the path would be the first portion of the Clay County Heartland Trail Extension to be completed. **Figure 10 (pg. 39)** depicts the proposed Heartland Trail Extension through Hawley.

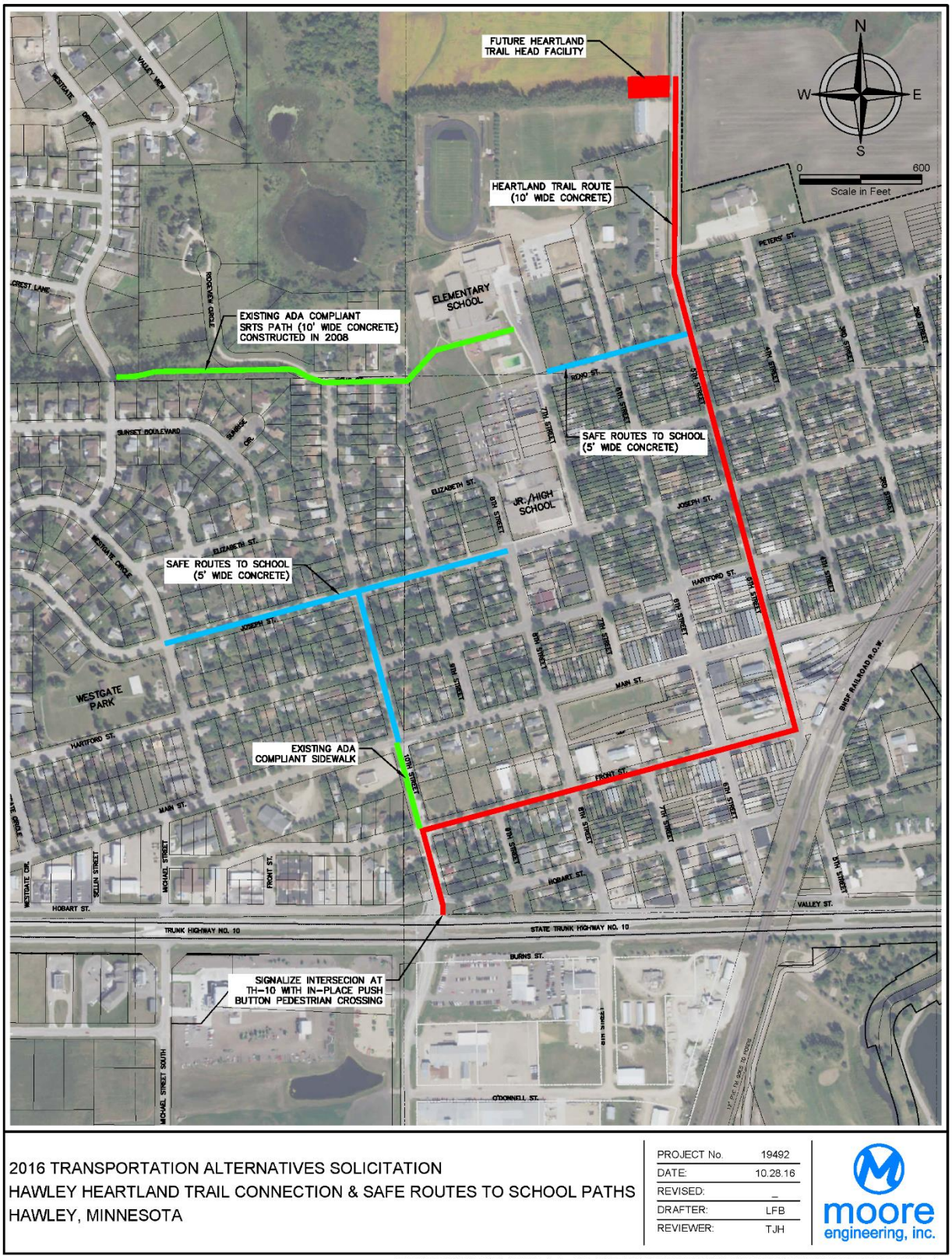


Figure 10: City of Hawley 2016 Transportation Alternatives Submittal

PEDESTRIAN FACILITY IMPROVEMENT PROGRAM

Over the past 20 years the trend towards walking has returned to the forefront. Walking is the most accessible mode of transportation, and studies have shown that walking is the most common recreational activity in the nation. Sidewalks and other pedestrian-only trails allow walkers to not only travel from one place to another, but also stimulate business districts by encouraging leisure shopping and provide a safe route for people by separating pedestrians from vehicular traffic.

"Sidewalk", as stated in Minnesota statutes is "that portion of a street between the curb line, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians." (Section 169.001 Subsection 74 Minnesota Statutes) There is no state statute that requires a city to mandate sidewalks. Rather, decisions on sidewalk requirements are at the discretion of each local jurisdiction. However, all cities are required to ensure pedestrian facilities, including sidewalks, are safe, accessible to all persons, and fully comply with the Americans with Disabilities Act of 1990.

Integrating the needs of pedestrians, including pedestrians with disabilities, into the City's short- and long-term goals is critical. Improving the pedestrian environment enhances residents' quality of life, health, and provides an important transportation option.

This section of the Comprehensive Plan outlines pertinent federal and state laws governing the construction and maintenance of pedestrian facilities, examines sidewalk policies adopted by other cities within the region, and provides the City of Hawley with a Pedestrian Facility Improvement Program for consideration. The Pedestrian Facility Improvement Program includes three components: an improvement policy, an existing and future pedestrian facility map, and a prioritized improvement plan.

FEDERAL AND STATE LAWS GOVERNING SIDEWALKS

While there is no statute mandating Minnesota cities to provide sidewalks, a city which chooses to do so must abide by the regulations set forth in the Americans with Disabilities Act. A brief summary of this act and is provided below.

AMERICANS WITH DISABILITIES ACT (ADA)

During the 1990s, several key pieces of legislation were passed that impacted transportation planning. The first piece of legislation was the Americans with Disabilities Act (ADA) of 1990, which protects the civil rights of people with disabilities.

The Title II Implementing Regulations for the ADA require all newly constructed and altered facilities (including sidewalks) must be readily accessible to people with disabilities (Section 1.4.1). The City is responsible in developing a transition plan for existing sidewalk networks to identify accessibility deficiencies in the facilities and establish a schedule for improvements. In order to be effective, a transition plan should be integrated into the transportation element of a city's capital improvement program (CIP), and other local improvement and funding programs.

MINNESOTA STATE STATUTES

Minnesota State Statute states:

> *"Every city shall install ramps at crosswalks, in both business and residential areas, when making new installations of sidewalks and curbs or gutters, or improving or replacing existing sidewalks and curbs or gutters, so as to make the transition from cstreet to sidewalk easily negotiable for disabled persons in wheelchairs and for other persons who may have difficulty in making the required step up or down from curb level to street level."* **(Section 471.464 Subsection 1 Minnesota Statutes).**

These laws exist in order to ensure the pedestrian system accommodates people with differing abilities and is designed for all abilities. They govern the design principles which help to eliminate the barriers for people with disabilities and create a truly functional pedestrian system for the public. The City of Hawley is strongly encouraged to be familiar with the ADA standards and guidelines as it considers and implements the Pedestrian Facility Improvement Plan.

REGIONAL SIDEWALK POLICIES

As part of the Pedestrian Facility Improvement Program developed for the City of Hawley, Metro COG compiled a summary of the ordinances governing the construction of sidewalks which are currently in place for other jurisdictions within the region **(Table 4 – pg. 42).** Of the eight cities whose sidewalk construction ordinances were surveyed, five required sidewalks for new residential subdivisions, while one (Barnesville) requires sidewalks for commercial-zoned areas and other areas generally utilized by the public (e.g. schools, religious institutions, other residential or business properties not zoned commercial).

Hawley should evaluate their policy on sidewalk placement using other cities within the region as an example in order to gain reference as to other practices and development styles.

Table 4 – Current Sidewalk Construction Ordinances of Regional Jurisdictions

Jurisdiction	Ordinance No.	Ordinance Summary
Fargo	20-0609	All new subdivisions shall provide sidewalks on both sides of street unless clear justification/approval can be made otherwise.
Moorhead	11-5-8	All new subdivisions within the City shall provide sidewalks on both sides of all arterial, collector, local and cul-de-sac streets. A sidewalk plan may be submitted by the developer which illustrates the placement of sidewalks on one side of a street or areas with no sidewalks.
West Fargo	2-0102	Sidewalks shall be constructed along both sides of all streets and within cul-de-sac unless instructed otherwise by the City Commission.
Dilworth	6.080	All new subdivisions within the City shall provide sidewalks on both sides of all arterial, collector, local and cul-de-sac streets. A sidewalk plan may be submitted by the developer which illustrates the placement of sidewalks on one side of a street or areas with no sidewalks.
Horace	2-0102	Sidewalks shall be constructed along both sides of all streets and within cul-de-sac unless instructed otherwise by the City Council.
Barnesville	5-0106	Public sidewalks required in all areas of the City zoned as Commercial, as well as other areas deemed necessary by the City Council which may include but are not limited to school property, church property, and other residential and businesses not zoned Commercial. Sidewalks in place as of October 1, 2013 must stay in place. Sidewalks are optional for other areas of the City.
Mapleton, ND	2-0102	Sidewalks shall be constructed along both sides of all streets and within cul-de-sac. All new sidewalk constructions must conform to ADA standards. Sidewalks must be a minimum of 4 feet wide.
Pelican Rapids	906.04	Pedestrian facilities required for blocks which are 800 feet or greater in length. The pedestrian facility must have a minimum of 10 feet of right-of-way. Facilities to provide access to schools, parks, and other designations may also be required.

MAINTENANCE OF THE SIDEWALK NETWORK

Proper maintenance is crucial to the function and safety of bicycle and pedestrian network. Maintenance includes sweeping, snow/ice removal, surface improvements, and other activities. Many partners are involved in keeping the bicycle/pedestrian network in operating-order, which may include municipalities, park districts and property owners.

The removal of snow and ice along sidewalks presents a particularly pressing problem for many cities in Minnesota. In most Minnesota and North Dakota cities, it is the

responsibility of the property owner to remove all snow or ice along sidewalks, with the city only clearing snow and ice along shared-use paths that are within the city's right-of-way. **Table 5 (pg. 44)** summarizes the existing snow removal and sweeping policies for regional cities and counties.

It's important to note that under Minnesota Statute 466.02, cities are immune to claims for damages based on snow or ice conditions on a public street or public sidewalk, unless the dangerous condition was affirmatively created by the negligent acts of the city. A city may only be found negligent when it has actual or constructive notice of a hazard due to snow or ice, but fails to correct the situation within a reasonable time period. One exception to the snow and ice immunity statute which should be noted is that it only applies to sidewalks that do not about a publically-owned building or parking lot.

The League of Minnesota Cities provides a model snow plowing policy which it encourages Minnesota cities to consider. It recommends adopting the following language in regards to sidewalk maintenance and snow removal:

> *City employees will be responsible for removing snow from sidewalks that abut city-owned buildings or parking lots. Adjacent property owners, including other public entities, are responsible for removing snow and ice from sidewalks that abut their property… The city may, as a public service and for reasons of public safety, remove snow and ice from some sidewalks. The (Street Superintendent/ Director of Public Works/City Engineer) will identify sidewalks from which the city will remove ice and snow.*[1]

[1] See the League of Minnesota Cities Model Sidewalk Inspection Policy, revised 5/25/16, for full policy.

