

Hawley Comprehensive Plan



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Prepared by the FM Metropolitan Council of Governments

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INTRODUCTION

The City of Hawley is a community of nearly 2,000 residents located 20 miles east of the Fargo-Moorhead Metropolitan Area. Map 1 shows the location of Hawley, MN. Over the past several decades Hawley has maintained its reputation small community known for its sense of place and quality school system. In 2008 the City of Hawley felt it was necessary to update its Comprehensive Plan to address recent changes in the Community. The new Comprehensive Plan for Hawley sets in place a framework for growth and expansion for the years to come. The Hawley Comprehensive Plan focuses on the physical issues of growth and development.

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.

The Comprehensive Plan develops a clear set of projections for future population growth of the City of Hawley. Based on projected population growth the plan develops a broad yet realistic future land use map. 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 future needs. To assist in ensuring 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.

Figure 1 - Population Change Since 2000 Plan Adoption

2000	2001	2002	2003	2004	2005	2006	2007
1,882	1,884	1,899	1,867	1,897	1,915	1,924	1,924

Source: US Census Bureau; MN State Demographer

Since the adoption of the previous Comprehensive Plan in 2000, Hawley's population has grown by almost 10%. With this growth in population has come the demand for more land for residential and commercial uses. Looking ahead to the future, Hawley is embracing the desire to grow both its population and its physical size. As is discussed later in this Plan, Hawley will grow its population by over 500 residents over the next 30 years. To accommodate this

population growth Hawley will need to add 250 housing units between now and 2035. Figure shows projected growth for Hawley in both population and households. Additional background demographics and community characteristics for Hawley are included in **Appendix 1**.

Figure 2 – Projected Population and Household Growth for Hawley to 2035*

Year	2007	2010	2015	2020	2025	2030	2035
Population (.949%)	1,924	1,997	2,092	2,191	2,295	2,404	2,518
Households	775	792	827	869	918	973	1,028
Person/Household	2.52	2.52	2.53	2.52	2.50	2.47	2.45

** Averages the 2000 Comprehensive Plan High Growth Projection (.699) with the 2007 MN State Demographer Projection (1.2%)*

Accommodating this addition of new population and households will require Hawley to expand its existing municipal footprint. It will be critical to ensure a smooth transition of township areas into the Hawley City Limits. To assist in this transition the Comprehensive Plan has outlined a 30 Year Growth Area for the City of Hawley. The 30 Year Growth Area outlines those areas needed to be annexed over the coming 30 years to ensure Hawley can meet the demand for new housing and commercial growth. The Comprehensive Plan outlines a consensus based framework to bring into focus the intergovernmental coordination required to facilitate the implementation of the 30 Year Growth Plan.

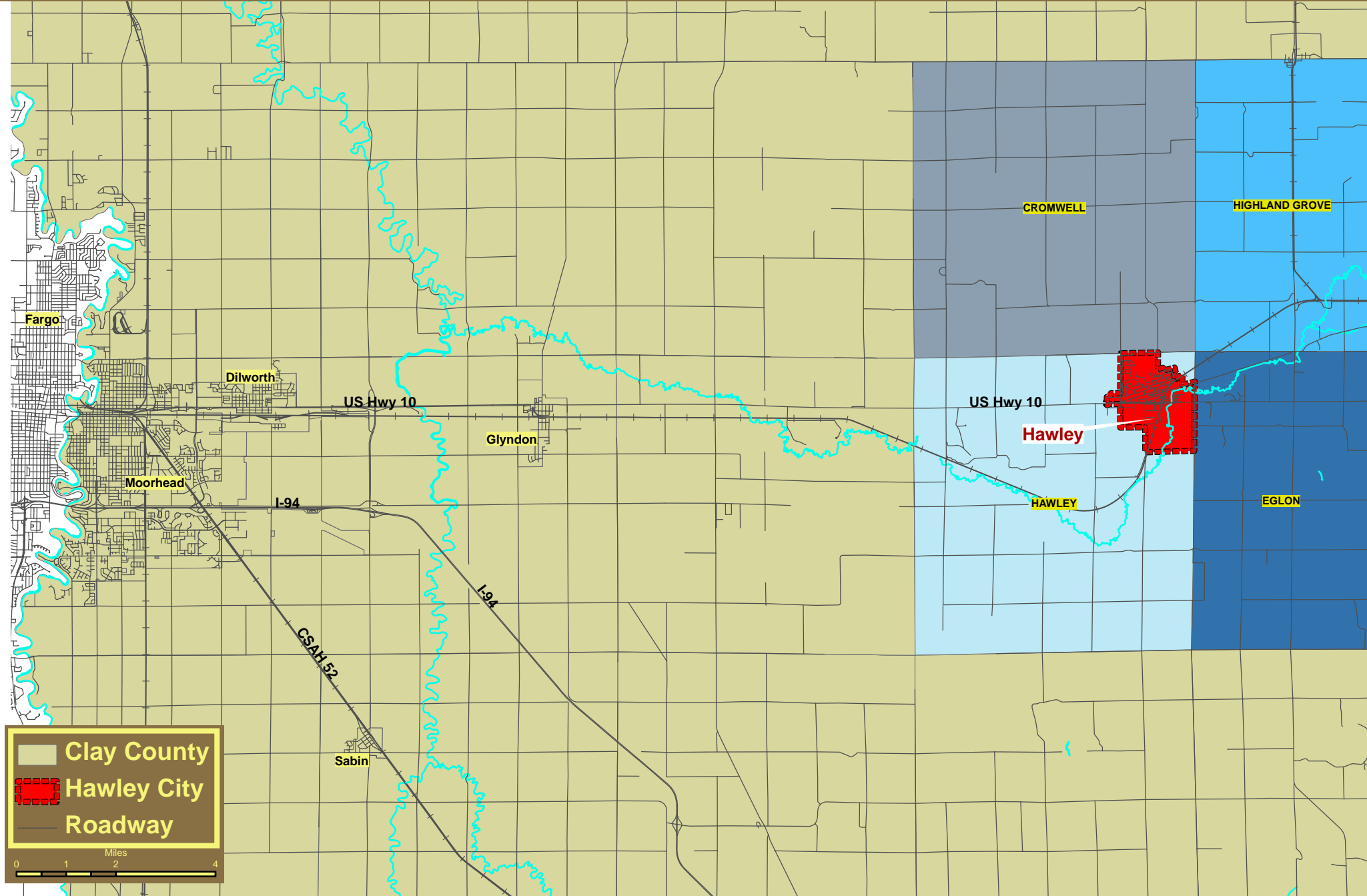
The Comprehensive Plan outlines a number of critical areas the City must work on in the years to come. A significant issue for community attention will be the development of a broad strategy for Community and Economic Development. As a growing community Hawley is presented with a matrix of investment needs and emerging issues which will require deliberate analysis and discussion before action can be taken. The Comprehensive Plan allows Hawley residents and decision makers to separate wants from needs, and set for itself critical community investment areas. As a growing small community the highest priorities for Hawley relate to infrastructure and facilities. 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. The plan addresses issues of pedestrian and safe routes to school planning. The Comprehensive Plan recognizes the significance of US Highway 10 to the overall operations of the City of Hawley. Accordingly the plan provides insight into the management of the corridor to ensure for safe and efficient traffic movements through, into, and out of the City of Hawley. The Comprehensive Plan also broadens the discussion on US Highway 10 to address emerging needs concerning pedestrian and bicycle

safety. The Comprehensive Plan reaffirms the need for sensible public transit options for residents of the community.

The Comprehensive Plan concludes with a brief, yet thoughtful set of Goals and Objectives for the City of Hawley to use as it moves forward with implementing the Plan. The goals and objectives will assist Hawley as it makes planning, policy, and programming decisions in the years to come. The Plan concludes with an implementation plan to assist in ensuring critical elements of the plan move to fruition.

HAWLEY COMPREHENSIVE PLAN



MAP 1
LOCATION - CITY OF HAWLEY

PUBLIC FACILITIES, SERVICES, AND INFRASTRUCTURE

Schools

Hawley Independent School District No. 150 provides educational facilities to 900 students ranging from grades K-12. Pre-school is available during the school year as well as adult education programs offered through the Joint Powers Community Education Program. Students in grades K-6 attend Hawley Elementary School, while students in grades 7-12 attend Hawley High School.

The Hawley Public School District has completed an extensive construction program, which provided significant improvements for the community. All spaces are either new spaces or were completely remodeled since 1997. Total space of the two Hawley Public School facilities has grown from 130,000 square feet to the current 200,000 square feet.

The current budget for Hawley Public School is \$8,986,407. The district employs 66 certified teachers/administrators and 53 non-certified staff, including paraprofessionals, maintenance workers, clerical, food service personnel, and bus drivers.

Recreational Trails and Bikeways

The City of Hawley recently completed construction of a Safe Routes to school path between Westgate Drive and the Hawley School. There is a recreational path for walking, rollerblading, and biking which circles around Westgate Park (approximately 1/3 mile long). This is an eight feet 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. The Minnesota Department of Natural Resource (MN DNR) is currently studying the extension of the Heartland Trail. Discussions are ongoing concerning the alignment of the path through Hawley.

Parks and Open Spaces

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 playground equipment, picnic shelters, rollerblading/biking/walking path, as well as a winter ice-skating rink and warming house. 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 two (2) walking bridges across the Buffalo River. There is also a wayside rest facility adjacent to Riverbend Park and it is accessible from Highway 10. Brekken Park is located north of the intersection of 1st & 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 & Main Street, on the east side of the

Community Center and Hawley Fire Department. Basketball courts are on the north side and playground equipment is on the south side. The newest City Park is located on Hobart Street just west of the Buffalo River and includes the area where the walking bridge crosses the Buffalo River. This park is in the design phase. Map 2 shows the locations of parks and open spaces in the City.

Other Recreational Facilities

The City of Hawley also has a number of other recreational facilities that are presented on Map 2. Hawley's Municipal Golf Course 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 course also exhibits a man-made lake and stone bath house which were constructed by the WPA in the 1930's.

The baseball diamond and softball complex offer further availability of public recreational facilities. These facilities are located on the south side of 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 Hawley Municipal Swimming Pool is owned by the School and located on the north side of town at the corner of 8th Street & Elizabeth Street.

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, village hall, 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. It is located on the west side of town, north of Highway 10 in leased space. In 2007, the Municipal Liquor Store Gross Profit was \$164,040. In 2009 the City will move forward with the development of a new municipal liquor store on the south side of US Highway 10 on property which was donated to the City.

Police Department

The Hawley Police Department is located at 319 6th Street and is staffed by 3 full-time and 4 part-time officers. The department offers 24 hour coverage, to include on-call, call out services for the City of Hawley. The Department has four vehicles and utilizes Clay County Dispatch Services. There are no on-site facilities for holding prisoners.

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. There are 11 full-time employees and 4 part-time employees.

Municipal Airport

The Hawley Municipal Airport is governed by a five-person Airport Commission. The airport has a 3,406 foot asphalt runway, and accommodates single-engine planes. The airport has a five-year capital improvements plan, and receives both federal and state funding. The airport is self sustaining and provides economic stimulus to the Hawley area.

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 in 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.

Other City Facilities

The City also owns two structures that are maintained by the City, but are leased to other interests. The library is located at 421 Hartford Street and is leased to Lake Agassiz Regional Library.

Public Library

The Hawley Public Library is located at 241 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. The City owns the building and it is run by Lake Agassiz Regional Library System.

MeritCare Clinic

MeritCare Clinic Hawley is located at 1413 Main Street. The Building was built in 1982.

The City owns two (2) buildings that are used by a joint powers District for Fire and contracted First Responder Services. Hawley Area Fire District

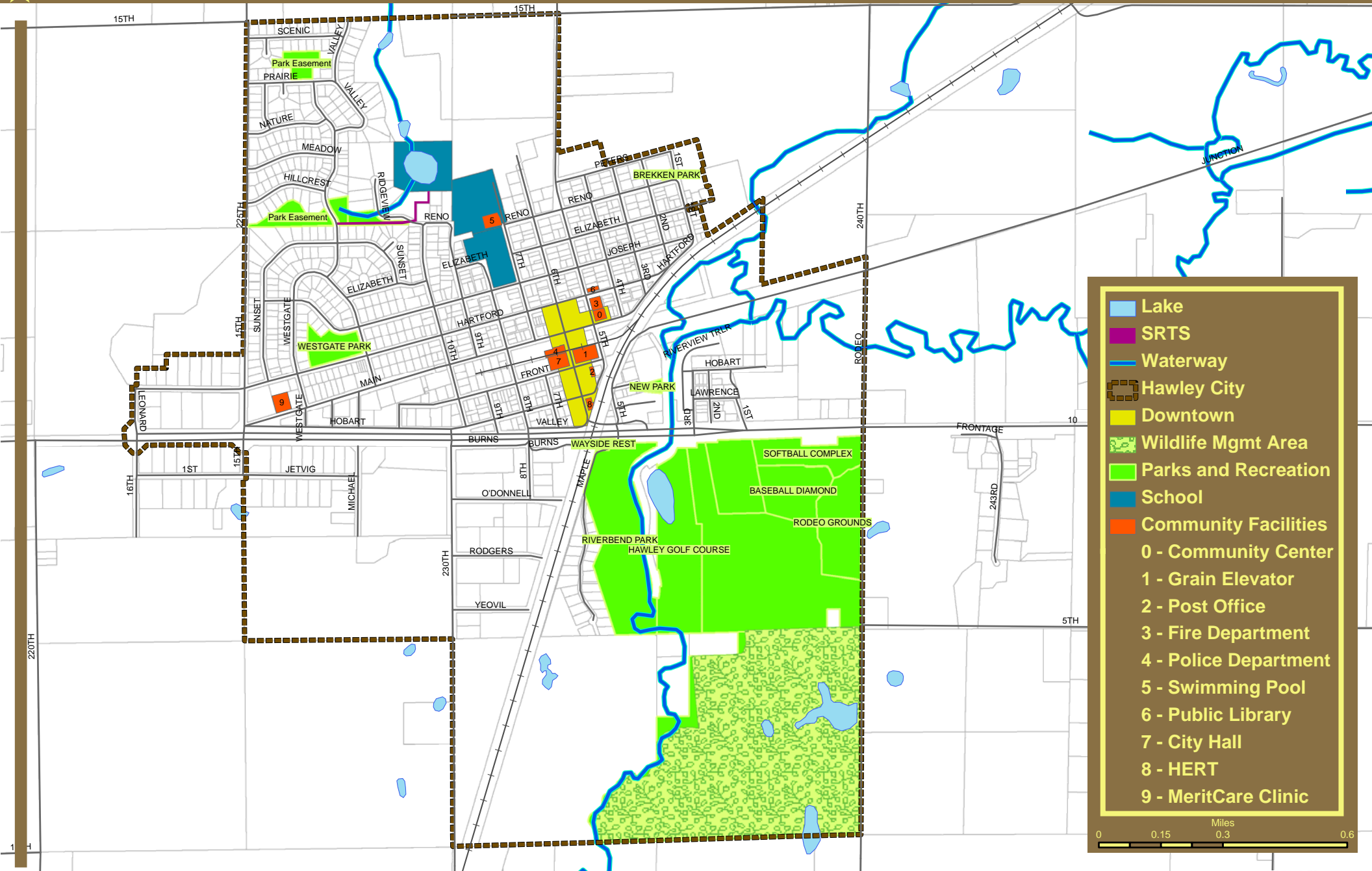
Fire Department

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.

HAWLEY COMPREHENSIVE PLAN



**MAP 2
COMMUNITY FACILITIES**

PHYSICAL CHARACTERISTICS

Introduction

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 (i.e. wetlands and gravel mines). What follow is a description and analysis of the existing physical characteristics of the Hawley area.