Table 5 – Existing Snow Removal and Sweeping Policies of Regional Cities

City of West Fargo		
Sidewalk (snow)	Owner	No snow or ice shall not be allowed to remain on sidewalks. If neglected after 48 hours, the owner will be subject to penalties. (Ord. 2-0121)
Shared use paths (snow)	City	The City of West Fargo clears snow from all shared use paths within City roadway right-of-way. Shared use paths located on City park property are not cleared of snow in the winter.
Streets (snow)	City	The City of West Fargo plows Snow Emergency Routes first followed by the remainder of the streets.
Sweeping	City	The City of West Fargo contracts-out a city-wide sweeping effort twice a year (spring and fall). Also, the City uses its two sweepers to sweep roadways throughout the summer (typically collector and arterial roadways)
City of Fargo		
Sidewalk (snow)	Owner	Snow and ice must be cleared by 9:00 pm of each day or snow/ice will be removed by the city and the owner will be billed. (Ord. 18-0301)
Shared use paths (snow)	City	The City of Fargo clears snow from all shared use paths within City roadway right-of-way. Shared use paths located on City park property are cleared by Fargo Parks.
Streets (snow)	City	The City of Fargo plows primary then secondary snow routes before conducting city-wide plowing. The goal of the City is to have all streets cleared within 24 hours after a snowfall.
Sweeping	City	The City of Fargo sweeps streets on a continuous basis throughout spring, summer and fall. The arterial roadways take priority followed by the rest of the city streets. Downtown and the core neighborhoods (where large trees are present) also get swept more often.
City of Moorhead		
Sidewalk (snow)	Owner	Snow and ice must be cleared by 9:00 pm of each day or snow/ice may be removed by the city and the owner will be billed. (Ord. 3-3-10)
Shared use paths (snow)	City	The City of Moorhead Maintenance crews remove snow from all city and park shared use paths preferably within 24 hours of a snowfall event.
Streets (snow)	City	Snow emergency primary and secondary routes and main thoroughfares are plowed first, followed by residential streets. First pass is made 1 – 2 feet from curb. Second pass (made next scheduled day) is made as close to the curb as possible.
Sweeping	City	The City of Moorhead has three street sweepers which operate throughout the spring, summer, and fall. The intent is to have all streets swept every two or three weeks.
City of Dilworth		
Sidewalk (snow)	Citizens	The City of Dilworth does not have an ordinance detailing snow removal, however in 2014, the City of Dilworth, in cooperation with PartnerSHIP 4 Health, launched the "Shovel Dilworth" initiative. Residents are encouraged to clear snow off their sidewalks, help neighbors shovel theirs or adopt a section of sidewalk, bus stop, or fire hydrant. The program has seen community participation and continues to this day.
Shared use paths (snow)	City	All shared use paths are cleared by the City. Shared use paths located in-front of residences are often voluntarily cleared by residents.
Streets (snow)	City	The City of Dilworth Maintenance Department is responsible for street snow plowing.
Sweeping	City	The City of Dilworth contract street sweeping which occurs approximately two or three times per year. All streets are swept.
City of Pelican Rapids		
Sidewalks (snow)	Citizens	The owner/occupant of any property adjacent to a public sidewalk must keep it safe for pedestrians. Snow must be removed within 12 hours after it is deposited.
Streets (snow)	City	The city will remove snow from all public streets and right-of-ways as soon as possible beginning 24 hours after snow has ceased to fall or, in the case of a public hazard, may do so immediately.
Sweeping	City	The city will remove debris from street as soon as possible beginning 24 hours after debris has been deposited, or immediately if debris causes a traffic hazard. The City Clerk will keep record and charge offending citizens if it is determined that they deposited any debris or snow on a public street.
City of Mapleton		
Sidewalks (snow)	Citizens	The owner/occupant of properties adjacent to sidewalks must clear the sidewalk of snow or ice within 48 hours after a snowfall.
Clay County		
Shared use paths (snow)	Owner	Clay County does not own any shared use paths.
Roadways (snow)	County	Clay County plows snow on roadways on a priority basis. The priorities are as follows: (1) high volume paved highways, (2) low volume paved highways, (3) high volume gravel roadways and subdivisions, (4) low volume gravel roadways.
Sweeping	County	Clay County sweeps roadways upon request.

PEDESTRIAN FACILITY IMPROVEMENT POLICY: GOALS AND OBJECTIVES

Vision Statement

"The City of Hawley is a pedestrian friendly community and is committed to providing a network which ensures the safe movement of pedestrians and cyclists."

Goals and Objectives

1. Increase the number of pedestrian facilities within the City of Hawley.
    a. Make the construction of new pedestrian facility a top priority, especially in areas which will fill network gaps and produce connectivity. Pedestrian crossings, signals, crosswalk treatments, and signage should also be a top priority in areas with high pedestrian usage to increase the use of the pedestrian system.
    b. Connect neighborhoods to other city resources, such as schools, parks, libraries, and recreational facilities.
    c. Provide additional connections to commercial areas in the City of Hawley, in particular downtown and commercial areas along Highway 10.
2. Improve the quality of both future and existing pedestrian facilities, especially for areas of Hawley with poor sidewalk conditions.
    a. Ensure all pedestrian facilities are kept in a safe and accessible condition.
    b. Connect isolated portions of current pedestrian network.
3. Enhance pedestrian safety while increasing pedestrian activity.
    a. Recognize barriers that hinder pedestrian activity and identify strategies to eliminate the barriers.
    b. Ensure disabled accommodations are provided at all street crossings.
    c. To the greatest extent possible, provide grade separations where feasible.
    d. Provide safe and clearly marked crosswalks.
    e. Significantly revamp or replace existing pedestrian bridges along the Buffalo River; ensure these facilities meet ADA accessibility standards.
4. Work with regional and state partners to identify and develop a solution to ensure a safe pedestrian crossing over the BNSF railroad.
    a. Utilize legal authority to ensure railroad compliance within Hawley city limits.
    b. Identify potential crossing locations, methods, and funding sources.
    c. Work closely with Metro COG on the Regional Railroad Crossing Safety Study.
5. Leverage available federal and state funding sources to help fund pedestrian improvement projects.
    a. Continue to work closely with regional partners to identify needs and submit projects for potential Transportation Alternatives program (TA) funding consideration.

    b. Identify creative funding solutions to integrate the City's sidewalk needs into the Clay County Heartland Trail Extension in order to maximize cost efficiency.
6. Provide the resources which encourage active and healthy lifestyles for residents of Hawley.
    a. Utilize existing resources and create a network which entices physical activity and exercise.
    b. Encourage the use of sidewalks to reduce vehicle trips and improve air quality.
    c. Promote students to bike and/or walk to and from school.
    d. Continue to provide creative recreational opportunities, such as disc golf course the City recently developed, to residents and visitors.
7. Continue to support and engage in the Clay County Heartland Trail Extension planning efforts
    a. Participate and establish permanent representation on the Heartland Trail Extension Task Force
    b. Provide support, as requested, to further the Heartland Trail Extensions progress by writing letters of support, requesting legislative backing, etc.
8. Plan for and provide infrastructure to support the Heartland Trail Extension within Hawley city limits
    a. Coordinate trail alignment with the Task Force to ensure in-town construction supports the greater Clay County Heartland Trail master plan
    b. Determine and support the construction of Heartland Trail access points and trailhead
9. Have the facilities necessary to support the Clay County Heartland Trail Extension committed or constructed in advance of county-wide trail construction

RECOMMENDED POLICIES AND PROPOSED CITY CODE

The City of Hawley's goal is a complete, safe, and accessible system for pedestrian travel throughout the city limits. In order to achieve this goal, the City must have realistic expectations of funding levels and other variables that may influence implementation, but also be aggressive enough to inspire confidence in the vision the City has for increasing and maintaining the pedestrian system. It is strongly recommended that City code be amended to include language relating to pedestrian facility construction, maintenance, and financing. Samples of such language may be stated as such:

1. Pedestrian facilities shall be required for the full length of frontage of any proposed residential, commercial or industrial development along all existing and proposed residential collectors, primary collectors, secondary arterials, primary arterials and commercial streets as defined in the City of Hawley Comprehensive Plan. Pedestrian facilities shall also be required along one (1) side of an existing or proposed residential street. The location of pedestrian ways along residential streets shall be determined at the time of preliminary platting.

The City shall have the authority to determine pedestrian facility locations along residential streets to ensure compliance with the Comprehensive Plan, in meeting the federal requirements of the Americans with Disabilities Act of 1990, and the potential impact on pedestrian accessibility and usability. Additional right-of-way may be required to be dedicated if needed to meet this requirement. When strict adherence to this Section is determined by the Hawley City Council to be impractical, the developer shall deposit the equivalent cost of the construction of said pedestrian facilities in an escrow account for the City of Hawley to be used exclusively for pedestrian facility improvements as identified in the Comprehensive Plan.

2. All sidewalks shall comply with the American Association of State Highway and Transportation Official's (AASHTO) Design Standards for Public Improvements. All new curbs which are constructed in the City and all existing curbs which are a part of any reconstruction shall comply with this Section. In order to enable persons using wheelchairs to travel freely and without assistance, at each crosswalk a ramp shall be built into the curb so that the sidewalk and street blend to a common level. Where, because of surrounding buildings or other restrictions it is impossible to conform the slope to this requirement, the ramp shall contain a slope with as shallow a rise as possible under the circumstances.

Additionally, Metro COG recommends the City of Hawley to consider the adoption of the following policies as part of the City's Street Improvement Program:

Recommended Policy #1: Sidewalk construction projects along existing facilities shall be selected by a set prioritization ranking process, as included in this Comprehensive Plan. The Projects identified in this Plan shall be adopted as the highest-priority sidewalk projects.

Recommended Policy #2: Cleaning and snow/ice removal on sidewalks shall be the responsibility of the abutting property owner. Snow/ice shall be removed within 48 hours after snowfall.

Recommended Policy #3: Cleaning and snow/ice removal on all shared use paths and sidewalks on city-maintained property shall be the responsibility of the City. Snow/ice shall be removed within 24 hours after snowfall.

Recommended Policy #4(A): Costs covering replacement and repairs of existing sidewalks shall be the responsibility of the City.

(OR)

Recommended Policy #4(B): Costs covering replacement and repairs of existing sidewalks and the development of new facilities within the established Sidewalk Improvement

District shall be the responsibility of the property owner, as defined in Minnesota Statute 435.44.

PEDESTRIAN FACILITY IMPROVEMENT PLAN

The City of Hawley currently maintains approximately 3.4 miles of sidewalk within its jurisdictional area. Work by the City has rendered a plan to expand the sidewalk network with an additional 5.6 miles through new sidewalks (3.19 miles) and on-street shared pathways (2.41 miles).

The American Association of State Highway and Transportation Officials (AASHTO) recommends sidewalk widths between four and eight feet in residential areas and wider as required in commercial areas. Existing sidewalks within the City of Hawley are generally four-feet wide and five-feet-wide, though sidewalks are less in some areas.

PEDESTRIAN FACILITY IMPROVEMENT PRIORITIZATION

Pedestrians are an integral part of the transportation system and should be equally prioritized with other modes, such as automobiles. For example, the decision to design a corner with a wide turning radius to benefit trucks should be carefully weighed against the negative impacts that wide turning radii have on pedestrians. Institutionalized standards, policies, design guidelines, and public participation should provide all pedestrians equal service within the transportation system.

The City of Hawley is committed to the efficient and effective use of public funds entrusted to them. Funds expended for projects that maintain and increase the pedestrian systems should be earmarked for projects based on need and not speculation. To that end the City has developed a Pedestrian Facility Prioritization Process that includes six ranking criteria to prioritize facility improvements and increase inventory.

Criteria used to rank the various proposes pedestrian projects include factors such as:

- Pedestrian Trip Generators (park and recreational facilities, public buildings, streets serving schools, commercial centers, community and senior citizen centers)
- Maintenance of the current system
- Completing pedestrian networks/filling network gaps
- Safety concerns, such as providing children a safe pedestrian network to travel to and from school and providing safe passage over rail lines

All proposed pedestrian projects will be classified into two tiers:

- Tier 1 – Projects with no existing pedestrian facilities
- Tier 2 – Maintenance of existing sidewalks/pedestrian ways

Funding will be allocated based on meeting Tier 1 projects first and will be reviewed, scored and ranked based on the matrix as shown in **Table 6 (below).**

Table 6: Pedestrian Facility Prioritization Matrix

Category	Metric	Max. Points
1	**Safety** *Project addresses safety issues at a location where crashes involving a vehicle and a bicyclist and/or pedestrian has occurred during the past 10 years.*	10
2	**Safe Routes to School** *Project improves the ability for students to safely bicycle or walk to school.*	10
3	**New access on Arterial and Collector streets**	10
4	**Latent Demand** *Project serves future needs and/or addresses expected future development scenarios.*	15
5	**Connectivity** *Connects to existing pedestrian facility on Arterial street (15 pts.)* *Connects to existing pedestrian facility on Collector street (10 pts.)* *Connects to existing pedestrian facility on Local street (5 pts.)* *Does not connect to other pedestrian facility (0 pts.)*	15
6	**Existing Demand** *(e.g. access to parks/recreational facilities, greenways and trails, businesses, elder-care and low income housing, etc.)*	40
	Total Maximum Points	**100**

LIST OF PRIORITY PEDESTRIAN IMPROVEMENT PROJECTS

The City has identified several locations in which to pursue adding additional facilities. A cost analysis (2015 dollars) based on width and type of facility was completed for the City in 2015. A breakdown of these costs is provided in **Table 7** and **Table 8 (pg. 50).** Using the costs listed within the table, and based upon feedback from the Study Review Committee and Hawley residents, the City, working with Metro COG, have identified a priority list of facilities, as depicted in **Figure 11 (pg. 53).** A list of these facilities, a description of the location, and the estimated cost for each project is included as **Table 9 (pg. 51).**

Table 7 – Estimated Cost for New Sidewalk and Construction (2015 dollars)

ITEM	UNIT PRICE	NOTE
5' wide sidewalk	$58 per linear foot	Includes excavation, disposal, subbase material, compaction, construction of sidewalk, and finish work. Does not include sawcutting driveways, excavation to additional depth for driveways, curbing, grading, or turf establishment. NOTE: recent quote provided an estimate of $35 per linear foot, but this price was construction cost only and did not include the necessary work as outlined above.
10' multiuse asphalt path	$111 per linear foot	Includes all prep of subgrade, sawcutting, and tack coat. Does not include curbing, grading, or turf establishment. NOTE: Prices have been volatile in recent years
ADA curb ramp	$1,875 each	Includes site survey, demolition, sawcutting, excavation, disposal, fill, subbase material, compaction, construction, landings, and associated curbing, detectable warning units, establishing turf to disturbed areas, and finish work.
Road striping and signage	$10 per linear foot	Includes paint and signage.

In addition, the following project costs should be incorporated into the total costs (aside from road striping):

Table 8 –Additional Project Costs for New Sidewalks

ITEM	PRICE
Survey	10% of construction cost
Design	5% of construction cost
Construction Inspection	9% of construction cost

Table 9 – Priority Pedestrian Facility Improvement Projects

Potential Pedestrian Facility Location	Approx. Length of Project (Ft.)	5' Sidewalk Cost	Road Striping Cost
Reno St between 1st St and 7th St	2,200	$127,600	$22,000
1st St from Reno St to Joseph St	740	$42,920	$7,400
Riverview Acres at Hobart St	120	$6,960	$1,200
Hobart St at Buffalo River	320	$18,560	$3,200
5th St between Main St and Reno St	1,075	$62,350	$10,750
Extension along 5th St at Reno St North for 1/4 Mile	1,320	$76,560	$13,200
Joseph St between Westgate Cir and 8th St	1,550	$89,900	$15,500
10th St between Main St and Joseph St	600	$34,800	$6,000
Westgate Cir between Main St and Westgate Dr	1,500	$87,000	$15,000
Westgate Dr. between Westgate Cir and Valley View	2,000	$116,000	$20,000
Hartford St between 15th St and Westgate Park	725	$42,050	$7,250
Hartford St between Westgate Park and Westgate Circle	205	$11,890	$2,050
Main St between Hobart St and 10th St	2,225	$129,050	$22,250
Hobart St between 10th St and Main St	2,450	$142,100	$24,500
Front St from 10th St to 6th St	1,450	$84,100	$14,500
Burns St from 10th St S to Maple St	1,700	$98,600	N/A
Jetvig Blvd from 15th St S to Michael St S	1,400	$81,200	N/A
Michael St S from Jetvig Blvd to Cretex St	750	$43,500	N/A
Cretex St from Michael St S to 10th St S	1,100	$63,800	N/A
Estimated Construction Cost		**$1,358,940**	**$180,400**
Survey work, Preliminary Engineering and Construction Management (24%)		**$1,685,086**	**N/A**
Estimated Total Cost (2015 dollars)		**$1,685,086**	**$180,400**

ADDITIONAL CONSIDERATIONS

Sidewalks and other pedestrian facilities are a shared amenity and asset of the community. As such, the public interest in pedestrian facilities transcend specific individual's lots, subdivisions or periods of time. Pedestrian facilities represent an important component of the overall transportation system and as such they provide an element of safety for both the automobile user and the pedestrian.

Under Minnesota statute, the City of Hawley has the right to establish ordinances and laws related to the City (Chapter 415.021 Minnesota Statutes Codification of Ordinances; City or Town). The City should exercise its options to codify rules, regulations, and such action to facilitate the construction and maintenance of pedestrian facilities within the jurisdictional responsibilities of the City.

The City has the option to implement by ordinance Sidewalk Improvement Districts within its jurisdiction (365A.03 Minnesota Statutes Establishment of Service District) and to seek funding from special assessments from adjacent property owners to fund improvements and the installation of new sidewalks (chapter 435.44 Minnesota Statutes Sidewalk Improvement Districts; Costs Split by Benefit).

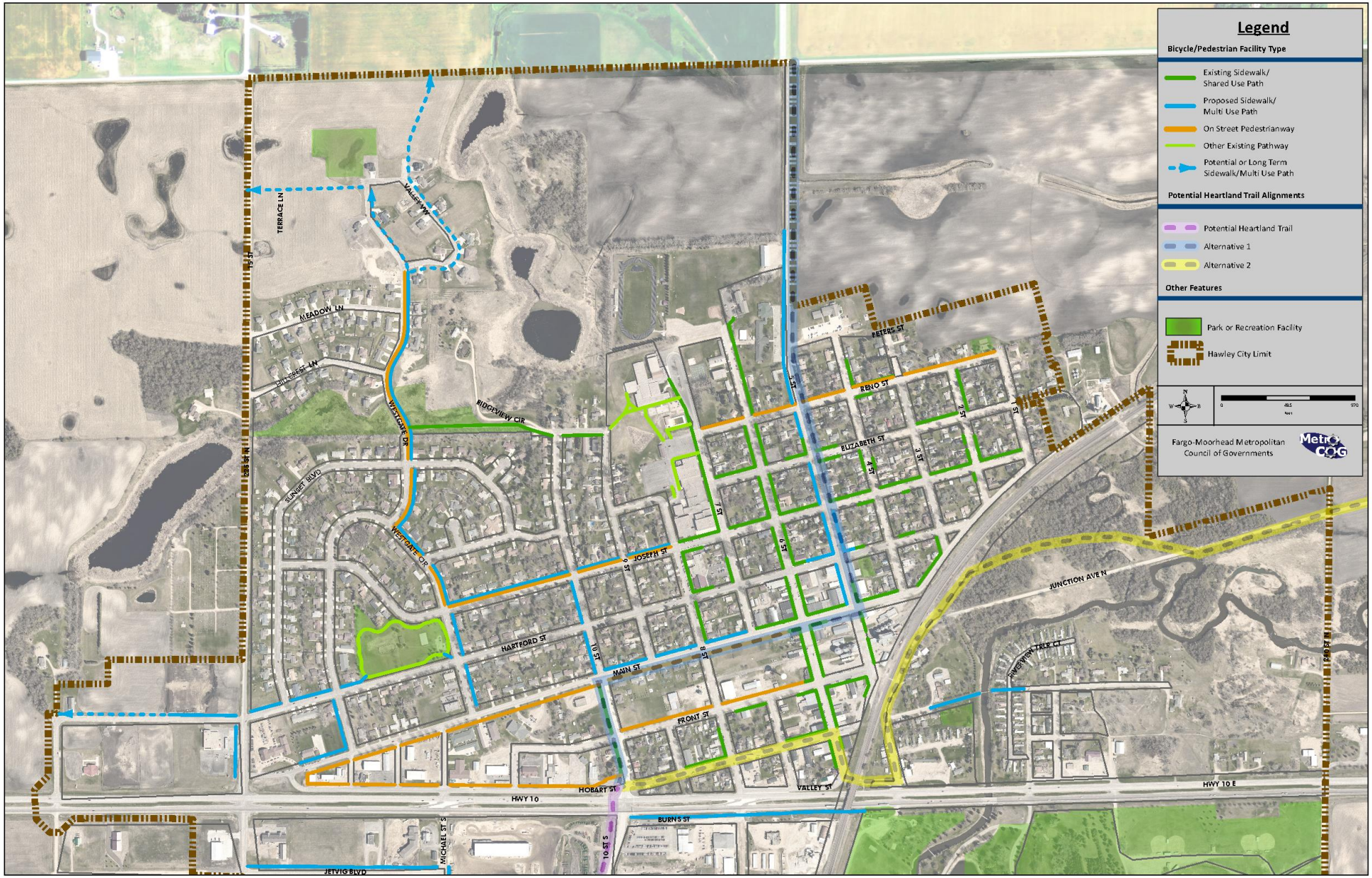


Figure 11: Pedestrian Facility Improvement Plan

ISSUE IDENTIFICATION AND DISCUSSION

The Comprehensive Plan update process identified a host of issues which will have an impact on the growth and development of the City of Hawley. The issue identification process is an outgrowth of the work of the Comprehensive Plan Committee and its extensive consultation with the public and a host of community stakeholders. The issues identified by the Comprehensive Plan cover a range of interest areas. The Comprehensive Plan briefly discusses each of the issues identified with the intent of giving the City of Hawley a framework for addressing and better understanding each of the issues.

The Comprehensive Plan cannot possibly provide a thorough analysis of all the issues identified through the planning process. This Plan does provide detailed analysis on those issues which were considered a high priority to the Comprehensive Plan Committee. For those lesser priority issues, recommendations are made for more detailed analysis to be conducted as part of the overall implementation of the Comprehensive Plan in the years to come. In all cases, the Goals and Objectives of the Plan provide the implementation framework necessary to address those issues identified as part of the planning process. The key issues identified by the Comprehensive Plan are listed below.

GENERAL COMMUNITY NEEDS

Through the public input process for the Comprehensive Plan, community members were asked about specific community needs with regard to infrastructure, services, and facilities. Segments of the community including elected and municipal officials, business leaders, landowners, and other key stakeholders. Below is a summary of some of the items discussed and were brought to attention:

- Pedestrian access across Highway 10 to Riverbend Park, the Golf and Country Club and the baseball diamond and softball complex needs to be more of a key consideration. Future analysis of either a bike/pedestrian bridge across Highway 10 and/or a grade separation under the BNSF rail line south of the highway, including potential costs.
- Each of the two walk bridges that the city owns are in poor condition and should be replaced as soon as it is feasible.