Descriptions

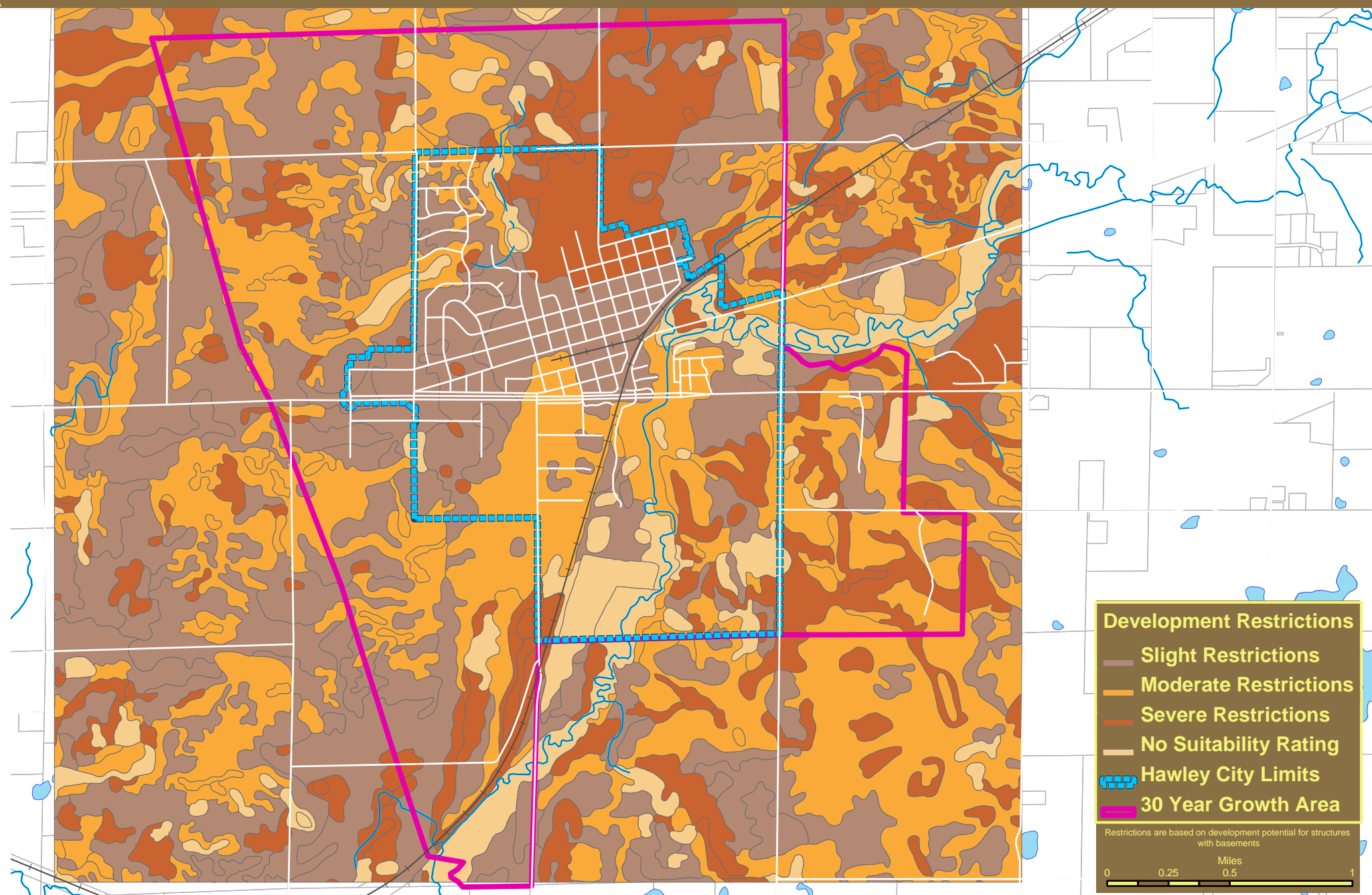
Detailed soil maps have been compiled by the US Department of Agriculture and the Soil Conservation Service. The soil classification maps and the map unit descriptions are presented in the Soil Survey of Clay County Minnesota. The maps and descriptions can be used to determine the suitability and potential 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-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 river and lakes near Hawley.

Soil Ratings

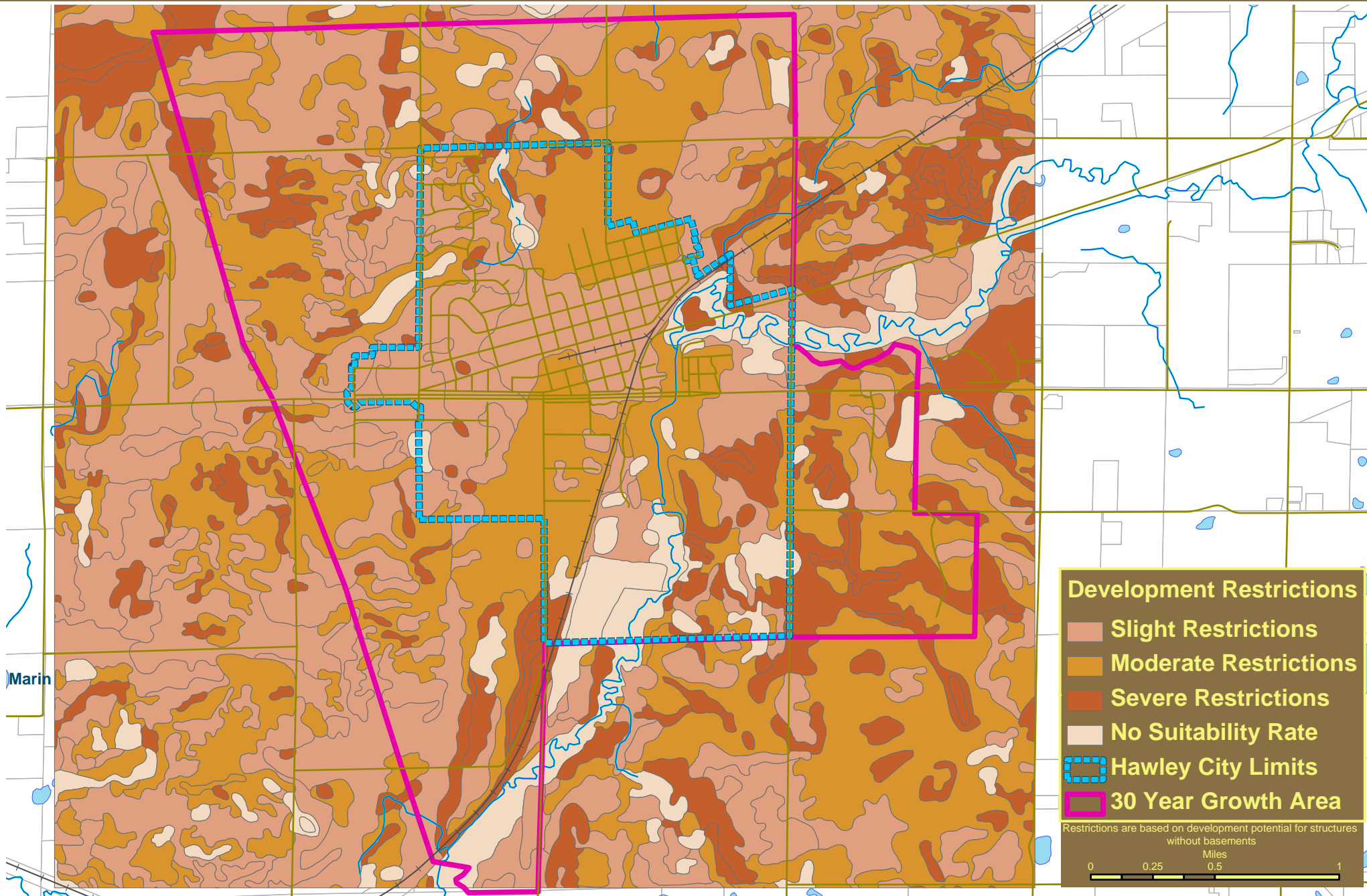
Soils are also evaluated to adjust land uses based on restrictions and potentials. One of the analysis criteria provides information for planning land uses related to urban development and to water management. Building site development potential was evaluated for each soil type. As most of the new development in the City of Hawley will be single family residential, the ratings for “dwellings without basements”, and “dwellings with basements” were used to identify areas with “slight”, “moderate”, or “severe” restrictions for development; some of the soils were “unclassified”. Maps 3 and 4 present the development suitability ratings for the soils in and around Hawley.

HAWLEY COMPREHENSIVE PLAN



MAP 3
DEVELOPMENT RESTRICTIONS BASED ON SOIL CLASSIFICATIONS (a)

HAWLEY COMPREHENSIVE PLAN



MAP 4
DEVELOPMENT RESTRICTIONS BASED ON SOIL CLASSIFICATIONS (b)

The following are definitions of the rating categories:

- a. Severe: Limitations are considered *severe* if 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 where the soil limitations are severe.
- b. Moderate: Limitations are considered *moderate* if soil properties or site features are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize them.
- c. Slight: Limitations are considered *slight* if 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.

Development Suitability

It can be seen that almost all of the City's residential development has occurred on soils that have only slight restrictions for development. Commercial development has taken place on soils with slight to moderate restrictions. Recreational development and open space has occurred on predominantly saturated soils that are subject to severe restrictions on development.

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 (this is the variable Metro COG used to classify soils), but only moderate restrictions on dwellings without basements and small commercial buildings.

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.

Wetlands

The National Wetlands Inventory (NWI) for the Hawley area is presented in **Map 5**. These datasets were produced in 1993 from a variety of sources including 1974 and 1884 aerial photographs. The NWI data presented here are parts of larger national datasets which delineate the store data about the nation's wetlands. These datasets are large and complicated, and a wide variety of sources explaining and describing them exists. For detailed information on the NWI, the following sources may be referenced: National Wetland Inventory Minnesota, Digital Data Products, published June 1993 by the Minnesota Land Management Information Center (LMIC) and Photointerpretation Conventions for the National Wetlands Inventory, March 1990.

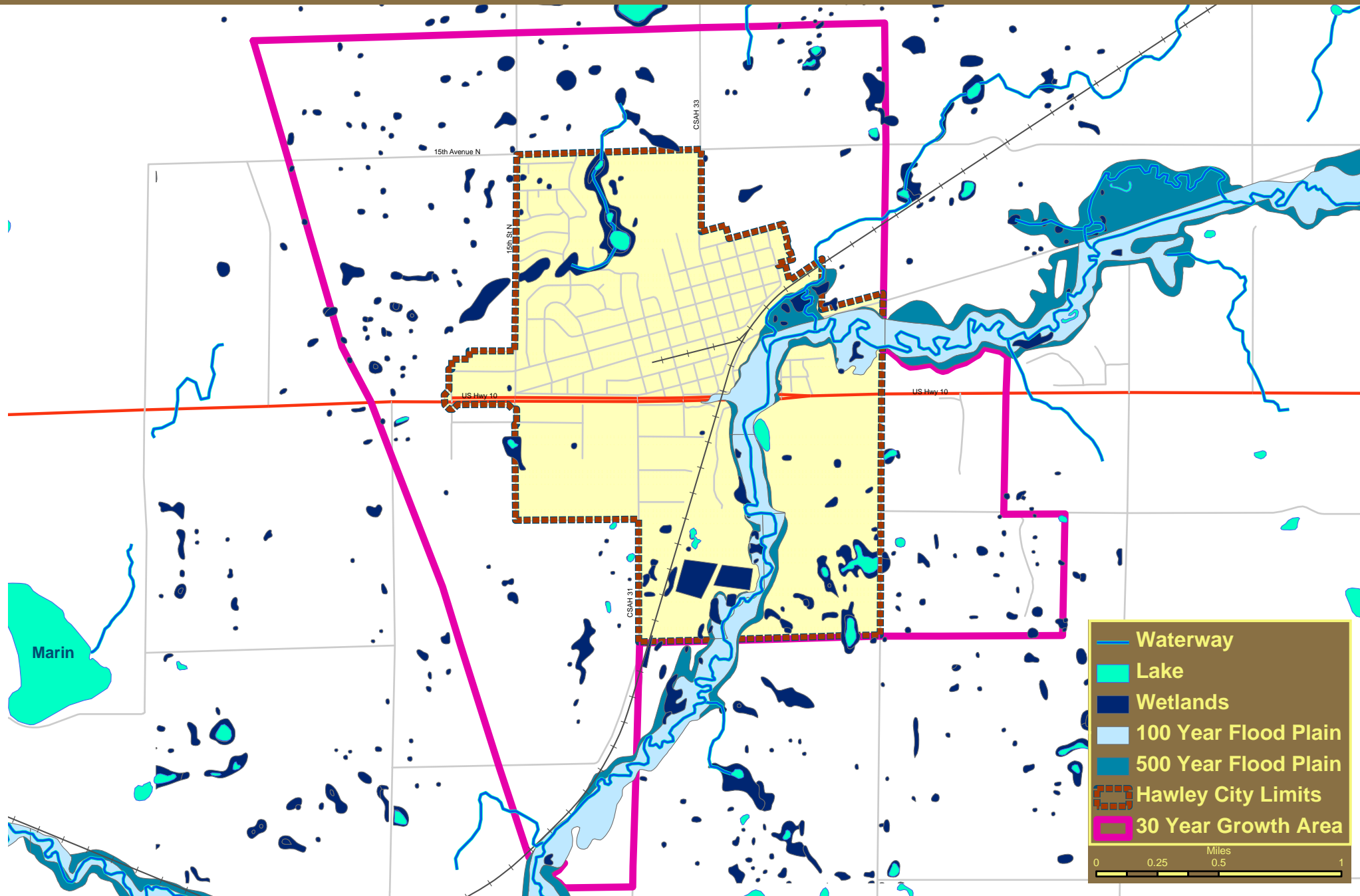
This document does not attempt to describe the many wetland definitions, classifications, and delineations. However, an awareness of the location of the wetlands is essential when considering future growth and development. When a proposed development is located in an area that could affect a wetland, the appropriate authorities (Minnesota DNR, Clay County Planning, and others) must be contacted.

Flood Plain

In response to losses from flood hazards the US Congress passed the National Flood Insurance Act of 1968, which established the National Flood Insurance Program (NFIP). The Act provided for the availability of flood insurance within communities that were willing to adopt floodplain management programs to mitigate future floodplain losses. The Act also required the identification of all floodplain areas within the United States. The 1968 Act was expanded by the Flood Disaster Protection Act of 1973.

The data to identify floodplain areas, as required by the Act, were acquired through Flood Insurance Studies (FIS). FISs are hydrologic and hydraulic studies of flood risks developed by the Federal Emergency Management Agency (FEMA). Using the results of a FIS, FEMA prepares Flood Insurance Rate Maps (FIRM) that depict the spatial extent of flood hazard areas and other features related to flood risk assessment. **Map 5** presents information from the 1981 FIRM for the City of Hawley. It can be seen that the only areas in the 100 or 500 year flood hazard area are adjacent to the Buffalo River. The rest of the City is in Zone C, areas of minimal flooding.

HAWLEY COMPREHENSIVE PLAN



MAP 5
NATIONAL WETLANDS INVENTORY AND FLOOD PLAIN

LAND USE

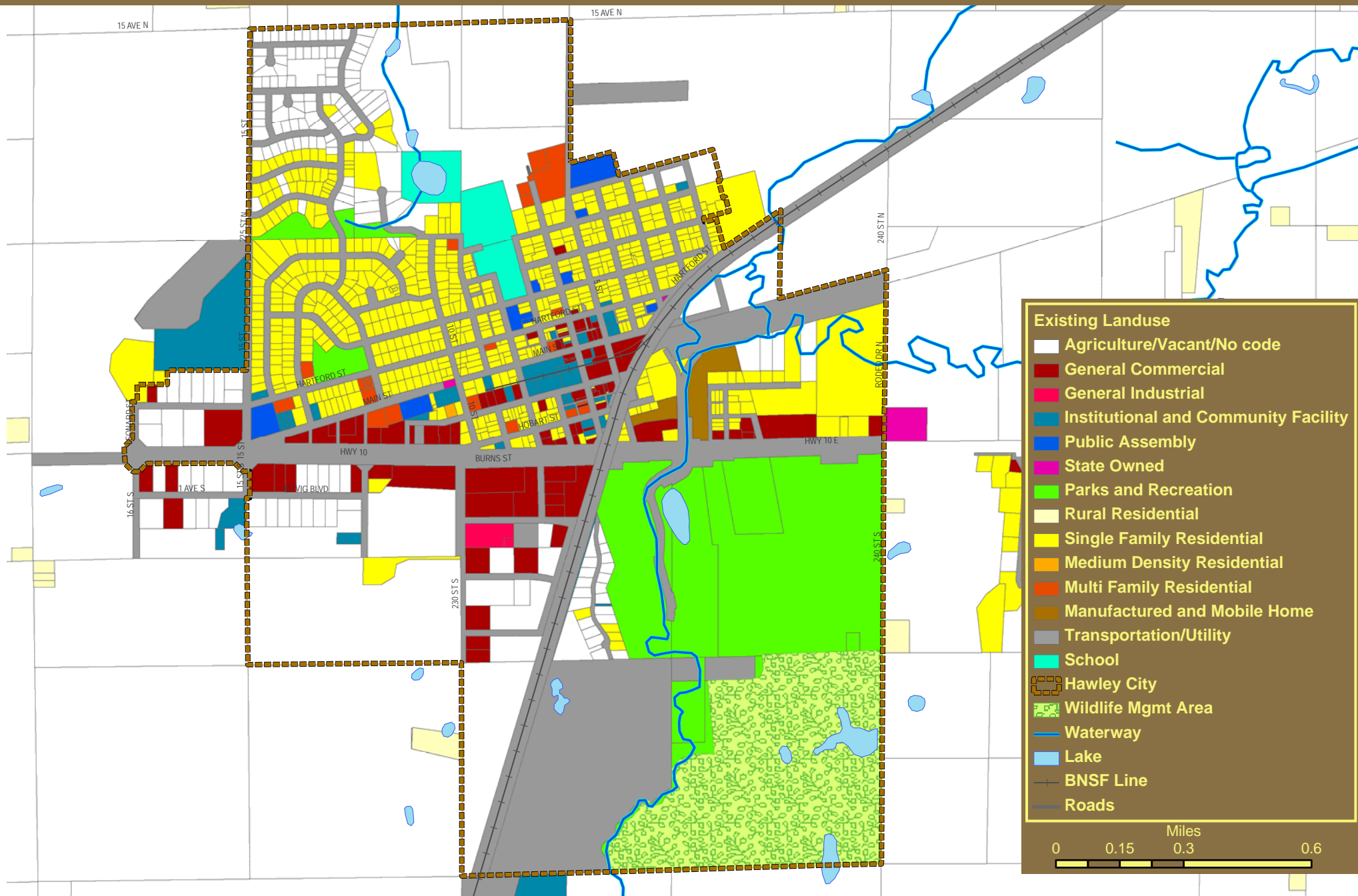
The study area of the Comprehensive Plan includes not only the City of Hawley, but also the entire two mile exterritorial (ET) area which surrounds the City. Map 6 demonstrates the existing land use within the City of Hawley; and Map 7 demonstrates the existing land use within Hawley's two mile ET area. Figure 3 demonstrates the acreages of existing land use with in both the city limits of Hawley as well as its ET area.

Figure 3 - Existing Land Use for City and ET Planning Area

	City Limits		ET Area		Total	
Land Use	Acres	%	Acres	Acres	Acres	%
Residential	264.63	16.8%	498.74	3.0%	763.37	4.2%
Single Family Residential	241.00	15.3%	125.55	0.8%	366.55	2.0%
Medium Density Residential	0.48	0.0%	0.00	0.0%	0.48	0.0%
Multi Family Residential	15.36	1.0%	0.00	0.0%	15.36	0.1%
Manufactured and Mobile homes	7.79	0.5%	0.00	0.0%	7.79	0.0%
Rural Residential	0.00	0.0%	373.19	2.3%	373.19	2.1%
General Commercial	83.70	5.3%	21.39	0.1%	105.09	0.6%
General Industrial	4.13	0.3%	0.00	0.0%	4.13	0.0%
Institutional and Community Facility	16.18	1.0%	44.52	0.3%	60.70	0.3%
Public Assembly	11.85	0.8%	0.00	0.0%	11.85	0.1%
School	71.90	4.6%	0.00	0.0%	71.90	0.4%
Parks and Recreation	355.63	22.6%	699.19	4.2%	1054.82	5.8%
Transportation/Utility	411.45	26.2%	405.25	2.5%	816.70	4.5%
Agriculture/Vacant/No code	343.19	21.8%	14786.55	89.7%	15129.74	83.8%
Others	8.15	0.5%	30.62	0.2%	38.77	0.2%
Total	1,570.81	100%	16,486.25	100%	18,057.06	100%

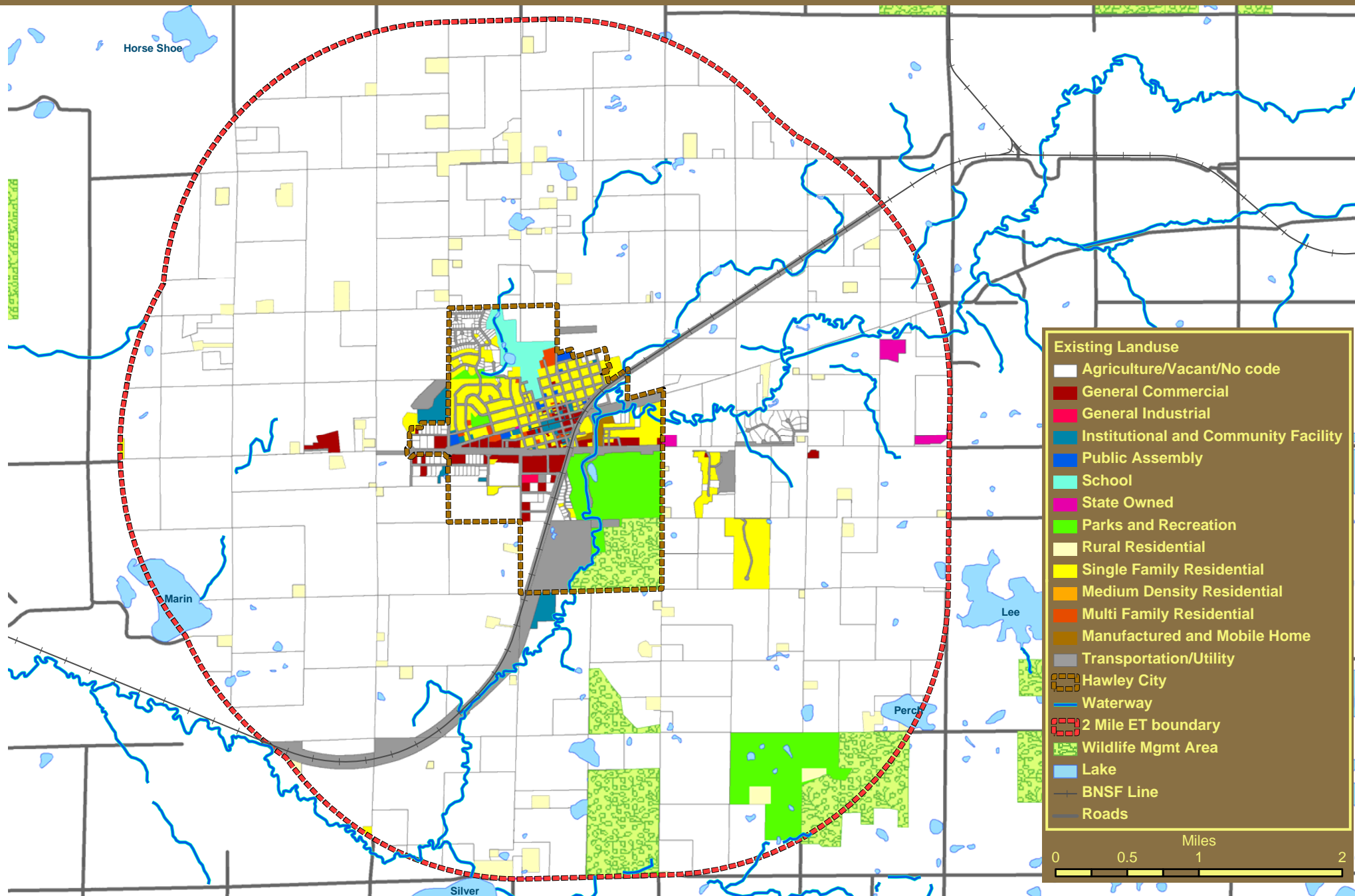
Land uses within the City of Hawley are divided among an assortment of residential, parks and open space, transportation and related facilities. Most of Hawley's residential land uses consist of single-family residential. Hawley has less than 100 acres of land dedicated to commercial and industrial uses. The predominant land use in Hawley's ET Area is agricultural. The land use of note with the ET Area is that of rural residential. Rural residential uses make up about 75% of the residential uses in the ET Area. Rural residential would constitute stand alone residences or the residential portion of a farmstead. Single-Family residential areas in the ET area are those residential users which are a part of a large (albeit lower density) subdivision. Those areas in the ET area which show up as parks and recreation related to land owned by the Minnesota Department of Natural Resources.

HAWLEY COMPREHENSIVE PLAN



**MAP 6
EXISTING LAND USE**

HAWLEY COMPREHENSIVE PLAN



**MAP 7
EXISTING LAND USE**

TRANSPORTATION

The dominant transportation feature with the City of Hawley is US Highway 10. Map 7 demonstrates the existing functional classification for existing roadways in the City of Hawley. Also included in Map 8 are the most recent traffic volumes for major roadways in Hawley, including US Highway 10. The traffic volume numbers included in Map 8 are a blend of data from MN DOT annual counts and field data collected in conjunction the TH 10 CR31/33 Traffic Study in late 2007.

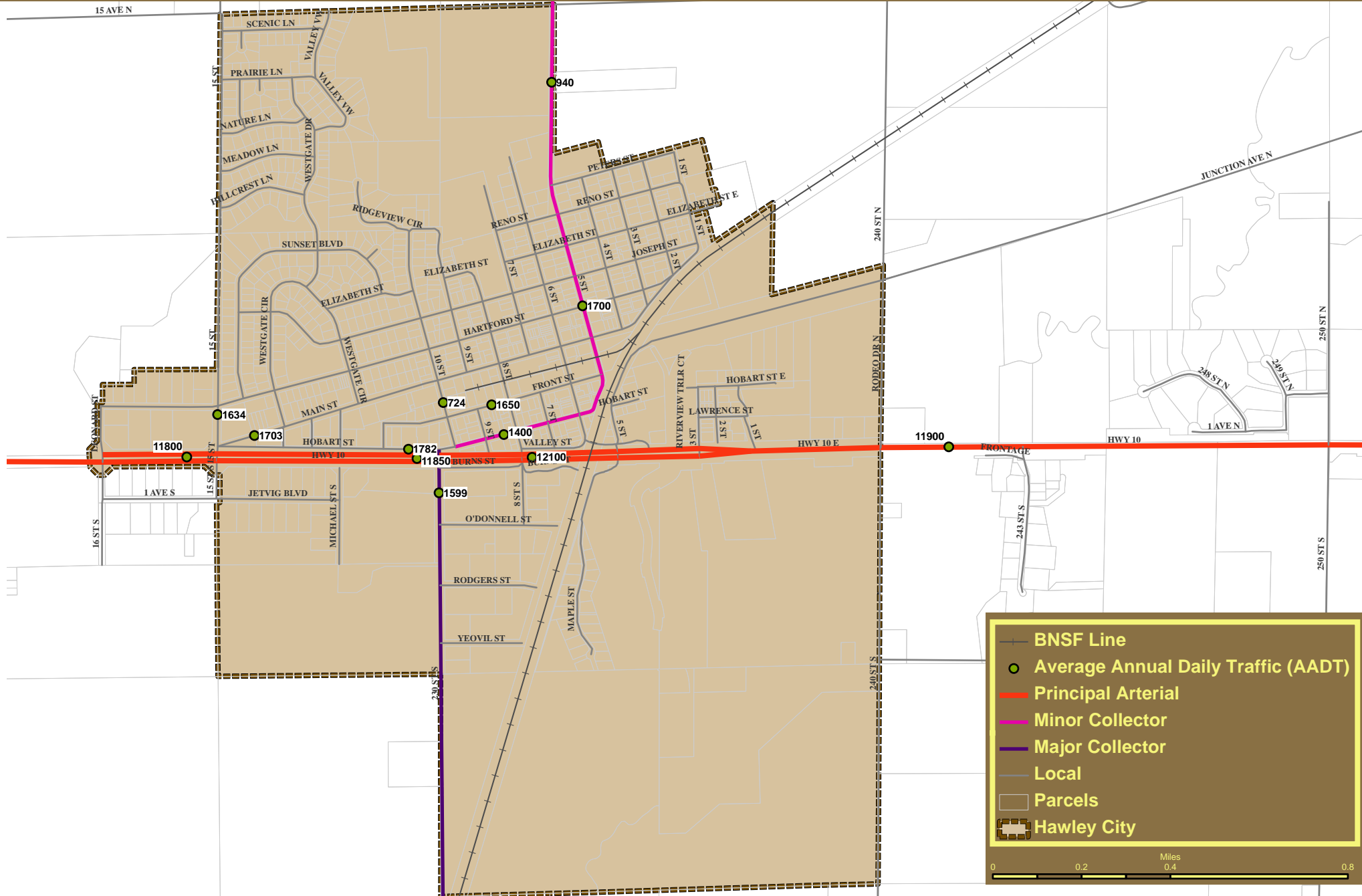
A primary transportation issue in Hawley is access along US Highway 10. Hawley, Clay County, and MN DOT recently adopted the TH 10 CR 31/33 Traffic Study which provides a number of recommendations concerning US Highway 10. A discussion of the TH 10 Traffic Study recommendations is outlined in the Future Transportation section of the Comprehensive Plan.

The City of Hawley currently receives public transportation from Clay County Rural Transit (CCRT). CCRT provides limited dial-a-ride (DAR) service to the residents of Hawley one day per week. Ridership on the CCRT DAR has been scaled back in recent years due to a lack of productivity and increases in operational costs. CCRT is currently evaluating strategies to provide lower cost DAR services to residents of rural Clay County. The City of Hawley does not directly assist with the operations of CCRT; CCRT is funded with a blend of County, State, and Federal funds.

CCRT provides commuter service along US Highway 10 between Detroit Lakes and Fargo-Moorhead Area. CCRT picks up and drops off at an informal Park-n-Ride lot at the BP station on the north side of US Highway 10. Ridership on the commuter shuttle has been increasing over the past 10 months with increased fuel prices. Ridership in 2006 was 3,300; 2007 was 3,500; and it is projected to top 6,000 in 2008. MN DOT operates a Park-n-Ride lot in the northwest quadrant of the US 10/MN32 Interchange. Usage is not known, and the lot is not currently used by CCRT.

Based on recommendations from the 2000 Comprehensive Plan the City of Hawley removed a number of older deteriorated sidewalks within the City. Since 2000 the City of Hawley has been working to preserve and upgrade a cross-town network of sidewalks along 6th Street and Joseph Street. The City recently completed construction of safe routes to school path between Gateway Drive and the Hawley School

HAWLEY COMPREHENSIVE PLAN



MAP 8
EXISTING TRANSPORTATION

DEMOGRAPHIC 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. Prior to developing a future population growth scenario for the City of Hawley, the Comprehensive Plan Committee conducted a consistency review of the projections developed as part of the 2000 Comprehensive Plan. The Comprehensive Plan Committee also looked closely at recent population estimates released by the Minnesota State Demographer. In the end, the Committee would recommend a hybrid scenario blending historic growth trends to predict future growth.

Figure 4 restates the most recent population projections for the City Hawley as developed by the Minnesota State Demographer on 10/08/07. The most recent Minnesota State Demographer projections for Hawley include a 2007 population estimate and develop out year projections in five year increments to 2035. Metro COG has extrapolated a household number from the Minnesota State Demographer projections for each year 2010 to 2035 by estimating a person per household (p/hh) estimate. Metro COG estimates p/hh for the years 2010 to 2035 based on the 2007 demographic projections conducted for the Fargo-Moorhead Metropolitan Statistical Area (FM MSA) in which a value was set for *rural Clay County*.