- Though the school system in Hawley is excellent, there is a sense that there is a lack of opportunity for college graduates who may wish to return to Hawley. The City should look to increase opportunities for skilled and/or professional workers.
- Several individuals felt that wide streets would be ideal for bike lanes.
- A new community center would complement the Garrick Theater in hosting events plus it could be seen as a focal point for the surrounding community.
- More people living downtown may help the redevelopment potential of other underutilized lots or buildings.
- Many residents believe the Heartland Trail would be an significant asset for the City; more support was seen for the trail going north-south through Hawley rather than utilizing the Valley Street underpass. This could potentially be done in conjunction with Clay County's reconstruction of 5th Street, which is slated for 2020.
- Future developments should encompass a variety of lot sizes be a mix of small single-family lots, multi-family developments, and pockets of commercial, instead of large areas of single family housing.
- There is a greater desire to work with the postal service to see mail delivery to more residential and commercial cluster boxes.
- A new fire hall or remodeled facility in coordination with the fire district would be an asset to the city and the community.

HOUSING

The overall housing strategy for Hawley should be to ensure it has the housing products for all lifestyles. A diverse housing stock will provide for a range of needs from young families to retired residents wanting to transition into lower maintenance housing. The strategic placement of housing within the Growth Area of Hawley is important to the overall development of the community.

The City needs to look at polices and incentives which diversify the types and varieties of housing available in the community. The City should conduct a market analysis to understand what the existing housing market will absorb in terms of new units, cost points and also provide a clear examination of the existing housing stock in Hawley. Hawley needs to explore incentives for new housing. Housing incentives need to be a part of the larger Community Development strategy. Should the cost of fuel rise, the perceived affordability of Hawley is going to suffer. To address the affordability issue Hawley must be prepared to offset the potential costs residents incur related to commuting, with an affordable and competitive housing product.

There is general consensus that residential development to west of 15th Street is desirable. Development to the west of 15th Street and to the east of 5th Street are likely the priorities for future residential expansion. The north and western portions of the Prairie Hills Subdivision has yet to develop. Given the popularity of the area, the City should work with the developer to explore possible alternatives for a re-plat to provide for more diverse housing options.

New housing would be appropriate in the northeastern growth area of Hawley. Soil limitations would likely require for slab on grade development, thus allowing for a more affordable unit. Development in the northeast section of Hawley's growth area allows for new residential development in close proximity to downtown and schools.

Development of housing in Hawley's southwestern growth area makes sense and is needed in the long term. Residential development in the growth areas south of US 10 Highway will need to consider pedestrian and bicycle connectivity across US 10 to ensure access to the larger community.

The City of Hawley has also expressed a desire to allow for the introduction of Planned Unit Developments (PUDs) in the City. A PUD designated parcel of land that encourages a creative approach to the use of land by allowing considerable flexibility in the design of the site and buildings. The intent of the PUD regulations is to permit greater flexibility and, consequently, more creative and imaginative design for the development of residential areas than under conventional zoning regulations. It is further intended to promote more economical and efficient use of the land while providing a harmonious variety of housing choices, a higher level of urban amenities, and preservation of natural scenic qualities of open spaces.

DOWNTOWN

The City of Hawley has begun to see more investment in its downtown core with several redevelopment projects in recent years. Downtown reinvestment should be balanced against other community development needs and become a part of the larger community development strategy.

Future planning for downtown reinvestment should start with a discussion of what is possible and desirable downtown. The City has a clear handle on downtown limitations,

however what has yet to be developed are the options and alternatives for expanding the function and utility of downtown.

The goal with downtown reinvestment should be to allow for a functional downtown that is a part of the overall economy of the City. As well, a stable and balance downtown assists in elevating the community's image internally and externally. In smaller towns, a vibrant and active downtown is an indicator of larger community success.

Hawley should work to develop internal capacity to provide products and services for its residents. Greater awareness is needed among residents as to the range of products and services available within Hawley, and part of this relates to Hawley marketing itself internally.

ECONOMIC DEVELOPMENT

It would be beneficial for the City of Hawley to identify a leader in terms of business recruitment, retention and expansion. Hawley needs to identify and advance this leader on the issues of economic development who can also provide technical expertise to existing and possible future businesses. The vision for this leadership should be a part of and grow out of the larger community development strategy.

COMMUNITY DESIGN

The physical character of a place creates the first impression for visitors and contributes to the quality of life for residents. The appearance of the physical environment is an asset to be valued. It is formed by many factors. One of the main attributes of Hawley is its small town atmosphere. Hawley is characterized by undulating, hilly topography with open farmland, the historic downtown core, the U.S. Highway 10 business district, and residential neighborhoods with tree-lined streets. The visual effects of the agricultural component to the local economy contribute to the small town impression.

The primary entrance into Hawley is Highway 10 on the west and east ends of town. Other entrances include County State Highway (CSAH) 31 from the south and CSAH 33 from the north.

The visual effect of entrances is important. Not only does an entrance provide the first impression of an area, the entrance advertises and defines what is within that area. An appropriately designed and maintained city entrance can project a sense of community pride and slow traffic in addition to marking city limits and welcoming visitors.

The design of a streetscape includes the road, sidewalk, landscape elements within the public right-of-way. Building facades and landscaped setbacks within the private realm may also be considered. Streetscape elements include street lights, trees, and street furniture, which can contribute to the unique character to a block or neighborhood.

COMMUNITY FACILITIES & INFRASTRUCTURE

During conversations with the Study Review Committee meeting, the City of Hawley presented members with a list of projects they see as important for the community. This list included both needed infrastructural improvements and additional community enhancements. The following is the list provided by the City of Hawley:

- Phase 3 rebuilding of aging infrastructure:
    - Water 28 Blks, Sewer 10 Blks, Storm Sewer, Street Rebuilds (5th Street, Joseph Street south of high school, Reno Street, 1st Street and 2nd Street)
- Rebuilding streets without water or sewer replacements:
    - Sunset Blvd west of Westgate Drive
    - 8th Street west of High School
    - Main Street between 15th Street and Sellin Street
    - Jetvig Blvd
- 15th Street paving
    - Top lift of pavement needed on portion north of Hartford Street
- 15th Street rebuild and paving of remaining north half mile
- New sidewalks & Heartland Trail connections
- New/remodeled fire hall
- Phase 3 of Buffalo River dike work
- New walk bridges over Buffalo River
- New community center
- Highway 10 lighting upgrade
- New park in Prairie Hills Estates

This list was presented to participants at the focus group meetings in March 2015. The following represents their preferred ranking in terms of importance and/or need. **Figure 12 (pg. 60)** displays a map depicting the location of these potential projects.

Project
New ADA-compliant walk bridges over Buffalo River
Phase 3 rebuilding of aging infrastructure
Rebuilding streets without water or sewer replacements
15th Street rebuild and paving of remaining north half mile
15th Street paving
New sidewalks & Heartland Trail connections
New/remodeled fire hall
New community center
Phase 3 of Buffalo River dike work
New park in Prairie Hills Estates
Highway 10 lighting upgrade

In addition to these, Metro COG proposed adding the following projects/priorities at a minimum:

- Consider future analysis of bicycle/pedestrian facilities across Highway 10 and the BNSF railroad
- Emphasizing a greater mix of residential developments

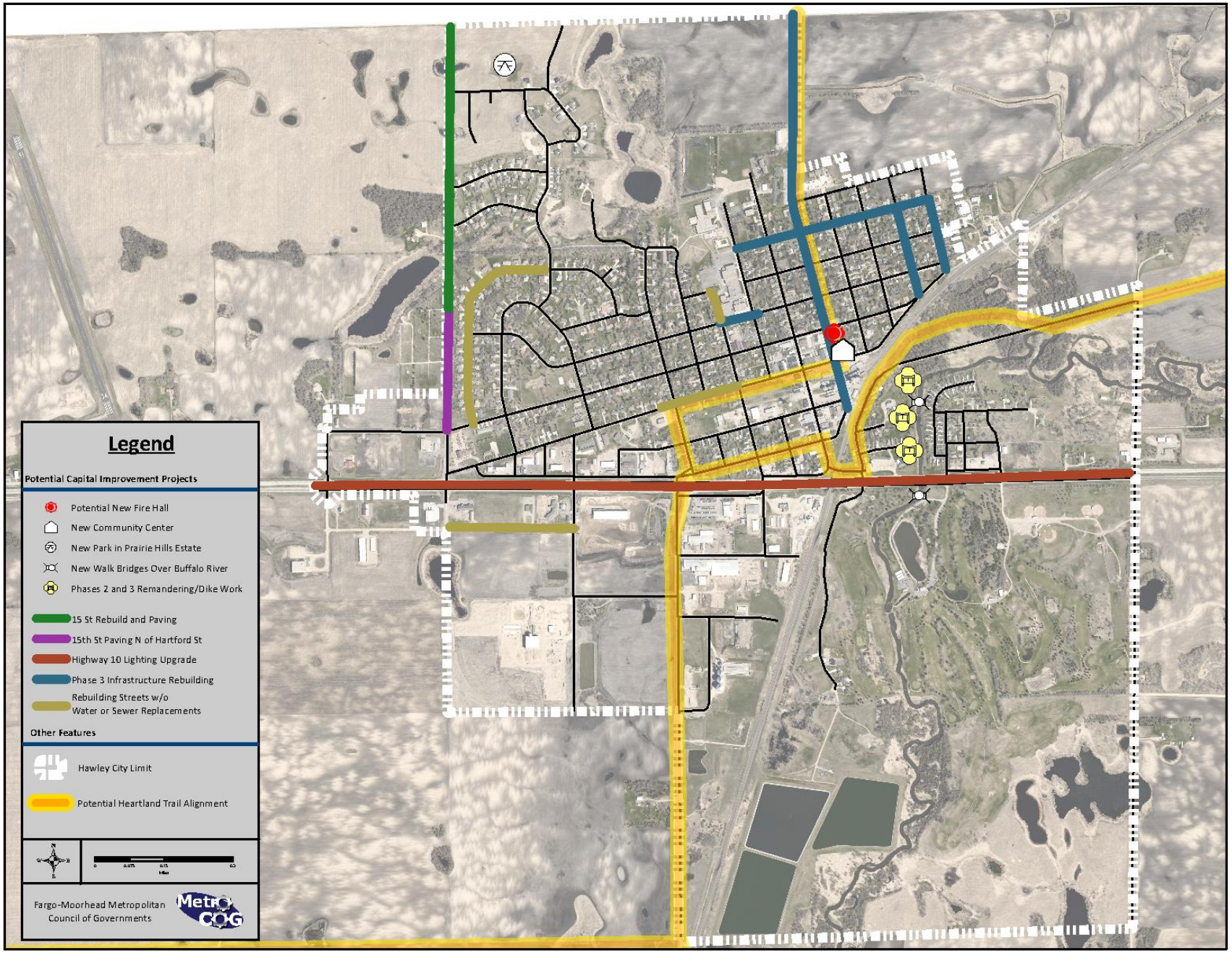


Figure 12: Potential Capital Improvement Projects

GOALS AND OBJECTIVES

Through the public involvement process, it was clear that the community possesses common desires for the future of the City of Hawley. This section of the Comprehensive-Transportation Plan outlines these desires as a series of Goals and Objectives that the City of Hawley should use as a reference tool in the years to come. The following Goals and Objectives should be utilized in the decision making process on issues which will confront the City in the coming years.