Figure 4 - MN State Demographer Projections*

Year	1990 (Actual)	2000 (Actual)	2007	2010	2015	2020	2025	2030	2035
Population (1.2%)	1,655	1,882	1,924	2,028	2,174	2,308	2,436	2,529	2,603
Households	668	744	775	805	859	916	974	1,024	1,062
Person/Household**	2.48	2.52	2.52	2.52	2.53	2.52	2.50	2.47	2.45

*2006 population projections released by MN State Demographer on 10/8/07

** 2006 p/hh depreciated to 2035 based on estimate for Rural Clay County from 2007 Demographic Projections for FM Metropolitan Statistical Area

The 2000 Comprehensive Plan developed three population projection scenarios. Figure 5 (next page) demonstrates the 2000 Comprehensive Plan population projections for the City of Hawley. The 2000 Plan used two historic growth trends and then developed an *averaged scenario* of the two. The 2000 Plan underestimated population growth in Hawley for the year 2000. The 2000 Comprehensive Plan projections also dramatically fell short in the out year population estimates in relation to the most recent set of Minnesota State Demographer estimates.

Figure 5 - 2000 Comprehensive Plan Population Projection Scenarios

Year	2000 (Projected)	2005	2010	2015	2020	2025	2030	2035
2000 Plan - 1980-97 Trend (.367%)	1,755	1,787	1,820	1,853	1,887	1,922	1,957	1,993
2000 Plan - Average (.533)*	1,764	1,811	1,858	1,906	1,955	2,006	2,059	2,114
2000 Plan - 1990-97 Trend (.699%)	1,772	1,834	1,898	1,964	2,033	2,104	2,178	2,254

* 2000 Plan endorsed the average of two historic growth trends; 2030 and 2035 numbers added with projected annual growth rates

The shortcomings of the 2000 Comprehensive Plan population estimates was in part due to the under estimate of the eventual 2000 population for the City of Hawley. In Figure 6 Metro COG updated the 2000 Comprehensive Plan projections to assume an accurate 2000 population for the City of Hawley. Once the 2000 Plan projections are updated to the actual 2000 population for the City of Hawley, estimates are more accurate in near term, but fall short in matching the Minnesota State Demographer projections in the out years.

Figure 6 - 2000 Comprehensive Plan - Updated 2000 Population*

	Annual Growth	2000 (Actual)	2005	2010	2015	2020	2025	2030	2035
2000 Plan 1980-97 Trend (.367%)	0.37%	1,882	1,917	1,952	1,988	2,024	2,062	2,099	2,138
2000 Plan Averaged Trend (.533)*	0.53%	1,882	1,932	1,968	2,021	2,075	2,130	2,187	2,245
2000 Plan 1990-97 Trend (.699%)	0.70%	1,882	1,948	1,985	2,054	2,126	2,201	2,277	2,357

*These projections take the 2000 Plan scenarios and correct the 2000 population and project growth to 2035

Figure 7 demonstrates historic population growth trends for Hawley. Between 1950 and 2000 Hawley has grown at 1.1 % annually. Between 1990 and 2000, Hawley grew at 1.3% annually. Between 2000 and 2006 Hawley has grown at .371% annually. The 1950 to 2000 and 1990 to 2000 growth trends for Hawley are very near those established by the Minnesota State Demographer to the year 2035.

Figure 7 – Historic Growth Trends

Hawley Historic Growth Trends	% Annual Growth
1950 to 2000	1.10%
1980 to 1990	0.12%
1990 to 2000	1.30%
2000 to 2006	0.37%
Selected Growth Scenario	0.95%

Having reviewed the most recent set of growth projections for Hawley, and in light of current economic conditions the Comprehensive Plan Committee developed a Hybrid Growth Scenario. The Hybrid Growth Scenario is demonstrated in Figure 8. The Hybrid Growth Scenario blends the MN Demographer growth projections (1.2%) with that of the high growth projection (.699%) from the 2000 Plan. The Hybrid Growth Scenario has an annual growth rate of .949%. The Comprehensive Plan Committee recommended the Hybrid Growth Scenario as the probable future growth scenario for the City of Hawley. The Committee determined that the Minnesota State Demographer Projection could serve as the High Growth Scenario.

Figure 8 – Hybrid Growth Scenario* for Population and Households to 2035

Year	2007	2010	2015	2020	2025	2030	2035
Population (.949%)	1,924	1,997	2,092	2,191	2,295	2,404	2,518
Households	775	792	827	869	918	973	1,028
Person/Household	2.52	2.52	2.53	2.52	2.50	2.47	2.45

** Averages the 2000 Comprehensive Plan High Growth Projection (.699) with the 2007 MN State Demographer Projection (1.2%)*

The selected population and household growth scenario adopted as part of the Comprehensive Plan would add an additional 600 residents to the City of Hawley between 2007 and 2035. These equates to a .95% annual growth rate for the City of Hawley, which is slightly below the historic trends between 1950 and 2000. Population growth projected between 2007 and 2035 will bring with it an estimated 250 new households.

Meeting this demand for new households will require the addition of nearly 100 acres of new residential development in the City of Hawley. This does not include the land use needs required for additional commercial and retail uses to provide goods and services for these 250 new households. The growth projections discussed in this section of the Comprehensive Plan will be used later to assist in the development of a future Land Use Plan and Municipal Expansion Plan for the City of Hawley.

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.

Community Development

The City of Hawley must develop a broad and comprehensive strategy cover the areas of Community Development. Included under the umbrella of Community Development is economic development, housing, downtown investment and economic autonomy. The City needs look at varying angles of community capacity building in all of these areas to ensure a logical and balanced framework of public investments is achieved.

Community Facilities and Infrastructure

A successful small town depends on meaningful facilities and infrastructure. Hawley must maintain its existing facilities to ensure existing residents achieve a high quality of life and allow for the attraction of new residents in the future. At the same time, Hawley must also look to foster the development of publicly and privately funded facilities which keep Hawley competitive with its neighbors.

Community Growth and Expansion

The City of Hawley has developed a 30 Year Growth Area around its current municipal boundary. Within its 30 Year Growth Area Hawley has defined a future land use plan and a clear framework for expansion of its municipal boundary. Hawley must now develop a consensus based strategy for future annexation and land use decisions in Hawley's Growth Area. Stable intergovernmental relations will allow for a meaningful and well thought out growth pattern for the City of Hawley and its neighboring townships. The Comprehensive Plan sets the stage for

the development of intergovernmental agreements between the City, Townships, and the County to cooperatively govern land uses within Hawley's Growth Area and its ET Area.

Community Vision and Identity

As a growing, yet small community, Hawley must establish a vision for itself. The vision is what allows its residents and decision makers to rally around as they move together into the future. The development of a clear vision allows Hawley to develop a number of smaller more specific policy strategies and initiatives. That said, Hawley's vision is that of a community with competitive housing options, a solid school system, and a quality of life with a unique rural environment tucked between the lakes region and the Metro area.

Transportation

Given its relationship with US Highway 10, Transportation is a top issue for the City of Hawley. US Highway 10 has influence on growth and development in Hawley. Moving forward Hawley must engage Clay County and MN DOT to ensure a coordinated corridor management strategy is implemented to ensure critical traffic management solutions are achieved along US Highway 10. A major part of the strategy for US Highway 10 includes the placement a traffic signal at CR 31/33, and a number of interrelated corridor improvements to support the placement of the signal. Hawley faces a number of smaller transportation challenges as a growing community. Among them is ensuring the local transportation infrastructure is in place to allow for continued residential and commercial growth. Hawley must be forward looking and diligent as it identifies future transportation corridors. Hawley must also recognize and plan for the needs of those choosing public transit, walking, and bicycling as a mode of transportation.

COMMUNITY GROWTH & EXPANSION

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 exclude 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. 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 two tiered growth area. The area immediately adjacent to the City is identified as the 30 Year Growth Area (Growth Area). The Hawley Growth Area will 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 has developed a Future Land Use Plan for its Growth Area. Map 9 and 10 demonstrates the Future Land Use Plan for Hawley. The difference between the two maps is the scale: Map 9 demonstrates the Future Land Use Plan for the City and Growth Area; Map 10 demonstrates the future land use for the full study area including the full ET Area. 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 the Ag 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 Ag Preservation Area. Development in the Ag Preservation Area is likely to be rural and agricultural in nature. Development in the Ag Preservation 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.

The City and townships will need to consider a joint powers planning area to ensure consensus based implementation of Hawley's Future Land Use Plan. Along this same lines an effort is needed to ensure conformity of rules and codes between City, County, and Townships to ensure there is a common direction for development and growth. As part of this the City needs to look at adoption of the state building code.

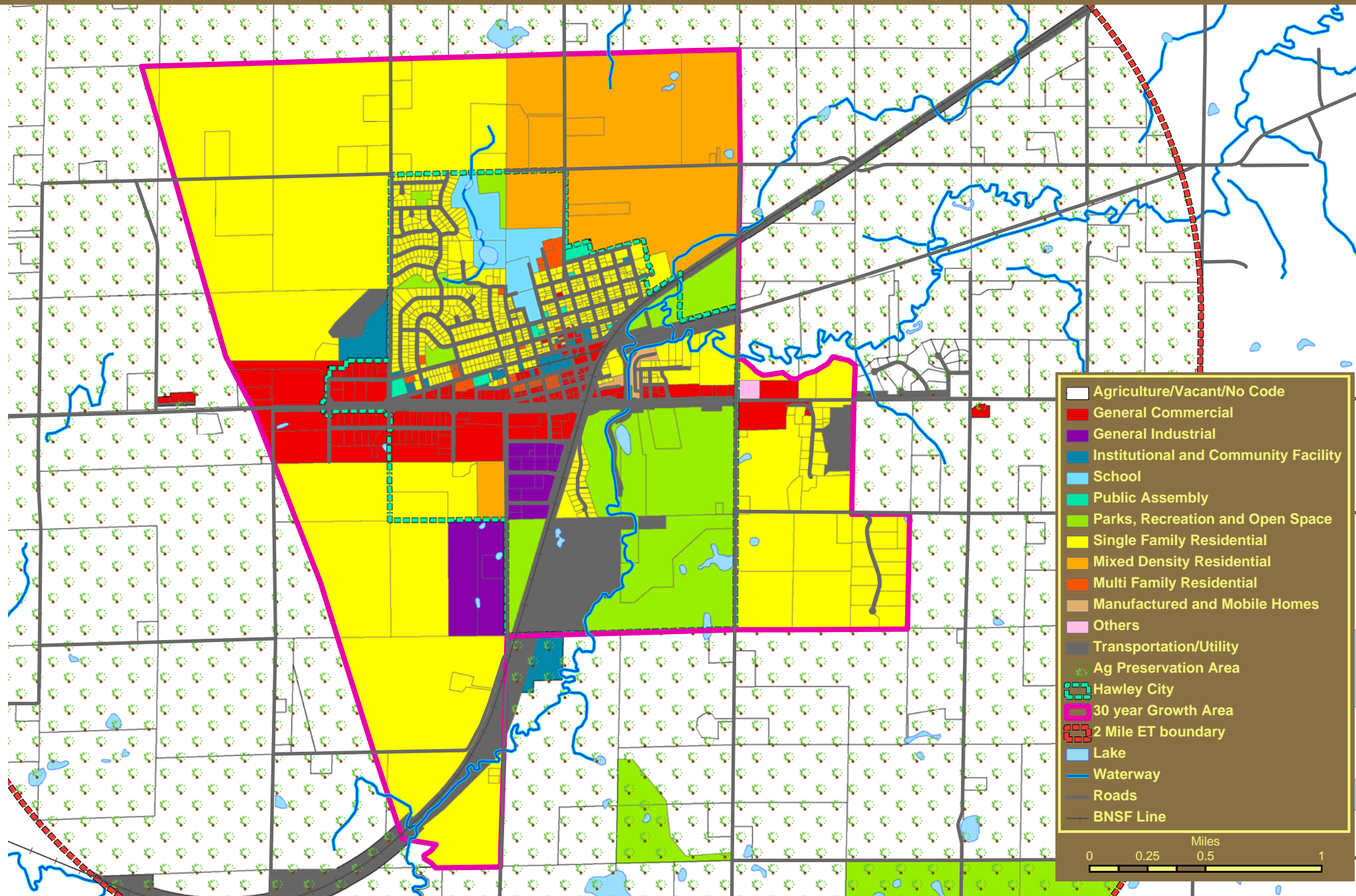
Figure 9 - Future Land Use for Hawley Growth Area and ET Area

	30 Year Growth Area*		ET Area**		Total	
	Acres	%	Acres	%	Acres	%
Land Use						
Residential	2763.03	64.7%	311.92	2.3%	3074.95	17.0%
Single Family Residential	2116.63	49.6%	0.00	0.0%	2116.63	11.7%
Medium Density Residential	620.35	14.5%	0.00	0.0%	620.35	3.4%
Multi Family Residential	18.26	0.4%	0.00	0.0%	18.26	0.1%
Manufactured and Mobile homes	7.79	0.2%	0.00	0.0%	7.79	0.0%
Rural Residential	0.00	0.0%	311.92	2.3%	311.92	1.7%
General Commercial	289.83	6.8%	6.95	0.1%	296.78	1.6%
General Industrial	109.89	2.6%		0.0%	109.89	0.6%
Institutional and Community Facility	35.98	0.8%	18.75	0.1%	54.73	0.3%
Public Assembly	11.85	0.3%		0.0%	11.85	0.1%
School	71.90	1.7%		0.0%	71.90	0.4%
Parks and Recreation	444.53	10.4%	699.19	5.1%	1143.72	6.3%
Transportation/Utility	516.13	12.1%	289.68	2.1%	805.81	4.5%
Agriculture/Vacant/No code	12.22	0.3%	12436.44	90.2%	12448.66	68.9%
Others	13.27	0.3%	25.50	0.2%	38.77	0.2%
Total	4,268.63	100%	13,788.43	100%	18,057.06	100%

*Total acreage includes Existing City Limits plus 30 Year Growth Area.

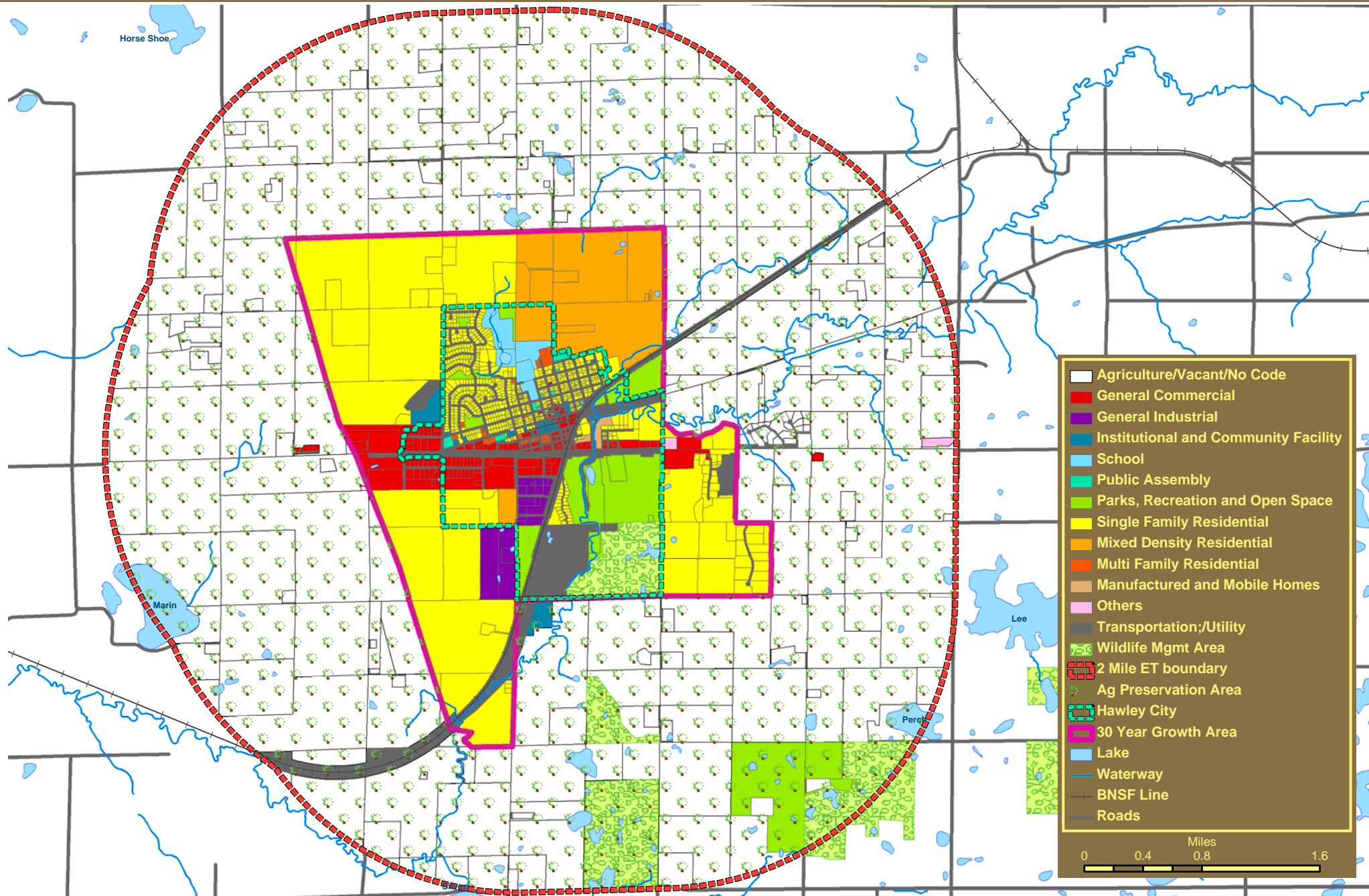
** Total acreage of ET Area differs from Figure 3; as portion of ET Area acreage is calculated as part of Hawley's 30 year Growth Area in Figure 9.

HAWLEY COMPREHENSIVE PLAN



MAP 9
FUTURE LAND USE

HAWLEY COMPREHENSIVE PLAN



**MAP 10
FUTURE LAND USE**

Cooperative Decision Making in Hawley's Growth Area

The City of Hawley needs to develop 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.

As is demonstrated in Map 11, the majority of lands included in the City of Hawley's Growth Area are currently within Hawley Township. As well, portions of Hawley's Growth Boundary also encompass parts of Eglon, Cromwell, and Highland Grove Township. 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. Figure 10 demonstrates land use and zoning authority in Hawley's Growth Area and ET Area.

Figure 10 - Land Use Governance in Hawley's Growth Area

	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.

Community Expansion

The expansion of Hawley's municipal boundary has been prioritized into four categories to cover the entirety of Hawley's 30 Year Growth Area. The Expansion Priority Map was developed based on public input, stakeholder and land owner consultation, and working in conjunction with the Comprehensive Plan Committee. Map 12 demonstrates the Municipal Expansion Plan for the City of Hawley. The Expansion Plan has been broken down into four phases or priority areas. Hawley is not interested in allowing for development in areas adjacent to its municipal boundaries that will impede the overall orderly development of its 30 Year Growth Area.

To the best of its ability the City will infill those areas which are currently within the City Limits before seeking annexations of township land to support future development. The one remaining major area for development within Hawley's existing municipal boundary is the area south and west of the US Highway 10 CR 31/33 Intersection. This area is seen to have the potential for a mix of uses, primarily residential. Development in this area should be well thought out and should work with in the overall transportation plan for this part of the community, particularly access to and from US Highway 10 and CR 31. Residential development in this area will need to be cognizant of existing and future commercial and industrial uses which are adjacent. Residential development in these areas needs to focus on connectivity with the community as a whole.

The City of Hawley recognizes that development pressure and growth trends will likely require annexation of certain Priority 1 areas before areas within the City have been fully developed. Beyond the infill of the existing City Limits, Hawley would next look to grow into areas which are immediately adjacent to and proximate to the existing development patterns of the City.

As is shown in Map 12, there are two Priority 1 Expansion Areas. The largest is the area to the west of 15th Street, south of 15th Avenue. The other Priority 1 expansion is the land east of CR 33, south of 15th Avenue. Development conditions in this area would allow for slab on grade units which may allow for a moderate priced housing unit.

Priority 2 Expansion Areas would be those north of 15th Avenue and west of CR 33, currently land within Cromwell Township. Development to the North is seen as advantageous since it would be well connected with the large area of lands to the east of 15th Street and Prairie Hills Subdivision, however development north of 15th Street is not consider a Phase 1 priority. The

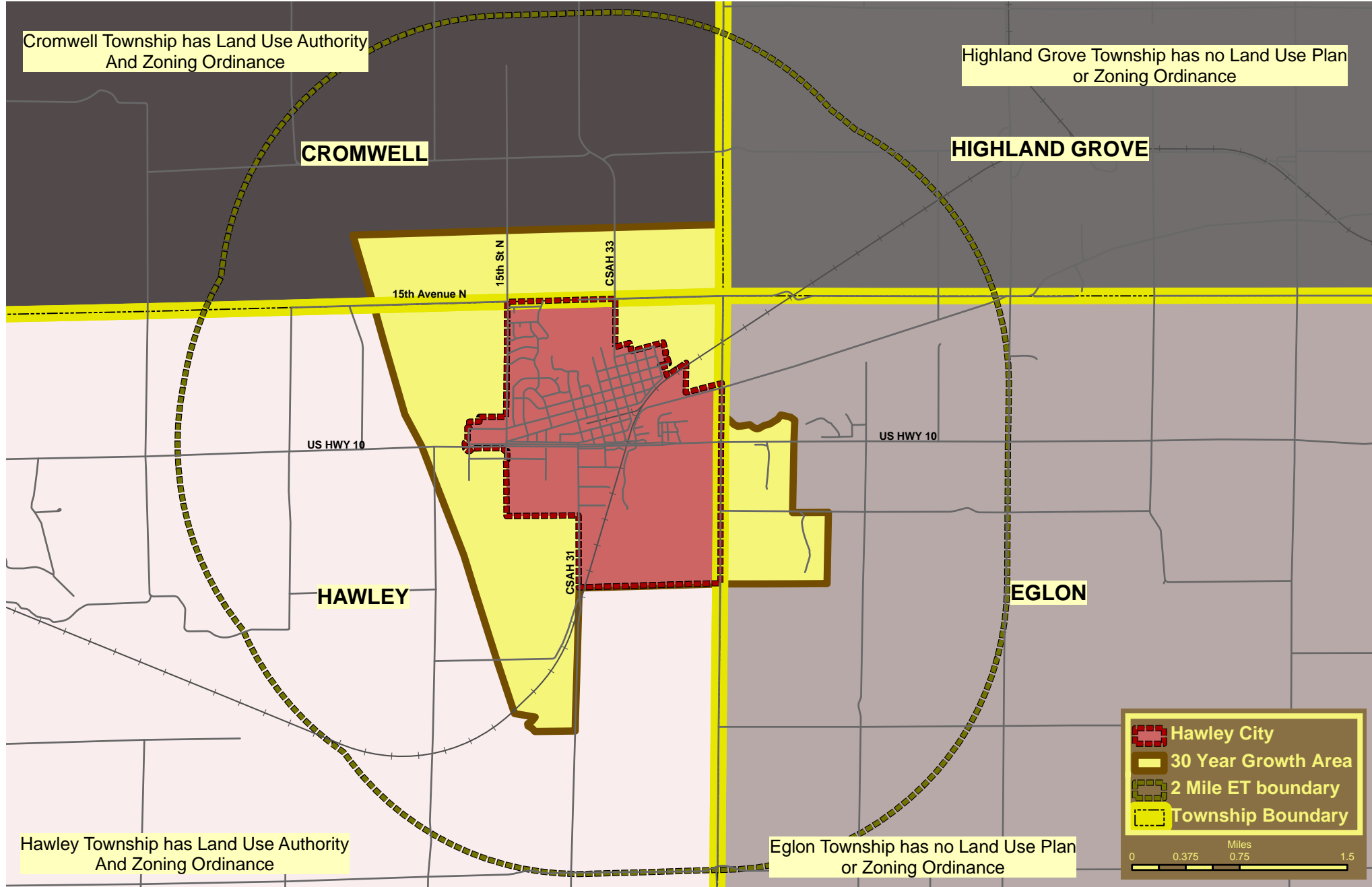
areas south of US Highway 10 to the east of the existing City Limits are also a Priority 2 Expansion Area. There is also a large area of Priority 2 Areas south of US Highway 10.

The area of land north of 15th Avenue and east of CR 33 is identified as a Priority 3 Expansion Area. To the east of the existing City Limits is another area of Priority 3 Expansion Area. There is a small area south along CR 31 which also categorized as Priority 3.

Priority 4 Expansion Areas exist in the southern tip of Hawley's Growth Area, south of the intersection of the BNSF rail line and CR 31. The areas south of US Highway 10 and to the east of the existing City Limits are categorized as a Priority 4 Expansion Area. Development of Priority 3 and 4 expansion areas are considered towards end of the 30 year growth window for the City of Hawley. None the less, Hawley wishes to view these areas as part of its overall growth strategy.

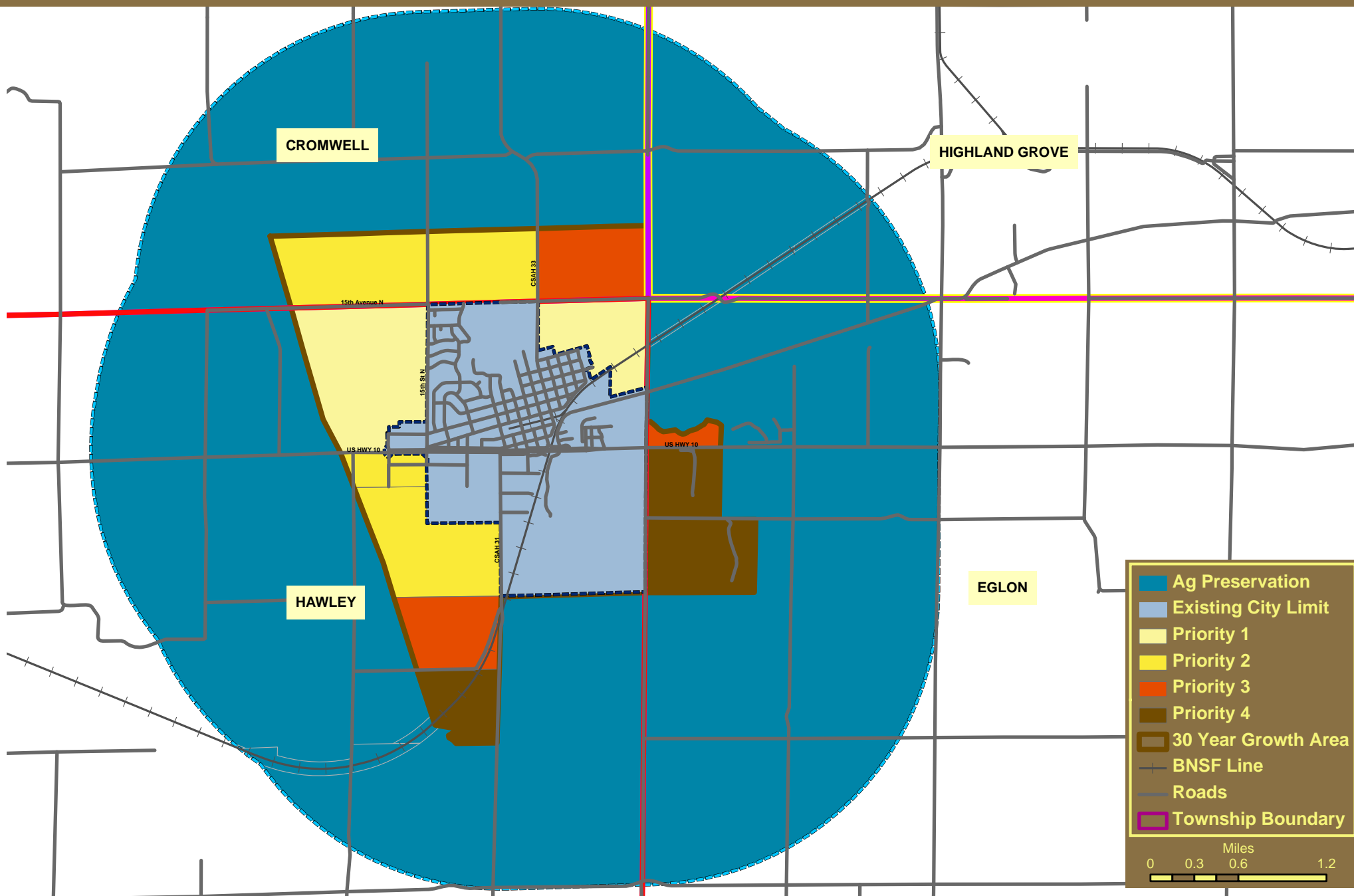
Community connectedness will need to be a consideration as the City of Hawley considers residential uses to the south of US Highway 10. US Highway 10 currently acts as a pedestrian barrier to residents of the community, especially youth and senior citizens. Both the public schools and all significant community facilities are north of US Highway 10. In the coming years Hawley needs to consider a strategy for increasing pedestrian and bike access across US Highway 10 prior to allowing large scale residential development south of US Highway 10.

HAWLEY COMPREHENSIVE PLAN



MAP 11
GROWTH AREA LAND USE GOVERNANCE MAP

HAWLEY COMPREHENSIVE PLAN



**MAP 12
MUNICIPAL EXPANSION PLAN**

TRANSPORTATION

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 US Highway 10 will be managed. US Highway 10 is the primary transportation asset in the community. The placement of a traffic signal on US Highway 10 is a high priority for community investment. Achieving an access and mobility balance along US 10 is important to the overall development of Hawley and the placement of a traffic signal at CR 33/31 is critical. The lack of a traffic signal on US Highway 10 is emerging as a safety issue. As well, there is an expectation or perception among the business community that the placement of a traffic signal on US Highway 10 would be a benefit to local business (especially those which front the highway).

The TH 10 CR 31/33 Traffic Study recommended a host of modifications to assist in meeting warrants for the placement of a traffic signal at the intersection of US Highway 10 and CR 31/33. Appendix 3 contains a graphic summarizing the preferred alternative from the TH 10 CR 31/33 Traffic Study. The placement of a signal at CR31/33 is projected in the 5 to 10 year horizon. Modifications of the 15th Street intersection are also recommended which will allow for the placement of a signal once warrants are met at that location. The placement of a signal at 15th Street is projected in the 15 to 20 year window.

The placement of a signal along US Highway 10 at CR31/33 will require the coordination of the City of Hawley, Clay County, and MnDOT. The City should remain proactive with both the County and MN DOT in ensuring ongoing evaluation and monitoring of traffic patterns along US Highway 10. Hawley must also be cognizant of the impact of new developments along US Highway 10 on the overall operational performance of the corridor, both today and in the future.

The TH 10 CR33/31 Study covered only those areas between 15th Street and 7th Street. Development changes west and east of 15th Street and 7th Street, respectively, could dramatically impact traffic operations on US 10. Considering the importance of access management along US Highway 10 the Comprehensive Plan outlines an access control strategy for the entirety of US Highway 10 through the City of Hawley. Map 14 and 15 demonstrates access considerations for the US Highway 10 corridor through Hawley between Rodeo Street and Leonard Street. Map 14 demonstrates the overall corridor access strategy for the east end US Highway 10 and provides the primer for more detailed corridor planning the future.

Hawley needs to engage MN DOT 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 access strategy presented in Map 15 takes into the TH 10 CR 31/33 Traffic Study Recommendations and applies the same principles to the rest of US Highway 10 through the City of Hawley and its Growth Area.

Hawley 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.