GENERAL COMMUNITY GOALS AND OBJECTIVES

1. **Continue to foster a progressive atmosphere that will further instill community pride and serve to attract and retain residents to the City of Hawley.**

    a. Continue to organize and produce family-friendly community events.
    b. Expand recreational opportunities for residents and visitors.
    c. Expand community efforts to beautify "community gateways" and other high visibility areas.
    d. Improve public communication and information dissemination.
    e. Encourage citizen involvement in the city's decision-making process

2. **Hawley Public Schools are an important part of public life in the City of Hawley and serve to both attract and retaining residents; coordination between the City and the school district should be encouraged.**

    a. Adopt a formal process that ensures the Hawley City Council and the School Board meet on at least an annual basis in order to discuss ongoing operational and capital issues.
    b. Ensure the City provides adequate bicycle and pedestrian facilities from neighborhoods to schools.
    c. Promote the school system as an asset in order to attract new residents to Hawley.
    d. Coordinate certain city services, such as snow plowing/removal of streets abutting school property, with the school district.

3. **Proactively attract professionals to live and raise families within the City.**

    a. Continue to emphasize Hawley's strategic position as a convenient bedroom community for both Fargo-Moorhead and the Detroit Lakes areas.
    b. Promote the school system to attract professionals to the City of Hawley.
    c. Develop creative programs aimed at stimulating and providing new "white collar" employment opportunities.

HOUSING AND COMMUNITY GROWTH GOALS AND OBJECTIVES

1. **Promote the development of a mix of housing types that meets a variety of economic and lifestyle needs.**

    a. Assess which areas within the growth boundary are best suited for development and efficiently utilize the long-term planning process to maximize land use decisions.
    b. Encourage the development additional moderately priced, smaller, and multi-family housing units.
    c. Assess the feasibility and market demand for senior housing within the City of Hawley.
    d. Remain committed to preserving existing housing stock.
    e. Plan for and help to preserve an adequate supply of affordable, life-cycle housing.
    f. Continue to promote the development of multi-family housing units.
    g. Ensure building requirements and criteria are communicated consistently with all potential builders.
    h. Adopt the State Building Code and work with adjacent townships to ensure uniform build codes are enforced within its entire 30-Year Growth Area and ET Area.
    i. Identify areas in established neighborhoods for infill development; consider adopting incentives to developers to build new infill projects in these areas.

2. **Promote the conservation of natural resources surrounding the City by directing land uses away from valuable natural features, critical ecosystems, and existing agricultural lands.**
    a. Educate and ensure developers are aware of soil suitability ratings and natural hazard areas that may require additional measures/expenses to develop.
    b. Favor housing projects that incorporate sustainable design standards.
    c. Encourage the utilization of elements of the natural terrain in street and lot designs of new developments.

3. **Ensure zoning and subdivision regulations are consistent with the City's long-term land use goals and objectives and update if necessary.**

    a. Regularly review and update both the zoning and subdivision ordinances to ensure compliance with the Comprehensive Plan.
    b. Regularly assess infrastructure needs to ensure it meets existing needs and can adequately accommodate future growth.
    c. Adhere to the 30 Year Growth Plan and municipal expansion plan contained with the City of Hawley's Comprehensive Plan.
4. **Proactively work with leaders from surrounding townships to develop a joint powers planning area and ensure consensus on land use and development decisions between the City, Townships, and County.**

a. Engage with township and county leaders to create a task force focused on determining the scope and terms of agreements necessary to ensure seamless land use, zoning, and annexation decisions within Hawley's Growth Area and ET area.

ECONOMIC DEVELOPMENT GOALS AND OBJECTIVES

1. **Identify key economic development stakeholders within the City and encourage interaction between these individuals/groups and City leadership.**
    a. The City of Hawley should consider forming a task force to discuss economic development strategies/priorities and put together an action plan to address identified needs and opportunities.
    b. Ensure the City continues to engage with and utilize the knowledge of the City of Hawley's Economic Development Authority (EDA) advisors.

2. **Continue to aggressively promote Hawley's unique position as a bedroom community with close proximity to both the Fargo-Moorhead and Detroit Lakes metropolitan areas and a friendly, small-town atmosphere to attract new businesses and commercial activities to the City of Hawley.**
    a. Continue to cultivate an atmosphere that is open and receptive to business and development opportunities as they arise.
    b. Creatively market Hawley as a community where new businesses can be successful and profitable.
    c. Utilize and promote the strengths of the City to better retain existing workers.

3. **Maintain and promote existing businesses and encourage prospective businesses to locate in appropriate commercial and industrial areas throughout the City.**
    a. Continue to provide municipal service benefits, such as electrical and natural gas distribution subsidies, to Developers as a means to assist and attract new developments.
    b. Recognizing past history, strive to reestablish a Chamber of Commerce to facilitate communication and cooperation in the business community.
    c. Identify areas of focus for economic development efforts and define the types of businesses or industrial activities that are desired within Hawley.

4. **Enact measures which help to preserve and renovate historic buildings and restore the character of downtown Hawley.**
    a. Where feasible, seek State, regional, private, and foundation economic development funding to restore and/or maintain historic buildings and structures throughout the City.
    b. Conduct a downtown options study to better understand the options and opportunities for investment in the downtown area.

5. **Maintain commercial areas by utilizing incentives and code enforcement.**

a. Maintain economic growth through initiatives such as the revolving loan fund, tax increment districts, and other innovative strategies that may become available.
b. Ensure the aesthetics of older commercial areas by enacting and enforcing codes regarding property management.
c. Continue to retain and develop, as needed, sign ordinances concerning billboard placement and policies in order to protect the visual nature of "gateways" into Hawley.

TRANSPORTATION GOALS AND OBJECTIVES

1. Adopt the policies recommended in the Pedestrian Facility Improvement Plan, as included in the Comprehensive Plan.

2. Increase the number of pedestrian facilities within the City of Hawley.

a. Make the construction of new pedestrian facilities a top priority, especially in areas which will fill network gaps and produce connectivity. Pedestrian crossings, signals, crosswalk treatments, and signage should also be a top priority in areas with high pedestrian usage to increase the use of the pedestrian system and ensure its accessible to all.
b. Connect neighborhoods to other city resources, such as schools, parks, libraries, and recreational facilities.
c. Provide additional connections to commercial areas in the City of Hawley, in particular downtown and commercial areas along Highway 10.

3. Improve the quality of both future and existing pedestrian facilities, especially for areas of Hawley with poor sidewalk conditions.

a. Ensure all sidewalks are kept in a safe and accessible condition.

b. Connect isolated portions of current sidewalk network.

4. Enhance pedestrian safety while increasing pedestrian activity.
a. Recognize barriers that hinder pedestrian activity and identify strategies to eliminate the barriers.
b. Ensure ADA accommodations are provided at all street crossings.
c. To the greatest extent possible, provide grade separations where feasible.
d. Provide safe and clearly marked crosswalks.
e. Significantly revamp or replace existing pedestrian bridges along the Buffalo River; ensure these facilities meet ADA accessibility standards.

5. Work with regional and state partners to identify and develop a solution to ensure a safe pedestrian crossing over the BNSF railroad.
a. Utilize legal authority to ensure railroad compliance within Hawley city limits.
b. Identify potential crossing locations, methods, and funding sources.
c. Work closely with Metro COG on the Regional Railroad Crossing Safety Study.

6. Leverage available federal and state funding sources to help fund pedestrian improvement projects.

a. Continue to work closely with regional partners to identify needs and submit projects for potential Transportation Alternative program (TA) funding consideration.
b. Identify creative funding solutions to integrate the City's sidewalk needs into the Clay County Heartland Trail Extension in order to maximize cost efficiency.

7. **Provide the resources which encourage active and healthy lifestyles for residents of Hawley.**

    a. Utilize existing resources and create a network which entices physical activity and exercise.
    b. Encourage the use of sidewalks to reduce vehicle trips and improve air quality.
    c. Promote students to bike and/or walk to and from school.
    d. Continue to provide creative recreational opportunities, such as disc golf course the City recently developed, to residents and visitors.

8. **Actively support and be closely involved in the planning process for the Clay County Heartland Trail extension.**

    a. Integrate the planning of the City's bicycle/pedestrian network with the proposed Heartland Trail alignments as they become more concrete.
    b. Engage with Clay County, the Minnesota DNR, and other key stakeholders to ensure Hawley's interests are represented as potential trail alignments are planned.
    c. Recognize the potential of the Heartland Trail to showcase the City to users, attract additional visitors, and help to grow Hawley businesses.

9. **Ensure the safe and efficient movement of vehicles throughout the City.**

    a. Establish and adopt standards for roadway extensions into developing areas.
    b. Acquire right-of-way and develop future roadways and parking facilities in developing areas according to established standards.
    c. Adhere to the recommendations from the TH 10 CR33/31 Traffic Study concerning access and frontage roads.
    d. Plat adequate roadways that meet City standards to serve the developing areas and adhere to the adopted Future Land Use Plan.
    e. Develop and implement a long term strategy for the upgrade, maintenance, and preservation of 15th Street north of US Highway 10.

10. **Update policies on maintenance and construction of City streets.**

    a. Maintain strategies for the effective and efficient removal of snow including roadway responsibilities, timely service, and cost suitability.
    b. Maintain a capital improvement program that will define all major roadway projects (maintenance and new construction) and Street Department capital needs for the next five years.
    c. Continually maintain the road maintenance program in Hawley to include recommendations and schedules for seal coating, overlay, and crack repair.

d. Maintain an inventory of street conditions for all streets in the City.

11. Promote rural transit options for elderly, disabled, or those who do not have access to private transportation.

a. Coordinate with Transit Alternatives to improve service delivery for individuals that live in or near Hawley.
b. Improve marketing and resident awareness of Transit Alternatives park-and-ride service to Hawley residents.
c. Promote connectivity between rural and urban transit systems.

12. Improve the safety and access along the Highway 10 corridor.

a. Provide facilities to ensure safe pedestrian routes to recreational facilities south of Highway 10.
b. Work with MnDOT and Clay County to be cognizant of a comprehensive plan for the Highway 10 corridor within and beyond Hawley City limits.
c. Investigate the feasibility and explore potential opportunities to extend the 50 mph speed limit on Highway 10 to the western extent of the city boundary.
d. Review the placement of signage and billboards along US Highway 10 to ensure they will not obstruct sight distances for entering traffic.

13. Continue to maintain Airport facility and encourage its use by area businesses.

a. Adhere to the recommendations and project improvement schedule proposed in the 2014 Hawley Airport Master Plan.

PUBLIC FACILITIES/SERVICE GOALS AND OBJECTIVES

1. Provide high-quality public utilities and services that meet existing and future demand while adhering to sound fiscal and development policies.

a. Continue to update the Capital Improvement Program to identify all public facilities' needs, costs, funding and sources, and determine timing for implementation.
b. Study the long-term storm water system needs for the City.
c. Provide adequate storm sewer and storm water retention areas in developing land in cooperation with Townships, the Buffalo-Red River Watershed District, and others.
d. Extend water and sewer services simultaneously to new development areas.
e. Complete Phase 3 of water/sewer improvements.

2. Maintain a supply of reliable, fairly priced energy

a. Begin planning for the replacement and clean-up of the abandoned generating plant.

b. Ensure natural gas distribution system has the adequate pressure to meet needs both within the City and within the ET area.
c. Conduct an assessment of the anticipated natural gas needs of areas outside of the current city limits which are anticipated to be developed and incorporated into Hawley City Limits within the future.
d. Plan for and expand the gas and electric distribution network as the City expands into new areas.

3. **Ensure the City of Hawley provides efficient and effective police, fire, and emergency response services.**

    a. Plan for new, expanded, or relocated facilities as necessary.
    b. Closely examine the capacity of the current fire hall and determine whether a renovation of the building, expansion, or construction of a new facility is required.

4. **Continually review special assessment policies and make changes as needed.**

PARKS, CIVIC, AND RECREATIONAL FACILITIES GOALS AND OBJECTIVES

1. **Continue to provide accessible and diverse cultural and civic amenities to residents of the City of Hawley.**

    a. Examine the public support and cost for a new community center, which would host civic events and serve as a focal point for residents of the community.
    b. Regularly assess the City's civic assets, such as the City Hall and Library, to ensure they continue to meet the needs and expectations of residents.