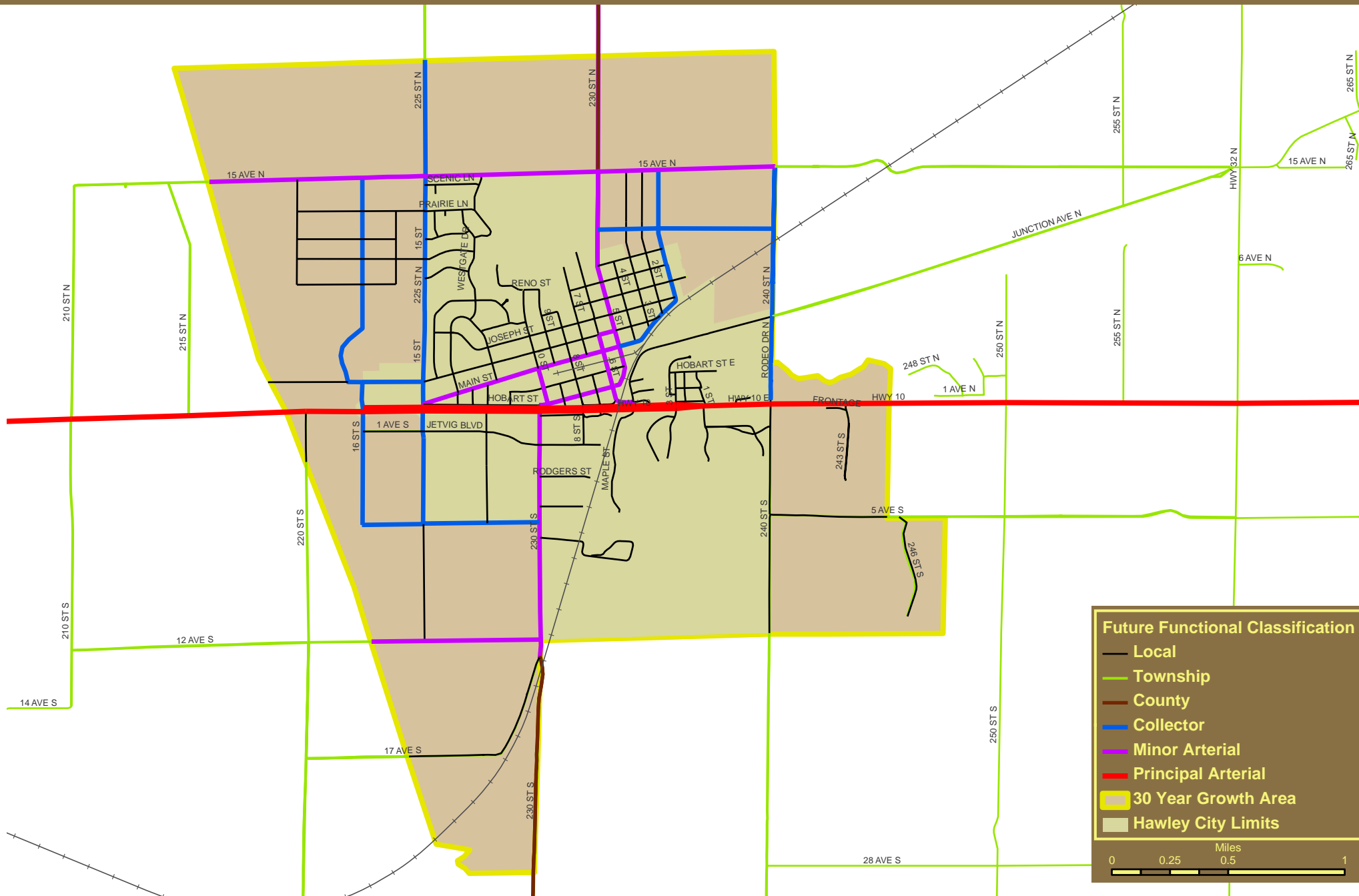
Map 13 demonstrates the Future Transportation Plan for the City of Hawley, and demonstrates the future functional class designations for a host of existing and future roadways. Diligent implementation of the Future Transportation Plan will be critical to ensuring the provision of adequate transportation infrastructure in the City of Hawley. The Future Transportation Plan covers Hawley's entire Growth Area and promotes the establishment of future functionally classed roadways to ensure the adequate movement of traffic throughout the community. In almost all cases, the dedication of right of way to support the Future Transportation Plan will be secured in the platting process. Figure 11 demonstrates the recommended rights of way required for roadways based on their intended functional class.

Figure 11 Recommended Right-of-Way Widths

Classification	Roadway Section	Recommended Width (ft.)	Recommended Right-of-Way (ft.)
Principal Arterial	4 to 6 lanes; strict access, not < 1/4 mi.; parking prohibited	72 to 96	150 to 200
Minor Arterial	2 to 4 lanes; limited access (1/8 to 1/2 mi. spacing*); limited parking	44 to 72	100 to 125
Collector	2 lanes, turn lanes at key locations, access allowed (1/8 to 1/2 mi. spacing*), parking allowed	36 to 44	80 to 100
Local	2 lanes, access allowed, parking allowed	36 to 44	70 to 80

**Specific access spacing should be reviewed on a case by case basis*

HAWLEY COMPREHENSIVE PLAN



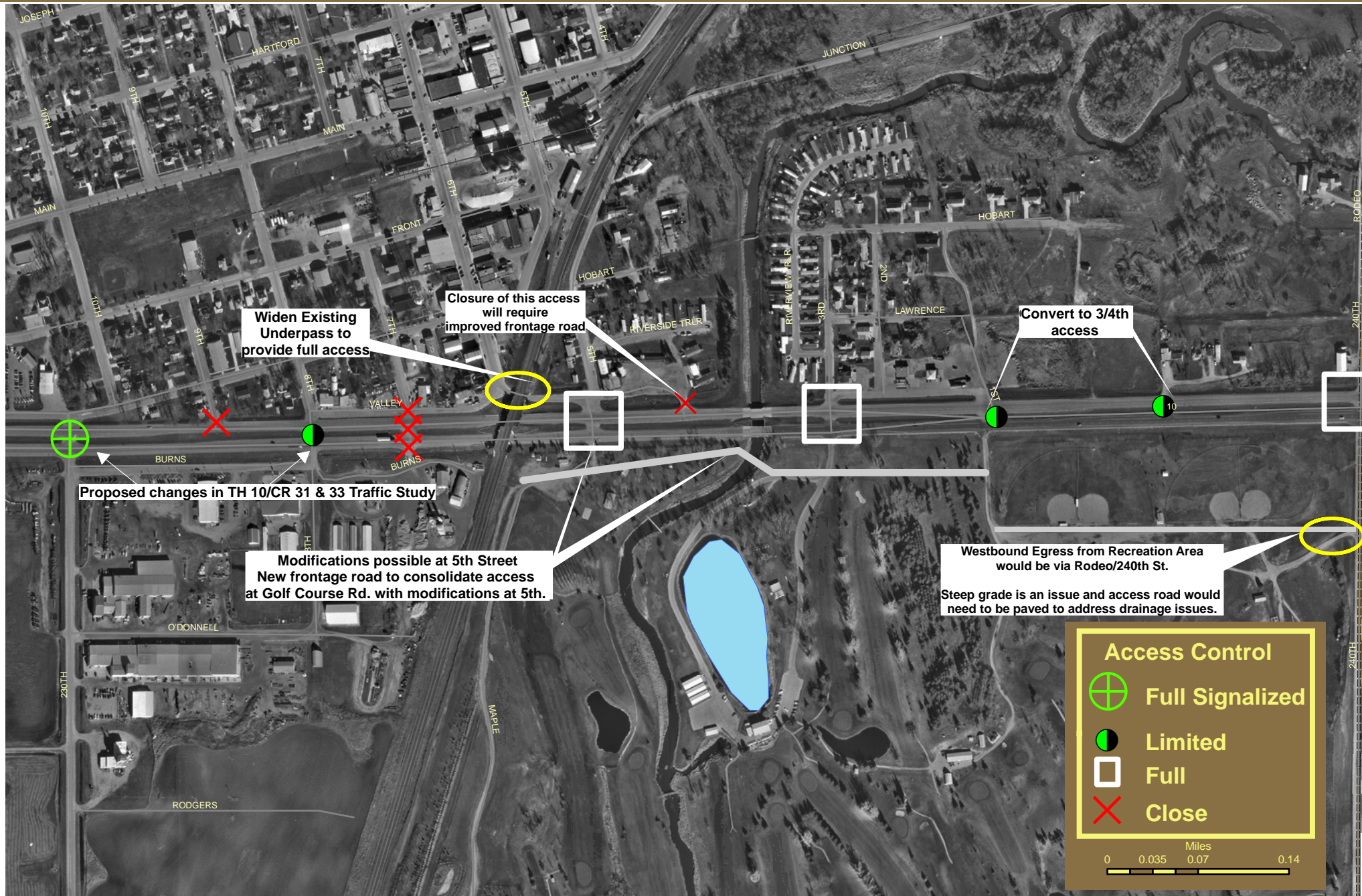
MAP 13
FUTURE TRANSPORTATION

HAWLEY COMPREHENSIVE PLAN



MAP 14
US Highway 10 Access Plan - West End Recommendations

HAWLEY COMPREHENSIVE PLAN



MAP 15
US Highway 10 Access Plan - East End Recommendations

Bicycles and Pedestrians

US Highway 10 is a barrier for pedestrian and bicycle traffic. As the City of Hawley contemplates development plans to the south of US Highway 10 it must first develop a strategy to allow for the safe passage of pedestrians and bicyclists across US Highway 10. Pedestrian movements to and from the recreational areas east of town have been identified as an area of concern. There are not currently any standards in place that would safely facilitate at grade movements of pedestrian access US Highway 10. Once a signal is installed at CR 33/31, and opportunity will present itself to look more closely at the design of pedestrian crossing facilities as part of that project. A warrants analysis would likely be required before MN DOT would install pedestrian facilities in conjunction with the CR 31/33 signal.

Hawley needs to focus on being an active community and ensure residents have options for biking and walking. Overall community connectedness needs to be a goal. Connectedness and walk-ability are important from a public health perspective and a cost consumption perspective. Hawley needs to remain committed to supporting the needs of pedestrians and cyclists by implementing a community pedestrian facility plan. Map 16 highlights those priority corridors for the provision of new or upgraded of pedestrian facilities.

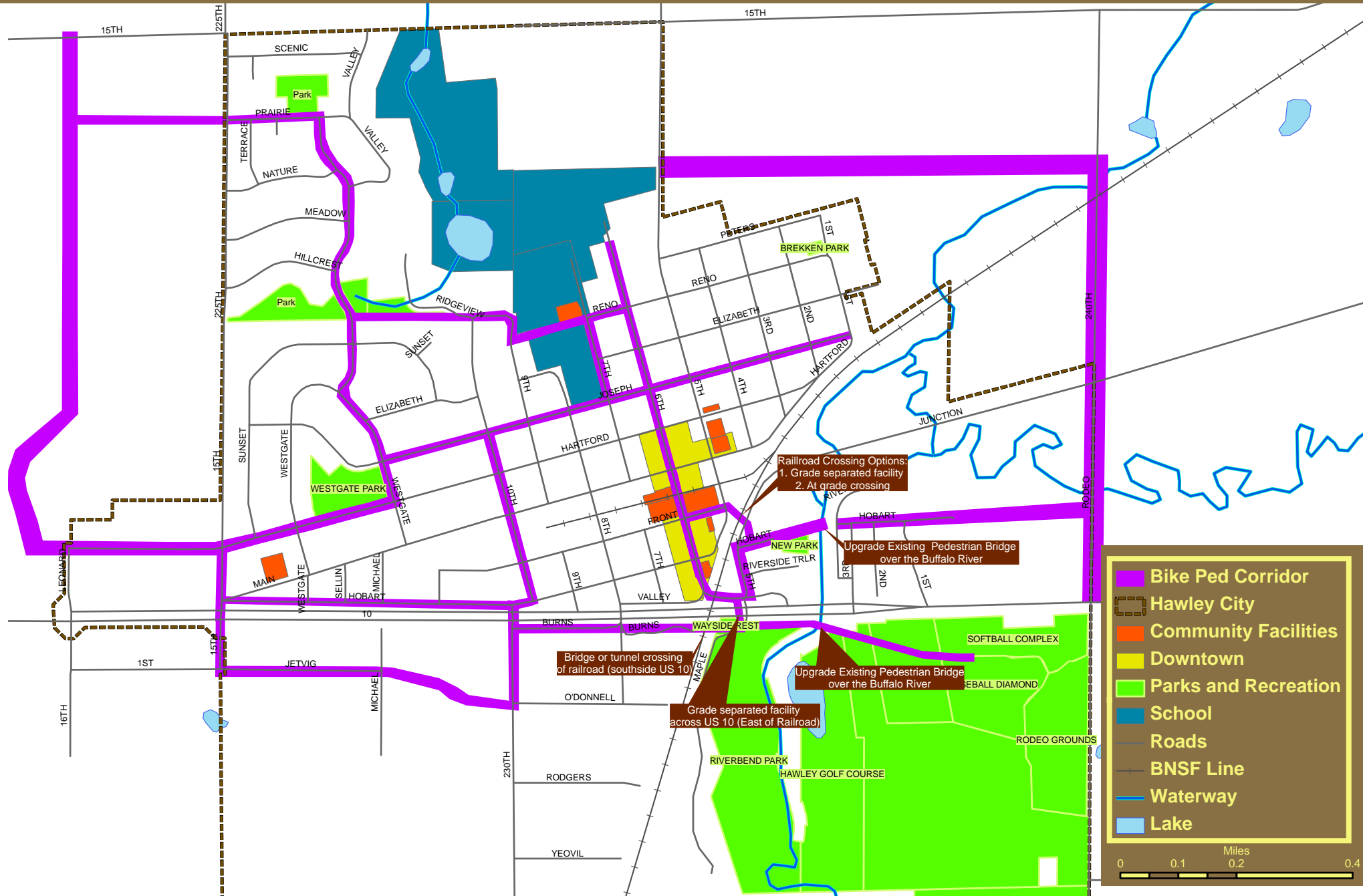
Public Transit

Hawley should engage Clay County and Clay County Rural Transit (CCRT) to ensure effective commuter transit options for residents into and out of the Fargo-Moorhead Metro area. Currently CCRT offers once daily commuter service into the FM Metro Area. Ridership on the CCRT commuter route has been stable, with slight increases given increase fuel prices.

Hawley needs to work with CCRT to ensure that internal transportation options for the mobility limited populations in Hawley, such as a senior mini-van or volunteer driver program. In the near future CCRT will deploy demand response service using a small minivan. With rising fuel prices Hawley should internally develop ride sharing, carpooling, and park-n-ride options for residents.

CCRT currently uses the BP Gas Station on the north side of US Highway 10 as an informal park-n-ride for its commuter route which serves Hawley into the Fargo-Moorhead Metro area. CCRT, Hawley, and MN DOT should develop way finding signage to demarcate the existence of a park-n-ride lot in Hawley. The current park-n-ride lot at the interchange of US Highway 10 and MN 32 is underutilized, and is not currently used by CCRT.

HAWLEY COMPREHENSIVE PLAN



MAP 16
BIKE AND PEDESTRIAN ISSUES

COMMUNITY DEVELOPMENT

Underneath the broader issue area of Community Development the City of Hawley will need to develop a number of strategies and action plans related to Economic Development, Housing, Downtown Investment, and local economic autonomy. The City of Hawley needs to look at investment in community capacity building opportunities in the areas of Housing, Economic Development, and Downtown Development and wrap them into an overall strategy for community growth.

Taken together as Community Development, these issues will determine how Hawley develops as a community. A proactive, comprehensive and long range Community Development Strategy will assist Hawley in planning for new neighborhoods, assist in the rejuvenation and maintenance of older neighborhoods (including downtown), and help in the promotion and retention of business.

Economic Development

Hawley needs a strategy for economic development. The City of Hawley needs a leader in terms of business recruitment, retention and expansion. Hawley needs to identify and advance a 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.

In recent years the Community Club has increased its visibility within the community; however it does not appear that the Community Club on its own is sufficient in lieu of a chamber of commerce and or a business association. The City should be proactive in ensuring the development and maintenance of a proactive business association or collective, such as a chamber of commerce. While past efforts in these areas have not been met with widespread participation, the City needs to remain dedicated to programmatic marketing efforts of the local business community. The Hawleywood campaign provided was a good example that brought measurable notice and recognition to the community, albeit short lived and with a narrow focus.

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 (E.g. condominiums, etc). The strategic placement of housing within the Growth Area of Hawley is important to the overall development of the community.

A review and modification of existing zoning and subdivision regulations is needed to ensure they allow flexibility to provide a diversity of housing types (e.g. 1600 sq foot requirement on R-1 zoning; 1000 sq. foot R2/R3). The City should consider the creation of a R-1b zoning district which allows for smaller lots sizes and design flexibility. Some currently developing in the Prairie Hills subdivision would be good candidates for the R-1b designation.

The City needs to look at policies 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. With rising fuel costs, 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, etc, 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 will need to consider pedestrian and bicycle connectivity across US 10 to ensure access to the larger community.

Downtown

There is a general sense that downtown is in need of investment, however downtown investment is not seen as an immediate or short-term community priority. Downtown investment is viewed as an emerging issue the City needs to begin to get a better handle on from a planning perspective. 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. Small town downtowns play a uniquely different function in the 21st Century than was the case in earlier years.

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.

Local Economic Capacity

Hawley needs 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.

With rising fuel prices, residents will be looking for consumer options closer to home.

Developing more local economic self autonomy should be tied directly to Hawley's overall Community development strategy. Businesses should be encouraged to consider later business hours to attract more business during the evenings and on the weekends.

COMMUNITY VISION AND IDENTITY

Hawley needs to clearly define its vision and establish a framework for growth that embraces its vision. Hawley is comfortable being a bedroom community. However it is critical for Hawley to retain a strong local identity and economy within the regional context.

Hawley's vision should be that of a community with competitive housing options, a solid school system, and a quality of life with a unique rural environment tucked between the lakes region and the Metro area. Hawley has a good community image, however moving forward there are areas the City must focus on to ensure aesthetics and images are preserved and enhanced.

The City should look closely at the regulation of large billboards along US 10; beyond just billboards the City may also want to look at signage policies in general. The City should remain dedicated to its program of landscaping and tree planting throughout the community. A functional and well kept downtown is a part of Hawley's image. The maintenance and upkeep of community facilities needs to be a priority.

COMMUNITY FACILITIES AND INFRASTRUCTURE

Hawley needs to retain and add community facilities and amenities that attract new residents and serve to retain existing residents. As was demonstrated earlier the Plan, the City has a number of attractive facilities and amenities. Hawley must remain diligent that existing resources are maximized and fully utilized, a good example being the school theater facilities at the School. There appears consensus on the need for a Community/Recreation Center. There are two separate visions for a community center: 1) Orientated to community gatherings and social events (akin to the existing Community Center). 2) A more interactive social space with activities and both structured and unstructured curriculum. Taken together, these two concepts received a very high level of community support. The City should explore the need for and scope of a possible new community center and recreational facility.

The City of Hawley must be cognizant of the needs of its younger residents. It is important for the private market and or social institutions in Hawley to provide daycare options within the community. Daycare options are an important option for younger families. On the other end of the spectrum, Hawley needs to work with the private sector to ensure senior housing options are available within the community. As well, housing options should be available for residents looking to downsize from single family detached living into smaller units with lower maintenance responsibilities, such as town homes and condominiums.

It goes without saying that the city needs to be cognizant of fire and police needs as the community grows. City should look at options to expand and enhance municipal recycling programs with the addition of curbside pickup. The golf course is viewed as an attraction to the outside community.

Parks and Recreational Facilities

Hawley needs to develop a strategy for providing safe access to the recreational facilities on the east end of town. The ball diamonds and adjacent facilities are viewed as community resources, yet are sometimes unsafe for residents to access on foot or by bicycle. There is support for recreational development along the river, however opportunities appear limited. A possible realignment of the Buffalo River to its original river bed may offer the opportunity for passive open space adjacent to the river. The City should evaluate the potential to convert (through a land swap) the Wildlife Management Area south of the municipal golf course to an open space and recreational and or interpretative facility. A river bank alignment project by the MN DNR is being discussed and may present opportunities for the City to create open space and recreational areas.

Schools

The school system is a community asset and residents see the schools as a unifying force. There is concern about the long range facility and capacity issues and about the impacts of

consolidation with adjacent rural districts. The City of Hawley should engage the School District on a longer range facility planning effort to understand and address anticipated growth scenarios in the years to come. The City Council and the School Board should meet once annually to discuss issues of common concern.

GOALS AND OBJECTIVES

This section of the Comprehensive Plan outlines Goals and Objectives the City of Hawley should use as reference tool in the years to come. The development of the Goals and Objectives are derived from analysis of the issues developed through the public input process. The Goals and Objectives should be used by the City of Hawley to justify future community initiatives and strategy plans. The Goals and Objectives of the Comprehensives Plan should be used in the decision making process on issues which will confront the City in the coming years.

General Community Goals and Objectives

1. Create a progressive atmosphere in the City that will enhance residential and commercial development, business expansion, education and recreational opportunities, and will instill community pride.
 - a. Hawley needs to implement a vision for itself that embraces its desire for competitive housing options, its unique quality of life, and its quality school system
 - b. Enact and enforce ordinances that will serve to implement the Comprehensive Plan.
 - c. Continue to organize and produce community events and recreational opportunities that present the City in a positive light, and provide entertainment and relaxation for the residents.
 - d. Continue the program of landscaping and tree plantings throughout the community, with priority for *community gateways* and other high visibility areas.
2. Build better relationships between all residential, commercial, and industrial interests by promoting better communications.
 - a. Encourage open and productive communication between commercial business interests the City.

- b. Maintain and expand Community Club with representation from all clubs and interest groups.
- 3. Improve public communications and information dissemination.
 - a. Continue to cultivate resident interest and participation in existing boards and committees which provide oversight and direction to various elements of municipal operations.
 - b. Encourage citizen involvement in the city's decision-making process through annual showcase of ongoing and proposed municipal initiatives and programs.
 - c. Continue to utilize Hawley cable TV channel, website, and quarterly newsletter to provide a continuous flow of information to residents, visitors, and interested persons.

Community Growth Goals and Objectives

- 1. Promote housing development that will meet the needs of all residents.
 - a. Conduct a *brief and concise* analysis of housing trends and document emerging housing needs within the City of Hawley.
 - b. Work with the private sector to develop *concept or sketch plans* well in advance of the platting process in those parts of the City and 30 Year Growth area targeted for residential development.
 - c. Remain committed to the existing housing rehabilitation programs to preserve existing housing stock, and identified opportunities for expansion and promotion as feasible.
 - d. Consider incentives for the construction of new housing which meets hard to meet demand points within Hawley.
 - e. Provide/Preserve an adequate supply of affordable, life-cycle housing.
 - f. Provide/Promote an adequate supply of multiple family housing.
- 2. Work with developers to understand the potential for moderate priced housing in the land northeast of the city limits.

3. Consider a possible replat of the northern portions of the Prairie Hills subdivision to allow for smaller lot sizes.
4. The City of Hawley should adopt the State Building Code and should work with adjacent townships to ensure uniform build codes are enforced within its entire 30 Year Growth Area and ET Area.
5. Maintain zoning and subdivision regulations that are consistent with land use goals and objectives as well as the goals and objectives of other functional areas.
 - a. Conduct a review and update both the zoning and subdivision ordinances to ensure compliance with Comprehensive Plan; as well as allow for the development of a variety of housing types.
 - b. When development occurs, require the platting of multiple lots to ensure economical utility extensions, coordinated roadway planning, and efficient administration.
 - c. Regularly assess the housing needs of the citizens in the community to assist in planning for future infrastructure extensions, and to ensure the availability of an adequate supply of buildable land.
 - d. Consider the effects of development on the environment, and how development affects natural resources. Consider soil types, slope of land, drainage, wetlands, and environmentally sensitive areas.
6. Protect property values of existing property owners
 - a. Maintain housing stock and eliminate or upgrade substandard housing and nonconforming lots, structures, and uses.
7. Adhere to the 30 Year Growth Plan and Municipal Expansion Plan contained with the Comprehensive Plan.

Community and Economic Development Goals and Objectives

1. Hawley should develop an economic development strategy that looks at issues concerning business recruitment and retention, develop and prioritize options for downtown reinvestment, and identify targets for increasing local economic reliance.

- a. The City of Hawley should form a task force to discuss economic development and community development strategies and priorities, and put together an action plan to address identified needs and opportunities.
- 2. Maintain and promote existing businesses and encourage prospective businesses to locate in appropriate commercial and industrial areas throughout the City.
 - a. Encourage communication and cooperation between all commercial and industrial interests in the City.
 - 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 type of business or industrial activity that is desired within Hawley.
 - d. Promote commercial and industrial development that is sustainable from an environmental standpoint and responsive to current market trends.
- 3. Preserve and restore historic buildings and facilities, and the general character of downtown.
 - a. Conduct a general assessment of structures in the downtown area to determine long term feasibility for re-use and redevelopment
 - b. Where feasible, seek State, regional, private, and foundation economic development funding to restore and/or maintain historic buildings and structures throughout the City.
 - c. Establish a relative priority for Downtowns within the overall community and economic development strategy for the City.
- 4. Maintain commercial areas by utilizing incentives and code enforcement.
 - a. Maintain economic growth through initiatives such as the revolving loan fund, tax increment districts, JOBZ, 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. Consider the development of ordinances concerning bill board placement and policies which protect the visual nature of “gateways” into Hawley.

Transportation Goals and Objectives

1. Adhere to the Future Transportation Plan set forth in the Comprehensive Plan
2. Provide for the safe and efficient movement of persons and 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.
3. 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 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.
4. Ensure the safe movement of pedestrians and cyclists in Hawley.

- a. Develop a comprehensive, equitable, practical, and affordable pedestrian and bicycle circulation policy for the City.
 - b. Ensure connectivity throughout the City via foot and bicycle by addressing critical barriers between destinations.
- 5. Promote safe and reliable public transportation for the elderly, disabled, or those who do not have access to private transportation.
 - a. Promote Clay County Rural Transit and strive to improve service delivery to elderly, disabled, or others in need of transportation that live in or near Hawley.
 - b. Promote Clay County Rural Transit as a viable commute option for those who choose this alternative.
 - c. Improve marketing of the Clay County Rural Transit service to better meet the needs of Hawley residents.
- 6. Improve the safety and access along the Highway 10 corridor.
 - a. In coordination with Clay County and Mn DOT implement the recommendations put forth in the TH 10 CR 31/33 Traffic Study
 - b. Work with Mn DOT and Clay County to be cognizant of a comprehensive plan for the Highway 10 corridor within and beyond Hawley City limits.
 - c. Extend 45 mph speed limit on Highway 10 to the west 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.

Public Facilities / Service

- 1. Maintain a capital improvement program to identify all public facilities needs, costs, funding and sources, and determine timing for implementation.
- 2. Provide high quality water and sewer service that meets existing and future demands while adhering to sound fiscal and development policies.
- 3. Encourage development in areas where utilities can be extended efficiently and economically.

- a. Extend water and sewer services simultaneously.
- 4. Create long term policy for existing storm sewer system.
 - a. Provide adequate storm sewer and storm water retention areas in developing areas in cooperation with Townships the Buffalo-Red River Watershed District, and others.
 - b. Study the long term storm water system needs of the City.
- 5. Maintain supply of reliable, fairly priced energy
 - a. Begin planning for the replacement of the existing generating plant.
 - b. Explore the feasibility of wind energy or other alternative energy sources should an opportunity arise.
 - c. Ensure natural gas distribution system has the adequate pressure to meet the needs within the City.
- 6. Continually review special assessment policies and make changes as needed.
- 7. Maintain existing parks and recreational facilities and promote expansion in the developing areas of the City.
 - a. Provide for parks to be located within all new residential developments.
 - b. Maintain standards in land use regulations that will provide for parkland dedication.
 - c. Design minimum maintenance parks.
 - d. Prepare a parks and open spaces master plan for areas in the 30 Year Growth Area that include large areas of future residential uses.
- 8. Continue to maintain Airport facility and encourage its use by area businesses.
- 9. Recognize the cultural and environmental significance of the Buffalo River

- a. Continue to work with MN DNR to explore long term solutions to address bank stability issues along the Buffalo River.
- b. Work to identify open space and recreational opportunities along the Buffalo River.
- c. Implement policies and practices which protect the water quality of the Buffalo River.

IMPLEMENTATION PLAN

The Implementation Plan establishes a short list of needed action items to assist the City of Hawley in furthering initiatives identified with in the Comprehensive Plan. Several of the implementation actions identified relate to additional study and analysis of the issues discussed with in the Comprehensive Plan. Attention to the Implementation Plan through its execution ensures the Comprehensive Plan remains a living document in the years to come. What follows is a short list of needed action steps which will allow Hawley to more clearly focus on the issues discussed with in the Comprehensive Plan.

- Establish a Task Force to form a joint powers planning area covering Hawley's 30 Year Growth Area.
- The City should review and update Zoning and Subdivision ordinances, and also consider enacting the State Building Code.
- Form an Economic/Community Development Task Force to assess needs and opportunities and develop an Action Plan to address economic development issues.
- The City Council and the School Board should meet once annually to discuss ongoing operational and capital issues.
- The City should conduct a housing analysis to ensure it has a full understanding of market trends and conditions within the City.
- The City should conduct a downtown options study/analysis to better understand the options and opportunities for investment in downtown.

- The City should study the long term needs for a community center/ recreational facility, and at the same time explore the options for the reuse of the existing Community Center property.

Appendix 1

Community Characteristics

COMMUNITY DEMOGRAPHIC 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 specific policies that may evolve from the planning process. This chapter presents information concerning population demographics, housing, socio-economic conditions, economic development, and land use.

Population Analysis

Figure A.1 presents Census population data for the years 1930 - 2000. The 2006 population projection was done by the Minnesota State Demographer's Office, showing 1,924 residents. This would be an increase of 966, doubling the population since 1930. The growth rate of the area has been relatively steady historically, with the exception of 3 larger spikes; the first of which occurred during the 1930's, when the population increased by 17%. The largest of the peaks in population growth took place in the 1970's, when the growth rate got up to 19.2% in the 1980 Census, while the most recent of these larger increases occurred in the 1990's, leading to a growth rate of 13.7%.

Hawley and Clay County Population History Figure A.1				
Year	Hawley Changes		Clay County Changes	
1930	958	-		
1940	1,122	17.0%	25,337	
1950	1,196	6.6%	30,363	19.8%
1960	1,270	6.2%	39,080	28.7%
1970	1,371	8.0%	46,585	19.2%
1980	1,634	19.2%	49,327	5.9%
1990	1,655	1.3%	50,442	2.3%
2000	1,882	13.7%	51,229	1.6%
2006 (Census Estimated 10/07/07)	1,924	2.2%	54,892	7.2%

In comparison, the population data for Clay County for the years 1940 - 2000 are also shown in Figure A-1. Up until the 1970s the rate of growth of Clay County was higher than the City of Hawley. Hawley's growth rate since the 1970s has been higher than that of the entire Clay County. Over the coming three decades, current estimates indicated that both Hawley and the Clay County as a whole will grow at about 1% annually.

The population of Hawley is currently increasing around the rate of 2.2%, comparable to that of Ulen, whose projected increase in population is at a rate of 1.9% for 2006. However, Ulen is one of the only neighboring areas with a similar rate of growth. With the exception of Hitterdal with a currently negative growth rate and Moorhead whose growth rate is that of 0.1%, many of the surrounding areas are having somewhat larger amounts of population increases, ranging from 7.4% in Barnesville up to 18% in Dilworth.

Rapid increases such as those in Dilworth and Glyndon are expected due to their closer proximities to the Fargo-Moorhead metropolitan area. However, Barnesville is commonly

found to be comparable to Hawley in that they have traditionally had a similar population, similarities in school district size, equal distance from the Fargo-Moorhead area, and their proximity to the lake country and other amenities.

As shown in **Figure A.2**, the surrounding townships of Hawley are projected to experience a stable rate of population growth between today and 2035. Since 2000 Hawley Township grew 4%, and is projected to grow by about 1/3 between 2006 and 2035. Highland Grove has grown by 5.9% since 2000 and is projected to grow by another quarter by 2035. The population of Cromwell Townships grew by 7.1% in the past six years and will grow 35% between now and 2035. Eglon Township's population increased by 10.9% since 2000 and will grow by another 50% by 2035. These increases in rural areas are due in part to the increased appeal of living in a rural setting, while retaining access to the amenities of an adjacent communities and the regional marketplace.