2. **Maintain and enhance existing park and recreational facilities.**

    a. Maintain standards in land use regulations that will provide for parkland dedication.
    b. Design minimum maintenance parks.
    c. Replace dilapidated walk bridges over Buffalo River with ADA-compliant structures.
    d. Provide diverse park amenities that appeal to a diverse range of interests.
    e. Ensure playground equipment and picnic facilities are sufficiently maintained and accessible to residents.
    f. Provide safe and ADA-compliant access to all park facilities for pedestrians and cyclists.

3. **Promote expansion of parks and recreational facilities into new developments within the City.**

    a. Enact measures to ensure parks are required within all new residential developments.
    b. Prepare a parks and open spaces master plan for areas in the 30 Year Growth Area that include areas of future residential uses.

4. **Preserve and protect the City's natural and environmental resources while enhancing recreational opportunities for residents and visitors.**

    a. Continue to work with the MN DNR and the Buffalo-Red River Watershed District to explore long term solutions to address bank stability issues along the Buffalo River, including possible dike replacement adjacent to the Highway 10 corridor.
    b. Explore ways to enhance the recreational opportunities provided by the Buffalo River, such as creating fishing piers or camping sites near the River.
    c. Implement policies and practices which protect the water quality of the Buffalo River.
    d. Investigate the potential for creating camp grounds and/or RV sites to attract visitors to the City.

IMPLEMENTATION

STRATEGIC IMPLEMENTATION

Previous chapters of the Comprehensive Plan have focused on foundational elements including a community-derived vision followed by a demographic profile which depicted projections and forecasts. The Comprehensive Plan establishes a plan attributable to the 2045 planning horizon with associated goals, objectives, and policies. This chapter begins the process of project prioritization which will serve as an aid for the City in helping inform and guide budgetary decision making.

The 2015 operating budget for the city was set at approximately $3 million, of which almost $600,000 was identified as local government aid from the State of Minnesota. In this regard, the city has limited revenue resources on an annual basis that can be allocated to specific capital improvements; therefore, the city should place an increased importance on long range municipal capital project planning/ prioritization. It is important to note that some projects may require a significant investment from the community and city revenue streams will not be enough to singlehandedly implement certain projects. The city should consider (as applicable) the use of municipal finance mechanisms which could include: assessments, capital charges, special taxing areas, tax abatement, bonds and grants.

The 2009 Comprehensive Plan for the City of Hawley included discussion on recommended short-term and long-term projects. A number of these recommendations have either been implemented or accomplished by the city over the past six years, to the overall benefit of the community. Other recommendations within the plan are subjective and difficult to quantify in regards to a determined level of completeness.

PUBLIC/PRIVATE PARTNERSHIPS

To efficiently and successfully implement a Comprehensive Plan both the public and private sector have important roles. The community has put forward valuable input and consolidated a zs30-year plan to guide the city in subsequent years. To achieve this vision, investment from both sectors will be necessary. In addition, the community should actively encourage public/private partnerships to enhance the likelihood that projects will be initiated and completed; consistent with Comprehensive Plan goals and policies.

PLAN AMENDMENT PROCESS

This Comprehensive Plan has been established to guide decision making within the City of Hawley. In order for the plan to function over the established 30-year planning horizon the community must be able to review, revise and update the plan as conditions warrant (economics, social, demographic, growth, political,). This provides an avenue in which the community (specifically elected officials and city staff) can respond to changing conditions.

Amendments to the plan may include: text revisions, policy/goal/action item re-evaluation or changes to maps (such as amendments to the Future Land Use Plan). All Comprehensive Plan amendments shall require City Council consideration, following review and recommendation from the Planning Commission. Amendments shall be processed under the existing city policies for 'resolutions'. The City Council shall approve, approve with conditions or deny the amendment based on staff recommendations, public hearing testimony and amendment approval criteria as established below.

Comprehensive Plan Amendments shall be approved if the City Council makes the following specific findings:

a) The proposed amendment will have no adverse impact (or un-mitigated impact) on surrounding properties, facilities or infrastructure;
b) The proposed amendment will not have significant or adverse impacts on services; inclusive of availability and adequacy of potable water, sanitary sewer and transportation networks;
c) The proposed amendment is consistent with the intent of the Future Land Use Plan;
d) The proposed amendment is consistent with the logical expansion of municipal services (as applicable);
e) Adherence to policies, goals or action items within the Comprehensive Plan are neither intended nor consistent with other important aspects (goals, polices, actions) as set forth within the plan.

APPENDIX 1: DEMOGRAPHIC PROFILE

COMMUNITY PROFILE

Accurate background information is essential in the development of the Comprehensive Plan and subsequent land use regulations. Historical data, current conditions, and trends provide the basis for the goals, objectives, and policies developed through the planning process for the Comprehensive Plan.

Demographic data utilized within the Comprehensive Plan has been obtained from the U.S. Census Bureau, the Minnesota State Demographic Center, and the 2012 Demographic Forecast Study for the Fargo-Moorhead Metropolitan Statistical Area. Historical trends have been included to assist in providing a framework for long-range planning assumptions and growth.

POPULATION & HOUSEHOLD ANALYSIS

As part of the Comprehensive Plan update process in both 2000 and 2009, future population and household projections were developed for the City of Hawley. The use of population and household projections are important in determining the amount of land needed for urban development. Past projections have utilized population estimates released by the Minnesota State Demographic Center as well as U.S. Census Bureau data and projections developed as part of Metro COG's Long Range Transportation Plan process.

Table A1 – 2000 Comprehensive Plan Population Projections

Year	1997	2000	2005	2010	2015	2020	2025	2030	2035
Population*	1,736	1,764	1,811	1,858	1,906	1,955	2,006	2,059	2,114

* Based on .699% annual growth rate

Table A2 – 2009 Comprehensive Plan Population and Household Projections

Year	2007	2010	2015	2020	2025	2030	2035
Population*	1,924	1,997	2,092	2,191	2,295	2,404	2,518
Households	775	792	827	869	918	973	1,028
Persons/Household	2.52	2.52	2.53	2.52	2.50	2.47	2.45

* Based on .949% annual growth rate

The Minnesota State Demographic Center has population statistics for the City of Hawley from 2010 to 2014. Metro COG has developed population projections for 2015 using the average annual growth rate between 2010 and 2014 of 1.0084%. Note that the actual persons per household from the 2009 Comprehensive Plan is lower than current projections. However, the number of households is actually higher than originally predicted.

Table A3 – Minnesota State Demographic Population and Household Projections for the City of Hawley

Year	2010	2011	2012	2013	2014	2015
Population	2,067	2,087	2,094	2,117	2,137	2,212
Households	854	864	868	877	886	921
Persons/Household	2.42	2.41	2.41	2.41	2.41	2.40

Metro COG has a standard procedure for updating its Long Range Transportation Plan every five years in accordance with federal requirements which necessitates the need for updated demographic data. The 2012 Demographic Forecast Study was developed for the 2014 Long Range Transportation Plan, which projected population, households, and mean household size for areas of Clay County.

For the past five years, the City of Moorhead and the City of Hawley have had nearly identical persons per household sizes. However, much of Clay County beyond the City of Moorhead and the City of Dilworth is projected to have much higher household size in the years to come, whereas mean household size in the urban areas such as Moorhead is projected to be less.

Table A4 – Minnesota State Demographic Center Mean Household Size for the City of Hawley and the City of Moorhead – 2010 to 2014

Year	2010	2011	2012	2013	2014
Moorhead Persons/Households	2.41	2.40	2.40	2.40	2.41
Hawley Persons/Household	2.42	2.41	2.41	2.41	2.41

Table A5 – 2012 Demographic Forecast Study Projections for the City of Moorhead and Clay County

Year	2015	2020	2025	2030	2035	2040
Moorhead Persons/Households	2.43	2.42	2.40	2.36	2.35	2.33
Clay County Persons/Household	2.65	2.77	2.81	2.82	2.80	2.79

Applying a modified Clay County growth rate between each five-year increment from the 2012 Demographic Forecast Study to the 2015 population projection for the City of Hawley (2,212), Metro COG has developed the following population projections for the City of Hawley through 2045:

Table A6 – Proposed Population and Household Projections for the City of Hawley

Year	2015	2020	2025	2030	2035	2040	2045
Population	2,212	2,318	2,451	2,560	2,644	2,739	2,839
Households	921	927	965	1,004	1,045	1,087	1,131
Persons/Household	2.40	2.50	2.54	2.55	2.53	2.52	2.51

Figure A1 (below) shows how population projections from previous comprehensive plans have compared to actual U.S. Census Bureau counts and the population projections developed in Table A6 (above).

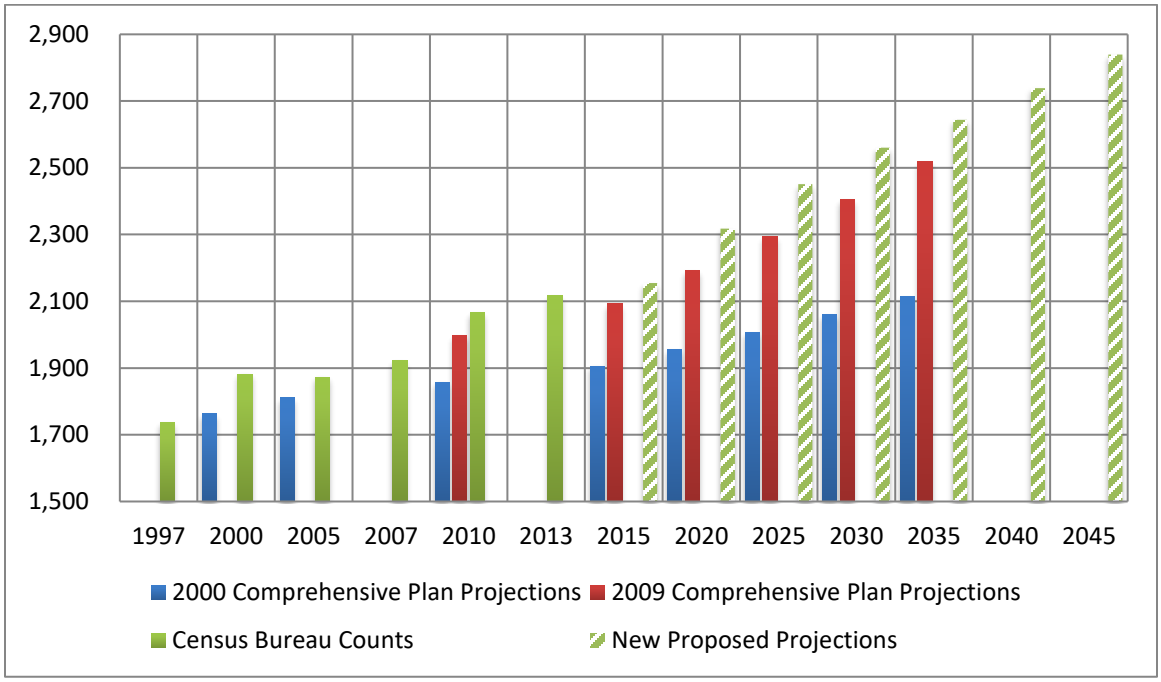


Figure A1 – Comparison of Population Forecasts and U.S. Census Bureau Counts (1997-2045)

POPULATION CHARACTERISTICS

The City of Hawley is predominantly white, although race diversity has slowly increased throughout the past decades. The city's median age has also decreased in that same time period, as shown in Table A7 (pg. 74). To note, a significant proportion of the population growth realized by the City of Hawley from 2000 to 2010 is directly attributable to the 18-year and under classification. This is an important characteristic to keep in mind as the community plans for future development and potential marketing strategies.

Table A7 – Population Characteristics

	2000	2010
Total Population		
White	1,853	1,991
African American	2	7
Hispanic	8	19
Asian	4	14
Native American	7	21
Other	0	1
Age Distribution		
19 Years and Younger	544	643
20 to 64 Years Old	961	1,101
65 Years and Older	377	323
Median Age	38.0	34.9

EDUCATION

Table A8 tracks the educational attainment of residents in the City of Hawley over a 20-year period based on the U.S. Census Bureau. Since 1990, there has been an increase in the number of Hawley residents who have pursued undergraduate and post-graduate education. In 1990, approximately 29.4 percent of Hawley's population had completed less than 12th grade. This number has improved to 6.5 percent in 2014.

Table A8 – Educational Attainment of Hawley Residents 25 Years and Older

	1990		2000		2014	
	Number	Percentage	Number	Percentage	Number	Percentage
Less than 9th Grade	225	20.7%	136	10.9%	32	2.6%
9th to 12th Grade, No Diploma	95	8.7%	73	5.9%	47	3.9%
High School Graduate (includes equivalency)	353	32.4%	374	30.1%	424	34.9%
Some College, No Degree	164	15.1%	262	21.1%	215	17.7%
Associate's Degree	77	7.1%	107	8.6%	174	14.3%
Bachelor's Degree	141	13.0%	249	20.0%	228	18.8%
Graduate or Professional Degree	33	3.0%	42	3.4%	95	7.8%
Total Persons 25 and Older	1,088	100.0%	1,243	100.0%	1,215	100%

INCOME

The information shown in Table A9 (pg. 75) is based on household income in 2014, per the 2014 American Community Survey. To note, the median household income has experienced a significant transformation over the past decades.

Table A9 – Household & Family Income – 2000 through 2014

	2000		2010		2014	
	Households	Families	Households	Families	Households	Families
Total	738	512	755	498	784	497
Less than $10,000	12.1%	5.7%	9.5%	0.8%	5.1%	1.2%
$10,000 to $14,999	7.5%	1.8%	10.2%	8.2%	6.4%	1.0%
$15,000 to $24,999	16.5%	14.5%	9.5%	8.8%	12.8%	5.0%
$25,000 to $34,999	13.1%	13.5%	13.6%	9.8%	14.3%	11.9%
$35,000 to $44,999	15.7%	17.0%	15.9%	21.3%	9.3%	9.5%
$50,000 to $74,999	21.8%	29.7%	17.9%	18.5%	19.0%	23.1%
$75,000 to $99,999	8.1%	10.9%	12.5%	18.1%	7.7%	14.3%
$100,000 to $149,000	3.7%	4.9%	9.1%	11.8%	17.3%	23.9%
$150,000 to $199,999	0.7%	1.0%	1.7%	2.6%	4.8%	4.8%
$200,000 or more	0.8%	1.1%	0.0%	0.0%	3.3%	5.2%
Median Income	$36,652	$47,188	$41,550	$51,389	$52,125	$71,172

EMPLOYMENT & WORKFORCE

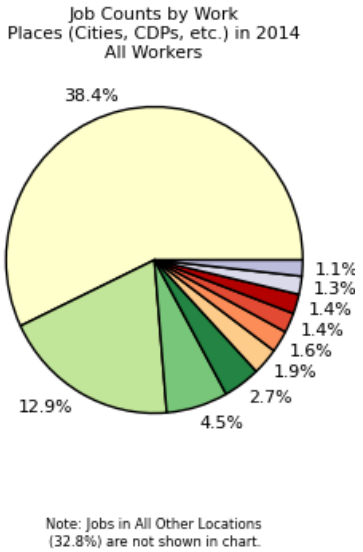
Table A10 shows 2014 employment by major industry for the region obtained from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) dataset.

This analysis includes the entire area spanning from just west of the City of Hawley eastward past the Detroit Lakes. In all, this area is home to over 14,500 workers, with an occupation profile that is fairly diverse. Of all the occupational categories, jobs within the retail trade represented the single greatest occupation family, though the manufacturing industry also provided a significant number of jobs.

Table A10 – Employment by Industry - 2014

Occupation	Number	Percentage
Agriculture, Forestry, Fishing and Hunting	297	2.0%
Mining, Quarrying, and Oil and Gas Extraction	29	0.2%
Utilities	9	0.1%
Construction	671	4.6%
Manufacturing	2,397	16.5%
Wholesale Trade	339	2.3%
Retail Trade	3,652	25.1%
Transportation and Warehousing	546	3.7%
Information	74	0.5%
Finance and Insurance	324	2.2%
Real Estate and Rental and Leasing	52	0.4%
Professional, Scientific, and Technical Services	250	1.7%
Management of Companies and Enterprises	34	0.2%
Administration & Support, Waste Management and Remediation	252	1.7%
Educational Services	1,237	8.5%
Health Care and Social Assistance	2,255	15.5%
Arts, Entertainment, and Recreation	128	0.9%
Accommodation and Food Services	986	6.8%
Other Services (excluding Public Administration)	328	2.3%
Public Administration	706	4.8%
Total	**14,566**	**100%**

Figure A2 provides additional information on the workforce spanning from west of Hawley to east of Detroit Lakes. In all, this area is home to over 12,000 primary jobs, the majority of which are employed within the City of Detroit Lakes. Aside from Detroit Lakes and employment within the greater FM area, however, Hawley is the single greatest provider of jobs within this expansive corridor. The City of Hawley should continue to capitalize on its strategic position within this growing economic corridor. Table A12 (pg. 78) provides additional information on the inflow and outflow of workers and jobs within this region.



Total Primary Jobs

	2014	
	Count	Share
Total Primary Jobs	12,287	100.0%

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - Primary Jobs

	2014	
	Count	Share
Detroit Lakes city, MN	4,714	38.4%
Fargo city, ND	1,589	12.9%
Moorhead city, MN	554	4.5%
Hawley city, MN	332	2.7%
Frazee city, MN	236	1.9%
Perham city, MN	191	1.6%
Audubon city, MN	173	1.4%
West Fargo city, ND	171	1.4%
Fergus Falls city, MN	158	1.3%
Mahnomen city, MN	140	1.1%
All Other Locations	4,029	32.8%

Figure A2 – Workforce Inflow and Outflow Job Counts – 2014

Table A12 – Inflow/Outflow Report

	Count	Share
Selection Area Labor Market Size (All Jobs)		
Employed in the Selection Area	14,566	100.0%
Living in the Selection Area	12,287	84.4%
Net Job Inflow (+) or Outflow (-)	2,279	-
In-Area Labor Force Efficiency (All Jobs)		
Living in the Selection Area	12,287	100.0%
Living and Employed in the Selection Area	6,668	54.3%
Living in the Selection Area but Employed Outside	5,619	45.7%
In-Area Employment Efficiency (All Jobs)		
Employed in the Selection Area	14,566	100.0%
Employed and Living in the Selection Area	6,668	45.8%
Employed in the Selection Area but Living Outside	7,898	54.2%
Outflow Job Characteristics (All Jobs)		
External Jobs Filled by Residents	5,619	100.0%
Workers Aged 29 or younger	1,332	23.7%
Workers Aged 30 to 54	2,866	51.0%
Workers Aged 55 or older	1,421	25.3%
Workers Earning $1,250 per month or less	1,158	20.6%
Workers Earning $1,251 to $3,333 per month	1,967	35.0%
Workers Earning More than $3,333 per month	2,494	44.4%
Workers in the "Goods Producing" Industry Class	1,044	18.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	1,191	21.2%
Workers in the "All Other Services" Industry Class	3,384	60.2%
Inflow Job Characteristics (All Jobs)		
Internal Jobs Filled by Outside Workers	7,898	100.0%
Workers Aged 29 or younger	1,995	25.3%
Workers Aged 30 to 54	3,874	49.1%
Workers Aged 55 or older	2,029	25.7%
Workers Earning $1,250 per month or less	2,305	29.2%
Workers Earning $1,251 to $3,333 per month	3,029	38.4%
Workers Earning More than $3,333 per month	2,564	32.5%
Workers in the "Goods Producing" Industry Class	1,690	21.4%
Workers in the "Trade, Transportation, and Utilities" Industry Class	3,266	41.4%
Workers in the "All Other Services" Industry Class	2,942	37.2%
Interior Flow Job Characteristics (All Jobs)		
Internal Jobs Filled by Residents	6,668	100.0%
Workers Aged 29 or younger	1,525	22.9%
Workers Aged 30 to 54	3,463	51.9%
Workers Aged 55 or older	1,680	25.2%
Workers Earning $1,250 per month or less	1,793	26.9%
Workers Earning $1,251 to $3,333 per month	2,720	40.8%
Workers Earning More than $3,333 per month	2,155	32.3%
Workers in the "Goods Producing" Industry Class	1,704	25.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	1,280	19.2%
Workers in the "All Other Services" Industry Class	3,684	55.2%

HOUSING

Housing characteristics outlined in Table A13 and Table A14 offer insight into growth trends and the community's housing market. According to the 2010 U.S. Census Bureau, the city has a total of 891 housing units, of which 854 were occupied. Homeowner vacancy rates have remained low through the years, with fast turnaround of properties listed for sale.

Table A13 – Housing Occupancy – 2000 through 2010

	2000		2010	
	Number	Percent	Number	Percent
Total housing units	787	100.0%	891	100.0%
Occupied housing units	744	94.5%	854	95.8%
Vacant housing units	43	5.5%	37	4.2%
For rent	21	2.7%	18	2.0%
For sale only	10	1.3%	6	0.7%
Rented or sold, not occupied	2	0.2%	3	0.3%
For seasonal, recreational, or occasional use	0	0.0%	2	0.2%
All other vacants	10	1.2%	8	0.9%
Homeowner vacancy rate	1.8%		1.0%	
Rental vacancy rate	9.3%		6.6%	

Table A14 – Housing Tenure – 2000 through 2010

	2000		2010	
	Number	Percent	Number	Percent
Occupied Housing Units	744	100.0%	854	100.0%
Owner-Occupied Housing Units	538	72.3%	598	70.0%
Population in owner-occupied housing units	1,458		1,583	
Average household size of owner-occupied units	2.71		2.65	
Renter-occupied housing units	206	27.7%	256	30.0%
Population in renter-occupied housing units	369		480	
Average household size of renter-occupied units	1.79		1.88	

Table A15 depicts the physical housing characteristics of occupied housing units within the City of Hawley using information from the 2010-2014 American Community Survey. Overall, single-family housing currently constitutes 65.7 percent of the housing stock within city limits. Residential unites that could be categorized as multi-family represent 30.5 percent, with an additional 3.8 percent allocated to mobile housing.

Table A15 – Physical Housing Characteristics for Occupied Housing (Estimate) – 2014

	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	Number	Percentage	Number	Percentage	Number	Percentage
Occupied housing units	886	100.0%	607	100.0%	279	100.0%
Units in structure						
1, detached	582	65.7%	554	91.2%	28	10.1%
1, attached	5	0.6%	2	0.4%	3	1.2%
2 apartments	8	0.9%	0	0.0%	8	2.9%
3 or 4 apartments	29	3.3%	0	0.0%	29	10.5%
5 to 9 apartments	30	3.4%	0	0.0%	30	10.9%
10 or more apartments	198	22.3%	17	2.8%	181	64.8%
Mobile home or other type of housing	34	3.8%	34	5.6%	0	0.0%

In regards to owner-occupied housing units, Table A16 depicts home values and the median home value per the 2000 U.S. Census Bureau and the 2014 American Community Survey. When adjusted for inflation, home values have increased nearly 16 percent from 2000 to 2014.