Population Trends of Selected Cities and Townships in Clay County									
Figure A.2									
	Estimate								
	1990	2000	2006	2010	2015	2020	2025	2030	2035
Clay County Cities									
Hawley	1,655	1,882	1,924	2,028	2,174	2,308	2,436	2,529	2,603
Barnesville	2,066	2,173	2,334	2,443	2,599	2,736	2,863	2,946	3,013
Dilworth	2,562	3,001	3,543	3,876	4,346	4,818	5,299	5,594	5,865
Glyndon	862	1,049	1,166	1,270	1,418	1,564	1,713	1,809	1,893
Hitterdal	242	201	179	174	168	162	155	145	139
Moorhead	32,295	32,177	35,225	36,532	38,411	40,021	41,462	42,158	42,830
Ulen	547	532	542	550	562	570	575	564	559
Hawley Area Townships									
Hawley	421	459	480	504	537	567	596	615	630
Cromwell	310	323	346	361	382	401	418	428	437
Eglon	419	440	488	515	552	586	619	643	662
Highland Grove	300	304	322	333	349	363	374	379	384
Clay County Total	50,422	51,299	54,892	57,080	60,230	63,020	65,600	66,910	68,140

Source: Population estimates based on MN State Demographer projections issued 10/07/07.

Figure A.3 shows the current population of Hawley, according to the 2000 Census. As can be seen, the majority of the population lays between 25 to 54 years old, with the latter part being that of the baby boomer generation.

According to the 2000 Census, the city of Hawley has, similar to that of the previous Censuses since 1960, 20% of its population in the age group of persons over 65.

The city is currently experiencing a riskier population growth, seeming to lose the demographic of those between the ages of 20 to 24 years in particular, although this is a prominent theme among cities of similar size.

Total Population Figure A.3		
	Number	Percent
Sex		
Male	920	48.9%
Female	962	51.1%
Total	1,882	100%
Age		
Under 5 years	115	6.1%
5 to 9 years	144	7.7%
10 to 14 years	156	8.3%
15 to 19 years	129	6.9%
20 to 24 years	92	4.9%
25 to 34 years	241	12.8%
35 to 44 years	264	14.0%
45 to 54 years	224	11.9%
55 to 59 years	70	3.7%
60 to 64 years	70	3.7%
65 to 74 years	140	7.4%
75 to 84 years	165	8.8%
85 years and over	72	3.8%
Total	1,882	100%

Households

Households are defined by the Census Bureau as including all of the persons who occupy a housing unit. **Figure A.4** demonstrates a handful of housing variables for the City of Hawley, based on 2000 Census Estimates. Of note was the similar proportion of households in Hawley with residents under the age of 18 and residents over the age of 65. The average household size as expressed by persons per household was 2.45 in 2000. For those households which included a family, the persons per household was slightly higher, at 3.02.

Household Sizes and Ages Figure A.4	
Number of households with individuals under 18 years of age	265
Percent of households with individuals under 18 years of age	35.6%
Number of households with individuals 65 years of age and over	243
Percent of households with individuals 65 years of age and over	32.7%
Average household size (in persons per household)	2.45
Average family size (in persons per family)	3.02

Residence of Hawley Residents in 1995 Figure A.5		
Residence in 1995	#	%
Same house as 1995	1,010	57.2%
Same county as 1995	418	23.7%
Same state as 1995	131	7.4%
Different house in 1995	750	42.4%
Different county in 1995	332	18.8%
Different state in 1995	201	11.4%
Elsewhere in 1995	7	0.4%

Figure A.5, is based on the 2000 Census, and demonstrates the residence of Hawley residents in 1995. Figure A.5 demonstrates the tenure of existing residents and shows the mobility and origin of newer residents. Almost 60% of residents in 2000 had lived in the same house five years earlier. Not surprising given the population growth in Hawley, more than 40% of residents lived in a difference house 1995.

Education

Figure A.6 displays an overview of educational attainment of Hawley residents as reported by the 2000 Census. Since 1990, there has been an increase in the number of Hawley residents who either attended college or have attained Bachelor's degrees. In 1990, approximately 29.4% of Hawley's population had completed less than the 12th grade. This has improved to 16.8% in 2000.

Educational Attainment of Hawley Residents 25 Years of Age and Older Figure A.6				
	1990		2000	
Educational Attainment	#	%	#	%
Less Than 9 th Grade	225	20.7%	136	10.9%
9 th to 12 th , No Diploma	95	8.7%	73	5.9%
High School Graduate	353	32.4%	374	30.1%
Some College, No Degree	164	15.1%	262	21.1%
Associate's Degree	77	7.1%	107	8.6%
Bachelor's Degree	141	13.0%	249	20.0%
Graduate or Professional Degree	33	3.0%	42	3.4%
Total Persons 25+	1088	100%	1243	100%

Hawley Household Income Figure A.7		
Income in 1999	Households	Families
Less than \$10,000	89	29
\$10,000 to \$14,999	55	9
\$15,000 to \$24,999	122	74
\$25,000 to \$34,999	97	69
\$35,000 to \$49,999	116	87
\$50,000 to \$74,999	161	152
\$75,000 to \$99,999	60	56
\$100,000 to \$149,999	27	25
\$150,000 to \$199,999	5	5
\$200,000 or more	6	6
Median household income	\$36,652	\$47,188

Family and Household Income

Figure A.7 shows Hawley's household income data as reported in the 2000 Census. It can be seen that approximately 19.5% of the households in Hawley earned less than \$15,000 in 1999, while only about 7.4% of the families earn the same amount. The family households of Hawley currently earn slightly higher incomes, having approximately 29.6% of the family households earning between

\$50,000 and \$74,999 annually. Hawley's median household income in 1999 was \$37,889, and the median family income was \$49,192.

Housing

Figure A.8 shows the majority of Hawley's residential units are owner occupied; around 68.3% of the total housing units are owner occupied. Eighty-three percent (83%) of Hawley's single-family housing units are owner occupied. Single family owner occupied housing units make up 56.9% of the total housing units in Hawley.

2007 Hawley Residential Housing Units Figure A.8	
Housing Unit	#
Owner Occupied Housing Units	589
Single Family Owner Occupied Housing Units	490
% Single Family Owner Occupied Housing Units	56.9%
Renter Occupied Housing Units	226
% Renter Occupied Housing Units	26.2%
Vacant Housing Units	48
Total Housing Units	863

Figure A.9 shows housing construction trends in Hawley. Housing construction in Hawley has been relatively stable historically. Construction was slowest in the 1980s. Seventeen percent (17%) of Hawley's existing housing stock was constructed between 1990 to March of 2000. Since 2000, Hawley has added over 70 new housing units to the community.

Hawley Dwelling Unit Construction Figure A.9		
Year Structure Built	#	%
2000 to 2007	76	8.8%
1999 to 2000	29	3.3%
1995 to 1998	57	6.6%
1990 to 1994	52	6%
1980 to 1989	50	5.8%
1970 to 1979	186	21.5%
1960 to 1969	101	11.7%
1940 to 1959	135	15.6%
1939 or earlier	179	20.7%

The most significant building period, however, occurred between 1970 and 1979, where 23.6% of the current housing structures in Hawley were built. Approximately 22.7% of the dwellings were built prior to 1939.

Figure A.10 demonstrates estimated market values of owner-occupied housing units in the City of Hawley, as determined by the 2000 Census. This includes only detached, single family housing units constructed on a single lot. The data does not include manufactured homes, duplexes, triplexes, or multiple family houses, regardless of owner occupancy status. It can be seen that the clear majority, 78.8% of the housing properties surveyed, are estimated at a value of under \$99,999, with about 79.6% of that being valued between \$50,000 and \$99,999. Clearly these values will be shown to be substantially higher with the 2010 Census.

2000 Estimated Market Value of Owner-Occupied Housing Units in Hawley Figure A.10		
Value	# of Units	% of Total
Less than \$50,000	72	16.1%
\$50,000 to \$99,999	281	62.7%
\$100,000 to \$149,999	75	16.7%
\$150,000 to \$199,999	16	3.6%
\$200,000 to \$299,999	0	0%
\$300,000 to \$499,999	2	0.4%
\$500,000 to \$999,999	2	0.4%
\$1,000,000 or more	0	0%
Total	448	100%

Employment

Figure A.11 shows Hawley's employment by major industry based on the 2000 Census data. The industries with the higher proportion of employment in Hawley are education, health, and social services, creating about 26.8% of the total employed persons. The second largest industry is in retail trade, including about 13.4% of the total persons.

Employment By Industry Figure A.11		
Industry	Persons Employed	
	#	%
Agriculture, forestry, fishing & hunting, & mining	26	3.1%
Construction	57	6.7%
Manufacturing	73	8.6%
Wholesale Trade	53	6.2%
Retail Trade	114	13.4%
Transportation and warehousing, & utilities	48	5.6%
Information	17	2.0%
Finance, insurance, real estate, rental & leasing	68	8.0%
Professional, scientific, management, administrative, & waste management services	43	5.0%
Educational, health & social services	228	26.8%
Arts, entertainment, recreation, accommodation & food services	45	5.3%
Public administration	33	3.9%
Other services	47	5.5%
Total	852	100%

Figure A.12 presents Hawley's employment data regarding employment by occupation. It can be seen that the most common occupation in Hawley is in the area of management or other professional and related occupations. The second most common occupation is in the field of sales and office occupations.

Employment by Occupation Figure A.12		
Occupation	Persons Employed	
	#	%
Management, professional & related occupations	258	30.3%
Service Occupations	140	16.4%
Sales & office occupations	234	27.5%
Farming, fishing, & forestry occupations	4	0.5%
Construction, extraction & maintenance occupations	91	10.7%
Production, transportation, & material moving occupations	125	14.7%
Total	852	100%

Figure A.13 demonstrates the top 10 employers in the City of Hawley. These top employers employ a total of 467 people. The Hawley School District is the single largest employer in the City of Hawley. The second largest employer of the Hawley area is the manufacturing business Rapat Corporation.

Major Employers In and Around Hawley Figure A.13		
Employer	Type of Business	Number of Employees
Hawley School District	Education	148
Rapat Corporation	Manufacturing	70
Sellin Brothers Inc.	Construction	50
RDO Equipment Inc.	Machinery	34
Supervalu	Grocery Store	30
Spring Prairie Meats	Food Production	30
Hawley Manor	Assisted Living Facility	30
Hawley Golf Club	Golf Club	25
D. R. Planning Inc.	Technical Institute	25
Castle Rock Supper Club	Restaurant	25

Commuting To Work Figure A.14		
Means of Transportation	#	%
Car, truck or van - drove alone	663	80.1%
Car, truck or van – carpooled	100	12.1%
Public transportation (including taxi-cabs)	7	0.8%
Walked	21	2.5%
Other means	2	0.2%
Worked at home	35	4.2%
Total workers age 16 and over	828	100.0%
Mean travel time to work (minutes)	23	

The Hawley workforce predominantly commutes to work alone, having 80.1% of the workers over 16 years of age surveyed driving to work alone. However, there is approximately 15.6% of the population that does use alternative forms of transportation, either being carpooling, public transportation, or other pedestrian activity, as shown in **Figure A.14**. Hawley is located in close proximity to the Fargo-Moorhead metropolitan area, making an understandable mean travel time to work around 23 minutes per person.

Appendix 2

Public Input Summary

Public Input Summary

Comprehensive Plan Committee

The development of the Comprehensive Plan was directed by the Comprehensive Plan Committee. The Committee was made up of citizens from the City of Hawley, including two City Council Members. The Committee met a total of 8 times throughout the planning process. The Committee membership was as follows:

- Stacey Riedberger
- Kerri Anderson
- Jerald Pederson
- Melvin Ristvedt
- Matt Martodam
- Todd Sparrow
- Marc Ness
- Jodi Neumann
- Lisa Jetvig

Focus Groups

Metro COG conducted six focus groups in support of the Comprehensive Plan update process. The participants were selected by the Comprehensive Plan Steering Committee and sorted into groups based on participant interests (i.e. residents, government officials, developers, business owners, etc). There were a total of 34 participants in the six focus groups. Based on the comment received as part of the Focus Group, Metro COG developed a list of Preliminary Issues. In April Metro COG recapped the Focus Group meetings and provided the Steering Committee a detailed summary of the Preliminary Issues identified by the Focus Groups. The Steering Committee indicated support for the Preliminary Issues and they were then presented at the Community Input Forum in May further deliberation and discussion by the Community as a whole.

Community Input Forum

The Community Input Forum was structured to provide information about the Comprehensive Planning Process and to also elicit input from community on important and emerging issues. The Community Forum was open house format with a number of poster boards available for review and interaction. The Community Forum hosted by Metro COG and the City of Hawley. The Forum was done in conjunction with a public input meeting on the TH 10 Traffic Study. Over 70 residents attended the Community Forum, of which about 60% actually interacted with the Comprehensive Plan portion of the meeting. In total, including steering committee

members, Metro COG estimates it has engaged nearly 130 community residents into the planning process thus far.

Based on input received at the Community Input Forum Metro COG has created the finalized list of Project Issues for consideration by the Comprehensive Plan Committee. Those issues are discussed further in the document in the *Project Issue and Preliminary Analysis* section.

Prior to discussing the Project Issues, a recap of the themes and trends gathered as part of the Community Forum will be presented. Part of the strategy with the Community Forum was to get residents to rank their preference, priorities, and attitudes towards a number of themes and strategies identified through the early planning process. Some of the information presented at the Community Forum related to community investments, emerging issues within the City, future land use concepts, and community design preferences. What follows is a brief narrative interpretation of the feedback received as part of the Community Forum.

Residents were presented with 12 separate possible community investments and asked to indicate their support or lack thereof for such investments. Residents did *write-in* two priorities for investment, one being a new library and the other being senior housing. Some residents took comment forms with them and mailed them back at a later date. The mail-in comments have been tabulated with the comments received directly at the Community Forum.

Of those investment areas identified, the three which rose to the top were a *traffic signal on US 10*; the *upgrade of 15th Street*; and *economic development programs*. Lower on the list of priorities were community center and community recreational facilities. However, when taken in aggregate, the preference for some form of a community facility which functions as gathering space and/or a recreation facility ranks near the top in investment priorities. Investments in the downtown, an east side rail crossing, dog park, skate park, and the other items ranked very low on the list of priorities. Figure 1 demonstrates the overall ranking of various community investments.

Figure 1

Investment Priorities	Pro	Con
Eastside Rail Crossing	0	0
Downtown Investment Program	1	0
15th Street Upgrade	19	0
New Community Center	8	0
Library (write in)	2	0
Safe Route to School Path	2	3
Pedestrian Safety on US 10	1	0

Community Recreational Facility	5	0
Traffic Signal on US 10	18	0
Water/Sewer Upgrades	0	0
Dog Park	0	0
Skate Park	0	0
Economic Development Programs (including Housing incentives)	18	0
Elderly Housing (write in)	1	0

Residents were asked to rank the importance of a list of emerging issues which had been identified through the initial planning stage. High on the list were *community facilities & amenities, downtown investment, housing, and economic and community development*. It is interesting that downtown investment ranked high as an emerging issues, but low in terms of a priority investment area. Also of note was how low transportation scored, when the top two community investment areas were transportation related. As is shown in Figure 2 a number of issues received little or no priority.

Figure 2

Emerging Issues	Priority
Community Facilities & Amenities	5
Growth & Development Pattern	3
Support for Local Economy	0
School System	2
Downtown Investment	6
Transportation	0
Taxes & Special Assessments	3
Intergov't Consensus on Growth	2
Park & Recreational Facilities	1
Economic & Community Development Strategies	6
Housing Diversity	6

Residents were asked to provide their preference among a number of images comparing different streetscapes and development patterns and. Of those residents who participated, the majority pointed toward residential development with sidewalks; and support for separated bike and pedestrian facilities. There was also a tendency to support smaller scale retail as opposed to large box retail. Residents also did not appear supportive of large billboards.

There was a general consensus among those residents who expressed an interest in the future land use of the City. To the North the sentiment was residential. To the south residents favor commercial and industrial development. Based on input through the Focus Groups, in consultation with the Steering Committee, and based on general community trends, a proposed draft future land use plan has been developed for discussion.

Draft Plan Open House

After a draft plan was developed, Metro COG and the City of Hawley hosted an open house to discuss the key elements of the Comprehensive Plan. The open house was attended by 15 individuals.

Appendix 3

TH 10 CR31/33 Traffic Study

Preferred Alternative

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