Table A16 – Value for Owner-Occupied Single-Family Housing – 2000 and 2014 (Estimate)

	2000		2014	
	Number	Percent	Number	Percent
Total housing units	448	100.0%	554	100.0%
Less than $50,000	72	16.1%	38	6.9%
$50,000 to $99,999	281	62.7%	124	22.3%
$100,000 to $149,000	75	16.7%	153	27.6%
$150,000 to $199,999	16	3.6%	128	23.1%
$200,000 to $299,999	0	0.0%	93	16.8%
$300,000 to $499,999	2	0.4%	13	2.4%
$500,000 to $999,999	2	0.4%	5	0.9%
$1,000,000 or more	0	0.0%	0	0.0%
Median	$85,400		$134,000	

APPENDIX 2: Public Input Summary

COMPREHENSIVE PLAN STUDY REVIEW COMMITTEE

The development of the Comprehensive Plan was directed by a Study Review Committee (SRC). The SRC was made up of citizens from the City of Hawley and included two City Council Members. The Committee met a total of 7 times throughout the plan development process. The SRC consisted of the following members:

- John Young Jr
- Ben Gunkelman
- Philip Stahl
- Jay Swanson
- Marc Ness
- Jerald Pederson
- Todd Sparrow
- Frank Gross
- Lisa Jetvig

FOCUS GROUPS

Metro COG conducted six focus group meetings in support of the Comprehensive Plan update process. All meetings were held on March 19th and March 23rd, 2015. Each group was tailored to specific segments of the community including elected and municipal officials, business leaders, landowners, and other key stakeholders. A total of 19 individuals participated in the meetings during the two days. The following is a summary of the items that were brought to attention during the course of the focus group meetings:

PUBLIC INPUT SURVEY

In an attempt to gather as much input from the citizens of Hawley as possible, Metro COG created a survey designed to gain insight on the most pressing long-term issues, priorities, and investments for Hawley. The survey was provided during Public Input Meeting #1 and made available online and advertised in the monthly newsletter. Below is the complete survey which was developed as part of the Comprehensive Plan. Overall 108 residents responded to the survey. A complete summary of the results of each question is provided in the following pages.

Public Input Survey

Hawley Comprehensive Plan Update

The creation of a "community vision" was an objective identified within the 2009 Hawley Comprehensive Plan. A community vision statement is an essential component for not only defining and documenting an identity for Hawley, but also in ensuring that the City develops in a manner consistent with this identity. It allows residents of the community the opportunity to provide input on what they value most in the community and develop a consensus on what they would like to change or preserve.

As we start the 2015 Hawley Comprehensive Plan Update, we ask you to aid in developing a community vision by providing feedback on the most pressing community issues, priorities, and investments for Hawley over the next 30 years. If possible, we'd like to receive your feedback no later than March 20th, 2015.

Please rate the following issues from 1 to 5: 1 being very important and 5 being not very important.

Retaining youth in Hawley	_____ (rate from 1 to 5)
Attracting young professionals to the city	_____
Retaining high-quality schools	_____
Creation of service-sector jobs	_____
Creation of industrial jobs	_____
A plan for downtown investment and revitalization	_____
Constructing additional sidewalks in Hawley	_____
Infrastructure improvements, such as water/sewer replacements	_____
Additional recreational opportunities for residents	_____
Providing additional services to senior citizens	_____
Constructing additional apartment and alternative housing options	_____
Creation of additional single family homes in the city	_____
Improving public transportation options for residents	_____
Improvements to the existing transportation system	_____
Providing access to the proposed Heartland Trail	_____
Preserving the character of Hawley	_____

Other issues: (list and rate any other issues not shown above)

1._____

2._____

3._____

What three words would you want your friends or relatives to use to describe Hawley?

1. _____
2. _____
3. _____

Over the next 30 years, what areas of the city would like to see developed? (check all that apply)

- ☐ Continued development/investment in downtown
- ☐ Traditional neighborhoods of Hawley
- ☐ Areas within northern and eastern city limits
- ☐ Area immediately surrounding US-10
- ☐ Areas south of US-10
- ☐ Other (please specify)

  _____

What do you believe will be the two (2) most important priorities to improve the economy of Hawley over the next 30 years?

- ☐ Attracting manufacturing firms to the region
- ☐ Creating additional service-sector jobs
- ☐ Developing programs to retain and attract young professionals
- ☐ Positioning Hawley as a convenient bedroom community for both Fargo-Moorhead and Detroit Lakes
- ☐ Development of outlet malls and other commercial facilities within the city
- ☐ Other (please specify)

  _____

What should be the top two (2) priorities for improving transportation in Hawley over the next 30 years?

- ☐ Connections to the proposed Heartland Trail
- ☐ Improving public transportation options for residents with daily commutes to Fargo-Moorhead, Detroit Lakes, or other job centers
- ☐ Improving access and/or signalization on US-10
- ☐ Creating or expanding bicycle and pedestrian facilities within Hawley
- ☐ Upgrading or expanding the local street network
- ☐ Other (please specify)

  _____

What would you tell a person who was considering living, opening a business, or owning property in Hawley?

_____

_____

_____

_____

_____

_____

In general, what do you feel makes Hawley unique? What qualities of the city are most important to preserve in the future?

_____

_____

_____

_____

_____

_____

_____

SURVEY RESULTS: QUESTION #1

Hawley Comprehensive Plan Community Input Survey

Please rate the following issues from very important and not important.

Answer Options	Very Important	Somewhat important	Neither important nor unimportant	Somewhat unimportant	Not important	Rating Average	Response Count
Retaining high-quality schools	105	2	0	0	1	1.06	108
Attracting young professionals to the city	80	21	5	0	1	1.33	107
Retaining youth in Hawley	60	36	9	0	1	1.55	106
Preserving the character of Hawley	49	31	21	2	2	1.83	105
Creating service-sector jobs	35	55	12	3	1	1.87	106
A plan for downtown investment and revitalization	44	39	15	7	1	1.89	106
Additional recreational opportunities for residents	42	42	16	7	1	1.92	108
Creating additional single family homes in the city	41	36	26	2	2	1.95	107
Creating industrial jobs	31	50	22	3	1	2.00	107
Infrastructure improvements, such as water/sewer replacements	30	39	33	3	1	2.11	106
Providing additional services to senior citizens	25	52	22	6	1	2.11	106
Constructing additional apartment and alternative housing options	27	41	22	9	7	2.32	106
Providing access to the proposed Heartland Trail	27	35	29	7	7	2.35	105
Constructing additional sidewalks in Hawley	30	31	28	11	7	2.38	107
Improving public transportation options for residents	16	26	49	12	5	2.67	108
Improvements to the existing transportation system	12	28	50	12	3	2.68	105
						answered question	108
						skipped question	0

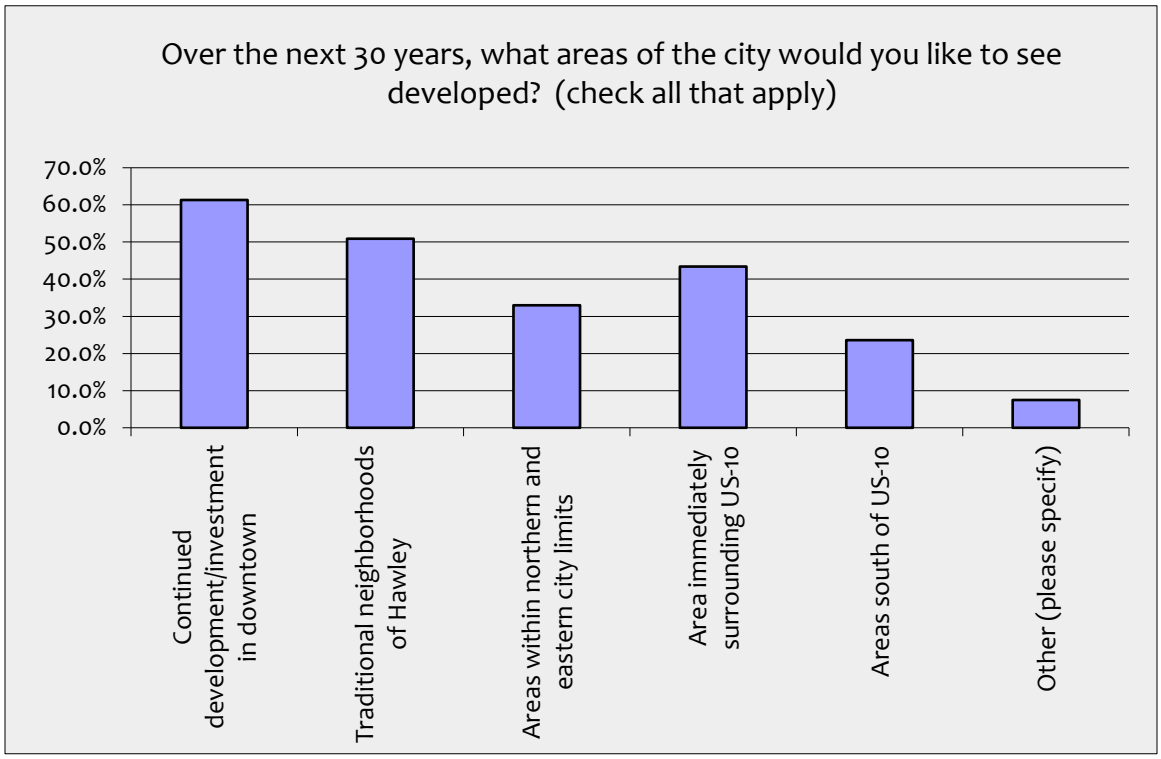
SURVEY RESULTS: QUESTION #2

Top 3 Words Used to Describe Hawley:

1. Friendly
2. Great Schools
3. Safe

A graphic depicting representing the survey results, with the words used most frequently as the largest, is shown below:

SURVEY RESULTS: QUESTION #3



SURVEY RESULTS: QUESTION #4

What do you believe will be the two (2) most important priorities to improve the economy of Hawley over the next 30 years?			
Answer Options	**Answer Options2**	**Response Percent**	**Response Count**
Positioning Hawley as a convenient bedroom community for both Fargo-Moorhead and Detroit Lakes	Positioning Hawley as a convenient bedroom community for both Fargo-Moorhead and Detroit Lakes	61.3%	65
Developing programs to retain and attract young professionals	Developing programs to retain and attract young professionals	49.1%	52
Development of outlet malls and other commercial facilities within the city	Development of outlet malls and other commercial facilities within the city	34.9%	37
Attracting manufacturing firms to the region	Attracting manufacturing firms to the region	27.4%	29
Creating additional service-sector jobs	Creating additional service-sector jobs	26.4%	28
Other (please specify)	Other (please specify)	7.5%	8
		answered question	**106**
		skipped question	**2**

SURVEY RESULTS: QUESTION #5

What should be the top two (2) priorities to improve transportation in Hawley over the next 30 years?			
Answer Options	**Answer Options2**	**Response Percent**	**Response Count**
Creating or expanding bicycle and pedestrian facilities within Hawley	Creating or expanding bicycle and pedestrian facilities within Hawley	45.2%	47
Improving public transportation options for residents with daily commutes to Fargo-Moorhead, Detroit Lakes, or other job centers	Improving public transportation options for residents with daily commutes to Fargo-Moorhead, Detroit Lakes, or other job centers	41.3%	43
Upgrading or expanding the local street network	Upgrading or expanding the local street network	39.4%	41
Connections to the proposed Heartland Trail	Connections to the proposed Heartland Trail	34.6%	36
Improving access and/or signalization on US-10	Improving access and/or signalization on US-10	24.0%	25
Other (please specify)	Other (please specify)	3.8%	4
		answered question	**104**
		skipped question	**4**